

CULTURAL ADVICE REPORT

J6287 - 597 East Maddisons Road, Rolleston
(RC245088)

To: Selwyn District Council

Contact: Tim Hegarty

1.0 Mana Whenua Statement

Ngāi Tahu holds and exercises rangatiratanga within the Ngāi Tahu Takiwā and has done so since before the arrival of the Crown. The rangatiratanga of Ngāi Tahu resides within the Papatipu Rūnanga. The Crown and Parliament have recognised the enduring nature of that rangatiratanga through:

- Article II of Te Tiriti o Waitangi (Te Tiriti);
- the 1997 Deed of Settlement (Deed of Settlement) between Ngāi Tahu and the Crown; and
- the 1998 Ngāi Tahu Claims Settlement Act (NTCSA) in which Parliament endorsed and implemented the Deed of Settlement.

The contemporary structure of Ngāi Tahu is set down through the Te Rūnanga o Ngāi Tahu Act 1996 (TRoNT Act). Article II of Te Tiriti o Waitangi (Te Tiriti), the TRoNT Act, Ngāi Tahu Claims Settlement Act (NTCSA) 1998, and the 1997 Deed of Settlement (Deed of Settlement) between Ngāi Tahu and the Crown sets the requirements for recognition of tangata whenua in Canterbury.

As recorded in the Crown Apology to Ngāi Tahu in the NTCSA, the Ngāi Tahu Settlement marked a turning point, and the beginning of a “new age of co-operation”. The Crown apologised for its “past failures to acknowledge Ngāi Tahu rangatiratanga and mana over the South Island lands within its boundaries” and confirmed that it “recognises Ngāi Tahu as the tāngata whenua of, and as holding rangatiratanga within, the Takiwā of Ngāi Tahu Whānui”.

Each Papatipu Rūnanga has their own respective takiwā, and each is responsible for protecting the tribal interests in their respective takiwā, not only on their own behalf of their own hapū, but again, on behalf of the entire tribe.

The following Rūnanga hold mana whenua over the project’s location, as it is within their takiwā:

- Te Ngāi Tūāhuriri Rūnanga
- Te Taumutu Rūnanga

2.0 Summary of Proposal

Woolworths New Zealand Limited has applied for resource consent from Selwyn District Council (RC245088) to establish and operate a supermarket and small-scale ancillary retail tenancies,

including associated earthworks, access, carparking, signage and landscaping. This supermarket is part of the wider Faringdon Oval subdivision development. Photo voltaic (solar) panels are proposed to be included on the roofs of the buildings on site.

3.0 Consultation Methodology

Mahaanui Kurataiao Limited review the application documents and undertake an assessment of the application against the Mahaanui Iwi Management Plan.

A briefing report is prepared for Kaitiaki representatives who have been mandated by the Papatipu Rūnanga they represent to speak on behalf of hapū on environmental issues.

A Mahaanui Kurataiao Limited staff member meets with Kaitiaki representatives to discuss the application and Kaitiaki provide feedback based on Mātauranga Māori.

The Cultural Advice Report is provided to outline the relevant policies in the Mahaanui Iwi Management Plan and the feedback provided by Kaitiaki representatives.

The relevant policies and Kaitiaki feedback for this application are provided in the following sections of this report.

4.0 Mahaanui Iwi Management Plan 2013

The Mahaanui Iwi Management Plan (IMP) is a written expression of kaitiakitanga, setting out how to achieve the protection of natural and physical resources according to Ngāi Tahu values, knowledge, and practices. The plan has the mandate of the six Papatipu Rūnanga, and is endorsed by Te Rūnanga o Ngāi Tahu, as the iwi authority.

Natural resources – water (waterways, waipuna (springs), groundwater, wetlands); mahinga kai; indigenous flora and fauna; cultural landscapes and land - are taonga to mana whenua and they have concerns for activities potentially adversely affecting these taonga. These taonga are integral to the cultural identity of ngā rūnanga mana whenua and they have a kaitiaki responsibility to protect them. The policies for protection of taonga that are of high cultural significance to ngā rūnanga mana whenua are articulated in the IMP.

The policies in this plan reflect what Papatipu Rūnanga support, require, encourage, or actions to be taken with regard to resolving issues of significance in a manner consistent with the protection and enhancement of Ngāi Tahu values, and achieving the objectives set out in the plan.

The relevant Policies of the IMP to this proposal have been identified as:

5.3 WAI MĀORI

WATER QUALITY

WM6.1 To require that the improvement of water quality in the takiwā is recognised as a matter of regional and immediate importance.

Comment: *Water is a significant cultural resource, connecting Ngāi Tahu to the landscape, culture and traditions of the tūpuna. Wai is a taonga, and a life giver of all things. The protection and enhancement of wai is, therefore, of upmost importance to tāngata whenua. The RMA recognises the relationship of Māori to freshwater as a matter of national importance.*

5.4 PAPATŪĀNUKU

WASTE MANAGEMENT

P7.1 To require that local authorities recognise that there are particular cultural (tikanga) issues associate with the disposal and management of waste, in particular:

- (a) The use of water as a receiving environment for waste (i.e. dilution to pollution); and
- (b) Maintaining a separation between waste and food.

P7.3 To require waste minimisation as a basic principle of, and approach to, waste management. This means reducing the volume of waste entering the system through measures such as:

- (a) Education about wise water use;
- (b) Composting and recycling programmes;
- (c) Incentives for existing and new homes, business, developments and council services to adopt greywater recycling and install low water use appliances; and
- (d) On site solutions to stormwater that avoid stormwater entering the wastewater system.

P7.6 To require higher treatment levels for wastewater: 'we should not have to rely on mixing and dilution of wastewater to mitigate effects'.

SOIL CONSERVATION

P9.1 To sustain and safeguard the life supporting capacity of soils, mō tātou, ā, mō kā uri ā muri ake nei.

CONTAMINATED LAND

P10.1 The management of contaminated land must recognise and provide for specific cultural issues, including:

- (a) The location of contaminated sites;
- (b) The nature of the contamination;
- (c) The potential for leaching and run-off;
- (d) Proposed land use changes; and
- (e) Proposed remediation or mitigation work.

EARTHWORKS

P11.1 To assess proposals for earthworks with particular regard to:

- (a) Potential effects on wāhi tapu and wāhi taonga, known and unknown;
- (b) Potential effects on waterways, wetlands and waipuna;
- (c) Potential effects on indigenous biodiversity;
- (d) Potential effects on natural landforms and features, including ridge lines;

- (e) Proposed erosion and sediment control measures; and
- (f) Rehabilitation and remediation plans following earthworks.

Indigenous vegetation

- P11.7** To require that indigenous vegetation that is removed or damaged as a result of earthworks activity is replaced.
- P11.8** To require the planting of indigenous vegetation as an appropriate mitigation measure for adverse impacts that may be associated earthworks activity.

Erosion and sediment control

- P11.9** To require stringent and enforceable controls on land use and earthworks activities as part of the resource consent process, to protect waterways and waterbodies from sedimentation, including but not limited to:
- (a) The use of buffer zones;
 - (b) Minimising the extent of land cleared and left bare at any given time; and
 - (c) Capture of run-off, and sediment control.

Comment: *Papatūānuku is the birthplace of all things of the world and the place to which they return. The protection and maintenance of the mauri of Papatūānuku, and the enhancement of mauri where it has been degraded is, therefore, of upmost importance to Ngāi Tahu.*

5.8 NGĀ TŪTOHU WHENUA

Protecting wāhi tapu and wāhi taonga

- CL3.8** To require, where a proposal is assessed by tāngata whenua as having the potential to affect wāhi tapu or wāhi taonga, one or more of the following:
- (a) Low risk to sites:
 - (i) Accidental discovery protocol (ADP)

Comment: *For Ngāi Tahu cultural heritage isn't something that happened in the past; but rather a reflection of an ongoing and enduring relationship with the land. As a planning tool, cultural landscapes are a culturally meaningful and effective framework for the identification, protection and management of sites and places of significance, the multiple values associated with those sites and places, and the relationship of tāngata whenua to them.*

4.1 Guidance to Moderate Impacts on Cultural Values

The above policies from the Mahaanui Iwi Management Plan provide a framework for assessing the potential negative impacts of the proposed activity on cultural values and provide guidance on how these effects can be moderated.

Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga have a unique and abiding interest in the sustainable management of te taiao – the environment. Wai māori (freshwater) is a taonga of Ngāi Tahu, governed under the domain of rangatiratanga and defined by Ngāi Tahu tikanga and ritenga.

The discharge of contaminants such as stormwater to water, or to land where it may enter water, is culturally unacceptable. Ngāi Tahu concerns with discharges of contaminants to water extend beyond the existence of silent files or areas of cultural significance. Rather, these concerns are based on

protecting the mauri of waterways, and the relationship of Ngāi Tahu to them. Therefore, all stormwater generated from the solar panels and roof must be treated for heavy metals and other contaminants prior to discharge to ground. In addition to this, there must be an appropriate system to treat runoff from hard stand areas to remove heavy metals. 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.

Any activity that involves ground disturbance has the potential to uncover cultural material or wāhi tapu. Activities such as subdivision and land use change can increase the sensitivity of a site with regard to effects on sites of significance. An Accidental Discovery Protocol (Appendix 1) 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).

Erosion and sediment control is also a key issue of concern with regard to earthworks. Activities such as land development can leave large areas of land cleared with bare soil exposed, increasing the risk of erosion and the discharge of sediment into waterways. An Erosion and Sediment Control Plan (ESCP) should be constructed, inspected, and maintained in accordance with Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury. All contractors working on site must be made aware of these measures and strictly adhere to them. Where measures prove to be inadequate, works must cease until appropriate and effective measures are in place.

Contaminated land can have adverse effects on the environment, including the potential for contaminants to leach into groundwater. An accidental contamination discovery protocol must be in place during all works required to give effect to this consent and strictly adhered to. Any contaminated materials/soils found must not be reused on site and contaminated materials/soils found must be disposed of offsite at a suitable facility. In addition to this, all fill required as part of the development must be clean fill.

Restoring indigenous biodiversity values is one of the most important challenges for the future management in the takiwā. A healthy economy relies on a healthy environment. Indigenous biodiversity, along with air, water and soil, are taonga; they are the region's natural capital, providing a suite of essential ecosystem services. Therefore, the Consent Holder is encouraged to use predominantly indigenous species to increase the biodiversity in the takiwā.

The Consent Holder should incorporate the *Ngāi Tahu Subdivision and Development Guidelines* to the greatest practical extent. The guidelines provide a framework for Papatipu Rūnanga to positively and proactively influence and shape subdivision and development activities, while also enabling council and developers to identify issues of importance and desired outcomes for protecting tāngata whenua interests on the landscape. In particular, the development should incorporate sustainable urban design features with respect to stormwater runoff and greywater reuse including greywater capture and reuse, rainwater capture and reuse (i.e., rainwater collection tanks), minimising impervious cover (e.g., using permeable paving and maintaining grass cover), the use of rain gardens and swales (or other land-based methods) rather than standard curb and channel and avoiding the use of building material known to generate contaminants such as copper guttering and roofing.

5.0 Rūnanga – Affected Party or Not

In terms of this response, Mahaanui Kurataiao has taken a targeted approach and only addresses matters of fundamental concern to Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga. The fact that Mahaanui Kurataiao has not commented on any particular matter should not be taken as support thereof and Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga reserve the right to comment on additional matters at a hearing or in the future.

The Kaitiaki representatives of Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga have reviewed this application and provided the consent conditions and advice notes outlined in Section 6.0 to align this proposal more closely with the provisions in the Mahaanui IMP.

If the consent conditions are provided for, the Rūnanga will not consider themselves to be an adversely affected party.


6.0 Consent Conditions and Advice Notes

If a resource consent is granted, the following conditions must be included to moderate effects of this proposed activity on mana whenua values:

1. There must be an appropriate system to treat runoff from hard stand areas to remove heavy metals.
2. All stormwater generated from the solar panels and roof must be treated for heavy metals and other contaminants prior to discharge to ground.
3. An accidental contamination discovery protocol must be in place during all works and strictly adhered to.
 - a) Any contaminated materials/soils found must not be reused on site.
 - b) Contaminated materials/soils found must be disposed of offsite at a suitable facility.
 - c) All fill required as part of the development must be clean fill.
4. 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).
5. An Erosion and Sediment Control Plan (ESCP) should be constructed, inspected, and maintained in accordance with Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury.
 - a) All contractors working on site must be made aware of these measures and strictly adhere to them.
 - b) Where measures prove to be inadequate, works must cease until appropriate and effective measures are in place.

The following advice notes must be included in the final decision:

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.



On behalf of Mahaanui Kurataiao Ltd, this report has been prepared by Angela Burton | Mahaanui Kurataiao Ltd Environmental Advisor.

Date: 25 July 2024

Appendix 1: Accidental Discovery Protocol (ADP)

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 Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga. Te Ngāi Tūāhuriri Rūnanga and Te Taumutu 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:

1. **All work on the site will cease immediately.**
2. Immediate steps will be taken to secure the site to ensure the archaeological material is not further disturbed.
3. 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.

4. The Kaitiaki Rūnanga and HNZPT will jointly appoint/advise a qualified archaeologist who will confirm the nature of the accidentally discovered material.
5. 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*).
6. 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.
7. 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.
8. 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.
9. 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.
10. 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:

Te Ngāi Tūāhuriri Rūnanga: (03) 313 5543, TuaHiwi.Marae@ngaitahu.iwi.nz

Te Taumutu Rūnanga: 03 371 2660, taumutu@ngaitahu.iwi.nz

Appendix 2: Ngāi Tahu Subdivision and Development Guidelines

Note: These guidelines are to be read in conjunction with Policies P4.1, P4.2 and P4.3 within the Mahaanui IMP.

Cultural landscapes

- 1.1** A cultural landscape approach is the most appropriate means to identify, assess and manage the potential effects of subdivision and development on cultural values and significant sites [refer Section 5.8 Issue CL1].
- 1.2** Subdivision and development that may impact on sites of significance is subject Ngāi Tahu policy on Wāhi tapu me wāhi taonga and Silent Files (Section 5.8, Issues CL3 and CL4).
- 1.3** Subdivision and development can provide opportunities to recognise Ngāi Tahu culture, history and identity associated with specific places, and affirm connections between tāngata whenua and place, including but not limited to:
- (i) Protecting and enhancing sites of cultural value, including waterways;
 - (ii) Using traditional Ngāi Tahu names for street and neighbourhood names, or name for developments;
 - (iii) Use of indigenous species as street trees, in open space and reserves;
 - (iv) Landscaping design that reflects cultural perspectives, ideas, and materials;
 - (v) Inclusion of interpretation materials, communicating the history and significance of places, resources, and names to tāngata whenua; and
 - (vi) Use of tāngata whenua inspired and designed artwork and structures.

Stormwater

- 2.1** All new developments must have on-site solutions to stormwater management (i.e. zero stormwater discharge off site), based on a multi-tiered approach to stormwater management that utilises the natural ability of Papatūānuku to filter and cleanse stormwater and avoids the discharge of contaminated stormwater to water [refer to Section 5.4, Policy P6.1].
- 2.2** Stormwater swales, wetlands and retention basins are appropriate land-based stormwater management options. These must be planted with native species (not left as grass) that are appropriate to the specific use, recognising the ability of particular species to absorb water and filter waste.

- 2.3** Stormwater management systems can be designed to provide for multiple uses. For example, stormwater management infrastructure as part of an open space network can provide amenity values, recreation, habitat for species that were once present on the site, and customary use.
- 2.4** Appropriate and effective measures must be identified and implemented to manage stormwater run-off during the construction phase, given the high sediment loads that stormwater may carry as a result of vegetation clearance and bare land.
- 2.5** Councils should require the upgrade and integration of existing stormwater discharges as part of stormwater management on land rezoned for development.
- 2.6** Developers should strive to enhance existing water quality standards in the catchment downstream of developments, through improved stormwater management.

Earthworks

- 3.1** Earthworks associated with subdivision and development are subject to the general policy on Earthworks (Section 5.4 Issue P11) and Wāhi tapu me wāhi taonga (Section 5.8, Issue CL3), including the specific methods used in high and low risk scenarios for accidental finds and damage to sites of significance.
- 3.2** The area of land cleared and left bare at any time during development should be kept to a minimum to reduce erosion, minimise stormwater run-off and protect waterways from sedimentation.
- 3.3** Earthworks should not modify or damage beds and margins of waterways, except where such activity is for the purpose of naturalisation or enhancement.
- 3.4** Excess soil from sites should be used as much as possible on site, as opposed to moving it off site. Excess soil can be used to create relief in reserves or buffer zones.

Water supply and use

- 4.1** New developments should incorporate measures to minimise pressure on existing water resources, community water supplies and infrastructure, including incentives or requirements for:
- (i) low water use appliances and low flush toilets;
 - (ii) grey water recycling; and
 - (iii) rainwater collection.
- 4.2** Where residential land development is proposed for an area with existing community water supply or infrastructure, the existing supply or infrastructure must be proven to be able to accommodate the increased population prior to the granting of subdivision consent.

4.3 Developments must recognise, and work to, existing limits on water supply. For example, where water supply is an issue, all new dwellings should be required to install rainwater collection systems.

Waste treatment and disposal

5.1 Developments should implement measures to reduce the volume of waste created within the development, including but not limited incentives or requirements for:

- (i) Low water use appliances and low flush toilets;
- (i) Grey water recycling; and
- (ii) Recycling and composting opportunities (e.g. supporting zero waste principles).

5.2 Where a development is proposed for an area with existing wastewater infrastructure, the infrastructure must be proven to be able to accommodate the increased population prior to the granting of the subdivision consent.

