



Appendix E

Landscape and Urban Design Report

LANDSCAPE AND URBAN DESIGN REPORT | PAPANUI PAK'n SAVE

171 MAIN NORTH ROAD, CHRISTCHURCH

FOR FOODSTUFFS SOUTH ISLAND LTD.



rough & milne landscape architects

JUNE 2019

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Papanui PAK'n SAVE - Landscape and Urban Design Report

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171 Main North Road, Christchurch

client

Foodstuffs South Island Ltd

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For Resource Consent

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NOTE: This document is intended to be printed A3 Landscape format

Cover Image: Southbrook PAK'n SAVE, Christchurch

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EXECUTIVE SUMMARY

The design rationale for this proposal has evolved through a lengthy and collaborative design process. A number of options have been considered for the spatial arrangement of the site. In regards to landscape and urban design outcomes extensive consideration went into determining how to best efficiently optimise the site and provide the best urban outcome while ensuring business functionality; including consideration to CPTED, customer safety, business economics and interaction with the existing Foodstuffs HQ is achieved.

In summary, we acknowledge that with the change of activity on site there will inevitably be a degree of change to the layout and function of the site. A new character will emerge as a result of the proposal and it is considered that this while character, its bulk and scale is indeed different from the surrounding (low scale residential) character it is appropriate in this location.

The existing environment is mixed use. Within a primarily residential character, local businesses, several schools, commercial offices and industrial uses exist. The surrounding neighborhood character is heavily influenced by the linearity, width and visual dominance of Main North Road, QEII Drive and Northcote Road. The size of the suburban blocks and dominance of the main intersection discourages pedestrian connectivity, and reinforces the dominance of a vehicular environment.

The site currently provides little street frontage and active surveillance, poor connectivity and provides no current use to the surrounding neighborhood. Overall, the provision of a range of activities - existing offices, local retail, employment, emergency coordination facility and the proposed supermarket provide the ingredients for a mixed-use development and thereby contribute to creating an appropriate outcome and destination for this location.

It is considered that these activities in combination offer better land-use integration than if the core of the site were to remain as purely industrial. The proposal will achieve the renewal of a partly derelict/underused site with activities that generally allow better scale and use relationships to nearby housing than could be achieved by industrial development.

This report follows from Rough and Milne's collaboration with various disciplines engaged on the project. This report acknowledges this input, pulling together the various considerations that have determined the design form. It is considered this proposal aligns accordingly with fundamental urban design principles, encapsulated both in the Christchurch District Plan and the NZ Urban Design Protocol and therefore satisfies Christchurch City Council RFI matters relating to urban design.

The following points summarise the landscape and urban design considerations of the proposal:

CONNECTIONS AND PEDESTRIAN USE

The proposed activity use, associated carparking areas and landscaping will provide a stronger interface with the street and surrounding neighbourhood. This will allow for better surveillance, activity and engagement. Vehicle and pedestrian movement will be well defined, creating a safe environment and supporting options for alternative modes of transport. Lighting will be provided within the carpark and along the Lydia Street entrance at night. The proposal will result in the establishment of a valuable retail destination to serve both local walk journeys and wider catchment provision given the location along Main North Road and Northcote Road.

INCREASE AMENITY AND LANDSCAPE PROVISIONS

*The increased level of visual amenity along the street frontage will have a significant benefit for residential properties opposite the site. The existing mature Lime tree (*Tilia* spp.) will be retained. It is a landmark for the site and will provide scale to the asphalted carparking areas and street. The proposed street front garden will provide a high amenity edge to the carparking areas, resulting in an appropriate and well considered separation between areas of carparking and the street. Acoustic fencing is proposed in conjunction with tree, hedge and shrub planting along boundaries with residential properties. This will help to ensure that neighbours' amenity values are protected against possible visual and auditory effects arising from the development.*

PROVIDE 'SENSE OF PLACE'

A largely native plant palette is proposed within the raingardens, carpark and boundary vegetation. This has been proposed to reintroduce a 'sense of place' to the site and in doing so natural and cultural heritage of the area. The building design reflects practical/fundamental requirements of a supermarket while presenting an appealing facade to the street. The building design acknowledges the scale of nearby buildings (refer to Architectural Design Statement - McCoy and Wixon)

SITE RENEWAL

The proposal provides a consolidation of the site as a retail location through provision of an 'anchor store' that will support local small retailers to the northern corner. As such, it presents a renewal of a partly derelict/underused site with activities that generally allow better scale and use relationships to nearby housing than could be achieved by industrial development.

COMPATIBILITY WITH SURROUNDING BUILT ENVIRONMENT

Resulting from the proposal will be a good level of activity (and acceptable scale relationship) with the adjacent building (Foodstuffs HQ) and provision of an important emergency centre for the community.

ACTIVE AND ENGAGING STREET FRONTAGE

The proposal for the site will offer a significantly improved frontage, with trees, low shrubs and hedge planting which will define the boundary and provide a high quality street edge. Planting along the Main North Road frontage will in time provide a mature tree'd street edge that in the absence of built form will provide a 'built green edge'. Overall the site will deliver street activation. Low native shrub and groundcover planting with specimen trees, help to provide a human scale to the spaces while still retaining sightlines.

RESPONDS TO NATURAL AND CULTURAL ASSETS

Rain gardens, infiltration basins and filter systems will be located throughout the site, in an attempt to treat most of the sites stormwater. Proposed habitat enhancement with the use of appropriate native plant species will encourage native birds and lizards. Information boards will be integrated into the landscape design to educate the public and encourage the use of native plant species in residential back yards.



Image: Foodstuffs HQ, Christchurch

SCOPE OF REPORT & PROJECT INVOLVEMENT

Rough and Milne Landscape Architects (r+m) have been engaged to prepare this landscape and urban design report for the proposed PAK'n SAVE supermarket to be located at 171 Main North Road, Papanui, Christchurch. This report follows an initial assessment prepared by Rough and Milne Landscape Architects and is in response to Christchurch City Council's Request for Information (RFI). The report draws on the landscape and architectural plans prepared for Foodstuffs South Island Limited (Foodstuffs) by r+m and McCoy Wixon Architects.

The preparation of this report also references the following expert reports:

- Ecological Report - prepared by AEL (Aquatic Ecology)
- Integrated Transport Assessment - prepared by Abley Transport
- Stormwater Design Advice - prepared by Powell Fenwick
- Lighting Strategy - prepared by Pedersen Read Consulting Electrical Engineers.

In preparing this report consideration has also been given to what is colloquially known as the 'Seven C's' that the NZ Urban Design Protocol identifies as essential design qualities that together create quality urban design.

context . character . choice . connections . creativity . custodianship . collaboration