5.3 New rural residential or lifestyle block developments should connect to a reticulated sewage network if available.

5.4 Where new wastewater infrastructure is required for a development:

- (i) The preference is for community reticulated systems with local treatment and land-based discharge rather than individual septic tanks; and
- (ii) Where individual septic tanks are used, the preference is a wastewater treatment system rather than septic tanks.

Design guidelines

6.1 New developments should incorporate low impact urban design and sustainability options to reduce the development footprint on existing infrastructure and the environment, including sustainable housing design and low impact and self-sufficient solutions for water, waste, energy such as:

- (i) Position of houses to maximise passive solar gain;
- (ii) Rainwater collection and greywater recycling;
- (iii) Low energy and water use appliances;
- (iv) Insulation and double glazing; and
- (v) Use of solar energy generation for hot water.

- 6.2** Developers should provide incentives for homeowners to adopt sustainability and self-sufficient solutions as per 6.1 above.
- 6.3** Urban and landscape design should encourage and support a sense of community within developments, including the position of houses, appropriately designed fencing, sufficient open spaces, and provisions for community gardens.
- 6.4** Show homes within residential land developments can be used to showcase solar hot water, greywater recycling and other sustainability options, and raise the profile of low impact urban design options.

Landscaping and open space

- 7.1** Sufficient open space is essential to community and cultural wellbeing, and the realization of indigenous biodiversity objectives, and effective stormwater management.
- 7.2** Indigenous biodiversity objectives should be incorporated into development plans, consistent with the restoration and enhancement of indigenous biodiversity on the landscape.
- 7.3** Indigenous biodiversity objectives to include provisions to use indigenous species for:
- (i) street trees;
 - (ii) open space and reserves;
 - (iii) native ground cover species for swales;
 - (iv) stormwater management network; and
 - (v) home gardens.
- 7.4** Indigenous species used in planting and landscaping should be appropriate to the local environment, and where possible from locally sourced seed supplies.
- 7.5** Options and opportunities to incorporate cultural and/or mahinga kai themed gardens in open and reserve space can be considered in development planning (e.g. pā harakeke as a source of weaving materials; reserves planted with tree species such as mātai, kahikatea and tōtara could be established with the long-term view of having mature trees available for customary use).
- 7.6** Developers should offer incentives for homeowners to use native species in gardens, including the provision of lists of recommended plants to avoid, discounts at local nursery, and landscaping ideas using native species.

10 July 2024

Selwyn District Council
c/- Jacobs

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

Attention: Tim Hegarty

By email: Tim.Hegarty@Jacobs.com

Dear Tim,

**RC245088: WOOLWORTHS ROLLESTON
597 EAST MADDISONS ROAD
TRANSPORT PEER REVIEW**

1. Further to our previous correspondence, this letter sets out our review of transport matters for the proposed development of the above site. The transport information reviewed is:
 - a. *Faringdon Oval Woolworths, Rolleston Integrated Transport Assessment* by Stantec dated 16 February 2024;
 - b. The Stantec *Selwyn District Council RFI Transport Responses* letter dated 22 April 2024; and
 - c. The submissions received on the Resource Consent application.

Proposal Overview

2. The proposed development is understood to be *Non-Complying* and the proposal broadly comprises:
 - a. Activity of
 - i. 3,528m² GFA¹ of supermarket;
 - ii. 324m² GFA of online shopping pick-up;
 - iii. 374m² GFA of complementary retail;
 - b. Vehicle accesses to Goulds Road (3 no.), Shillingford Boulevard (1 no.) and the proposed road at the south of the site (1 no. and truck exit only);
 - c. Traffic generation of 526 vehicles per hour in the weekday evening peak period; and
 - d. Parking provision of 184 spaces, which is anticipated to meet the typical peak demands.

¹ Gross Floor Area.



3. The transport network surrounding the site is reasonably new, with the Goulds Road / Shillingford Boulevard roundabout recently constructed, Goulds Road recently upgraded and Shillingford Boulevard (along the site frontage) under construction.
4. Some properties on Edgar Way were occupied at the time of our site visit (in March 2024) with others under construction. As such, the surrounding transport environment is emerging (rather than established).

Key Matters for Consideration

5. The following sets out our preliminary assessment of the key transport matters associated with the proposed activity.

Traffic Generation & Traffic Effects (Safety & Efficiency)

Site Generated Traffic

6. We are satisfied with the methodology adopted for assessing the traffic effects of the proposed activities (including the traffic generation and assignment to *Primary*, *Pass-by* and *Diverted* trip types). We note that the RFI response clarified that the estimated number of truck movements is 20 to 30 per day.
7. The focus of the assessment of wider traffic effects is the Goulds Road / Shillingford Boulevard roundabout and Goulds Road / Edgar Way intersection. Both of these locations are able to satisfactorily accommodate the predicted increase in traffic, meaning that the efficiency of the network will not be noticeably adversely affected.
8. The safety of the surrounding transport network is similarly anticipated to not be noticeably affected. This is in part because of the good level of operation with regards to efficiency (i.e. there are no significant delays that lead to risk taking), but also because the road network is relatively recent and will have undergone Road Safety Audit processes.

Off-Site Vehicle Tracking

9. Vehicle tracking has been provided in the RFI response that confirms the Goulds Road / Shillingford Boulevard roundabout can accommodate the 23m truck and trailer that is anticipated to visit the site.
10. The ITA identifies that truck and trailers tracking at the proposed intersection of the new road (to the south of the site) and Shillingford Boulevard will require an area of mountable landscaping to accommodate the design vehicle. We understand this will be delivered as part of the subdivision rather than this land use activity consent. So long as this occurs, the off-site tracking is considered acceptable.

Vehicle Access Arrangements

Traffic Safety & Efficiency

11. The traffic modelling undertaken confirms that the accesses will operate efficiently, plus Goulds Road and Shillingford Boulevard include medians to safely accommodate right turning vehicles.



Pedestrian & Cycle Safety

12. We queried the need for shared path paint markings at the Goulds Road and Shillingford Boulevard main car park accesses to provide safe pedestrian and cycle passage across these accesses. The Applicant's response to the RFI is that these could be installed should Council choose want this. We are satisfied that these accesses would not require these markings given the available visibility out of those accesses, plus the likely cycle volumes and speed noting the limited catchment this cycle facility serves.
13. Limit lines are generally provided at the vehicle egress points on the Application plans, although these are not illustrated at the on-line shopping exit or the courier exit. The RFI identifies that these will be provided and we consider this is important to remind drivers that they are approaching a shared path.
14. The updated application plans illustrate the Shillingford Boulevard vehicle crossing limit line within the road reserve which is unusual. However, we consider this is the appropriate location for that limit line given the location of the Shillingford Boulevard shared path in relation to the site boundary.
15. The visibility out of all accesses has been confirmed as being appropriate for the potential users on the frontage road (be it cyclists on a shared path or pedestrians on a footpath). The revised site plan provided in response to the RFI queries² illustrates signage types and locations. These are generally clear of obstructions and provide sightlines to on-coming pedestrians and cyclists. That said, the proposed trees near the East Maddisions Road accesses will need to be carefully located (and the trees potentially limbed) to ensure they do not obscure the 25m visibility splay identified in the RFI response.
16. We also note that the visibility to the south out of the courier access is achieved through restricting the boundary fencing of the supermarket site and the adjacent property to being 3m back from the property boundary. This is acceptable and we assume this is achieved in perpetuity through a covenant (or similar instrument) on the adjoining property.
17. We are generally satisfied that sufficient queue space is provided at the accesses to avoid queuing on the transport network that could lead to notable adverse effects. The width of the accesses is typical for a commercial activity (albeit within a Residential zone) and the passing pedestrian / cycle volumes are anticipated to be sufficiently low that the effects of the width of the crossing will be acceptable.
18. Overall, the accesses are anticipated to operate satisfactorily.

Parking & Loading Provision

19. The car parking provision has been identified as being sufficient to meet the typical peak parking demand. No time restrictions are proposed, such that the car parking should be available for staff and they would not be required to park on-street.

² asc architects plan 23826-RC-06 dated 19 April 2024.



20. The majority of loading is proposed to occur from within the loading bays that are proposed to the south of the site. These areas have been indicated as being fit for purpose and are therefore considered acceptable.

Complementary Retail Loading

21. Tracking of the main Goulds Road and Shillingford Boulevard accesses has been undertaken with an 8.8m truck, to service the complementary retail towards Shillingford Boulevard. The RFI response notes that (if the parking is available in front of this retail space) an 8.8m truck would only block the exit lane at Shillingford Boulevard and not the inbound lane. Whilst we agree with this, there remains a concern that blocking the exit lane would lead to departing vehicles travelling in the inbound lane.
22. There would likely be inter-visibility between departing and arriving vehicles at this access, with departing vehicles needing to give-way to inbound drivers if they are passing a loading vehicle. Although the ITA and RFI comment that loading in this area would be of low frequency and typically occurs outside of peak hours, there is no mechanism to ensure this is the case.
23. Given the above, we consider it is preferable to have a Loading Management Plan, that ensures loading occurs outside of peak times. That said, we acknowledge the impact of this loading issue is temporary, and we don't consider it a critical concern.

Vehicle Distance Travelled & Alternate Mode Provision

24. Information is provided within the ITA that discusses travel distances associated with the proposed supermarket. In brief, we agree that the proposed supermarket will assist in servicing the local catchment by a range of transport modes and therefore potentially reduce vehicle travel.
25. The RFI response included commentary on the request for bus stops to be provided on Shillingford Boulevard to better service the application site by public transport. The response identifies possible locations for bus stops, although this is identified as being a matter for the wider subdivision developer rather than the Applicant.
26. We agree with this and, although we consider the provision of a bus stop beneficial, it is accepted that it is a matter outside of the Applicant's control.

Submissions

27. Submissions have been received from the Canterbury Regional Council, Ministry of Education and Ryman Healthcare. The transport elements of these submissions are:
 - a. Canterbury Regional Council: No transport related submissions;
 - b. Ministry of Education:
 - i. Requests appropriate consideration of the potential traffic generation effects on the neighbouring streets;
 - ii. Considers there is potential for safety effects at the Lemonwood Grove, Waitaha School and future Farringdon Oval sites; and



- iii. Seeks that suitable conditions are included to mitigate potential traffic safety effects from the activity on the wider community.
- c. Ryman Healthcare Ltd:
 - i. Concerns regarding safe crossing points to the proposed supermarket for pedestrians, particularly those accessing the site from the south; and
 - ii. Seeks safe pedestrian crossing facilities are provided for people accessing the supermarket from the south.

Effects of School Sites

- 28. With regard to the effects on Lemonwood Grove and Waitaha Schools (on Goulds Road), we consider that the recent upgrade of Goulds Road provides a sufficiently safe environment to accommodate the increased traffic associated with the proposed supermarket. These upgrades include urbanising Goulds Road and providing a zebra crossing for the School. In addition, vehicle access for the Schools is taken from Lemonwood Drive and would therefore not be directly affected by increased traffic on Goulds Road.
- 29. The potential school site on Shillingford Boulevard is located on a road that is currently under construction. We would expect that design to satisfactorily account for the pedestrian, cycle and parking needs of the students. We do not expect the supermarket to lead to a noticeable change in traffic volumes that would warrant any specific design features on Shillingford Boulevard that would not have already been under consideration for the school.
- 30. The schools are also sufficiently far from the proposed supermarket site that we would not expect there to be any specific Temporary Traffic Management measures included. That said, their locations should be identified in the general Construction Management Plan documents for future reference, should it become a relevant consideration at a later stage.

Retirement Village

- 31. This submission sought consideration of safe pedestrian access to the supermarket from the south. A pedestrian crossing island is proposed on East Maddisons Road along the supermarket frontage. This crossing leads pedestrians to the main store entrance without crossing vehicle accesses.
- 32. We consider the above is sufficient to address the concern raised in this submission.

Conditions

- 33. The above review has identified several matters that may warrant a Condition of Consent. These are summarised as:
 - a. The proposed activity should not open until the mountable kerb (or similar solution) as identified in figure 12-1 of the ITA is provided;



- b. Limit lines at the site accesses are provided as per the recent application plans, plus limit lines are also provided for departing vehicles at the courier and on-line shopping exits;
 - c. The proposed trees on the East Maddisons Road frontage are located so the trunks are not within the 25m cycle visibility splays (illustrated in the Transport RFI response) and the canopy is trimmed / limbed to ensure sightlines are maintained; and
 - d. A loading management plan is provided that ensures deliveries to the complementary retail occur outside of peak times to reduce the potential that the egress lane to Shillingford Boulevard is blocked.
34. Subject to appropriately worded conditions, we consider the transport effects of the proposed activity are acceptable and less than minor.
35. We trust the above satisfactorily sets out our review of this application, but please feel free to contact the undersigned if you have any queries regarding this letter.

Yours sincerely,

Novo Group Limited

Nick Fuller

Principal Transport Engineer

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0003-063_597 East Maddisons Rd_TL002

22 July 2024

Selwyn District Council
c/o Jacobs
Level 2, 47 Hereford Street
Christchurch 8013

Attention: Tim Hegarty

Dear Tim

RC234088: WOOLWORTHS ROLLESTON - NOISE PEER REVIEW

Selwyn District Council has requested that Marshall Day Acoustics perform a peer review of a noise assessment provided in support of a Woolworths supermarket proposed at 597 East Maddisons Road, Rolleston. Our review is based on the following documents:

1. *Assessment of Environmental Noise Effects (Revision 4)*, prepared by Acoustic Engineering Services (AES), dated 16 February 2024.
2. *Rolleston South – Woolworths Supermarket Resource Consent Application*, prepared by Planz Consultants, dated 16 February 2024.

We understand that the activity status is non-complying and that the applicant has requested public notification. Since preparing our initial peer review, we have reviewed the two submissions that mention noise listed below.

- The Ryman Healthcare Limited submission (support in part) states that Woolworths may not have considered the noise effects of the proposal on their consented retirement village proposed at 533-583 East Maddisons Road and 870 Goulds Road.
- The Ministry of Education submission states that noise effects has not been assessed for the nearby Lemonwood Grove and Waitaha Schools.

Our comments and recommendations are summarised below. The lot numbers that we refer to in this review are based on Figure 1.2 in the AES report.

Predicted noise levels are reasonable

1. AES has appropriately assessed the dominant noise sources on site: carpark activity, loading bay activity - including heavy delivery and service vehicle movements, and mechanical services plant. An allowance for small scale retail activity on site has also been included. Daytime noise levels have been reduced by 4 dB for receivers mainly exposed to carpark noise and 5 dB for receivers primarily exposed to loading bay noise, to account for the limited duration of these activities throughout the daytime period. We confirm that these corrections are permitted by the applicable assessment methodology (NZS 6802:2008) and are appropriate.
2. The highest predicted daytime noise levels are up to 55 dB L_{Aeq} at the small triangular parcel of land immediately west of the supermarket (Lots 210 & 212). At other properties around the supermarket site, daytime noise levels are predicted to be 50-54 dB L_{Aeq} .
3. Between 10pm and 10:30pm, which falls within the District Plan night-time period, noise levels of up to 42 dB L_{Aeq} are predicted at residential properties on the opposite site of Goulds Road due to staff and customer vehicles departing the carpark.
4. We consider the AES predictions are plausible for carpark and loading bay activity.



The predicted daytime noise levels will result in less than minor noise effects

5. Following our review of the AES report, we consider the adverse noise effects will be less than minor at surrounding properties during daytime hours, taking into consideration:
 - a. Guidance from both the World Health Organization and NZS 6802:2008 “Acoustics – Environmental noise” on appropriate noise levels for maintaining residential amenity.
 - b. Anticipated ambient noise levels in the area, particularly from the local roading network.
 - c. Noise levels of up to 55 dB L_{Aeq} will only occur during peak periods of carpark use and when the loading bay is being utilised. At other times, noise levels will be lower.

Any two-storey dwellings constructed immediately adjacent the loading bay area could experience noise levels above the 55 dB L_{Aeq} daytime noise limit

6. We note that if a two-storey dwelling was to be constructed on properties immediately adjacent to the supermarket loading bay area (e.g. Lots 215 and 230), noise levels in excess of 55 dB L_{Aeq} could be received at the upper storey façade, even with the proposed 2.3 metre high solid boundary fence. However, we understand that the landowner (Hughes Development Limited) has provided written approval to Woolworths, and therefore the noise effects of this exceedance must be disregarded.

The predicted 2 dB night-time exceedance will result in less than minor noise effects

7. AES predict that the 40 dB $L_{Aeq(15min)}$ PODP night-time noise limit could be exceeded by 2 dB at the residential properties opposite the supermarket site on Goulds Road between 10pm and 10:30pm when staff and customer vehicles depart the site. We agree that this exceedance would result in less than minor adverse noise effects at these residential properties given the small magnitude and duration of the exceedance, and that the receiving properties are already exposed to traffic noise from Goulds Road.

We agree with the recommendations relating to construction noise

8. We agree with the AES recommendations that construction activities are planned and managed in accordance with NZS 6803:1999 “Acoustics – Construction Noise”, and that construction are undertaken to ensure as far as practical that noise does not exceed the sound levels specified in PODP Rule NOISE-REQ2.

We recommend that noise limits are included as a condition of consent

9. Should Selwyn District Council decide to grant consent, we recommend that noise limits be included as a condition of consent to ensure that activity noise emissions are adequately controlled throughout the life of the consent. We provide suggested text below:
 1. The consent holder shall ensure that all activities on site measured in accordance with NZS 6801:2008 “Acoustics – Measurement of environmental sound”, and assessed in accordance with the provisions of NZS 6802:2008 “Acoustics – Environmental noise”, shall not exceed the following noise limits at any point within the boundary of any other site:
 - a) 0700 to 2200 hours: 55 dB L_{Aeq}
 - b) 2200 to 0700 hours: 45 dB L_{Aeq} and 70 dB L_{Amax}

Response to Ryman Healthcare Limited Submission

10. The AES assessment predicts that supermarket noise emissions will be below the District Plan noise limits at the Ryman Healthcare retirement village site at 533 and 583 East Maddisons Road and 870 Goulds Road. Accordingly, we expect any adverse noise effects experienced at the retirement village site would be less than minor.