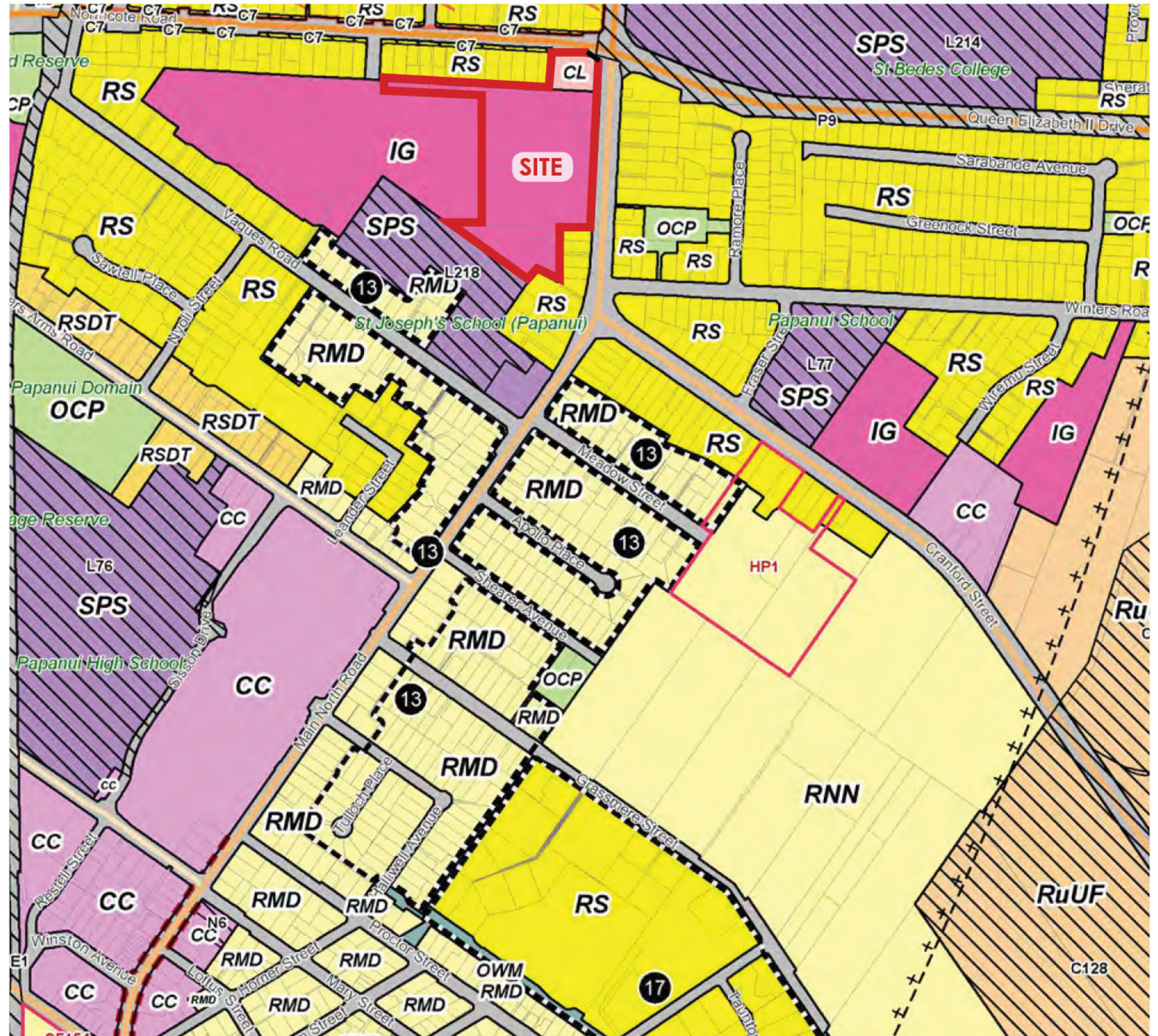
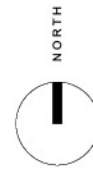
Foodstuffs propose to establish, operate and maintain a supermarket and associated fuel canopy, retail and commercial tenancies, and an emergency coordination facility at 155-171 Main North Road and 3-7 Northcote Road, Papanui, Christchurch. Associated with this development is a proposed signalised crossing on Main North Road, an upgraded head office car park access and layout, site landscaping, piping of a network utility waterway and signage. Additional sites owned by Foodstuffs will also be addressed within the proposal as part of the wider site development. See page 22 for a description of the key elements of the proposal.

Under the Christchurch District Plan (CDP) the site is zoned Industrial General (IG) and Commercial Local (CL). The site is bordered by properties zoned Residential Suburban (RS), Specific Purpose (School) and Industrial General. St Bedes College (SPS Zone) is located nearby and Marian College is proposed to move to the site directly west of the proposal site (IG Zone).

Under the Christchurch District Plan, supermarkets are a permitted activity in the CL zone. The Objectives and Policies for the IG zone specify that brownfield industrial sites can be redeveloped for residential activities, or mixed use including a "limited quantum" of commercial activities. Overall, the proposal has discretionary activity status, with unlimited discretion. This report addresses matters raised by the Christchurch City Council (RFI).

Please refer to the Landscape Masterplan L1.0 (refer to page 23) and Site Landscape Concept Plan L1.1 (refer to page 24) prepared by Rough & Milne Landscape Architects and Architectural plans and elevations prepared by McCoy Wixon Architects (refer to page 25 - 26) in conjunction with this report.

NB: It is understood that Marian College will be relocating to the site directly west of the proposal site. Considering the preliminary stages of this, it will not be referred to throughout the report. However both the proposal and the school will be complementary in activity use.



PLANNING MAP
CHRISTCHURCH DISTRICT PLAN

source: https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_24.pdf

NEIGHBOURHOOD ANALYSIS

RECEIVING ENVIRONMENT:

The receiving environment is defined as the area surrounding the site that could be affected by the proposed activity.

The site is located at 171 Main North Road and 3-7 Northcote Road. It is visible from Main North Road up to a viewing distance of approximately 800m, approximately 400m from Northcote Road and 600m from QEII Drive. The properties located within the wider context of the site comprise of industrial General (IG), Commercial Local (CL), Residential Suburban (RS), Specific Purpose (School) (SPS), Open Space Community (OCP) and Residential Medium Density (RMD) zones.

WIDER CONTEXT:

(within 800m of the site)

The topography of the area is typical of the Christchurch City, being generally flat.

Built form is typically low rise and low density. Many businesses in the area occupy sites zoned RS and utilise residential style buildings, for example Bainbridge Homes (showhome), Redwood Dental and Redwood Physio (refer to page 7). Residential activities otherwise generally face towards the road, screened by a variety of fencing types and vegetation.

There are several schools within 800m of the site; St Bede's College, Papanui Primary School, Papanui High School and St Joseph's School.

The site sits adjacent to the intersection of three main roads; Main North Road, Northcote Road and QEII Road (SH74). Each of these roads are multi-laned and serve as a main east - west junction for traffic coming in from North Canterbury.

LOCALISED CONTEXT:

(within 400m of the site)

The land to the north of the site is zoned Residential Suburban, with properties backing onto the site bounded by 1.8 - 2.0m high timber fences.

The land to the west of the site is zoned Industrial General, similar to the site, and currently holds a large scale warehouse, which shares partial access with the site.

The land to the south of the site is zoned Specific Purpose (School) bordering St Joseph's School and Residential Suburban along Main North Road, both with 1.8 - 2.0m high timber paling fence along the boundary.

SUMMARY:

The neighbourhood exhibits a largely residential character which is heavily influenced by:

- The linearity, width and visual dominance of the Main North Road, QEII Drive and Northcote Road intersection.
- Relatively large block sizes consisting of predominately street-facing residential uses with scattered industrial, commercial and open space areas.
- Multi-laned roads combined with generally low rise residential development set back from the roadside, create a low level of street enclosure, and increases attention to the carriageway.
- An irregular use of streetscape, with mature trees seen in sporadic groups.
- A poorly defined intersection edge, with most buildings set back from the roadside.
- Open space amenity views into St Bede's College.
- The size of the suburban blocks reduce pedestrian use and reinforce the dominance of a vehicular environment.

The proposal will change the land activity use of the site from industrial to commercial. Initial analysis of the surrounding neighbourhood indicates the site will need to not only provide opportunities for activation but will need to enhance the street front and provide better quality pedestrian access in the local area.



a Commercial Local frontage (site)



b Industrial General frontage (site)



c Residential Suburban frontage (site boundary)



1 St Bede's College
(SPS Zone)



2 Former Mad Butcher/Harvest Market
(CL Zone)



3 Oil Changers
(CL Zone)



4 Abella Motor Lodge
(RS Zone)



5 Redwood Physio
(RS Zone)



6 Redwood Dentists
(RS Zone)



7 A typical residential property
(RS Zone)



8 Northcote Road
(facing east)



9 QEII Drive
(facing east)



10 Main North Road
(facing north)



IMMEDIATE SURROUNDING LAND USES

1:6,000 @ A3

source: Land Information New Zealand (aerial)

WIDER CONTEXT

OPEN SPACE & WATER

The receiving environment of the site contains many reserves and other open space zones (schools and private undeveloped areas), with six council reserves and four school sites within an 800m vicinity (walking distance). However, many of these sites are on opposite sides of multi-laned roads to the site, with limited crossings provided. It is our understanding that there are no sites of importance to Ngāi Tahu in surrounding environment of the site. Kruses Drain, a main waterway in the neighbourhood, eventually enters the Styx River, north of the site. Styx River is one of the rivers selected for the Christchurch City Council ecological monitoring program.

OPPORTUNITIES:

- Mix of uses in close proximity encouraging pedestrian activity
 - Encourage activation into the site through enhanced street front
 - Provide for people using the reserves
 - Integrate information boards into the sites design to educate the public
- Many green spaces (recreational, ecological, future development) within 800m of the site
 - Create connections between recreational green areas that move past and into the site, such as improved cycle and pedestrian areas
 - Provide groupings of vegetation to increase the ecological patch network.
 - Provide quality landscaping onsite
- Limited landscaped stormwater treatment within 800m of the site
 - Provide opportunities to treat stormwater before it enters Lydia / Kruses Drain
 - Provide opportunities for landscaping to have several uses

CONSTRAINTS:

- Most open space areas are on the opposite side of the multi-laned roads
 - Provide more pedestrian crossings to the site
 - Provide crossing points through the landscaped median along Main North Road



Landscape amenity at St Bede's College
(facing west)



GREEN AND BLUE MAP
1:10,000 @ A3

source: Land Information New Zealand (aerial)
Christchurch City Council (drainage) <https://maps.ccc.govt.nz/Utilities/>

LOCALISED CONTEXT

OPEN SPACE & WATER

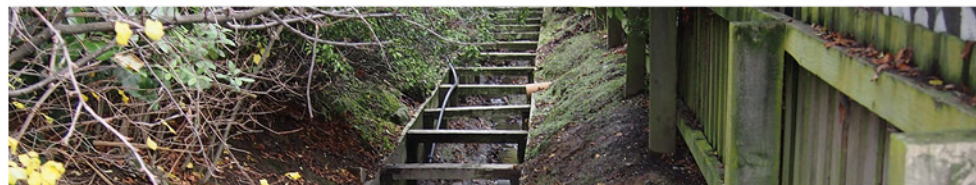
The open space and water network surrounding the site comprises 'park - like' open spaces (schools and reserves) with expanses of lawn and boundary planting. There are two waterways in the vicinity of the site, Lydia and Kruse's Drain. Lydia Drain, a tributary of Kruses Drain, follows the northern boundary fence line of the site. Both of these waterways are boxed for a large extent, with a naturalised segment of Kruses Drain being a stretch that passes through St Bede's College. The presence of vegetation along the transport corridors is inconsistent. A row of exotic deciduous trees are located along a grassed median in the centre of Main North Road.