Response to Ministry of Education Submission

11. Lemonwood Grove School and Waitaha School are located approximately 350 metres east of the proposed supermarket site. The AES assessment predicts that supermarket noise emissions will be less than the District Plan noise limits at the schools and therefore we expect any adverse noise effects experienced by school users to be less than minor.

We trust this information is satisfactory. If you have any questions, please do not hesitate to contact us.

Yours faithfully

MARSHALL DAY ACOUSTICS LTD



Aaron Staples
Senior Acoustic Engineer

Memo: Technical specialist report to contribute towards Council's section 42A hearing report

4 July 2024

To: Tim Hegarty, Consultant Planner, Selwyn District Council

From: Derek Foy, Director, Formative Limited

Subject: Resource consent application – RC245088 Woolworths Rolleston South – Economic Assessment**1.0 Introduction**

- 1.1 I have undertaken a review of the resource consent application, on behalf of Selwyn District Council ("Council") in relation to economic effects.
- 1.2 I am a Director of Formative, an independent consultancy specialising in social, economic, and urban form issues. Prior to this, I was an Associate Director of Market Economics Limited, a research consultancy for six years, and was employed by Market Economics for 18 years.
- 1.3 I have 24 years consulting and project experience, working for commercial and public sector clients. I specialise in retail analysis, assessment of demand and markets, the form and function of urban economies, the preparation of forecasts, and evaluation of outcomes and effects.
- 1.4 I have applied these specialties in studies throughout New Zealand, across most sectors of the economy, notably assessments of housing, retail, urban form, land demand, commercial and service demand, tourism, and local government. I have been involved in assessments for greenfields developments and a range of other growth planning assessments in Greater Christchurch, including throughout Selwyn, and in particular in and around Rolleston. I provided advice to Council on the Proposed District Plan ("PDP") hearings, and the Variation 1 hearings, and am familiar with the local growth and policy environment.
- 1.5 In writing this memo, I have reviewed the application materials as notified, and in particular the following documents:
- "Faringdon Woolworths Economics Assessment", February 2024, Property Economics (the "PE report") (Attachment E to the application).
 - "Rolleston South – Woolworths Supermarket Woolworths New Zealand Ltd, 597 East Maddisons Road, Rolleston Resource Consent Application to the Selwyn District Council", 16 February 2024, Planz Consultants (the "s32 report").
 - The submissions of Canterbury Regional Council, Ministry of Education, and Ryman Healthcare.
- 1.6 In this review I refer to the application site as the "Site", meaning 597 East Maddisons Road, Rolleston, Lot 4011 DP596412.

2.0 Key economics issues

2.1 In my opinion the key economic issues associated with the proposal are:

- Whether a centre and supermarket of the scale proposed is appropriate on the Site given its location within Rolleston.
- The potential retail distribution effects of the proposed centre on the Site.
- Whether it is appropriate to enable non-supermarket retail tenancies to co-locate with the proposed supermarket.

3.0 Applicant's assessment

3.1 I accept and adopt the site description provided in the s32 report, including the zoning, description of existing activities, and the location and composition of existing neighbourhood centres in Rolleston. I also accept and adopt the further description in the PE report relating to the historic development path of the Site through the Fast Track consenting process, and the zonings proposed under the PDP.

3.2 I accept the methodology applied in the applicant's economic assessment (the PE report) in relation to how to assess the demand for and supply of centre-zoned land, although I disagree with some of the assumptions and observations made. Overall, I agree with the PE report's assessment of:

- The spatial extent of the catchment defined.¹
- The potential dwelling yield of the catchments defined.²
- The existence and role of existing and consented supermarkets³ and centres in Rolleston.⁴
- That the Site is an appropriate location for a supermarket to provide for the local needs of surrounding residential areas.⁵
- The need for some additional supermarket space in Rolleston to adequately and efficiently provide for the needs of the growing population.⁶

3.3 There are some aspects of the PE report's assessment which I wish to provide some response to, as provided in section 4.0.

4.0 Assessment of economic effects and management methods

4.1 In this section I respond to parts of the economic assessment which I consider require some further consideration, and explain the reasons for my position, and the likely effects on the environment of the PPCR. The key matters discussed below are:

- a. The quantum of sustainable supermarket floorspace in Rolleston.

¹ PE report figure 3

² PE report figure 4

³ PE report section 7

⁴ PE report section 8

⁵ PE report page 15

⁶ Various parts of the PE report, including pages 20, 25, 26, and 35

- b. Retail distribution effects.
- c. The effects of enabling non-supermarket retail tenancies to co-locate with the proposed supermarket.
- d. Economic benefits of the proposed activity.

Sustainable floorspace

- 4.2 I have reviewed the PE report's assessment, including in relation to the quantum of sustainable floorspace that will be supported in Rolleston by the future population. I agree that an appropriate approach has been followed, but disagree with the quantum of sustainable supermarket floorspace that has been calculated.
- 4.3 The PE report has applied a floorspace productivity (dollar sales per m² of GFA) of around \$8,750/m².⁷ From my experience working on supermarket assessments, new supermarkets will require a much greater level of sales per m² of GFA, with a level well over \$12,000/m², and often cover \$14,000/m² to indicate that a new store is commercially viable to build and operate.
- 4.4 I acknowledge that that viability varies significantly depending on a range of factors including whether land is purchased or leased, land purchase costs, construction costs due to ground conditions, parking availability, the degree to which a new store will 'cannibalise' sales of other stores operated by the parent company, and design constraints arising from District Plan rules. I am not aware of any factors relating to the proposed Woolworths store that would require a very high level of sales/m² to be viable, and so it may be appropriate to apply assumed sales/m² at the lower end of the scale, but from my experience the \$8,500/m² applied in the PE report is too low.
- 4.5 If \$12,000/m² were to be applied as the assumed sales productivity for new supermarket space, instead of the PE report's \$8,500/m², the sustainable GFA calculated for the catchment would be reduced by 30%. That would mean that instead of sustainable GFA being 5,600-6,300m² as assessed in the PE report (table 2), my understanding of sustainable supermarket space in the catchment would be around 4,100-4,600m² by 2038. That leaves room in the market for the large consented Pak'n Save Rolleston store to also open and attract a share of total food retail expenditure.
- 4.6 That does not make a difference to the conclusions ultimately reached, because the proposed store would go only part way to providing for that sustainable space. Nevertheless, it is important to understand that the PE report's quantification of sustainable space is overstated, particularly if that assessment were to be relied on for anything other than the current application.

Retail distribution effects

- 4.7 I have provided advice to SDC for over a decade on planning for the provision of commercial activity in the District, and in Rolleston. While strong population growth was already being observed a decade ago, the Rolleston Town Centre ("RTC") was yet to develop to its current extent, and lacked a number of the key activities and tenants that are now present there.

⁷ Which is not stated in the report, but can be calculated by dividing total supermarket spending in the catchment (PE report table 1) by the sustainable GFA presented (PE report table 2). Because of the rounded demand figures applied in table 1, it is not possible to calculate exactly the assumed floorspace productivity.

Large parts of the RTC were yet to be occupied (or even zoned for commercial activity at that time, and my early advice was that enabling activities outside of the RTC should be undertaken with caution, so as to enable the RTC to grow to become the primary commercial node within the town.

- 4.8 Since that time the RTC has grown significantly, with many new retail and other commercial activities establishing in the RTC, as noted in the PE report. I agree with the PE report that the RTC is now a relatively robust commercial node with an appropriately broad range of retail activity, and that recent and ongoing development in the RTC has been beneficial to its role.
- 4.9 I also agree with the PE report's assessment that the proposed supermarket (and associated retail tenancies) on the Site will not undermine the role of the Rolleston Town Centre Zone as the primary focus of the District's retail and commercial activity. I note that there are already two supermarkets in the RTC, and from my assessment there is sufficient demand for supermarket space to indicate that it is very unlikely that either of those existing stores (New World or Woolworths) would close as a result of the proposed store opening. That is particularly true because there is significant strategic value for both of the brands represented in the RTC to maintain a presence at the commercial heart of a rapidly growing community.
- 4.10 The probability that neither existing supermarket will close immediately limits the type and magnitude of adverse retail distribution effects which could be generated on the RTC, and the fact that most of the relatively broad range of RTC activities will not be in direct trade competition with the proposed Woolworths South Rolleston further limits the retail distribution effects.
- 4.11 Accordingly, I partly agree with the PE report's conclusion that "the proposed Woolworths development would have no material impact on the role, function, viability, vibrancy, and performance of any existing centre and supermarket in the network". I agree with that statement in relation to the RTC, however note the possibility that one or more of the NCZs in South Rolleston may not be developed for commercial activities as they are zoned for. That is particularly, and maybe exclusively, relevant to the Farringdon South-West NCZ as I discuss in the next section.
- 4.12 Ultimately, in my opinion retail distribution effects on the RTC arising from the proposal will be less than minor in scale, and not grounds to decline the application, including viewed on a cumulative basis alongside the retail distribution effects of the consented Rolleston Pak'n Save.

Co-location of small-scale convenience retail activity

- 4.13 As a subset of those retail distribution effects, I next provide some response to retail distribution effects specifically in relation to the proposed non-supermarket part of the proposed development.
- 4.14 I agree with the PE report's assessment that the proposed 375m² of convenience retail GFA will not give rise to adverse retail distribution effects on other centres,⁸ and that it is appropriate to provide for that quantum and type of space in the location proposed.
- 4.15 I also agree with the PE report's conclusion that "there is potential for the development to offer a convenience retail provision greater than 375sqm of GFA at the subject site to create a

⁸ PE report page 27

broader local centre for the community”.⁹ I accept and agree with the PE report’s assessment that indicates that up to 1,000m² of retail GFA (in addition to the supermarket) will be sustained by the catchment’s population and could be provided for on the Site.

- 4.16 I do not agree with the follow on conclusion reached in the PE report that it “would be more economically efficient if other smaller scale convenience needs could be satisfied at the same site, rather than scattered around numerous NCZs”.¹⁰ I note that the relatively large (and growing) population in south and south-west Rolleston is large enough to support a range of commercial space in different nodes, and that the location of that provision is important.
- 4.17 On that matter I refer to Figure 9 in the AEE, which shows the location of neighbourhood centres in Rolleston, with a 400m walking radius around each. That 400m radius is a relatively small radius to approximate convenient walkable access to neighbourhood centres, and an 800m radius is often used instead. Nevertheless, the AEE’s Figure 9 shows the value of having a range of centres that together provide walkable catchments that cover most of the residential area. It is likely that there will be some duplication between these centres (dairies, takeaways, hairdressers, etc.), which is reasonable given the limited convenience role those centres are intended to play, and the ubiquity of some of those activities in neighbourhood centres, not just in Rolleston but around New Zealand.
- 4.18 I therefore disagree with the PE report’s opinion that the “ongoing zoning of NCZs is not the most economically efficient way to deliver convenience retail to south Rolleston moving forward.”¹¹ Instead, in my opinion that ongoing zoning is and will remain important to support convenience access to those convenience goods and services, although that ongoing zoning, and occupation by commercial businesses, will not preclude, and in my opinion is not inconsistent with, the proposed development.
- 4.19 I acknowledge that the current application seeks only 375m² of small-scale convenience floorspace. However, to acknowledge the possibility raised in the PE report that a larger amount could be appropriate, I provide my opinion on that matter. As stated above, I agree that up to 1,000m² of retail (in addition to the supermarket) could be provided on the Site without giving rise to significant retail distribution effects. However, a lesser amount such as the 375m² proposed in the current application gives greater confidence that other NCZs will be developed as centres, and will ensure that adequate and walkable NCZ provision is retained throughout the catchment to provide for local community needs.
- 4.20 In that context it may be appropriate for some of the commercial floorspace that is enabled in the Farringdon South-West NCZ (as the closest NCZ to the Site) to instead be provided for on the Site, and for part of the NCZ zone to be used for other (probably residential) uses, as noted in the AEE is proposed for the Farringdon South-West NCZ.¹²

Benefits

- 4.21 The PE report states as an objective that it will undertake a high-level economic cost benefit analysis for the proposed development.¹³ Little in the way of such assessment has been provided, with that being limited to a conclusion that:

⁹ PE report page 27

¹⁰ PE report page 28

¹¹ PE report page 26

¹² AEE table 1

¹³ PE report page 6

*substantial net economic benefits for the local market and communities, including reduced travel distance to reach the frequently required supermarket store, enhanced business agglomeration effects, greater land use efficiency, reduced marginal infrastructure cost, and the creation of a well-functioning urban environment.*¹⁴

- 4.22 I agree that the proposed development will have a range of benefits as identified in the PE report.
- 4.23 One benefit not identified that I believe will arise is that provision of additional supermarket space outside the RTC will help to avoid adverse effects accruing in the RTC. As the Rolleston population grows, it will become more difficult for the two existing RTC supermarkets to adequately provide for community needs, with an increasing busyness of those stores inevitably making access (to and within the store) and parking more difficult over time. Recognition of that is no doubt behind plans by both operators to expand their supermarket provision in Rolleston,¹⁵ to ensure that consumers can have a pleasant and efficient experience when visiting the stores. For that reason, I agree that additional supermarket supply will be needed in Rolleston to provide for the needs of the future community.

5.0 Submissions

- 5.1 The only submission that raises a specific economics issue is the Canterbury Regional Council submission.
- 5.2 That submission notes that the Site is within an area identified as a Future Development Area ("FDA") on Map A of the Canterbury Regional Policy Statement, and that the area was subject to a Fast Track consent granted for residential development, with Lot 18 designated as a neighbourhood centre with a maximum gross floor area of 500m², restricted to food and beverage outlets.
- 5.3 The submission states that development of an FDA is to occur in accordance with the provisions set out in an Outline Development Plan ("ODP") or other rules for the area, but that the AEE makes no reference to the ODP, which does not include any commercial development on the Site. The submission acknowledges that the AEE has addressed economic and retail distribution effects, but makes no reference to the ODP.
- 5.4 I have provided my opinion on retail distribution effects above, and in response to the regional Council's submission acknowledge that while the Site may not have been identified in the RPS for commercial development, in my opinion the Site is appropriate for commercial development, and well located to accommodate a supermarket.

6.0 Conclusions and recommendations

- 6.1 In my opinion the applicant has adequately assessed the economics effects of the proposed development, and I agree with the PE report's conclusion that the proposed development is appropriately sized to service local community needs for the catchment defined.

¹⁴ PE report page 35

¹⁵ Through the consented Rolleston Pak'n Save, and the current Woolworths application

- 6.2 Rolleston's population has grown rapidly in recent years, and is projected to continue to do so, and assessment indicates that additional supermarket supply will be sustainable, and required, in Rolleston. I agree with the PE report's assessment that neither the proposed Woolworths supermarket or the small amount of non-supermarket space proposed will give rise to retail distribution effects on Rolleston centres, including considering the cumulative effects of the consented Rolleston Pak'n Save supermarket.
- 6.3 The proposed development will generate positive benefits for the community, through providing for improved access to supermarket goods, and will help to preserve efficient access to supermarkets in the Rolleston Town Centre, which otherwise might experience congestion as a result of the fast growing population base using stores in Rolleston.
- 6.4 Overall I support the proposed Woolworths development from an economics perspective because the proposed development is in an appropriate location, and would have no real potential for adverse economic effects to arise on other centres, or the local community.

Engineering Assessment Report

RC245088

Applicant	Woolworths New Zealand Ltd
Application Description	To establish and operate a supermarket and small-scale ancillary retail tenancies
Application Type	« Appln Type Land use Appln Type »
Valuation No.	2405534520
Date Sent To Engineers	20 February 2024
Return to Planning by	27 February 2024
Planner	TBA
Transport Only?	<input type="checkbox"/>

The purpose of this report is for the Development Engineering staff to provide input into the resource consent process to ensure that:

- The proposal complies with District Plan or non-compliances are identified and assessed
- The proposal complies with the Engineering Code of Practice or non-compliances are identified and assessed
- Any further information points are identified
- Assets to be vested in the Council are of the appropriate standard
- The correct process for gaining section 224(c) Completion Certificate approval (or other Council approvals) is communicated to the applicant
- Development contributions are calculated and a notice is included on the consent decision

Summary

Completed – see comment and recommendations.

There is a general observation that this consent has landed prior to the appropriate s224 of Arbor Green being signed off. Happy to discuss.

Completion date: 24 July 2024

Engineering Fees

<input type="checkbox"/>	\$500 (1-10 lots urban, 1-5 lots rural or land use)
<input type="checkbox"/>	\$1000 (11 – 20 lots urban, 6 plus lots rural)
<input type="checkbox"/>	\$2000 (21 plus lots urban)
<input type="checkbox"/>	Other:

General Engineering Requirements

☐ Not applicable

Conditions

✓	<p><i>Engineering approval</i></p> <p>The engineering design plans and specifications for all works shall be submitted to the Development Engineering Manager for approval including, but not limited to:</p> <ul style="list-style-type: none"> • Water supply • Sewerage • Stormwater • Roding, including streetlighting and entrance structures • Upgrade of existing road frontages • Shared accessways • Landscaping and irrigation. <p>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.</p>
✓	All work shall comply with the conditions set out in the Engineering Approval and be constructed in accordance with the approved engineering plans.
✓	All work shall comply with the Engineering Code of Practice, except as agreed in the Engineering Approval.
✓	The consent holder shall include with the engineering plans and specifications submitted for Engineering Approval, copies of any other consents required and granted in respect of this subdivision, including any certificate of compliance or consent required by Canterbury Regional Council.

<input type="checkbox"/>	Unless specific provision is made otherwise through the Engineering Approval the services to all lots shall extend from the road boundary to a point one metre inside the net area of the lot. Please note that the net area is the area excluding any right of way or accessway.
✓	The consent holder shall provide accurate 'as built' plans of all services to the satisfaction of the Development Engineering Manager. All assets being vested in Council shall be provided in an appropriate electronic format for integration into Council's systems. Any costs involved in provision and transfer of this data to Councils systems shall be borne by the consent holder.
✓	The consent holder shall provide a comprehensive electronic schedule of any assets to be vested in the Council to the satisfaction of the Development Engineering Manager. The schedule shall include but not be limited to installed material unit costs, type, diameter, class, quantity and include summary details.
<input type="checkbox"/>	The consent holder or consent holder's agent shall contact the Development Support Engineer (ph: 3472813) prior to any work taking place to discuss infrastructure requirements. This includes but is not limited to location and configuration of water and sewer connections.
<input type="checkbox"/>	<p><i>Maintenance Bonds (In accordance with the Council's Bonding Policy of Subdivision Works and Large Projects as at the date of issue of this consent)</i></p> <p>The Consent Holder shall enter into a bond and be responsible for the maintenance of all subdivision and associated works vested in the Council in relation to the Consent at the issuance of the section 224(c) certificate and continue until the Council tests and accepts the quality of the bonded infrastructure and the agreed or stipulated maintenance period taking into account any needed repairs, replacement or rectification required for a period of:</p> <ul style="list-style-type: none"> (a) 12 months for roading, water, sewer and stormwater reticulation; and (b) 24 months for landscaping, reserve assets, stormwater treatment and discharge systems and sewer pump stations.

Advice Notes

✓	<p>Engineering Approval – All applications for Engineering Approval shall be uploaded electronically to the Selwyn District Council Website at the following address: www.selwyn.govt.nz/services/subdivisions/engineering-approval/</p> <p>The application shall include:</p> <ol style="list-style-type: none"> 1. Design specifications 2. Design drawings 3. Design calculations 4. Relevant Resource Consents or Certificates of Compliance. <p>All correspondence regarding engineering approvals is to be directed to: Development.Engineer@selwyn.govt.nz</p>
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	<p><i>Maintenance Bonds (In accordance with the Council's Bonding Policy of Subdivision Works and Large Projects as at the date of issue of this consent)</i></p> <p>Maintenance bonds shall be valued at 5% of the total value of works (plus GST).</p> <ol style="list-style-type: none"> 1. The resource consent holder shall provide costings and estimates for the total value of works from an independent quantity surveyor, acceptable to Council, at the resource consent holder's expense. 2. The Council may re-evaluate the value and duration of the maintenance bond for the following reasons: <ol style="list-style-type: none"> (a) Inflation; (b) Delays in works being completed; or (c) Repairs, rectification and or replacement is required (d) Price escalations.
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Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Roading

Existing roads:

Road Name	Road Hierarchy Level	Road Standard	Maintenance
Shillingford Blvd	Collector Road	Sealed	Maintained
Goulds Road	Collector Road	Sealed	Maintained
	Choose an item.	Choose an item.	Choose an item.

Road Frontage Upgrades for Existing Roads

Upgrades to be completed by Arbor Green.
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Proposed roads:

☐ Not applicable

The design of the proposed roads is

The street lighting design is

Conditions:

<input type="checkbox"/>	<p>New roads</p> <p>All roads shall be constructed in accordance with the approved engineering plans.</p> <p>All roads shall be vested in the Selwyn District Council as road.</p>
<input type="checkbox"/>	<p>Corner Splays</p> <p>The corner of Lot Lot number Click here to enter text. at the road intersection shall be splayed with a rounded minimum radius of 3 metres. <i>(urban roads only)</i></p>
<input type="checkbox"/>	<p>The corner of Lot Click here to enter text. shall be splayed with a diagonal line reducing each boundary by a minimum of Choose an item. <i>(rural roads only – applies to local, collector and State Highways respectively)</i></p>
<input type="checkbox"/>	<p>Point Strips</p> <p>A point strip may be created along proposed road Lot Lot number Click here to enter text. of the subdivision adjacent to Legal description adjoining lot Click here to enter text..</p> <p>A point strip agreement (prepared by the Council's solicitors at the consent holder's cost) shall be entered into by the consent holder and the Selwyn District Council, prior to the approval of a section 224(c) Completion Certificate for the relevant stage of the development. The agreement shall provide for payment by the adjoining land owner of a specified sum (the Agreed Sum) being a fair share (as assessed in accordance with the Council's Point Strip Policy (as at the date of issue of this consent)) of the cost of providing eligible infrastructure provided by the Consent Holder that will vest in Council to the benefit of the adjoining land owner at the time of development.</p> <p>Further to an estimate provided at the time of Engineering Approval, the Consent Holder shall provide a valuation of the sum proposed. This valuation will be checked by an independent infrastructural valuer appointed by the Council if considered necessary, with the costs of checking being met by the consent holder. The right for the Council to be paid the Agreed Sum set out in the agreement shall lapse 10 years following the issue of the section 224(c) completion certificate or 20 years at the discretion of Council. No annual or price adjustment factor will apply.</p> <p>The title of the land comprising the point strip shall be transferred to the Council on deposit of the survey plan.</p> <p>The Council will not grant the adjoining land owner of Legal description adjoining lot Click here to enter text. access to the land comprising any Point Strip created under this consent except in accordance with the terms of the Point Strip Agreement between the consent holder and the Council.</p> <p>On-going compliance with this condition shall be met by way of a consent notice registered over Lot number Click here to enter text.. The consent notice shall be prepared by Council's solicitor at the expense of the Consent Holder.</p>

<input type="checkbox"/>	<p><i>Street lighting</i></p> <p>Street lighting shall be provided on all new roads and existing roads in accordance with the Engineering Approval.</p>
<input type="checkbox"/>	<p><i>Intersection flag light</i></p> <p>An intersection flag light be provided at the intersection of <input type="text" value="Road name (Click here to enter text.)"/> and <input type="text" value="Road name (Click here to enter text.)"/>.</p>
<input type="checkbox"/>	<p><i>Tree-shading</i></p> <p>The consent holder shall remove or trim plantings of trees that cause shading (icing) of the road. <i>(if you use this condition you should be more specific as to which trees)</i></p>
<input checked="" type="checkbox"/>	<p><i>Road Safety</i></p> <p>All vested roading infrastructure must be constructed in accordance with a Safe System Audit that must be supplied at time of Engineering Acceptance. An audit must be undertaken by an independent assessor at the consent holder's expense, with the report provided to Council prior to Engineering Acceptance.</p>

Advice notes:

<input type="checkbox"/>	<p><i>Street names, numbering and signage</i></p> <p>Road and street names and individual property address numbers shall be adopted only upon Council approval. The applicant shall supply to Council for consideration a minimum of 3 names, listed in preference, for those roads or streets that are to be vested in Council. This may be done at Engineering Approval.</p> <p>Council will arrange for the installation of the street name signs and poles at each intersection to the Council's standard.</p>
<input type="checkbox"/>	<p><i>NZTA approval</i></p> <p>Please note that you will also require approval from New Zealand Transport Agency to work on the road pursuant to Section 51 of the Government Roding Powers Act 1989. Please contact the New Zealand Transport Agencies State Highway network consultants, Opus International Consultants, at least 3 weeks prior to undertaking work on the road.</p>
<input type="checkbox"/>	<p><i>Road Frontage Upgrades</i></p> <p>Where existing road frontages are to be upgraded, this work is required to be approved and undertaken through the Engineering Approval.</p>
<input type="checkbox"/>	<p><i>Property numbering</i></p> <p>All new residential lots adjoining legal roads and/or private roads/rights of way created by this subdivision will be issued property numbers by Council in accordance with Council Policy. The consent holder shall supply Council with a finalised Deposited Plan to enable numbers to be generated for issue and adoption.</p>

<input type="checkbox"/>	<p><i>Vesting of roads and reserves subject to land covenants</i></p> <p>The Council accepts new roads or reserves subject to land covenants in limited circumstances as outlined in the <i>Policy for the Vesting of Road and Reserves Subject to Land Covenants</i> which is attached to this decision. <i>(remember to attach policy to decision)</i></p>
<input type="checkbox"/>	<p><i>Point strip valuation process</i></p> <p>The valuation will cover the actual cost of eligible infrastructure that will vest in Council that the Consent Holder has incurred to service the adjoining land in accordance with Council's Point Strip Policy (as at the date of issue of this consent). No increases in land value is to be included or any other associated land related benefits.</p> <p>The Consent Holder's valuation will include a schedule of quantities and prices in relation to the items listed below to be vested in the Council relating to a road, and that valuation will be certified by a suitably qualified engineer or quantity surveyor for any;</p> <ul style="list-style-type: none"> • Roading costs • Sewer costs • Water costs • Stormwater costs <p>The valuation will submitted to Council for its approval to enable it to be checked and a Point Strip Agreement finalised prior to s224 certificate approval. As part of Council's approval, Council may require the valuation to be checked by an Independent Infrastructural Valuer appointed by the Council. The Council will then advise the Consent Holder as to the amount (the Agreed Sum) that will be included in the Point Strip Agreement.</p> <p>All Council costs in relation to the point strip including without limitation legal fees will be payable by the Consent Holder. This will include any independent assessment/ certification required to confirm an agreed value."</p>
	<p><i>Subdivisions adjoining a point strip</i></p> <p>Access to all allotments in this subdivision rely upon legal access being provided over the proposed Point Strip which is being created by RC</p> <p>The Point Strip will be owned by the Council.</p> <p>Access over the Point Strip will be subject to a proposed Point Strip agreement.</p> <p>The agreement will include:</p> <ol style="list-style-type: none"> (a) An agreed sum to be paid by the consent holder to recover original infrastructure costs incurred by the adjoining owner from which the consent holder will benefit. The agreed sum will be Consumer Price Index adjusted from the time it was agreed to when it is paid. (b) That on payment of the agreed sum the Council will transfer by vesting or dedication the Point Strip held under its title to legal road. <p>N.B. A Section 224(c) certificate will not be issued until such time as the Point Strip has been vested as road."</p>

Note: The terms “Point Strip” and “Link Strip” are sometimes used interchangeably and refer to the same instrument.

Comments - Roading

The vehicle crossing located on the extension of Shillingford Drive (provided by Arbor Green when s224 is granted) may clash with the proposed pedestrian crossing in a negative way (see image below).

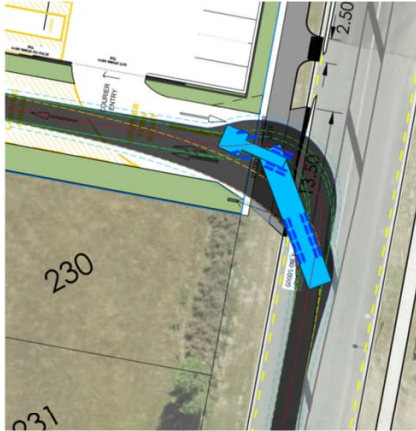


Figure 8-5: Semi-Trailer Entry to Loading Dock

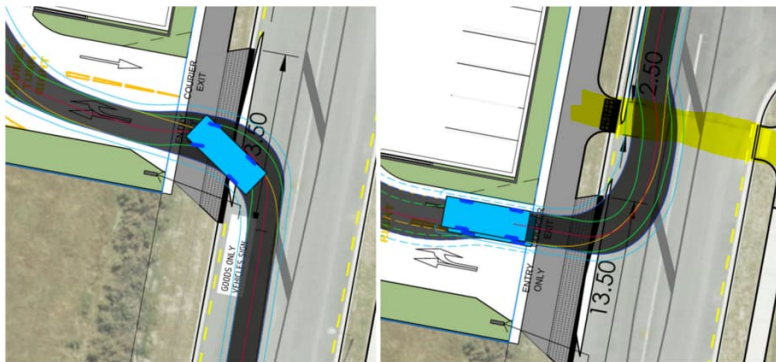


Figure 8-6: Small Rigid Truck Entry (Left) and Exit (Right)

The findings in the Safe Systems Audit may identify that this vehicle crossing needs to be relocate. The preference would be that the applicant would arrange with the developer of Arbor Green any relocations prior to their installation; however, to support this outcome I need a legally binding mechanism that requires the applicant to undertake all necessary alterations to the existing Council infrastructure that are pivotal to achieving safe pedestrian and road user outcomes identified in the Safe Systems Audit at their expense.

Helen also identified in her report that there are some parking non-compliances within the carpark specifically that:

- Stall depth is 5m (not 5.4m)
- Aisle width is 7.5m (not 5.8) – likely to mitigate the stall depth
- Stall width of disabled parking is technically non-compliant but the applicant has proposed a shared space between the parks to comply

- Vehicle crossing width non-compliances

The independent safe systems audit will give confidence that these non-compliances will not present ongoing issues with the wider network in the future.

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Strategic Roding Completed By:

Date:

Vehicle Crossings and Accessways

Existing vehicle crossings/accessways

The design and siting of existing vehicle crossings/accessways is

The design and siting of proposed vehicle crossings/accessways is

Conditions

<input type="checkbox"/>	<p>Rural vehicle crossings</p> <p>A vehicle crossing to service Lot <input type="text" value="Lot number"/> <input type="button" value="Click here to enter text."/></p> shall be formed in accordance with Appendix 10, Diagram <input type="text" value="Diagram"/> <input type="button" value="Click here to enter text."/> of the District Plan (Rural Volume) (attached, which forms part of this consent) and located not less than <input type="text" value="Click here to enter text."/> metres from any intersection. The vehicle crossing shall be sealed/metalled to match the existing road surface for the full width of the crossing and for the first ten metres (as measured from the edge of the existing formed carriageway towards the property) or to the property boundary, whichever is the lesser. <i>(only use where vehicle crossing serves more than one allotment)</i>
<input type="checkbox"/>	<p>Urban vehicle crossings</p> <p>A vehicle crossing to service Lot <input type="text" value="Lot number"/> <input type="button" value="Click here to enter text."/></p> shall be formed in accordance with Appendix 13 of the District Plan (Townships Volume). The vehicle crossing shall be sealed/metalled to match the existing road surface for the full width of the crossing between the site boundary and sealed carriageway. <i>(only use where vehicle crossing serves more than one allotment)</i>
<input type="checkbox"/>	<p>Parking laybys</p> <p>Vehicle crossings may not be constructed across areas specifically formed as parking laybys without prior council approval.</p> <p>Pursuant to section 221 of the Resource Management Act 1991 a consent notice shall be registered on the Certificate of Title for any residential lot adjoining a specifically created parking layby (to be determined at engineering plan approval stage) to ensure ongoing compliance with this condition.</p>

<input type="checkbox"/>	<p>Urban shared accessways</p> <p>The vehicle accessway serving Lot number Click here to enter text. shall be formed in accordance with Appendix 13 of the District Plan (Townships Volume). <i>(only use where there is a vehicle access leg or right of way serving more than one allotment)</i></p>
<input type="checkbox"/>	<p>Rural shared accessways</p> <p>The vehicle accessway serving Lot number Click here to enter text. shall be formed in accordance with Appendix 10 of the District Plan (Townships Volume). <i>(only use where there is a vehicle access leg or right of way serving more than one allotment)</i></p>

Advice notes

<input type="checkbox"/>	<p>Work within State Highway Road Reserve</p> <p>Please note that you will also require approval from New Zealand Transport Agency to work on the road pursuant to Section 51 of the Government Rounding Powers Act 1989. Please contact the New Zealand Transport Agencies State Highway network consultants, Opus International Consultants, at least 3 weeks prior to undertaking work on the road.</p>
<input type="checkbox"/>	<p>Private Road/Right of Way Naming</p> <p>A private road/right of way that serves a minimum of 5 (five) properties can be named if requested. The applicant shall supply a minimum of 3 names listed in preference for Council consideration. Council will consider those names that are deemed appropriate and approve a name that does not already exist or is not similar to any other name in Selwyn District.</p> <p>Council shall arrange for the installation of the street name signs and poles at each intersection to the Council's standard, at the consent holder's cost.</p>
<input type="checkbox"/>	<p>Vehicle Crossings</p> <p>Any new or upgraded vehicle crossing requires a vehicle crossing application from Council's Assets Department prior to installation. For any questions regarding this process please contact transportation@selwyn.govt.nz. You can use the following link for a vehicle crossing information pack and to apply online: https://www.selwyn.govt.nz/services/roads-And-transport/application-to-form-a-vehicle-crossing-entranceway</p>
✓	<p>The following LIM note is required for all proposed Lots:</p> <p>Any new or upgraded vehicle crossing requires approval from Council's Infrastructure and Property Department prior to installation. Applications to install a new vehicle crossing or upgrade an existing one can be made online via the SDC website (Selwyn District Council - Application to Form a Vehicle Crossing (Entranceway)). For any questions regarding the process please contact the Rounding Team via email at transportation@selwyn.govt.nz.</p>

Comments – Vehicle Crossings and Accessways

Vehicle crossing comments have been made in the roading section of this report.

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Strategic Roding Completed By: Engineer Choose an item.

Date: Click here to enter a date.

Water Supply, Stormwater and Sewer

☐ Not applicable

General Conditions (Water Supply, Stormwater and Sewer)

<input type="checkbox"/>	Each lot within the subdivision shall be separately serviced with water, sewer and stormwater systems. This condition does not apply to stormwater where ground soakage is available. <i>(townships only)</i>
<input type="checkbox"/>	Where sewer and water mains and stormwater systems in private property are to be vested, a written request shall be submitted for Council approval. Easements in gross in favour of Council shall be provided.