OPPORTUNITIES:

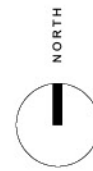
- The landscaping needs to provide landscape amenity to the street frontage
 - Provide an improved street frontage that provides visual amenity
 - Provide quality landscaping throughout the site
- The landscaping needs to fit within the context of the surrounding neighbourhood
 - Follow landscape patterns in the surrounding landscape with tree avenues, grassed areas, and garden beds under tree canopies
 - Use similar or appropriate plant species to better integrate into the surrounding landscape
- Lydia Drain provides little landscape and natural value to the surrounding area currently (refer to ecological report - Aquatic Ecology)
 - Move Lydia Drain underground to help retain water quality
 - Naturalise Lydia Drain to create a better ecological corridor

CONSTRAINTS:

- There are limited areas available for landscaping once buildings and hardscape are implemented
 - Provide quality not quantity landscaping throughout the site (eg. an improved street frontage)
 - Provide landscaping that works with / softens the architecture of the building
 - Possibly no room for naturalising Lydia Drain, instead treat stormwater elsewhere before it enters Lydia / Kruses Drain



Existing Lydia Drain boxed
(facing west)



GREEN AND BLUE MAP

1:5,000 @ A3

source: Land Information New Zealand (aerial)
Christchurch City Council (drainage) <https://maps.ccc.govt.nz/Utilities/>

WIDER CONTEXT CIRCULATION PATTERNS

The site sits adjacent to the intersection of three main arterial roads; Main North Road which connects to SH1 and Christchurch Central, Queen Elizabeth II Drive (QEII Drive / SH74) which connects to east Christchurch, and Northcote Road which connects to west Christchurch. The Main North Rail line runs about 650m to the west of the site. Allocated bus and cycle lanes follow alongside Main North Road. Bus stops are spaced along all main roads, with the closest stop 40m south of the site.

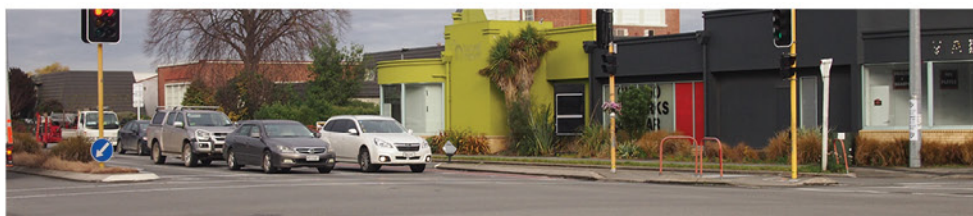
Main North Road is classified in the Christchurch District Plan (CDP) as a Major Arterial north of the intersection with Northcote Road, and a minor arterial as it passes the site. Northcote Road and QEII Drive are also classified as Major Arterials. Main North Road is multi laned with streetscaping along the median. As such, the overall character of the area is heavily influenced by the visual dominance of the road network and its use. Northcote Road and QEII Drive are similarly multi laned at the junction but do not have a designated median. Together, these roads support the character of transience and utilitarianism, performing a key role for access, connections and movement, however increasing the asphalt expanse.

OPPORTUNITIES:

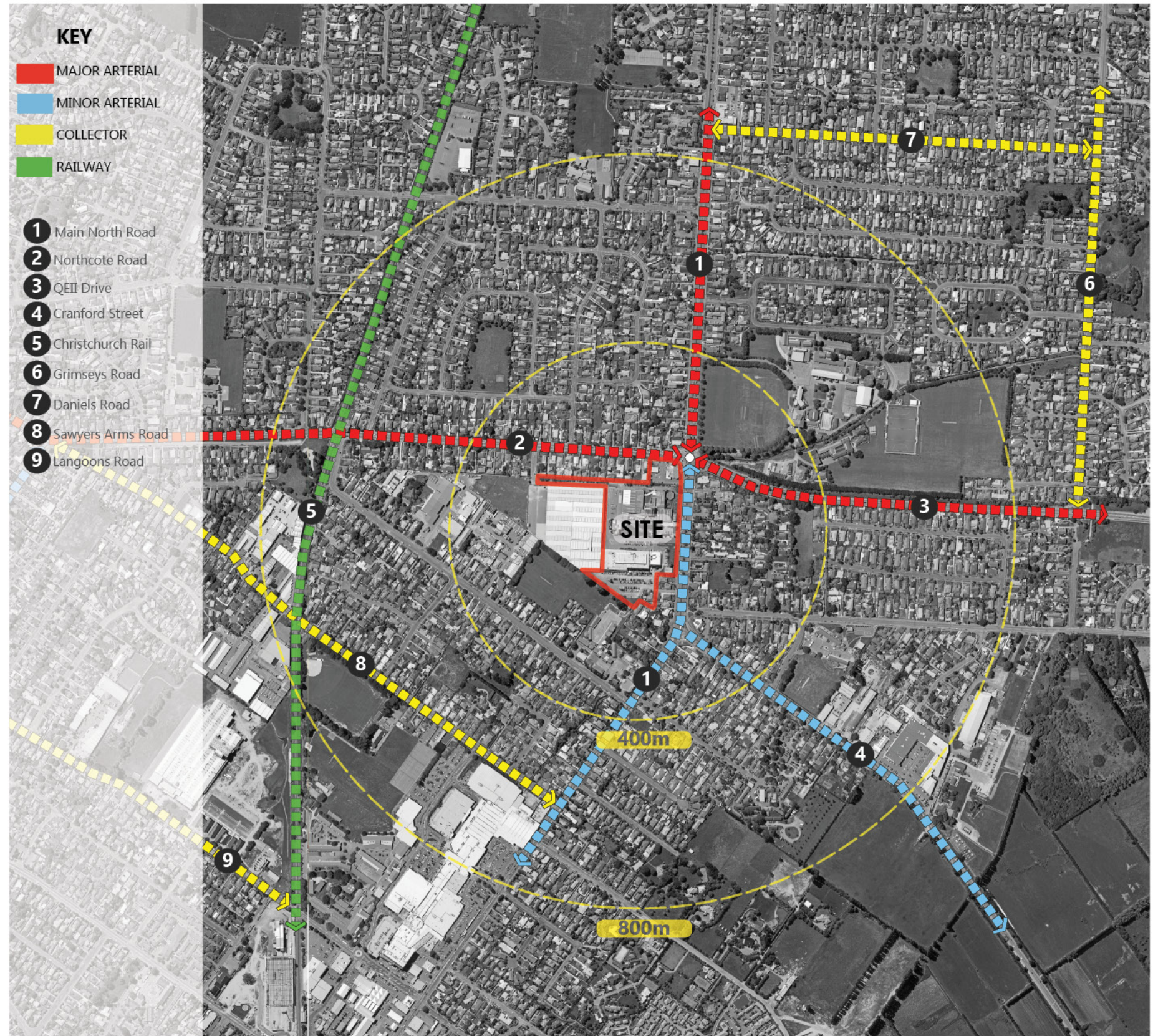
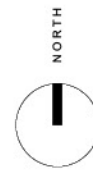
- The site sits adjacent to a major intersection and road / cycle / bus network
 - Provide an active and improved street frontage to encourage people into the site
 - Provide carparking, cycle racks and pedestrian walkways
- There are a large number of residential properties in walking distance (400 - 800m) of the site
 - Provide pedestrian and cycle access into and around the site

CONSTRAINTS:

- The surrounding major arterial roads are mostly multi-laned roads, with limited crossings for drivers or pedestrians
 - Provide a turning lane for southbound vehicles and cyclist on Main North Road
 - Provide a crossing point over Main North Road for south and west bound pedestrians.