Advice Notes (Water Supply, Stormwater and Sewer)

<input type="checkbox"/>	Onsite wastewater and stormwater treatment and disposal system(s) must comply with the requirements the Canterbury Regional Council. Where compliance via a Certificate of Compliance cannot be provided, then a resource consent must be obtained.
<input type="checkbox"/>	The consent holder is reminded of the need to transfer all water take, use and discharge permits to new owners.

Conditions – Water Supply

☐ Not applicable

<input type="checkbox"/>	<p><i>Water Supply</i></p> <p>The net area of each lot shall be provided with an individual potable water supply type Choose an item. connection to the township Click here to enter text. water supply in accordance with ECOP/Engineering design Choose an item..</p>
<input checked="" type="checkbox"/>	<p><i>Potable water connection</i></p> <p>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.</p>

	<p><i>Advice Note</i></p> <p>Council's Water Supply Bylaw states that there must only be one water connection per valuation.</p> <p><i>Advice Note</i></p> <p>The potable water supply is not to be connected to the firefighting supply.</p>
✓	<p><i>Firefighting water connection</i></p> <p>A firefighting water connection is permitted to be installed to service the development site with dedicated firefighting water supply. This water connection must be metered and an RPZ installed immediately upstream of the water meter in accordance with Council Policy W213 – Backflow Protection at Point of Supply Policy.</p> <p><i>Advice Note</i></p> <p>The firefighting water supply is not to be connected to the potable water supply.</p>
✓	<p><i>Back flow protection</i></p> <p>A flow meter and privately owned and maintained RPZ backflow preventor must be installed at the SDC point of supply at the road reserve/allotment boundary. No water can be extracted from the SDC reticulation network until a flow meter and certified and tested RPZ arrangement is in place. The RPZ must be located inside private land.</p>
✓	<p><i>Commercial Irrigation – Land Use Only</i></p> <p>No irrigation is permitted from the Council Water Supply.</p>
✓	<p><i>Privately maintained Water Supply Reticulation</i></p> <p>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).</p> <p>All water for firefighting sprinkler systems shall pass through a private storage tank prior to further pumping. 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.</p>
✓	<p><i>Design Requirement</i></p> <p>Water infrastructure sizing within private land and Firefighting requirements shall be documented in a report submitted to council for approval of connection type and size at the time of building consent application.</p>
✓	<p><i>Council maintained Water Supply Points – metered</i></p> <p>All Water connections must be metered. Meters must be installed in the road reserve in accordance with Engineering Code of Practice and the accepted engineering plans. (Note that multi meter boxes may be utilised).</p>
<input type="checkbox"/>	<p>Water restrictors shall be installed in the road reserve only.</p>
<input type="checkbox"/>	<p>Each lot shall be restricted to  Click here to enter text.  litres of water per day. Individual water tanks will be required for each lot with a minimum tank size of 3 days' supply. Pursuant to section</p>

	221 Resource Management Act 1991 a consent notice shall be registered on the Certificate of Title for each lot to ensure ongoing compliance with this condition.
✓	<p><i>Connection to Councils infrastructure</i></p> <p>Connection into Council's reticulated water supply must either be carried out by Council's Five Waters maintenance contractor, or a suitably qualified water installer under the supervision of Council's five waters contractor. Costs incurred through supervision by CORDE must be met directly by the consent holder.</p> <p><i>Advice Note</i></p> <p>For supervision purposes a minimum of 5 working days' notice is required. Please note a connection fee being the actual cost quoted by Council's Five Waters maintenance contractor will apply.</p> <p><i>Advice Note</i></p> <p>Applications for new water connections can be made online via SDC's website (Selwyn District Council - New Water Connection approval form). Applications should be made at least 8 working days prior to commencement of work (allow a minimum of 10 working days for watermain shutdowns).</p>
<input type="checkbox"/>	Any existing water connections crossing the proposed boundary between Lot <input type="text" value="Lot number"/> Click here to enter text. and Lot <input type="text" value="Lot number"/> Click here to enter text. shall be disconnected to the satisfaction of Council's Development Engineering Manager. Approval for the reestablishment of individual connections shall be requested separately from this consent.
✓	<p><i>Testing standards</i></p> <p>All vested water reticulation must meet Council's testing and hygiene standards as prescribed by the Engineering Code of Practice. Supporting documentation confirming compliance must be supplied to Council prior to the issuing of s224(c) certificate.</p> <p><i>Advice Note</i></p> <p>Refer to WSP 005 for Council's water chlorination, hygiene, and water installer qualification requirements for water reticulation connection requirements.</p>

Advice Notes – Water Supply

<input type="checkbox"/>	Backflow prevention shall be supplied in accordance with Council's backflow policy W213. This shall be installed as part of the building consent.
<input type="checkbox"/>	Any future dwellings must be provided with an adequate, potable and wholesome drinking water supply in accordance with Council minimum water quality standards. Drinking water supplies are assessed as part of the building consent process. <i>(rural only)</i>
<input type="checkbox"/>	For supervision purposes a minimum of 5 working days' notice is required. Please note a connection fee being the actual cost quoted by Council's 5Waters Maintenance Provider will apply.

Comments – Water supply

The application appears to indicate that they intend to have more than one potable water connection – the applicant is to be informed that this is not permitted. What is permitted is that the development site be provided with a dedicated potable water supply point and a dedicated firefighting supply point.

Helen also noted that this development site is located within a stage of Arbor Green that does not have s224 yet and has asked for the following question to be asked of the applicant.

RFI Question:

Clarify that the subdivision works to provide the service connections are not complete. There is a need for ongoing coordination in relation to the service connections to the site and the responsibility sits with the consent holder. The water connection is relying on a section of the subdivision still to achieve S224c. Connection of the supermarket to this service may not be possible until S224 is achieved.

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Conditions – Sewer

☐ Not applicable

<input type="checkbox"/>	That each lot shall be provided with a sewer lateral laid to the boundary of the net area of that lot in accordance with the ECOP/Engineering Design (Choose an item.) .
✓	Council maintained point of supply A 1050mm diameter manhole will be installed at the property boundary that connects directly to the 150mm diameter wastewater lateral provided to service the development site. This manhole will become the designated Council maintained point of supply for wastewater and will be vested to Council. The manhole will be protected by an easement in gross favour to Council that grants Council access rights for maintenance purposes.
✓	Gravity Wastewater laterals All gravity wastewater laterals must be installed ensuring grade and capacity are provided for and in accordance with Council's Engineering Code of Practice, giving regard to maximum upstream development density.
<input type="checkbox"/>	Boundary boxes shall be installed in the road reserve only. <i>(low pressure sewer only)</i>
✓	Standard testing All vested wastewater reticulation must meet Council's pressure testing and CCTV inspection standards as prescribed by the Engineering Code of Practice. Supporting documentation must be supplied to Council.
✓	Connecting to Council infrastructure

	Connection to the Council sewer must be arranged by the consent holder at the consent holder's expense. The work must be done by a registered drainlayer.
<input type="checkbox"/>	The existing on-site effluent treatment and disposal system on lot(s) Lot number Click here to enter text. shall be decommissioned and removed from the site or backfilled. A building consent will be required for this work. <i>(septic tank decommissioning)</i>
<input type="checkbox"/>	<p>Should the plume of influence of the sewage treatment and disposal system on extend over Lots Lot number Click here to enter text. or Lot number Click here to enter text. of the subdivision, then this area shall be shown on the survey plan.</p> <p>No water abstraction system shall be located within the plume of influence of the sewage treatment and disposal system located on Lot Lot number Click here to enter text. as shown on the survey plan. Pursuant to section 221 of the Resource Management Act 1991 a consent notice shall be registered on the Certificate of Title for Lot Lot number Click here to enter text. to ensure ongoing compliance with this condition. <i>(Septic tank retained)</i></p>

Comments – Sewer

<p>Helen has noted that the information provided by the applicant indicates that the developer of Arbor Green intends to upgrade one of the several 100mm laterals provided to the site to a 150mm diameter which is a standard approach taken for this kind of development.</p> <p>It is my expectation that a Trade Waste Permit will be required because this has been a requirement for several other developments of this type.</p> <p>The applicant is to be informed that should a Trade Waste Permit be required there are two options available to them regarding the internal wastewater designs:</p> <ul style="list-style-type: none"> • Install 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. • Use the Council maintained point of supply as the trade waste sampling point. This decision would require all discharges from the site to be treated as trade waste. <p>A flow meter may be required to be installed immediately upstream of the sampling point.</p> <p>These matter can be resolved as part of the Trade waste application process.</p> <p>I am also happy for this requirement to either form conditions of the consent or an advice note – whichever is the more appropriate course of action.</p>
--

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Conditions - Stormwater

☐ Not applicable

✓	<p><i>Infrastructure requirement</i></p> <p>The consent holder must install stormwater reticulation treatment and disposal systems to service the subdivision in accordance with the accepted engineering plans and the requirements of the associated discharge consent.</p>
✓	<p><i>Design Requirement – Hydraulic Neutrality</i></p> <p>Post development stormwater discharges will not exceed pre-development stormwater discharges for all critical duration design storm events up to and including the 1% AEP storm. Designs and supporting information will be submitted to Council via development.engineer@selwyn.govt.nz for review and acceptance.</p>
✓	<p><i>Design Requirement – Stormwater Treatment</i></p> <p>All stormwater infrastructure within the development site is required to have stormwater treatment installed to meet the stormwater treatment outcomes prescribed by the Land Water Regional Plan.</p>
✓	<p><i>Discharge Consent Requirement – outside a Network Discharge Consent area and CRC consent required (more than 5 lots)</i></p> <p>Where a specific discharge consent is issued by Canterbury Regional Council, any consent or associated conditions will be subject to Selwyn District Council acceptance, where these obligations will be transferred to Selwyn District Council.</p> <p>Draft CRC consent conditions must be submitted to Council for acceptance via development.engineer@selwyn.govt.nz prior to Engineering Acceptance being granted, once accepted, will thereafter form part of the Approved Consent Document.</p> <p>NOTE: The Development Engineering Manager (or their nominee) will either accept, or refuse to accept, the documentation within 30 working days of receipt. Should the Development Engineering Manager (or their nominee) refuse to accept the documentation, they will provide a letter outlining why acceptance is refused.</p> <p>Should the Development Engineering Manager (or their nominee) refuse to accept the documentation, the consent holder must submit a revised documents for acceptance. The acceptance process must follow the same procedure and requirements as outlined in conditions +.</p> <p><i>Advice Note</i></p> <p>The consent holder will hold, operate and maintain the CRC operational discharge consent for the lifetime of the development.</p>
✓	<p><i>Discharge Requirement</i></p> <p>The consent holder will notify Council no earlier than 10 working days prior to commencement of discharging treated stormwater from the development site into Council's infrastructure.</p>
✓	<p><i>Discharge Acceptance Requirement</i></p> <p>The consent holder must demonstrate that the operational discharge stormwater is compliant with the Canterbury Regional Council consent that is held in the consent holder's name.</p>

	A fully compliant Compliance Monitoring Report issued by the Canterbury Regional Council must be submitted to Council certifying compliance with the relevant CRC consent via development.engineer@selwyn.govt.nz prior to the granting of section 224(c).
<input type="checkbox"/>	<p><i>Global stormwater consent</i></p> <p>The consent holder shall install stormwater reticulation, treatment and disposal systems to service the subdivision in accordance with the approved engineering plans and in compliance with Selwyn District Council's global stormwater consent (Environment Canterbury Consent Consent number Click here to enter text.) (or subsequent variations)). Prior to the approval of a section 224(c) completion certificate the consent holder shall provide a Producer Statement demonstrating that the stormwater system has been designed and constructed in accordance with Consent number Click here to enter text.. Notwithstanding the above, the consent holder will require for their own stormwater discharge and earthworks consents from Environment Canterbury to cover construction and the first two years of operation.</p>
<input type="checkbox"/>	<p>The consent holder shall prepare and submit a Stormwater Design Report and Management Plan in accordance with the requirements of Selwyn District Council and Canterbury Regional Council. This plan shall be provided for Selwyn District Council's approval and sign-off at the consent holder's cost. It shall include, but not be limited to:</p> <ul style="list-style-type: none"> • A plan showing existing ground levels on neighbouring properties along with proposed levels on the subdivision sites. Interference with pre-existing stormwater flows needs to be considered so as not to cause ponding or nuisance on neighbouring or developed land. • Existing and proposed drainage plan with sub catchments and flow arrows to show how the drainage will be affected. • Calculations to demonstrate compliance with the Engineering Code of Practice and any relevant Environment Canterbury consent conditions. • Ongoing operation and maintenance requirements. • Proposed cut/fill plan and supporting volume calculations that confirm the displacement/diversion of flood waters resulting from earthworks will result in a net zero change of the existing drainage flow patterns.
<input type="checkbox"/>	Where stormwater discharges are to be undertaken as a permitted activity, confirmation in writing of permitted status shall be provided from Canterbury Regional Council in the form of a certificate of compliance.
<input type="checkbox"/>	The proposed development shall not discharge run off onto adjacent properties unless via a controlled outlet approved as part of the Engineering Design Approval.
<input type="checkbox"/>	In the event that an adjacent neighbour's historical stormwater drainage was onto the site, the proposed development must maintain or mitigate the historical discharge.
✓	<p><i>Existing Drainage Pattern</i></p> <p>Any change in ground levels must not cause a ponding or drainage nuisance to neighbouring properties. All filled land must be shaped to fall to the road boundary. Existing drainage paths from neighbouring properties must be maintained.</p>
<input type="checkbox"/>	Where a specific discharge consent is issued by Canterbury Regional Council (Environment Canterbury), any consent or associated conditions will be subject to Selwyn District Council acceptance, where these obligations will be transferred to Selwyn District Council. The consent holder will hold, operate and maintain the stormwater consent for a minimum of two years after the

	section 224(c) Completion Certificate has been issued. Council must be satisfied at the end of this period that all aspects of the system, including but not limited to compliance with consent conditions, operations and maintenance costs are acceptable to Council.
<input type="checkbox"/>	The consent holder shall provide a Stormwater Operations and Maintenance Manual prior to the approval of the section 224(c) Completion Certificate.
<input type="checkbox"/>	Where stormwater mains in private property are to be vested in Selwyn District Council, a written request shall be submitted to the Development Engineering Manager. Easements in gross in favour of Council shall be provided.

Advice notes - Stormwater

<input type="checkbox"/>	<p>The Stormwater Operations and Maintenance Manual shall include but not be limited to:</p> <ul style="list-style-type: none"> • As built documents/images of system for baseline records. This would include the extent of the stormwater catchments, surveyed long-sections and x-sections of pipelines and stormwater management devices e.g. basins wetlands and swales, and where available, any baseline data i.e. water quality, quantity or soil monitoring results. • Contact details for maintenance personnel engaged by the developer over the maintenance period • As built documents/images of system for baseline records. This would include the extent of the stormwater catchments and any baseline data i.e. heavy metal level in receiving environment. • Maintenance procedures and how compliance with the consent conditions shall be achieved and recorded. This will also cover stormwater system maintenance during the maintenance period(s). • What actions will be undertaken when non-compliance is detected and recorded. • Where all cleanings from sumps are proposed to be disposed of – in accordance with Regional and local landfill requirements. • Summary of costs to maintain the system including details of the number of inspections and cleaning of sumps/disposal of sump material. • What actions will be undertaken before handover to Selwyn District Council is proposed ie notification procedure at least two months prior to requesting handover.
<input type="checkbox"/>	Where the collection and disposal of roof/surface water is to ground, the suitability of the natural ground to receive and dispose of the water without causing damage or nuisance to neighbouring properties, shall be determined by a suitably qualified person/engineer and evidence of results is to be provided at engineering approval.
<input type="checkbox"/>	Where the collection and discharge of roof/surface water is to a watercourse or drain, the discharge shall be managed in terms of both water quality and quantity. The system shall be designed by a suitably qualified person/engineer who confirms that the downstream system has capacity to accept the additional flow without causing nuisance. Evidence of results is to be provided at the time of engineering approval. The applicant should consult with Environment Canterbury regarding the discharge.
<input type="checkbox"/>	Early consultation with council's stormwater engineer is recommended to ensure the latest stormwater standards including design rainfall are incorporated into the detailed design.

<input type="checkbox"/>	Council has the right to have designs peer reviewed at the consent holder's cost.
<input type="checkbox"/>	All stormwater reticulation to be vested shall meet council CCTV standards
<input type="checkbox"/>	The discharge of roof stormwater must not arise from unpainted galvanised sheet materials or copper building materials. The use of these materials is prohibited in accordance with the conditions of Selwyn District Council's global stormwater consent.