Main intersection north - west of the site
(facing south - west)



MOVEMENT MAP

1:10,000 @ A3

source: Land Information New Zealand (aerial)
https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_24.pdf

LOCALISED CONTEXT CIRCULATION PATTERNS

The site is located between two major intersections along Main North Road; the Northcote Road and QEII Road intersection, and the Cranford Street and Main North Road intersection. These are major nodes within the immediate surroundings facilitating vehicular movement through the area. Both these intersections have traffic lights with pedestrian crossings, and are the only allocated pedestrian crossings within this stretch of Main North Road. Bus routes follow all major arterial roads with Main North Road having a designated bus lane. Stops are spaced regularly along these roads, with one stop adjacent to the site. There are no desire lines to the site as there is no current activity use for the public at the site.

OPPORTUNITIES:

- A traffic light controlled pedestrian crossing is located 50m north of the site, and a bus stop with shelter is located 60m south of the site, on the western side of the road
 - Provide an active and connected street frontage to encourage people into the site
 - Provide clear and accessible pedestrian accessways into and around the site
- The site is located at a nodal intersection
 - Provide well articulated and clear connections to encourage people into the site
 - Provide carparking, cycle racks and pedestrian walkways for all modes of transport
- The site is accessed by Lydia Street (no exit residential street)
 - Provide access from Lydia Street for all modes of transport
 - Connect land activity uses to the west of the site

CONSTRAINTS:

- There is no crossing point for southbound or east bound cyclists to get into the site
 - Provide a turning lane for cyclists moving south and west



Pedestrian crossings located at traffic lights
(facing south - west)



MOVEMENT MAP
1:5,000 @ A3

source: Land Information New Zealand (aerial)
https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_24.pdf

LOCALISED CONTEXT USE & ACTIVITY

The land uses that are within 400m of the site include residential, commercial (mostly local), open space, school zones and industrial. Residential, industrial and commercial land uses bound the site. To the north and west, the land uses mainly focus around neighbourhood businesses and facilities, such as a dentist, local vet, hairdressers, two schools, church, and open space reserves. The site is directly north of the existing Foodstuffs Head Office. There is currently no allocated neighbourhood centre.

In the CL zone located to the northern edge of the site there are two vacated buildings for retail activities. The buildings were formerly occupied by a Mad Butcher and Harvest Market. Oil Changers occupy the building on the western side of the site and utilise the same access and car park. These retail units - particularly the former Mad Butcher building - front towards the busy intersection and provide definition, legibility and scale to the large areas of asphalt across the main intersection.

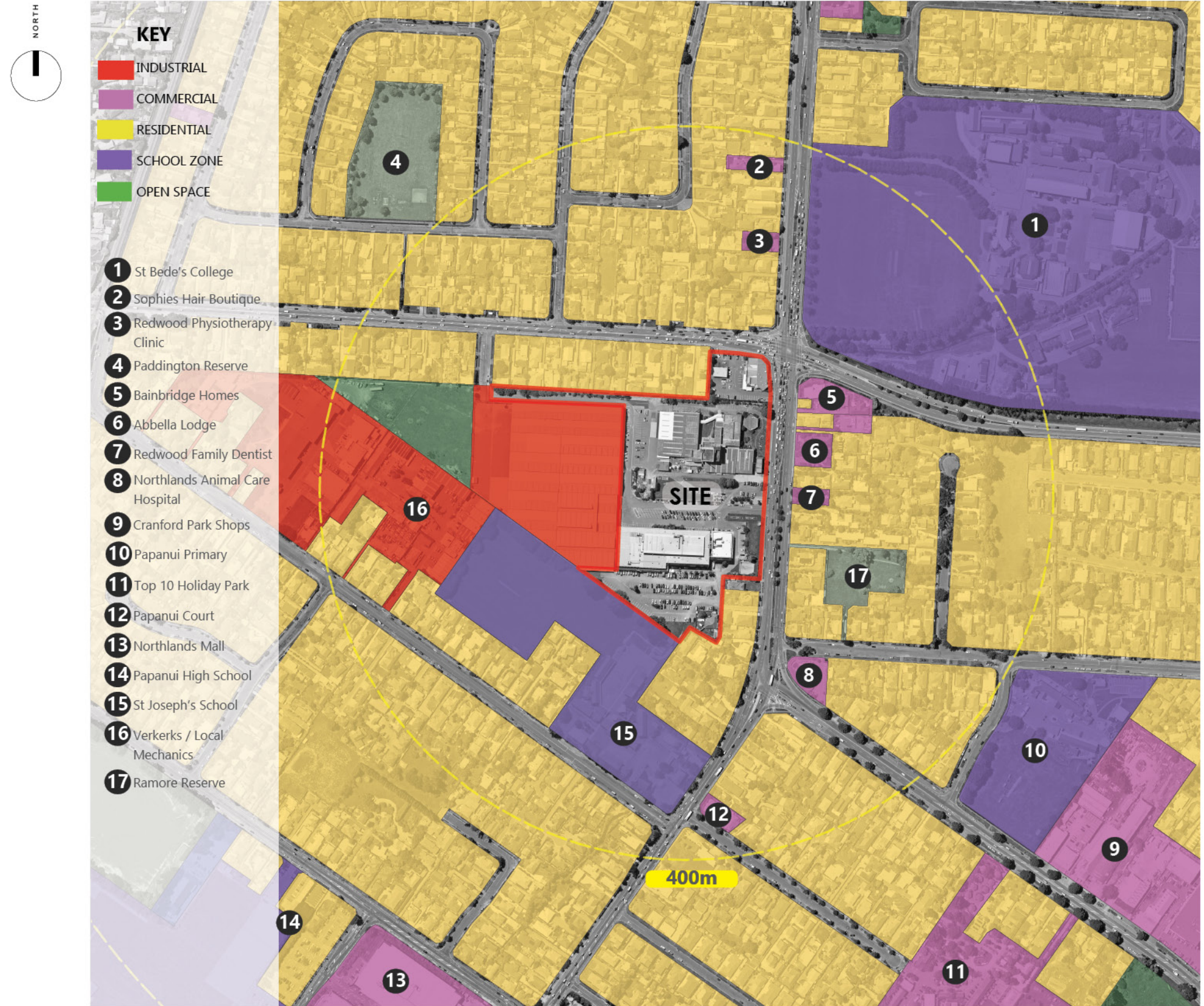
The open 'parklike' grounds of St Bede's College juxtapose the busy intersection of Main North Road, QEII Drive and Northcote Road. The school provides activity and contributes to the memorability of this intersection. The siting of buildings on the CL zoned land make for a prominent and engaging frontage but form the only portion of edge definition to the intersection. Most other corner sites hold a residential property (including Bainbridge Homes show home) and are set back from the road side, typical of the age and style of the dwellings.

OPPORTUNITIES:

- There is no anchor store or neighbourhood centre within the 400m walking distance of surrounding key activity areas
 - Provide a land use activity that functions as a neighbourhood anchor store (described in the CDP as a supermarket or a department store)
 - Connect surrounding land activity uses
- There is a large mix of surrounding activity uses
 - Provide an active and improved street frontage to provide a positive and well defined edge to the busy road
 - Provide carparking, cycle racks and pedestrian walkways for all modes of transport
 - Provide a crossing point between the two intersections to service the site and the businesses to the east of Main North Road

CONSTRAINTS:

- The properties to the north of the site do not face towards the site
 - Provide a positive edge with clear, accessible and quality pedestrian access from Lydia Street



MOVEMENT MAP

1:5,000 @ A3

source: Land Information New Zealand (aerial)
https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_24 and 18

LOCALISED CONTEXT URBAN FORM

A suitable land use activity will depend on whether appropriate amenity, cross – boundary noise and visual issues can be addressed. The building frontages of the residential properties in the area are typical of the age and style of the dwellings; with buildings set back from the road, and landscaped front gardens and driveways at the front of the property. The building frontages of the industrial sites show appropriate large setbacks compatible with the size of the buildings within a residential area, with carparking and amenity landscaping on the road frontage. Commercial activities in the area tend to locate buildings on the boundary, overlooking the street, or occupy re - purposed residential properties, which are setback.

Built form is typically low rise and low density in the area. Businesses' occupying sites zoned RS generally face towards the road and are screened by a variety of fencing types and vegetation, which is typical for most properties adjacent to these busy roads.

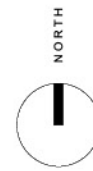
Dwellings are predominantly low to medium density single storey bungalows, typically clad with a mix of brick, plaster, timber and proprietary fibre cement board. Most of the residential properties contain mature planting, particularly to their boundaries, although there appears to be very few large established trees. Residential property street frontages typically consist of timber fencing to approximately 1.8 - 2m in height; materials and heights do vary.