Comments – Stormwater

<p>Council's policy is to not accept untreated stormwater from commercial sites. To that end it is expected that the applicant will obtain and hold indefinitely their own operational phase discharge consent.</p> <p>The application indicates that the stormwater systems will be designed to cater for all design storm events up to and including the 2% AEP 24hr duration storm. Council's ECOP requires all infrastructure be designed for storm events up to and included the critical duration 1% AEP storm and this requirement will be imposed on this development.</p>
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Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Power and Telecommunications Services

✓ Not applicable

Conditions

<input type="checkbox"/>	<p>Front lots</p> <p>The consent holder shall provide electricity and telecommunications to the net area of each lot of the subdivision with direct frontage to a road by way of underground reticulation in accordance with the standards of the relevant network utility operator. <i>(Residential and rural residential)</i></p>
<input type="checkbox"/>	<p>Rear lots</p> <p>The consent holder shall provide infrastructure to the net area of each rear lot of the subdivision to enable electricity and telecommunications connections by way of underground reticulation in accordance with the standards of the relevant network utility operator. <i>(Residential and rural residential)</i></p>
<input type="checkbox"/>	<p>The consent holder shall provide evidence in writing from the relevant authorities that electrical and telecommunications service connections have been installed to each lot. <i>(Residential and rural residential)</i></p>
<input type="checkbox"/>	<p>The consent holder shall provide evidence in writing from the relevant Authorities that existing electrical and telecommunications reticulation has the capacity to provide a service connection to all the lots. <i>(Rural)</i></p>

Advice Notes

<input type="checkbox"/>	In the case of rear allotments accessed and serviced via private accessways, the condition requires that the infrastructure is in place to make a connection to services ie that a conduit is in place to enable cables to be installed in the accessway without disturbing it. The cables themselves are not required to be installed.
<input type="checkbox"/>	The Council does not require physical connections to power and telecommunications services in the rural area and all prospective purchasers should investigate likely costs. (<i>Rural</i>)

Comments – Power and Telecommunications Services

It is expected that the development site will be serviced by the developer of Arbor Green. It will be the applicant's responsibility to ensure that the services provided are appropriate and fit for purpose.
--

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Water Races

✓ Not applicable

Conditions

<input type="checkbox"/>	The access crossings to Lot(s) <input type="text" value="Lot number"/> <input type="text" value="Click here to enter text."/> shall be a bridge structure, constructed in accordance with the approved Engineering Plans.
<input type="checkbox"/>	The access crossings to Lot(s) <input type="text" value="Lot number"/> <input type="text" value="Click here to enter text."/> shall have precast concrete headwalls with RCRRJ Z piping, and be constructed in accordance with the approved Engineering Plans. The minimum diameter of the pipe shall be <input type="text" value="Click here to enter text."/> mm.
<input type="checkbox"/>	Easements in gross in favour of Council to a minimum width of <input type="text" value="Click here to enter text."/> metres shall be established over the water race. Access to all parts of the water race shall be made available at any time to Council.

Advice notes

<input type="checkbox"/>	<p><i>Water race general information</i></p> <p>The Council Water Race Bylaw and the Council Policy Manual set out the rights and responsibilities of both the Council and landowners in relation to water races. More information can be found at https://www.selwyn.govt.nz/services/water/water-race</p>
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	<p>In particular, the following requirements may apply:</p> <ul style="list-style-type: none"> • A strip of 6 metres wide must be left unplanted adjacent to one side of the water race to provide access for maintenance • Buildings must be set back at least 5 metres from the top of the bank of the water race • Structures over, in or under a water race must have approval of council prior to being constructed. • If the water race is to be fenced off from the property, a 'cyclone' type gate shall be installed to provide unrestricted access for Selwyn District Council personnel and agents.
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Maintenance</p> <p>Selwyn District Council is responsible for cleaning this water race.</p> <p>The landowner is responsible for maintenance as per Council bylaws and policies;</p> <p>OR</p> <p>Selwyn District Council is responsible for the maintenance of this water race;</p> <p>OR</p> <p>The landowner is responsible for cleaning and maintaining the water race as per Council bylaws and policies.</p>
<input type="checkbox"/>	<p>Water race irrigation rights</p> <p>An irrigation right exists on Lot(s) <input type="text" value="Lot number"/> Click here to enter text.. This water race irrigation right is for a total of <input type="text"/> Click here to enter text. litres/second.</p>
<input type="checkbox"/>	<p>Stock water rating</p> <p>Lot(s) <input type="text" value="Lot number"/> Click here to enter text. will be rated for stock water.</p>

Comments – Water Races

It is my understanding that the water race located within Goulds Road has been decommissioned.
--

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Land Drainage and Other Waterways

✓ Not applicable

Conditions

<input type="checkbox"/>	Easements in gross favour of Council to a minimum width of <input type="text"/> Click here to enter text. metres shall be established over classified land drains. Access to all parts of the drain shall be made available at any time to Council.
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<input type="checkbox"/>	The access crossings shall have precast concrete headwalls with RCRRJ Z piping, and be constructed in accordance with the approved Engineering Plans. The pipe diameter shall be approved by Council.
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Advice notes

<input type="checkbox"/>	Building setbacks of a minimum of Click here to enter text. m apply to Council drains to allow for maintenance in accordance with Council.
<input type="checkbox"/>	Structures over, in or under a Council drain must have approval of council prior to being constructed.
<input type="checkbox"/>	A strip of 6 metres wide, must be left unplanted adjacent to one side of the classified land drain. Any drain planting shall be undertaken in accordance with Council's approved planting guide.
<input type="checkbox"/>	If the drain is to be fenced off from the property, then a 'cyclone' type gate shall be installed to provide unrestricted access for Selwyn District Council personnel and agents.

Comments – Land Drainage and Other Waterways

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Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Site Stability and Site Works

☐ Not applicable

Conditions

<input type="checkbox"/>	That the consent holder ensure on a continuing basis (until Certificates of Title are available for each allotment) that dust is not generated from consolidated, disturbance or transportation of material or earthworks activities by keeping the surface of the material damp or by using another appropriate method of dust suppression.
<input type="checkbox"/>	A site ground investigation shall be carried out by a suitably qualified person and a report provided to council.
<input type="checkbox"/>	The Consent Holder shall confirm whether any earth fill has been placed on site. All filling is to be carried out in accordance with New Zealand Standard (NZS) 4431:1989 Code of Practice for Earth Fill for Residential Development.

<input type="checkbox"/>	At the completion of all earthworks Certificates satisfying the conditions of NZS4431: 1989 Code of Practice for Earth Fill for Residential Development, are to be provided to the Selwyn District Council. These certificates will detail the extent and nature of all earthworks undertaken.
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Advice Notes

<input type="checkbox"/>	Click here to enter text.
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Comments

Standard earthworks conditions apply.

Completed by: Chrissie Reid, Development Engineering Manager

Date: 24 July 2024

Landscaping

☐ Not applicable

Conditions

<input checked="" type="checkbox"/>	The consent holder shall landscape the street frontages. The minimum standard (unless otherwise agreed through Engineering Design Approval) will include grass berms and street trees. A landscaping proposal shall be submitted to the Council for approval at the time of submission of the engineering plans and specifications, and the landscaping shall be undertaken in accordance with the approved plans.
<input type="checkbox"/>	Entrance structures placed in the road reserve shall be installed in accordance with the Engineering Approval. <i>(subdivisions larger than 200 lots)</i>
<input checked="" type="checkbox"/>	Entrance structures shall not be placed on Council road reserve <i>(subdivisions smaller than 200 lots)</i>

Advice Notes

<input type="checkbox"/>	The Council does not encourage permanent irrigation systems in reserves to be vested in Council. The need for an irrigation system will be assessed on a case by case basis and approval given through the Engineering Approval process.
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Comments

Click here to enter text.

Completed by: Joe Clark, Development Landscape Advisor

Date: 13 March 2024

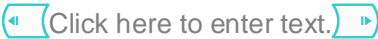
Fencing Covenants

☐ Not applicable

Conditions

✓	<p>The consent holder shall ensure that Council is indemnified from liability to contribute to the cost of erection or maintenance of boundary fences between reserves and adjoining lots.</p> <p>a) This shall be ensured by way of a fencing covenant registered against the computer freehold register to issue for each adjoining lot. The covenant is to be prepared by Council's solicitor at the expense of the consent holder.</p> <p>b) The consent holder shall procure a written undertaking from the consent holder's solicitor that the executed fencing covenant will be registered on deposit of the subdivision plan.</p>
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Comments





Completed by: Joe Clark, Development Landscape Advisor

Date: 13 March 2024

Reserves

✓ Not applicable

Conditions

<input type="checkbox"/>	<p>Pursuant to the relevant legislation the consent holder shall vest Lot  in the Council as  Reserve.</p>
<input type="checkbox"/>	<p>The consent holder shall supply to Council copies of all Certificates of Title for land, other than roads, that is vested in the Council.</p>

Comments

« Click here to enter text. »»

Completed by: Joe Clark, Development Landscape Advisor

Date: « Click here to enter a date. »»

Development Contributions

- ☐ Not applicable
- ✓ Applicable – see attached spreadsheet

Comments

DCs to be assessed

Completed by: Person Narda Botha

Date: 27 February 2024

SELWYN DISTRICT COUNCIL

URBAN DESIGN REVIEW

Woolworths' resource consent application RC245088

For a Woolworths' branded supermarket on the corner Goulds
Road and Shillingford Avenue, Rolleston

INTRODUCTION

The peer review of this proposal regarding urban design matters focuses on a response on the findings of the Urban Design (UD) assessment provided by Mr Clease of Planz Consultants. I largely agree with the findings by Mr Clease in his assessment, however where I am of a different opinion, I have stated this in my assessment and have made subsequent recommendations.

Within Urban Design there is overlap with other disciplines, in the matters of transport, landscaping and architecture. Where relevant for my assessment I have referred to the AEE (Planz), Integrated Transport Assessment (Stantec), the architectural design features report (Asc Architects), and the landscape design statement_RevD and Landscape plans (Kamo Marsh).

Overall, I have reviewed the proposal and have assessed it against:

- a) Urban Design Best Practise principles (see Appendix 1);
- b) Site context; and
- c) The Partially Operative District Plan's (PODP's) Commercial and Mixed-Use Zones (CMUZ) zones provisions.

URBAN DESIGN ASSESSMENT

This assessment follows the Commercial Mixed-Use Zone (CMUZ) zone objectives, policies and rules, which in my opinion, provide an appropriate framework for assessing the effects of this discretionary activity. I agree with Mr Clease in his rational to use this framework for assessment of the proposal and his conclusion that the proposed site sits within an overall evolving urban environment.

In assessing the effects of the proposal on the adjacent properties I have considered the activities that are currently occurring or might be occurring in the reasonable future.

1. PROPOSAL

The proposal seeks to establish a Woolworth supermarket, two ancillary retail stores, associated parking, service areas, a direct to boot facility and signage on the corner of Shillingford Boulevard and Goulds Road in Rolleston.



Figure 1- Building site configuration

SITE CHARACTERISTICS

- Situated at 597 East Maddisons Road;
- Corner site, strategic location into town centre, on-route to southern townships;
- Both Goulds Road and Shillingford Boulevard are Collector Roads;
- 150m perimeter edge with Goulds Road and 110 perimeter edge with Shillingford Boulevard;
- Overall site is 1.35 hectare and zoned GRZ (Rural) in the PODP;
- Site is in immediate proximity of an identified local centre in the Rolleston Structure Plan;
- Adjacent sites are of established or proposed residential or community/community/commercial landuse;
- 3528m² built form comprising of a supermarket (GF and upper floor of 200m² floor staff space, loading area) and two retail spaces of combined 374m²; 290m² covered by a canopy and used for online component ('direct to boot');
- 184 public car parks, 7 staff car parks, 5 courier carparks and 38 staff and customer cycle parking spaces; and
- Signage, lighting, canopies, bike parks, fencing and landscaping (part of the proposal).

ROLLESTON STRUCTURE PLAN

The intention of the Rolleston Structure Plan (RSP) was to provide a long-term strategic framework to guide the development pattern and process for the Rolleston Township until 2075. Unprecedented growth has resulted in a much faster uptake of land up to the extent of the metropolitan urban limit (MUL) as of date.

One of the four parts of the RSP was establishing a centre strategy to determine locations and functions of the different centres within Rolleston.

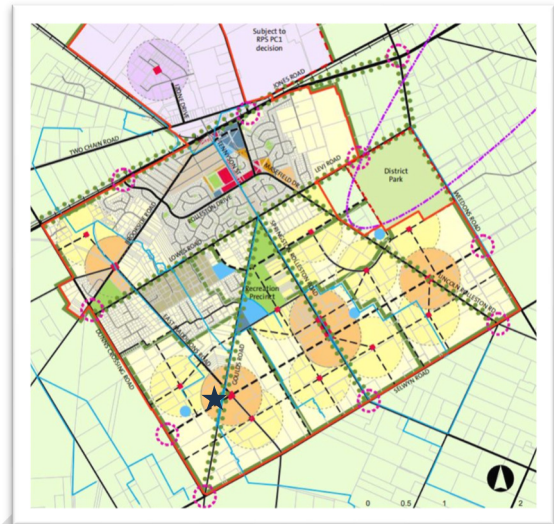


Figure 2-Rolleston Structure Plan (Figure 5.2)

The implementation of these locations has been somewhat fluid with to date only three local centres that have been established (Stonebrook, Falcon's Landing and Faringdon subdivision) and three more proposed excluding the proposal (Acland Park and within Private Plan Changes 64 and 78).

The proposed supermarket sits within an area identified for urban growth and in proximity to one of the identified locations for a Local Centre.

2. CONTEXT

The proposed supermarket will be situated in a residential environment and bound on two sides by collector roads, one that provides an east-west spine, the other feeding into the town centre. As the neighbourhood evolves the site, it will be surrounded by a direct or indirect (on the other side of a road) boundary with a residential land use.

The PODP¹ seeks outcomes where any new built form contributes to a high-quality public space, where the architecture of a building takes priority and where car parking is situated to the side and or the back of a site. Developments that address the street and integrate with adjoining development can create high quality pedestrian environments that encourage walking and allow for chance encounters.

The commercial activity of the supermarket (and two ancillary businesses) that is applied for will occur in relative isolation creating a small local node, with no other commercial activities in the immediate vicinity (Faringdon South-West being 800m being the closest) so integration with other commercial built form is therefore not required.

¹ CMUZ-O4 and O5, CMUZ-P4 and LCZ-REQ9

In time the site will be surrounded on three sides by low -medium density residential housing, including a proposed large-scale retirement village (Ryman Health) further to the South-East. A pre-school (Neemo) and restaurant (Maddisons Eatery) provide an existing commercial component to the local neighbourhood along the northern edge of the site.

Overall, I consider the site situated in a developing high amenity, residential neighbourhood.

I agree with Mr Clease that the dominant built form in Rolleston consists of single-storey residential stand-alone typologies and consider this forming part of a baseline for compatibility in terms of bulk, height and scale. However, I also note the fact that different typologies, including attached multi-storey typologies are enabled as permitted activities on Medium Density Residential Zone (MRZ) zoned land.

This setting requires the proposal to integrate in terms of scale and activity to suit the receiving planned high-amenity environment.

I agree with the applicant's assessment that the site's configuration is generally suited to a supermarket with small ancillary offerings, and I acknowledge the design elements used in the proposal and listed by Mr Clease in his report (page 9).

However, I do consider that the application of these elements has not gone far enough to mitigate the effects when viewed from residential, high amenity surrounds and have addressed this further in my report below.

3. CHARACTER

I agree with Mr Clease's characterisation of the proposal altering the environment and that the proposed design is of a commercial character and might be considered appropriate in a sub-urban context, if designed accordingly.

I consider that the supermarket could contribute to creating a sense of place in this location for the surrounding community.

I acknowledge the environmental (design) constraints associated with the site, as outlined in the architectural design features report by Asc Architects.

I also acknowledge the applicant's objective to compliment and create a significant feature and focus for a residential precinct at this location that will form a new local node on the South-Western edge of Rolleston.

I consider that the execution of the objective of including the proposal into a residential environment has not gone far enough and that dominating elements as proposed (including colour, signage, fencing and sealed areas) require to be scaled back and/or mitigated to sit comfortably within a residential context.

The proposal uses building setbacks and softening measures to visually increase the amenity on some, but not all interfaces with public space by providing tree and/or perimeter landscaping.

I consider the extent and amount of these measures not being sufficient to provide mitigation when viewed from the north and north-west and that the applicant has relied on Council's provisions on adjoining reserve, which sits outside the site boundary for mitigation.

I consider softening measures and a comprehensive tree planting and landscaping within the site and along the perimeter important measures to mitigate the bulk and scale of proposed buildings and to create pleasant places to be in line with CMUZ-O4². These measures are further detailed in my conclusions.

4. CONNECTIVITY AND ACCESSIBILITY

In assessing the proposal, I have focused on pedestrian accessibility and safety along desire lines both to and within the site to ensure the proposal provides a high-quality pedestrian experience in line with CMUZ-P4³.

I understand and agree with the functional requirement and the safety aspects to separate foot traffic from vehicular traffic in the placement of the direct to boot facility and the back-of house activities.

I consider the applicant has sufficiently addressed most, but not all, aspects that contribute to pedestrian accessibility.

Dedicated combined pedestrian/cycle access onto the site is restricted to the North-West and Eastern boundary. Two access points are proposed along the Shillingford Boulevard frontage; one access point is provided about mid-way along the eastern boundary with Goulds Road.

I do have concerns regarding ease of access and safety for pedestrians, along this Goulds Road interface.

I consider that customers from the surrounding residential areas to the East and South (including the retirement village) will create foot traffic that will want to, for convenience, to access the supermarket at the closest point.

I consider the possibility of people using the exit point of the 'direct to boot' area to access the site and recommend that either entry to be deterred or a safe pedestrian access provided.

Any pedestrian coming from the north will have to cross over the two-way vehicular crossing from Goulds Road to access the shared path to the shops and supermarket. Pedestrians will then have

² CMUZ-O4 The 'Commercial and Mixed-Use Zones' reflect good urban design principles by providing pleasant places to be with attractive and functional buildings and public spaces.

³ CMUZ-P4 Manage development within the Town Centre, Local Centre, and Neighbourhood Centre Zones to ensure that it:

1. Maintains the environmental qualities, aesthetics, and amenity values which make the zone distinctive and attractive;
2. Engages and is well integrated with streets and public areas, contributing to the variety and vitality of the street scene;

to stop and give way to cars using the 'direct to boot' bays before proceeding to the retail and supermarket entrances. The same goes for cyclists using the shared path coming from the north.