OPPORTUNITIES:

- Achieve appropriate building frontage, form and massing compatible with neighbouring uses
 - Reinforce legibility of existing retail on the corner of Main North Road and Northcote Road
 - Set the building further back in the site, for functional and operational reasons and to allow more amenity landscaped frontage, consistent with the surrounding properties
 - Provide appealing view shafts, with a landscaped frontage and a visible building
 - Provide clear and logical access points

CONSTRAINTS:

- Cross boundary issues such as noise and visual amenity will potentially have effects on the interface between residential uses and the site
 - Reduce the impact of the building on adjacent properties with an improved street frontage
 - Reduce the impact of the building by locating it at a distance from adjoining properties or providing mitigation planting
 - Adhere to recession planes
 - Provide acoustic fencing where necessary



BUILDING SETBACK MAP

1:7,500 @ A3

source: Land Information New Zealand (aerial)

KEY

| | |
|--|----------------------|
| | BUILDING FRONTS ROAD |
| | BUILDING BACKS ROAD |



BOUNDARY TREATMENT MAP

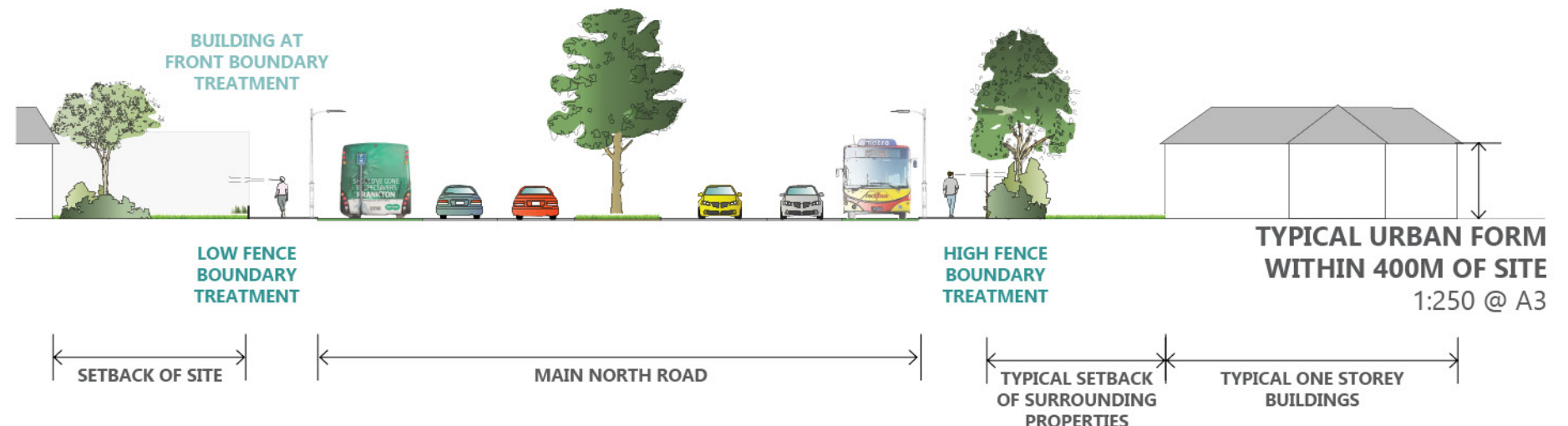
1:7,500 @ A3

source: Land Information New Zealand (aerial)

KEY

| | | |
|--|---------------------|------|
| | HIGH FENCE | 44% |
| | LOW FENCE | 28% |
| | PLANTING / HEDGE | 13% |
| | LAWN / FRONT GARDEN | 12% |
| | BUILDING AT FRONT | 1.8% |
| | HARDSCAPE | 1.2% |

*Percentages taken from 253 properties within 400m of the site



VALUES OF THE NEIGHBOURHOOD



Existing retail form contributes to the edge definition at the intersection. Very little engagement with the street though.



Most local commercial businesses reside in residential dwellings, providing an appropriate building scale for the context and location of the business.



Allocated cycleways and bus lanes follow Main North Road, past the site, providing easy connections around the neighbourhood for all modes of transport.



Many large reserves and open space in the surrounding neighbourhood, providing high amenity open space within the neighbourhood.



A diverse mix of land uses and activities in the neighbourhood, encouraging activity at all times of the day providing continual surveillance.



Main North Road has wide pedestrian areas and a landscaped median, breaking up the multi-laned road and providing a human scale to the dominant carriageway.



Nearly half of the surrounding properties are bounded by low fences or low front planting that encourages active surveillance onto the street

SITE ANALYSIS

SITE DESCRIPTION

The site for the proposed Pak'n Save is approximately 1.5625 ha, and predominantly flat in elevation. Existing activities on the site include the former Murdoch Manufacturing building and former offices for Trents wholesale business. At four storeys high the industrial buildings on the site are significantly higher than surrounding built form, do not deliver active edges and offer poor levels of natural surveillance. Buildings at the western end are still used by Murdoch Manufacturing as a bottling plant. The remainder of the buildings facing Main North Road have the windows boarded up, making it obvious that the buildings are unoccupied, creating an unsafe environment.

INTERFACE WITH NEIGHBOURHOOD AND STREET

Activities on properties directly adjacent to the site include residential, Foodstuff (SI) Head Office, storage and distribution warehouses, and Oil Changers Papanui Ltd. For a length of approximately 75m the northern boundary adjoins the residential properties at numbers 9A, 11, 11A and 17 Northcote Road. Vehicle access to the site and connectivity to surrounding sites is sufficient, with access via Lydia Street at the north western corner. Two entry/exit points are provided off Main North Road which is 3-4 lanes wide where it passes the site. This width includes a dedicated bus lane. The site is currently laid out for industrial use and is largely vehicle dependent, with poor pedestrian and cycle connections.

The Main North Road frontage has mixed native and exotic planting, and large areas of lawn which are well maintained. A large, healthy, well-formed Common Lime tree (*Tilia* spp.) is located in the north-eastern corner of the site. A boxed drain (Lydia Drain) is located along the northern boundary fence line and is generally hidden from view by adjacent properties. The boxed drain is piped beneath Main North Road from the north-eastern corner of the site, and is a tributary of Kruse's Drain, located in the St Bede's College grounds. The drain is visible from the footpath on Main North Road. The remainder of the site to the south and west is utilised for asphalted car parking, roadways and further lawn and landscaped areas with few mature trees.

The site has fences to all boundaries, 1m high wire mesh fencing to the eastern boundary (Main North Road frontage), 2m high corrugated iron fencing with concrete posts to the northern boundary, 2m high steel mesh and barbed wire fencing to the western boundary and a timber paling fence to the majority of the southern boundary. Access is mostly gated.

The main frontage of the site faces east, towards Main North Road. The residential style landscaping of the site frontage includes predominately exotic shrub species that follow the buildings and fenceline, with two rose beds in the centre. Despite a sense of care and amenity provided by the lawns and garden, the nature of the former industrial activity does not provide an active frontage. Additionally the built form scale of the former industrial buildings are at odds with the surrounding built form.



SITE COVERAGE & BOUNDARY TREATMENT MAP

1:2,500 @ A3

source: Land Information New Zealand (aerial)



1 View of site from Main North Road



2 Existing Lydia boxed drain



3 Existing Tilia tree



4 View of residential properties on northern boundary



5 Existing vegetation adjacent to drain



6 Foodstuffs Head Office frontage



7 View of site from St Bedes College



8 View of site from Northcote Road



EXISTING SITE FEATURES & FRONTAGES

1:2,500 @ A3

source: Land Information New Zealand (aerial)



1 View south from eastern side of Main North Road (at St Bedes College)



2 View south from corner of Main North Rd / Northcote Rd and QEII Dr



3 View north from eastern side of Main North Rd (opposite to site)



4 View north on Main North Rd along eastern site boundary



5 View south - east on Main North Rd along eastern site boundary



6 View south on Main North Rd along eastern site boundary



EXISTING STREETSCAPE CHARACTER

1:3,000 @ A3

source: Land Information New Zealand (aerial)

VALUES OF THE EXISTING SITE



Existing street frontage landscaping is well - maintained and provides visual amenity



Buildings set back from the street reducing visual dominance



Local commercial buildings situated on the corner of a main intersection, encouraging active frontage and surveillance



A large, healthy, well-formed Common Lime tree (*Tilia* spp.), providing a landmark / neighbourhood feature.



Low fence at street frontage encourages active surveillance in and out of the site



Multiple existing entry /exit points through the site, allowing easy access into the site



Situated where there is access by vehicle, bus and cycle, increasing neighbourhood connectivity by all modes of transport

DESIGN INTENT

KEY DESIGN OUTCOMES

Arising from the site and context analysis, the following urban design outcomes have been established. These are specific to this site and the proposal, while they also align with fundamental urban design principles, encapsulated in clause 15.13.1 of the Christchurch district plan. These urban design outcomes broadly follow the New Urban Design Protocols seven essential design qualities that together create quality urban design.