There are other overlapping activities happening when entering off Goulds Road at this point including:

- vehicles access and exit,
- pedestrian/cycling access/exit point via shared footpath,
- vehicular entrance for direct to boot facility, charging stations,
- location of cycle parking, seating area,
- entrance to retail and supermarket,
- entrance and exit opposite into Edgar Way,
- tall 'pick-up' pylon sign along road frontage.

I acknowledge the applicant has used measures, such as a cut down kerb and a limit line painted on the driveway, to create priority for shared path users. However, I consider this is not sufficient to ensure a well-integrated, safe environment for customers arriving on foot at this interface.

I consider that cumulatively, these activities create a pressure point for pedestrians and is contrary to providing safe, high-quality and barrier free multi-modal connections.

Adding another pedestrian/cycle access closer to the roundabout and in line with the dedicated central pedestrian pathway would enable another convenient safe pedestrian only access into the site. Moving the electric vehicle charging stations further north would also assist reducing the pressure points on the Goulds Road access.

I note in this context that the author of the Integrated Transport Assessment (ITA) on page 30 was of the view that *"The lower part of any signage close to the driveway and the road reserve should be kept open so it does not obstruct visibility to the shared path."* I consider both the entry sign and the pickup sign to fall within above requirement.

Along the Shillingford Boulevard interface there are fewer competing activities and two pedestrian access points are proposed, one of which I consider to be better placed along the crossing desire line between Shillingford Boulevard and the centralised pathway, thus enabling pedestrians a mid-way shortest route alternative into the site.

5. BOUNDARY TREATMENT (EDGES)

I agree with Mr Cleese's observation that the site has four external edges and have commented below accordingly. I refer in my assessment to the architectural design features report referenced on *page 7 of the UD assessment*, which identifies environmental constraints (*page 10 of report*) and design considerations at each boundary.

I consider that given three of the four interfaces are to be with residential zoned sites that the proposal requires to maintain appropriate levels of amenity within and at the interface with adjoining sites in line with CMUZ-O5⁵.

The proposal has utilised site placement, setbacks and landscaping as mitigation measures along the following edges.

5.1 North and North-western edge (Shillingford Boulevard and roundabout)

I consider the use of planting strips along the edges as an appropriate measure to separate public (Council reserve) from private land (the application site). The use of appropriately sized and sourced tree plantings as a softening vertical element would be able to create visual variety and interest during the seasons.

I consider a 'balanced approach' between partly low-level edge planting for demarcation purposes and specimen tree plantings, thus mitigating the visually dominant bulk of the supermarket and large sealed car park while allowing views into the site at human eye level, best practise.

The North-Western interface has only one large and one medium and two smaller sized trees proposed along its 116m (approximate width of 8 low-density residential sites) long interface along Shillingford Boulevard.

The Northern interface of 40m (width of approximately 2-3 low density residential sites) does not have any tree planting, but a sufficiently wide perimeter planter bed to cater for tree plantings.

To provide mitigation of the proposal the overall tree canopy needs to be increased and tree plantings along the perimeter edge need to be limbed up to 1.2m height to provide transparency into the site along the shared pedestrian and cycle path, to meet perceived safety aspects, as per national CPTED principles.

I refer to paragraph 6.3 *Landscaping* for recommendations on this matter.

5.2 Eastern edge (Goulds Road- Residential interface)

Concerns along this edge relate to visual effects on the adjacent residential neighbourhood, including shading from the bulk of the building, outlook, signage and fencing around the staff car parking area.

Shading

⁵ CMUZ- O5 The 'Commercial and Mixed Use Zones reflect good urban design principles by providing pleasant places to be with attractive and functional buildings and public spaces.

CMUZ-P5⁶ directs Council to ensure that buildings and structures do not unduly shade or dominate adjoining residential zoned properties.

I acknowledge the applicant's mitigating measures by placing the bulk of the (supermarket) building to the centre of the site and using a lower scaled, second tier ancillary building and canopy with less structural volume towards the residential interface. I also consider the width of the Goulds Road street corridor providing a setback between the activities a positive aspect in terms of minimising the effects from shading.

From the findings of the below shadow model, I conclude that there will be shading effects on adjacent private outdoor living spaces (2 Edgar Way in particular) within residential properties at certain times of the year and for a period which will be unable to be mitigated.



Figure 3-Shadow model (SDC)- 4pm 21 June

Visual amenity/Outlook

I agree with the architectural design features report in identifying pedestrian amenity and the residential character of the neighbourhood as an environmental constrain along the boundary with Goulds Road.

I consider it appropriate to visually demarcate the private delivery and staff car parking area from the rest of the public areas of the site, however I am of a different opinion to Mr Cleese how this design impacts on adjoining sites.

To balance operational matters with residential interfaces, the impact from and along this façade in immediate proximity to the visually sensitive habitable space of adjoining sites, the public interface with Goulds Road and the overall residential environment needs to be balanced. I have addressed the effects from colour and signage along this interface in paragraph 6.1 of my report.

I consider the proposal of a 32m long 2.3m high solid (fencing and gate) structure along the public interface with Goulds Road in the receiving high-amenity residential environment as over scaled and out of context. As a comparison internal boundary fences in residential environments are no more than 1.8m in height, fencing facing public space (streets) is no more than 1.2m tall (MDRZ

⁶ CMUZ-P5 2. Ensuring that building and structures do not unduly shade or dominate adjoining residential zoned properties.

environment), the PODP considers in LCZ that no fence over 1m height is to be located between any building façade and the street to create a safe public/private interface that meets national CPTED principles.

A near solid façade at eye (Ground Floor) level becomes an issue from a CPTED perspective and does not contribute to the variety and vitality of the streetscene along the shared path of Goulds Road.

I consider the proposed fence to be visually dominant and over scaled for the proposed purpose (staff and courier parking) and softening landscaping measures inadequate for the structure to be able to visually integrate with the environment to meet CMUZ-P4⁷.

In my opinion the existing and potential residential sites along the eastern boundary would be significantly affected by the proposed supermarket activities in terms of outlook and visual amenity.

I recommend that fencing is to be lowered to 1.2m in height to achieve demarcation, while enabling passive surveillance and the fence itself to be designed with horizontal and or vertical segments that visually reduce the overall length of the fence.

Associated tree planting in this location need to be limbed to 1.2m height to retain the ability for passive surveillance.

5.3 Internal, southern and western edges (Residential interface)

I acknowledge that the applicant has obtained written approval from the landowner of sites abutting the site's internal southern boundary and that any effects therefore need to be disregarded.

I consider that there are visual amenity, outlook, shading and noise effects from the built form in combination with the back of house operation (southern edge) along parts of this interface and effects will be within habitable space as future residential sites will be likely to site their outdoor living spaces with a northern aspect.

The proposed landscape strip of 3m wide along the southern boundary provides a minimal level of mitigation given the scale and proximity of the buildings and activities. In addition to the landscaping, which will only be visible once trees have reached over 2.3m, the solid timber acoustic fence is the dominating feature along this interface.

I suggest maintaining trees within the landscape strip to 3m height maximum as to not unduly shade adjoining sites and support a high-amenity, commercial/ residential interface.

⁷ CMUZ-P4 2. Engages and is well integrated with streets and public areas, contributing to the variety and vitality of the street scene.

6. INTERNALS

I acknowledge that the applicants list of supermarket requirements that are fixed operational matters needs to be balanced against best practise urban design outcomes (page 15 of UD assessment) and design principles, recognising the need for a well-integrated built environment.

6.1 Façade treatments

The architectural report does not comment on the particulars, but refers to a variety of materials, textures, and colours used for a modulated façade design. The challenge being to provide attractive, activated façades that are modulated and relatable to the residential neighbourhood that fit with the internal layout of the building and its operational settings.

I consider different treatments to be assessed in context with other mitigation measures, such as setbacks and the receiving environment.

Façade treatment of the building and associated structures need to be of a complementary nature, rather than dominating along sensitive site edges.

I recommend the use of corporate colour in combination with softer hues and a recessive colour scheme to achieve variation and compatibility with a residential interface (see below).

Northern façade

I agree with the assessment of Mr Cleese that the placement of the building mass set back from the public road boundary as one appropriate measure to reduce the visual impact of the bulk, mass and height of the commercially scaled buildings along this boundary.

I consider that the use of corporate colour as part of brand presence and advertising along this interface however to be out of context within the receiving high quality residential environment and the level of corporate colour recently been consented for other supermarkets in Rolleston⁸.

The use of corporate colour for brand presence along this elevation is 30% of the overall façade. Consideration needs to be given to further integrate building signage and colour into the overall composition of the eastern elevation with an overall maximum 10% of corporate colour along any residential interface.

If this application is to be granted, I consider the following as a maximum use of corporate colour along this interface.

I recommend retaining this ground floor level glazing within the proposal with a consent notice to limit any signage on proposed glazing.

⁸ See Appendix 2- Pak'n'Save corner Levi and Lincoln Rolleston Road, RC216016.



Figure 4- Acceptable use of corporate colour within northern facade

Eastern façade

In terms of visual variation, the design has used vertical and horizontal delineation within the facade to achieve variation along the frontage. I consider the use of different material and the tapering of rooflines towards the interface with residential sites as positive design features.

I consider the use of the corporate green colour as a design feature to create visual variation inappropriate in the receiving context. To maintain the amenity and aesthetic values of the residential environment a subtle use of colour would enable the development to blend in rather than dominate the streetscene. Any visual variation within the façade should be complementary to the adjoining residential zoned properties to be in keeping with CMUZ-PO5⁹.

As identified by Mr Cleese in his assessment, habitable space has been situated at the front of the properties facing Goulds Road to provide street outlook and interaction between residents and passersby. Their outdoor living areas are generally facing west towards the proposed development and if the proposal gets granted, have their main outlook compromised.

I consider that although set back behind a canopy, the amount and distribution of the corporate green colour to be highly visible from the public space of Goulds Road and beyond. I consider that this matter therefore takes on added significance in respect of the high amenity value of the receiving environment.

I consider that the use of corporate colour as part of brand presence and advertising along this interface to be out of context within the receiving high quality residential environment and the level of corporate colour recently been consented for other supermarkets in Rolleston¹⁰.

I consider there are cumulative effects from the proposals deliberate use of the green corporate colour in associating with signage (see paragraph 6.5 *Signage*) and fencing along this interface (see paragraph 5.2 *Eastern edge*).

The use of corporate colour for brand presence along this elevation as proposed is approximately 33% of the overall façade.

⁹ CMUZ-P5 2. Ensuring that building and structures do not unduly shade or dominate adjoining residential zoned properties.

¹⁰ See Appendix 2

Consideration needs to be given to further integrate building signage and colour into the overall composition of the eastern elevation with an overall maximum 10% of corporate colour along any residential interface.

If this application is to be granted, I consider the following as a maximum use of corporate colour along this interface.



Figure 5-Use of corporate colour within eastern facade

6.2 Car parking

I agree with Mr Cleese in his assessment that the hardstand surface carparking area located to the east of the site can cause tension between the ability of interaction of built form with surrounding streets and acknowledge the operational matters of the supermarket. I am however of a different opinion in terms of his assessment that mitigation of the effects has occurred with the proposed landscaping of the car park and the Council reserve.

I acknowledge the applicant's approach to mitigate the effects associated with a car park that could accommodate more than 180 bays. For a proposal of this scale, and in particular associated hard surfaces for car parking, softening measures need to be of an equal proportion. This includes soft edges along all public road space, internal provisions for specimen trees and landscaping, as well as softening measures to integrate with adjoining existing and future residential sites at the interface with the site.

I concur with the landscape assessment that *"the potential adverse effects associated with the carpark area are primarily visual"* and that *"views of the development from the North-West are likely by passers-by and future residential properties on the opposite side of Shillingford Boulevard."*

I consider that the effects of mitigation heavily rely on matters outside the site and consider that the proposed landscaping is insufficient to mitigate the visual effects of the proposal.

I refer to paragraph 6.3 *Landscaping* below for recommendations on this matter.

6.3 Landscaping

The landscaping requirement of the PODP directs the Council to consider *"The extent to which reduced landscaping results in adverse effects on amenity and visual streetscape values"* for an application on land zoned Local Centre Zone.

For the purposes of this assessment, I have not considered any proposed landscape areas outside the site boundary.

On land within a residential neighbourhood, I consider that this matter takes on added significance, particularly regarding mitigating the adverse visual effects of the development for residents and pedestrians.

In considering the provision of landscaping I have broken it down into three components, the tree framework, the car park landscape areas and the boundary landscape areas. I refer to the Council's landscape architect to confirm suitability of the species (including height at maturity and time as to when mitigation effect is to be expected) in the specific location.

The landscape concept proposes 10 trees in the proposed car park, 4 along the northern façade, 8 along the Eastern façade, 16 along the southern façade and 20 along the western façade of the site.

In my opinion the proposed trees within the car park are too few in number and too small in size to mitigate the adverse visual effects of a 3902 square metre supermarket complex and a car park for 184 vehicles or to contribute to a high-quality pedestrian experience.

In my opinion the proposed landscape treatments (particularly along Goulds Road edge) are too narrow and the planting is too low to mitigate the adverse visual effects of siting a large car park and a commercial scale building (pre-cast concrete panels and compressed sheet cladding more than 60 metres long, excluding the ancillary buildings, and 8.8 metres tall with expressed joints and large-scale signage) in a residential context.

If the application is approved, I would recommend based on best practice to increase planting in accordance with a tree planting framework (as per Council's landscape architect's recommendation) as a minimum.

6.4 Signage

The architectural design feature report refers to signage as part of the functional design principles and shows signage as part of the elevations and artists impressions. The location and size of signage is shown on a site plan and attached to the application as Appendix J. An example picture of one of the two pylon signs and the extent (height and width) has been provided.

I consider the implications of signage on the receiving environment an urban design matter that needs to be addressed both as part of the built form discussion and as to the wider visual effects on residential character. As a general principle commercial signage in residential areas is not appropriate although smaller guidance signs at a lower level can be acceptable.

I have reviewed Mr Bonis assessment of signage in terms of compliance with the PODP requirements. I am of a different opinion as to the effects from proposed signage and have addressed free-standing and signs on buildings separately below. Overall, I consider the proposed use of signage over scaled and intrusive in the receiving residential environment.

I consider my recommendations in *paragraphs 4 and 6.1 and below* as a framework as to an appropriate level of use of corporate colour and signage along building facades and the use of free-standing signs in a residential environment.

Free-standing signs

To respond to the sensitive nature of residential areas and maintain an appropriate level of amenity within and at the interface with residential zones signage needs to be of a complementary scale and nature. In the current configuration I consider the signs having a domineering appearance exuberated by having the signs lit at nighttime.

The two proposed 9-meter-high pylon signs on both Goulds Road and Shillingford Boulevard respectively and the 6m high pick-up sign along Goulds road are of a height and size that is visually intrusive, not in keeping with the residential context and is considered outside what can be reasonably expected in a dominantly residential environment.

I consider that the pylon signs to be an out of scale element in a residential neighbourhood and out of context for signage in town centres in Selwyn. The recently consented Pak'n'Save pylon sign¹¹ along Levi/Springston-Lincoln Road is 6 meters in height and is 13m² overall and is considered an appropriate outcome in terms of advertising on a site surrounded by residential sites.

I consider the 6m high pick-up free-standing pylon sign located in the road reserve facing residential sites and exceeding the immediate built form (canopy) cumulatively out of scale in terms of width, height and use of corporate (see recommendations in 6.1).

I consider the solid 1.4m high entry sign in immediate proximity to the exit and the 6m pick-up pylon sign do not meet the safety requirement and affects views into the site when walking along Goulds Road (refer to page 30 ITA).

I consider directional signage of no more than 1.2m with reduced amount of corporate colour appropriate to allow for views 'over the sign' into the site, while still being visible when viewed from a vehicle. Alternatively, signs are to be constructed that the bottom is kept open to allow for views in line with the ITA recommendation (see also paragraph 4).

If this application is to be granted, I consider the following as a maximum use of free-standing signage, along a residential interface.

Excluding low level and blade signs I consider one free-standing sign of no more than 6 meters along Shillingford Boulevard and two free-standing signs, one to be of no more than 6 meters, the other no more than the height of the building canopy and open style up to 1.2m height along Goulds Road and one entry sign of no more than 1.2m, both to be designed in accordance with safety measures as per ITA assessment to be in keeping with the residential surrounds and other supermarket signs in the District.

¹¹ RC 216016

I consider it appropriate to control illuminating of signage to times of operation to minimise light spill effects on adjacent sites.

Signs attached to buildings

I consider that visually the use of signage and corporate colour and the use along built form forms part of the advertising for the supermarket brand that affects the character and quality of the existing environment.

The architectural design features report refers to signage in the context of a supermarket offering and the author refers to the colour and placement of signs as a design measure to create “elements of different scale and visual interest across the façade.”

The report elaborates as to how setback and canopy design contribute to minimise the visual impact of signage along the western elevation with a similar approach proposed on the Eastern elevation.

While I appreciate the applicant’s objective to have as little as possible visual impact on the neighbours, I consider this is not met given the scale, placement and amount of proposed signage in immediate proximity to residential sites and their private outdoor living space at this interface (see *paragraph 5 Edges*). The effects from the signage also include light spill at nighttime.

I consider the proposed signage in combination with the use of corporate colour to be visually dominant and over scaled along the eastern and northern façade at the interface with residential housing. I refer in this context to other supermarkets and their proposals, such as previously mentioned ‘Pak’n’Save’ supermarket.

If this application is to be granted, I consider my recommendations in *paragraph 6.1* as a framework for the use of corporate colour and signage along a residential interface.

6.5 Conclusion

From an urban design perspective, I can support the application by Woolworths New Zealand Limited for a supermarket in the proposed location in principle, if design iterations that reflect the intentions of national Crime Prevention Through Environmental Design (CPTED) principles, design outcomes for commercial buildings in the receiving residential context, and best practise design as recommended below are adhered to.