- 1 A quality mixed-use development and built form that is compatible with the surrounding environment.
- 2 A development resulting in a high standard of amenity through site layout, building design and landscaping.
- 3 Effective and coherent landscape treatment to soften the visual effects of built form scale and car parking from living zones adjoining the site.
- 4 A valuable retail destination that is connected with the surrounding local streets, and wider catchment.
- 5 A site and car park layout which is functional, safe and legible for all users, with a high quality pedestrian experience.
- 6 A strategic community asset that provides compatible activity with adjacent uses along with a resilient and emergency response function alongside other compatible mixed use activities.
- 7 Habitat enhancement and stormwater treatment on site. Educational opportunities integrated into the landscape design to educate the public on native flora and fauna.
- 8 A development that is active, vibrant and attractive to the street.
- 9 A carefully considered design response that is functional and operational for the viewer.

Image: Wainoni PAK'n SAVE, Christchurch

OPPORTUNITIES & CONSTRAINTS

Achieve appropriate building frontage, form and massing compatible with and responsive to neighbouring uses
Provide positive edge boundaries

Encourage people to enter the site

Encourage people into the site from the main intersection
Provide opportunities for all transport modes and through into the site
Facilitate vehicle, cycle and pedestrian movement with Main North Road

Encourage pedestrian activity using a quality street frontage and view corridors
Provide a safe and logical connection with Lydia Street

Provide a land use that contributes to the surrounding neighbourhood.

DESIGN RESPONSE

- Provide noise controls and lighting effects on properties to mitigate cross boundary issues.
- Achieve appropriate form and mass of the building that is compatible within the surrounding environment
- Place building further back in the site so as to not dominate the street frontage.
- Provide an appropriate setback from the neighbouring residential properties.

- Landscape provides visual amenity along the street frontage of the site.
- Provide easy and logical connections into the site.
- Provide appropriate lighting for people using the site at night.

- Provide an active frontage and surveillance with low planting, customer activity at the front of the building and provide several entrance points into the site.
- Provide cycle parking for customers.
- Provide traffic lights or pedestrian crossings over median to provide access to southbound traffic.

- Provide good pedestrian access with safe crossings, wider footpaths, lighting, and surveillance along the street frontage.
- Widen footpath and pedestrian amenity down towards Lydia Street.
- Gate Lydia Street entrance outside of business hours.
- Pipe Lydia St boxed drain to allow more usable space.

- Provide an attractive and legible site use that benefits the surrounding residential properties.
- Increase water quality of Lydia / Kruses Drain by treating stormwater on site and piping to avoid runoff contaminants.
- Provide public information boards about native flora and fauna.
- Increase the use of pollen and seed plants to encourage birds.
- Provide habitat opportunities for lizards.

1 Achieve appropriate building frontage, form and massing compatible with neighbouring uses.



2 Transform the north side of the site into a positive edge boundary.



3 Provide quality landscaping to areas that encourage people to enter the site.



4 Encourage people into the site from the main intersection.



5 Provide opportunities and crossing points for all transport modes into the site.



6 Provide opportunities for landscaped areas to have more than one use (stormwater treatment, habitat enhancement, education).



7 Encourage pedestrian activity.



8 Provide a land use that offers a use to the surrounding land uses, and encourages activity within the neighbourhood.



OPPORTUNITIES & CONSTRAINTS SCHEMATIC DIAGRAM
1:2,000 @ A3

URBAN DESIGN REPORT

DESIGN RESPONSE & REVIEW

| Design Opportunities | Design Response | Urban Design Review of Design Response |
|---|--|--|
| <ul style="list-style-type: none"> - Encourage people into the site. | <ul style="list-style-type: none"> - Provide good pedestrian access with safe crossings, wider footpaths, lighting, and active surveillance. | <ul style="list-style-type: none"> - Pedestrian pathways have been provided to guide movement through the carpark, and landscaping has been used to define desire lines. Crossings have been added where necessary. Refer to Integrated Transport Assessment (ITA) for further analysis. Landscaping includes low native shrub and groundcover planting with specimen trees overhead, to retain sightlines and provide appropriate shading. Lighting is provide throughout the carpark and Lydia Street entrance. |
| <ul style="list-style-type: none"> - Provide quality landscaping | <ul style="list-style-type: none"> - Provide low maintenance, mix of exotic and native planting, that is well managed and follows vegetation patterns in the receiving environment. | <ul style="list-style-type: none"> - Landscaping proposed is a mix of low maintenance, native and exotic plants, and has responded to vegetation patterns in the wider landscape. Most trees are proposed in avenues or rows, with all boundaries lined with landscaping. Proposed street frontage landscaping is of a scale appropriate to the location and will provide amenity along Main North Road that is not currently provided by the existing site. All landscaped areas have considered CPTED principles with the use of clear limbed trees, low shrubs and groundcovers for clear sightlines, and to provide a human scale to the carpark areas and large buildings. |
| <ul style="list-style-type: none"> - Provide a safe and logical connection with Lydia Street | <ul style="list-style-type: none"> - Widen footpath and pedestrian amenity along the Lydia Street entrance. - Pipe Lydia Street boxed drain. | <ul style="list-style-type: none"> - A widened footpath with adjacent gardens will provide a safe and legible connection with Lydia Street. Planting proposed within the garden bed will soften the boundary interface and provide an appropriate level of amenity. - Stormwater collected on site will be treated by raingardens, infiltration basins and filter systems before entering the drain. (Refer to Design Advice - Powell Fenwick) This will help protect the ecological values of Kruses Drain and ultimately the larger Styx River catchment (Refer to Ecological Report - AEL Ecology). |
| <ul style="list-style-type: none"> - Provide a site layout that engages with the main road and intersection | <ul style="list-style-type: none"> - Encourage active frontage and surveillance with low planting, customer activity at the front of the building and provide several entrance points into the site. | <ul style="list-style-type: none"> - The supermarket will be located to the western boundary of the site closer to the adjoining large industrial building. The carparking and customer area faces east to the street. There are five entry points into the Food Stuffs site from Main North Road, with crossing points at traffic intersections and a proposed bus stop 40m south of the site. - Planting has been selected to not hinder visibility and encourage active surveillance in and out of the site. Vehicle and pedestrian movement have been separated, creating a safe, clear and logical environment to encourage all modes of transport. |
| <ul style="list-style-type: none"> - Facilitate for cycle movement | <ul style="list-style-type: none"> - Provide bike stands for customers. | <ul style="list-style-type: none"> - Cycle stands have been allocated at the northern entrance and at the southern corner of the supermarket. |
| <ul style="list-style-type: none"> - Provide a land use that contributes to the surrounding neighbourhood. | <ul style="list-style-type: none"> - Provide a community use for the site and connect to the surrounding neighbourhood. | <ul style="list-style-type: none"> - Positive connections with the surrounding neighbourhood have been provided through close proximity to compatible uses such as residential areas and schools (ie. Walk-ups), and through the creation of higher quality environmental design outcomes that is not realised under industrial zoning. |
| <ul style="list-style-type: none"> - Achieve appropriate building frontage, form and massing compatible with and responsive to neighbouring uses | <ul style="list-style-type: none"> - Place building further back in the site to not dominate the street frontage. - Identify and work with recession planes to neighbouring uses, with a decent setback from the neighbouring residential properties. - Provide a building with an appropriate form and mass that is compatible with the surrounding environment. | <ul style="list-style-type: none"> - The building has been set back from the street, closer to the western boundary adjoining the industrial use behind. It is also compatible (in built form, setbacks and boundary treatment) with the adjacent office development and school zone to the west and south, respectively. Carparking and customer area has been located to the eastern side / street frontage of the site. Acoustic fencing, appropriate building form and planting have been proposed to soften the boundary interface with residential properties. Height difference with residential uses to the east of Main North Road will be mitigated by the wide (6 lane) carriageway and the proposed building setback from the street, protecting neighbours from possible visual and auditory effects arising from the development. - The building has been designed to compliment the industrial zoning, with an industrial material palette. Attention to appropriate building forms through articulation of facades, varied transparency, depth and shadow lines assists in reducing the bulk of the building. (Refer to Architectural Design Statement - McCoy and Wixon). |
| Design Constraints | Proposed Design Response | Urban Design Review of Design Response |
| <ul style="list-style-type: none"> - Provide a solution for the lack of connection due to the multi-laned roads. | <ul style="list-style-type: none"> - Provide safe and logical crossing points for pedestrians. - Provide safe crossing points over median for vehicles and cyclists southbound. - Limit access points to not conflict with main road traffic. | <ul style="list-style-type: none"> - Pedestrian crossing points have been located to guide pedestrians towards the two front / eastern entrances of the supermarket. For the most part, these crossing have been placed to support the intended desire lines of the site, and to avoid unnecessary crossing of the carpark. - Two thresholds are proposed; one in the centre of the carpark and one at the northern end of the carpark allowing access from Main North Road. These are proposed to guide pedestrian movement through the carpark and provide a legible pathway to the main supermarket entrance. - Traffic lights will be implemented on Main North Road as per the Integrated Transport Assessment (ITA). The number of access points has been assessed within the ITA also. Pedestrian accessibility will be significantly improved by the new signalised crossing across Main North Road. (Refer to 6. Accessibility of the Proposal - Abley Transport). - Landscaping has been placed to avoid multiple desire lines and guide pedestrian movement towards the allocated crossing points and thresholds. |
| <ul style="list-style-type: none"> - Provide a solution for the limited areas for landscaping | <ul style="list-style-type: none"> - Provide amenity planting to improve frontage, and provide pleasant shopping experience. - Provide landscaping with multiple uses. | <ul style="list-style-type: none"> - Landscaping has been used to improve the street frontage with trees, low shrub and hedge planting, to define the boundary and provide a higher quality, coherent and pleasant planting scheme. The proposed garden beds are of a width (2.6m) that will provide a sufficient 'garden buffer' and visual separation between carparking areas and the street. Planting proposed along the northern boundary provide defined boundaries between uses. - Approximately 400m² of landscaping will also provide stormwater treatment on site. This will assist the improvement of water quality in Lydia / Kruses Drain. - Information boards will be integrated into the landscape design to educate the public and encourage the use of native plant species in residential backyards. |
| <ul style="list-style-type: none"> - Provide a solution for the potential cross boundary issues with the northern boundary | <ul style="list-style-type: none"> - Provide noise and lighting control methods to mitigate issues. - Restrict access to site from Lydia Street outside of business hours. | <ul style="list-style-type: none"> - New acoustic fencing has been proposed in conjunction with planting along boundaries, to ensure that neighbouring amenity values are protected from possible visual and auditory effects arising from the development. - The Lydia Street entrance to site will be gated and lit outside of business hours. This will reduce loitering at night and increase safety for operational deliveries. |

DESIGN PROPOSAL DESCRIPTION

The proposal includes the following:

- Establish, operate and maintain a supermarket and associated fuel facility, ancillary offices, car parking, access, signage and landscaping at 171 Main North Road;
- Provide an emergency coordination facility at 171 Main North Road;
- Alter the existing site access and relocate existing car parks for the existing Foodstuffs South Island Limited Head Office; and
- Alter access arrangements for the retail and commercial tenancies located at 3-7 Northcote Road, Papanui, Christchurch.

KEY ELEMENTS:

A: Proposed Supermarket

- Demolition of the vacant former industrial and office buildings associated with Murdoch Manufacturing at 171 Main North Road;
- New 6,265m² PAK'n SAVE supermarket, with the structural integrity of an IL4 building;
- New PAK'n SAVE fuel facility;
- New infrastructure and utilities to provide for 3 days of self-sufficiency for emergency response, including: sewer and stormwater containment; new waste water and fresh water tanks; and permanent on-site diesel generators;
- Use of an existing on-site well for emergency purposes pursuant to a separate resource consent;
- Piping of the Lydia Street Drain associated with realignment and landscaping of the existing right of way access;
- New signalised intersection on Main North Road providing all movement access to / from the proposed supermarket, existing retail buildings and Foodstuffs Head Office;
- Car parking, cycle parking, site access, vehicle delivery, servicing and on-site maneuvering arrangements;
- New building and freestanding signage associated with the supermarket and fuel facility;
- On-site landscaping; and
- Providing acoustic fencing along the northern boundary and appropriate lighting levels within the carpark and Lydia St entrance, to mitigate cross boundary issues.

B: Existing Foodstuffs Head Office

- Retention of the existing Foodstuffs South Island Head Office building;
- Relocation of primary car park access point and after hours access (refer to Landscape Masterplan);

- Relocation of existing car parks (refer to Abley Transport - ITA Report);
- Relocation of existing on-site freestanding sign to be adjacent to the new accessway; and
- A new and logical vehicle integration with the wider site, with a new roundabout intersection.

C: Existing Retail and Commercial Activities at 3-7 Northcote Road

- Improved and logical vehicle integration with the wider site, with a new roundabout
- Retention of the existing retail building and automotive servicing facility located at the corner of Main North Road and Northcote Road; and
- Associated car park and access redesign to integrate this site with the proposed supermarket site.

D: Emergency Coordination Facility

- Provide for the establishment of a resilience and emergency response function (emergency coordination facility), using both new and existing facilities on the site, including: the Proposed Supermarket, Foodstuffs Existing Head Office and associated site access and car parking.



DESIGN PROPOSAL LANDSCAPE MASTER PLAN

D 20/05/19 FOR RFI

LEGEND

-  Cadastral Boundary
-  Brushed concrete paving
100mm insitu concrete with brushed finish
-  Garden bed
Low native shrub and groundcover planting. Refer to indicative species list on Site Plan L1.1
-  Hedge
Refer to indicative species list
-  Carpark Tree (deciduous + exotic)
With stratavault tree pit
-  Frontage tree
Upright Tulip (*Liriodendron tulipifera fastigiata*)
-  Existing Median Trees
-  Proposed Median Trees to be Removed
-  Lancewood and Cabbage Tree



Existing boxed drain along residential boundary to be piped (refer to civil drawings) to allow for new pedestrian path and acoustic timber fencing with native climbers, trees, hedging and low shrubs

Existing healthy landscaping to be retained between retail site and residential property. Supplement with new planting where required

Frontage planting upgraded to complement neighbouring site and provide a greater level of amenity to existing site

New access between existing retail site and proposed supermarket site

Upgrade access to commercial/retail site including new frontage planting that defines entrance and reference planting throughout neighbouring supermarket site

Existing *Tilia* tree to be retained as a site landmark

Existing site access to be altered, including a new signalised intersection

New lawn area

Alternative location for bus stop and shelter

New site entrance to office carparking with relocated signage and gated access. Enhance entrance with new tree, shrub and groundcover planting

INDICATIVE SPECIES LIST

Carparking and Street Frontage Trees

Suggested species to include:
Alnus cordata
Cordyline australis
Platanus 'Autumn Glory'
Pseudopanax spp.
 Upright Tulip *Liriodendron tulipifera fastigiata*

Amenity / Ornamental Planting

Suggested species to include:
Arthropodium spp.
Carex testacea
Chionochloa flavicans
Hebe spp.
Ligularia reniformis
Lomandra 'Tanika'
Lophomyrtus 'Red dragon'
Muehlenbeckia astonii
Penstemon spp.
Poa cita
Pittosporum spp.
Phormium 'Green Dwarf'
Phormium 'Dark Delight'
Rudbeckia spp.
Griselinia 'Broadway Mint'
Corokia 'Geenty's Green'
Acaena inermis 'Purpurea'
Coprosma kirkii
Coprosma acerosa 'Hawera'
Muehlenbeckia axillaris
Parahebe 'Snowcap'
Pimelea prostrata
Thymus spp.

Rain Garden Planting

Suggested species to include:
Apodasmia similis
Arthropodium cirratum
Astelia 'Westland' and *'Silver Spear'*
Carex virgata
Chionochloa flavicans
Coprosma spp.
Dianella spp.
Muehlenbeckia axillaris
Pittosporum spp.
Acaena inermis 'Purpurea'

Habitat Enhancement Planting

Suggested species to include:
Cordyline australis
Pseudopanax spp.
Astelia 'Westland' and *'Silver Spear'*
Arthropodium spp.
Coprosma spp.
Muehlenbeckia astonii
Pittosporum spp.
Phormium 'Green Dwarf'
Phormium 'Dark Delight'
Griselinia 'Broadway Mint'

Lydia Street Planting

Suggested species to include (a amenity / ornamental planting):
Carpodetus serratus
Plagianthus regius
Parsonsia heterophylla