Recommendations relate to i.-iv along the respective elevations and boundaries (edges).

- i. Fencing and Active frontage
- ii. Landscaping and Tree planting
- iii. Pedestrian accessibility and connectivity
- iv. Signage and use of corporate colour

APPENDIX 1-**BEST PRACTISE URBAN DESIGN PRINCIPLES (CRPS 2013 Policy 6.3.2)**

Principle 1-Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.

Principle 2-Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.

Principle 3-Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.

Principle 4-Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.

Principle 5-Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.

Principle 6-Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.

Principle 7-Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.

APPENDIX 2-

USE OF SIGNAGE AND CORPORATE COLOUR- PAK'N'SAVE (RC 216016)



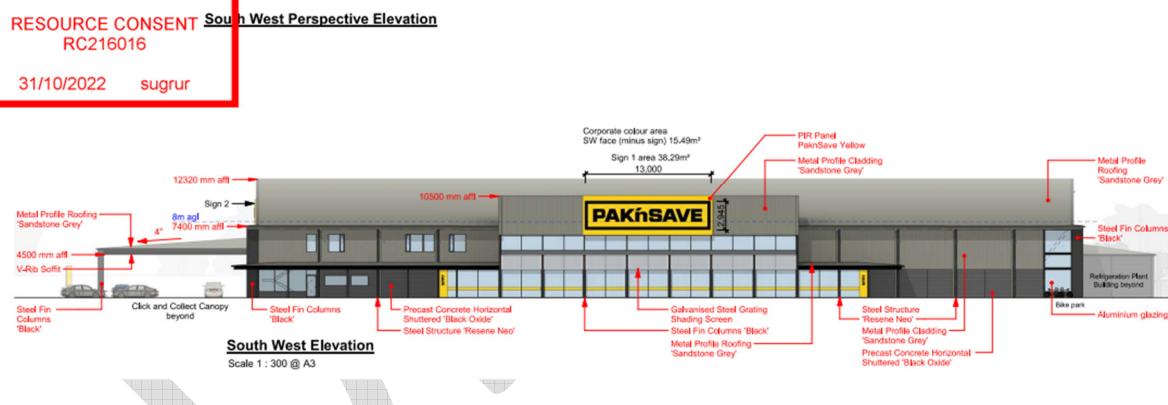
AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

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AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC216016

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Refer RC08 for more
recession plane detail

Memorandum

To: Tim Hegarty, Planner

From: Gabi Wolfer, Urban Design Lead

Date: 20.08.2024

Subject: RC245088

In my role as Selwyn District Council Urban Design Lead, I have been asked to provide comments on urban design matters on above application that were raised during a meeting with the applicant's planner, landscape architect and urban designer held on 08/08/2024.

I have attached a summary of the discussion, including my response attached as Appendix 1 to this memorandum. I have also included examples of consented signage for supermarkets that I consider comparable in terms of location and context.

The purpose of this memorandum is to identify any unresolved matters as discussed in my evidence to support the planner in writing his sec42A report.

I consider the following matters addressed:

Signage

- ✓ Reducing the height of stand-alone blade signs 7, 8 and 10 to 1m height and relocation them for better pedestrian visibility into the site (refer to ITA page 30).
- ✓ Aligning the stand-alone pylon pick-up sign to edge of canopy and reducing it to 3m.

I consider the following matters outstanding:

Accessibility and safety

- Pedestrian access along 'direct to boot' area has been discussed, but dismissed by applicant for operational matters. The entrance into the site sits along a natural desire line for pedestrians wanting to enter the site at this point.
- *I consider that for safety reasons additional measures need to be undertaken to deter pedestrians to enter and lead them to the dedicated entry point. This could be addressed as part of a safety audit.*

Signage- free-standing

- The application proposes a range of free-standing signs (see Appendix J of application) including one 9m and one 3m tall illuminated pylon sign on Goulds Road and one 7.5m tall, illuminated sign along Shillingford Boulevard, both collector roads located in a 50 km/h low-speed environment.
- This large scale illuminated signage is located at the northern and eastern interface with residential sections and their respective private outdoor living spaces.
- There is currently no commercial signage in the surrounding residential area.
- Comparable consented, free-standing, illuminated signs of supermarkets in the Selwyn District are of no more than 6m in height.

- I refer to Foodstuffs Pak'n'Save (RC216016) and FreshChoice in Prebbleton (RC195525)- see Appendix 2.
- The proposed pylon signs are proposed to be 9.0/7.5 metres tall and 3metres wide. This is taller than the proposed supermarket, and similar in height to the existing power poles. In my opinion the proposed pylon signs would be excessively large and out of context in a high-amenity neighbourhood and adjacent to a sensitive residential environment.
- Please refer to paragraph 6.4 in my evidence.
- *If the application is approved, I recommend that pylon signs 12 and 13 to be no more than 6m in height to reduce the visual dominance of the structure, while retaining a high level of visibility.*

Visual amenity/outlook

- The applicant proposes a 1.8m tall slatted, powder-coated timber-fence along the public/private interface of Goulds Road to fence off courier and staff car parking from the public. The fencing structure is situated opposite private outdoor living spaces of adjoining residential sites.
- The colour of the fence is to be grey, black or green.
- I consider the height of the fence overscaled for the purpose of demarcating as a parking activity. As a comparison fencing facing streets are to be no more than 1.2m tall in a Medium Density Residential Zone (MDRZ) environment and no more than 1m tall in a Local Centre Zone (LCZ).
- The scale of the slatted structure in combination with a potentially green (corporate) colour is visually dominating along the receiving high-amenity residential environment.
- Please refer to paragraph 5.2 in my evidence for fencing and paragraph 6.1 for colour.
- *I consider that if this application gets approved two options appropriate in the prevailing context. Either a fence of the proposed timber slat structure that is no more than 1.2m in height and of a recessive colour (grey or black) or a 1.8m highly permeable poolstyle fence of a recessive colour (grey or black). The latter also having the benefit of preventing tagging or subsequent advertising attached to it.*
- *In both options landscaping in front of the fence needs to be maintained at 1.2m height along the fenceline to retain visibility and meet CPTED principles. Trees need to be limbed to 1.2m.*

Character- colour, signage and interface treatment

- The bulk, scale colour, signage and interface treatment along the Goulds Road interface have been identified as having cumulative effects on the receiving environment.
- To reduce these cumulative effects I have made recommendations in my evidence referring to what is considered an acceptable amount of corporate colour.
- Council has not received any information to date to confirm if there has been a reduction along the Goulds Road interface, which has been identified as being the closest to residential sites and thus the most sensitive in terms of potential effects.
- *I consider the effects in context of the surrounds and the cumulative effects of dominating (illuminated) signage and use of corporate colour in combination with dominant bulk and scale of the supermarket building to be unresolved.*

Memorandum



APPENDIX 1

Post meeting response to schedule A- recommended amendments

Memorandum



APPENDIX 2

Example of supermarkets in Selwyn District

RC245088 WOOLWORTH SUPERMARKET

POST MEETING RESPONSE TO SCHEDULE A-RECOMMENDED AMENDMENTS

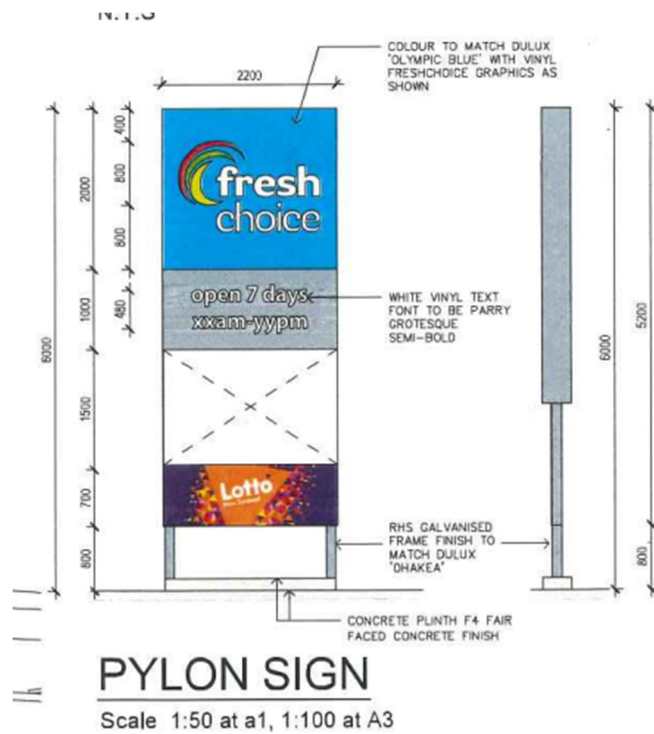
Topic	Council comments	Consideration	Change	SDC Urban Design response
<p>Courier Parking / Staff Parking Area (Goulds Road)</p> <p>FENCING</p>	<p>Visual effects on residential amenity, outlook, signage (refer item below), fencing and pedestrian access. Requests: • Confirm no gate on Goulds Road; • Fencing 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, 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>Pool fencing typologie preferred for visibility, eliminating tagging and retrospective advertising.</p>
FOOTPATH				<p>Accept applications reasoning for operational matters, but do request applicant to demonstrate how pedestrians get deterred from entering the site at this point.</p>

SIGNAGE	Extent of signage is excessive (given 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.	Signage is appropriate within a Commercial zone and context – not vastly incongruent with Operative Plan signage provisions for a local centre. • 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.		<p>Support change in scale for signs 7,8 and 10 to 1m height and their relocation.</p> <p>Support reduced height of stand-alone pylon pick up sign to 3m height.</p> <p>Consider change to pylon size 12 to 7.5m insufficient- residential neighbourhood, cumulative effects and in keeping with consented supermarkets in District.</p> <p>Consider retaining pylon sign 13 at 9m to be inappropriate and to be out of scale with cumulative effects along Goulds Road interface and residential sites.</p> <p>Disagree with discussion on rationale that 9m is required in slow-speed environment with supermarket destination and anchor. No other supermarket in the District has 9m high sized signs.</p>
COLOUR				Waiting for architectural detail on eastern façade and proposed changes along Goulds Road

				including colour and material choices- tbc
BYCYCLE STANDS				Support shi in location
ACCESS TENANCY				Support doors in general and glazing along this frontage (to be confirmed in plans).

Appendix 2- Signage examples

FRESH CHOICE, PREBBLETON (5.2X2.2M)



PAK'N'SAVE, ROLLESTON (6MX2M)



Memorandum

To: Tim Hegarty, Principal Planner

From: Xoë Tay, Landscape Architect

Date: 24.07.2024

Subject: Woolworths South Rolleston Landscape Assessment

The purpose of this Landscape Assessment for the Woolworths South Rolleston application is to support the s42A hearing report. This assessment comments on the visual mitigation properties of the designed trees and planting as outlined in the Landscape Design Statement and the Landscape Design Drawing Set.

Carpark Layout

The carparks directly North of the supermarket are missing wheel-stops or bollards. The cycle stands of the far East of this carpark bay are very exposed to vehicle interaction, and users would benefit more from having these under the canopy like the cycle stands to the West.

The 1x accessible marked carpark closest to the large trundler bay – this is missing the 1.2m access aisle required. Best practice is to have access aisles on both sides of an accessible carpark, but one side is the minimum requirement as per NZS4121.

I believe the pedestrian canopies through the carpark are a benefit to the users, however, they clash with the light posts leaving a potential CPTED issue with the canopies blocking light into the main pedestrian movement. Lighting treatment should also be considered under the large canopy over the pick-up and online orders area.

Boundary treatment

Overall, the boundary treatment is well considered. Visual treatment will mitigate the potential adverse effects for surrounding neighbours.

The *Dodonaea vicosa purpurea* proposed for both the South and Western boundaries are scheduled too small to reach a visual screening height appropriate. I recommend a minimum grade of 12L but would prefer 18L to achieve the desired screening height faster. These trees according to the Landscape Design Statement are spaced at 3.0m cts, but in the plans are drawn at 4.5m and 3.5m. Spacing at 3.0m would be appropriate for the desired screen.

The Northeast boundary is using the Council Road Reserve to justify the setback being less than the requirements. This does not mitigate the adverse visual effects for pedestrians along Shillingford Boulevard. The nature of the low planting and grass will result in desire lines directly from the road crossing into the carpark as the pedestrian footpath from the road crossing through the council reserve into the carpark is not very logical. My preference would be to redesign the pedestrian footpath layout in the Council Road Reserve to a more logical movement pattern. I understand that this area is outside of the scope and that the applicant has no control over this. Therefore, my recommendation is for an increase in width of the planting boundary with trees to a minimum of 2m would help both the visual impact and reduce the desire line through the garden.

Looking through the tree selections for the Council Road Reserve development, these are all smaller trees with no trees between the footpath and carpark. Based on best practices I recommend a medium specimen tree with a mature height of 7-15m every 4 carparks or 10m along the road frontage boundaries. This has been done nicely along the Eastern boundary with the European Hornbeams. To ensure views into the site are still provided for safety and legibility reasons any trees need to be limbed up to a height of 1.2m.

The Eastern boundary needs further consideration for the pedestrian experience entering the site from the south off Goulds Road. The 2.3m tall solid fencing around the staff parking is a CPTED concern as there is no passive surveillance into this area. My recommendation is to either lower this fence to 1.2m or making it a permeable fence at 1.8m.

Another pedestrian movement consideration would be anyone entering the site through the pick up exit to utilize the canopy cover as shelter.

Planting Strategy

Overall, the tree selection is good, with sun requirements being considered and a good mix of natives and exotics.

The plants as per the low under planting palette are a good selection and meet the objectives of the planting strategy outlined by the Landscape Design Statement. However, there is no detailed planting plan to review their use.

The tree pit size with the scaled drawings look to not meet the minimum 1.2m width required as per our Engineering Code of Practice (ECoP).

Another issue with the trees is their proximity to light post as these need a minimum offset of 6.0m as per the ECoP.

There is a lack of trees and planting within the carpark, particularly with the use of *Pseudopanax crassifolius* which have a very small juvenile form and take a long time to reach their mature form, therefore don't provide enough visual mitigation to be counted as a specimen tree.

My recommendation is to increase the size and amount of garden beds, preferably at a width of 2m with a medium specimen tree with a mature height of approximately 10m for every 10 carparks (18 trees total for the 184 planned carparks), this is based on best practice to provide further visual treatment and a better pedestrian experience.

Maintenance is required to ensure planting establishment to provide the desired landscape coverage. This should include replacement of any dead, damaged, or diseased plants or trees immediately with the same species. If failure of plants and trees is due to species conditional environment alternative similar species are to be planted instead.

Overall, I support the Woolworths South Rolleston Application from a Landscape Architecture point of view, given minor amendments based on my recommendations:

- Road boundary planting in a minimum 2m depth and medium specimen tree every 10m (including the boundary to the Council Road Reserve)
- Within the carpark space provision of 18 medium specimen trees total in garden beds with a width of 2m

and that discrepancies between the design statement and drawing set and the other minor issues I have outlined above are resolved.

Memorandum

To: Tim Hegarty, Principal Planner

From: Xoë Tay, Landscape Architect

Date: 21.08.2024

Subject: RC245088 Woolworths Rolleston South Landscape Assessment

The purpose of this Landscape Assessment for the Woolworths Rolleston South application is to support the s42A hearing report. This assessment comments on the visual mitigation properties of the designed trees and planting as outlined in the updated Landscape Design plans and Change Register dated 16.08.24 which illustrates the amendments undertaken based on ongoing dialogue between Selwyn District Council and Woolworths NZ Ltd.

Carpark Layout

The carparks along the supermarket are now showing bollards, with the cycle stands moved away from the conflicted area. Would like to see further bollards/wheel-stops in front of the parenting carparks and by the new cycle stands location.

The pedestrian canopies through the carpark are a benefit to the users but can be a potential CPTED issue if lighting is not considered. I would like to see a condition in place where lighting underneath the canopies are provided.

The 'Direct to Boot' click and collect area does pose a potential pedestrian and vehicle conflict issue. I accept the reasoning for not including pedestrian access through this area due to the nature of the activity. However, I would like to see further vehicle slowing measures as staff will be actively moving through this area.

Boundary Treatment

Visual treatment of the boundary will mitigate potential adverse effects for surrounding neighbours.

The increase of grade and decrease of spacing of the *Dodonaea viscosa purpurea* will ensure an appropriate screen will grow in at a reasonable timeframe.

The Northeast boundary with the additional trees will mitigate the adverse visual effects for pedestrians along Shillingford Boulevard. A root barrier will be required to the carpark side but with the trees being adjacent to the road reserve they will be able to grow in this space fine.

The Eastern boundary with the new visually permeable 1.8m fence resolves the previous CPTED concerns for the staff parking area.

For CPTED passive surveillance and legibility reasons all roadside boundary and carpark trees need to be limbed up to a height of 1.2m.

Planting Strategy

Overall, the planting selection is good, with sun requirements being considered and a good mix of native and exotic species.

The plants as per the low under planting palette are a good selection and meet the objectives of the planting strategy outlined by the Landscape Design Statement. However, there is no detailed planting plan to review their use.

I accept that due to the nature of the carpark layout the proximity of the trees may have to be closer than 6m to light posts. The CPTED issues of light being blocked by the trees needs to be prevented through continuing maintenance and trimming any trees that might block the lighting.

The updated tree species within the carpark ensure the overall adverse visual effects of the carpark are mitigated.

Maintenance is required to ensure planting establishment to provide the desired landscape coverage. This should include replacement of any dead, damaged, or diseased plants or trees immediately with the same species. If failure of plants and trees is due to species conditional environment alternative similar species are to be planted instead.

Memorandum



Overall, I support the Woolworths Rolleston South Application from a Landscape Architecture point of view, given overall maintenance and lighting conflicts are resolved based on my recommendations outlined above.