NOTE: PLANS SHOWN ARE EXTRACTS
 ONLY. REFER TO PLANS L1.0 AND
 L1.1 INCLUDED WITH THE RESOURCE
 CONSENT APPLICATION

LANDSCAPE MASTER PLAN

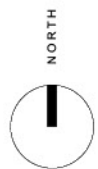
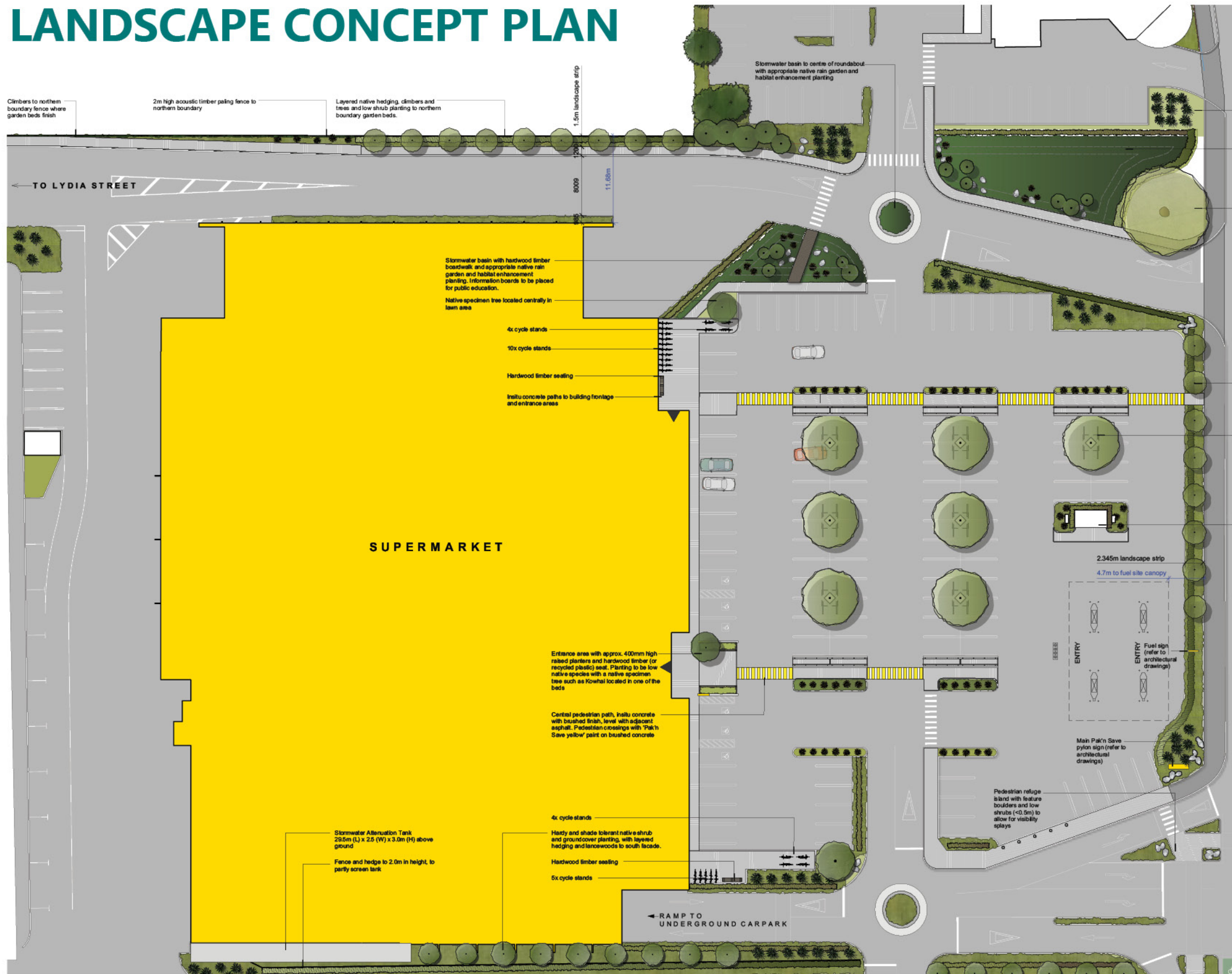
1:1,500 @ A3

source: Land Information New Zealand (aerial)

After hours access only

DESIGN PROPOSAL

LANDSCAPE CONCEPT PLAN



- LEGEND**
- Cadastral Boundary**
 - Brushed concrete paving**
100mm in situ concrete with brushed finish
 - Garden bed**
Low native shrub and groundcover planting. Refer to indicative species list
 - Rain garden**
Low native shrubs and grass planting. Refer to indicative species list
 - Hedge**
To 1m high unless noted otherwise. Refer to indicative species list
 - Carpark Tree (deciduous + exotic)**
With strawbark tree pit
 - Frontage tree**
Upright Tulip (*Liriodendron tulipifera fastigiate*)
 - Lancewood and Cabbage Tree**
 - Landscape rocks**
800-1200mm dia boulders overlapped to create ecological habitat pockets
 - Timber seating**
400mm hardwood timber seating
 - Signage**
Refer to architects drawings
 - Cycle stand**
Type D - Street Furniture NZ
 - Wheelstop (where required)**
Recycled plastic wheelstop with reflectors (ex. Metal Art Ltd), colour black. Disabled paths with disabled symbol rounded 100m from ends, painted white

LANDSCAPE CONCEPT PLAN
1:600 @ A3
source: Land Information New Zealand (aerial)

DESIGN PROPOSAL PERSPECTIVES



PERSPECTIVE 1 - SOUTH - EAST ELEVATION



PERSPECTIVE 2 - EAST ELEVATION

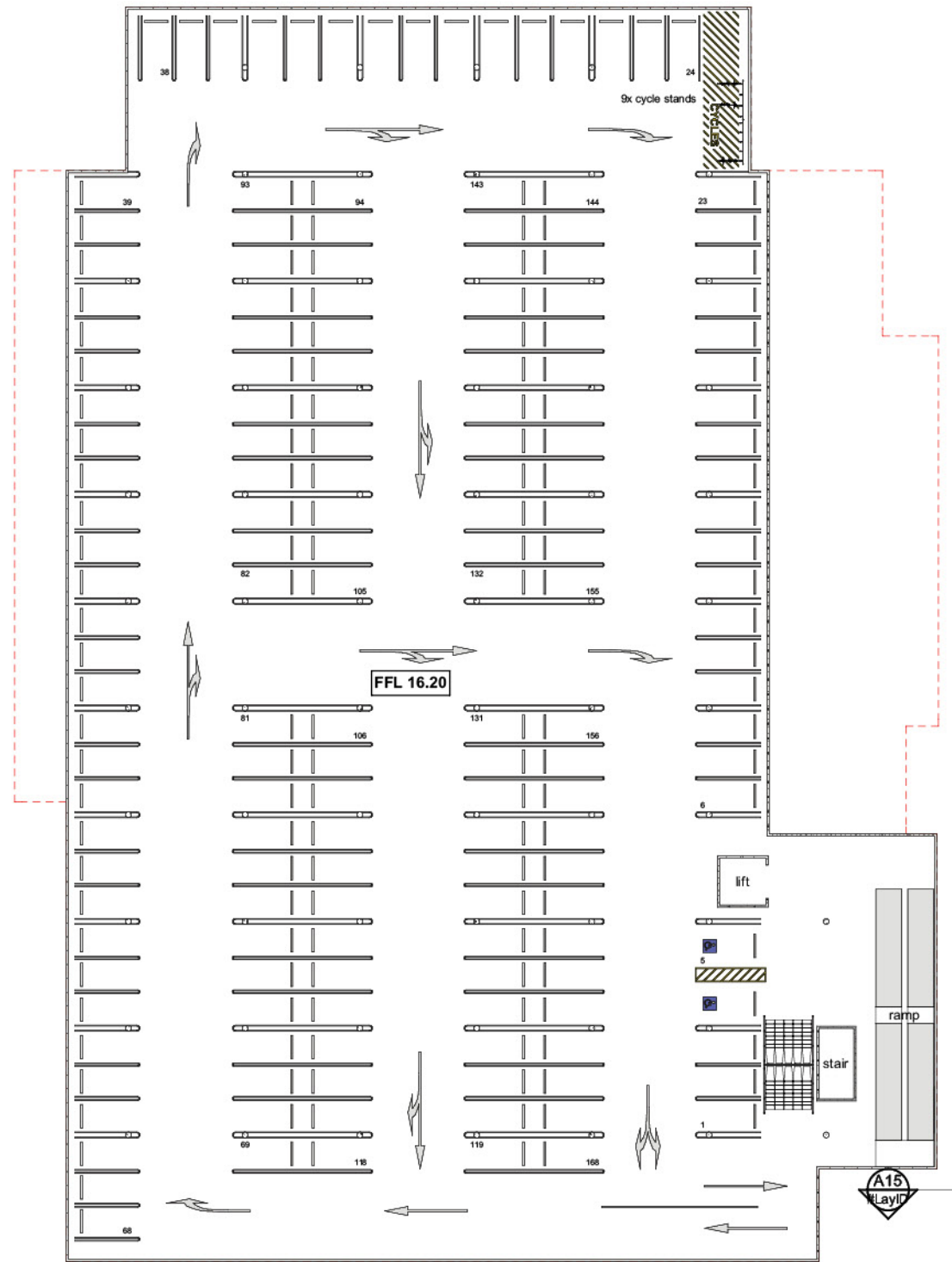


PERSPECTIVE 3 - NORTH - EAST ELEVATION

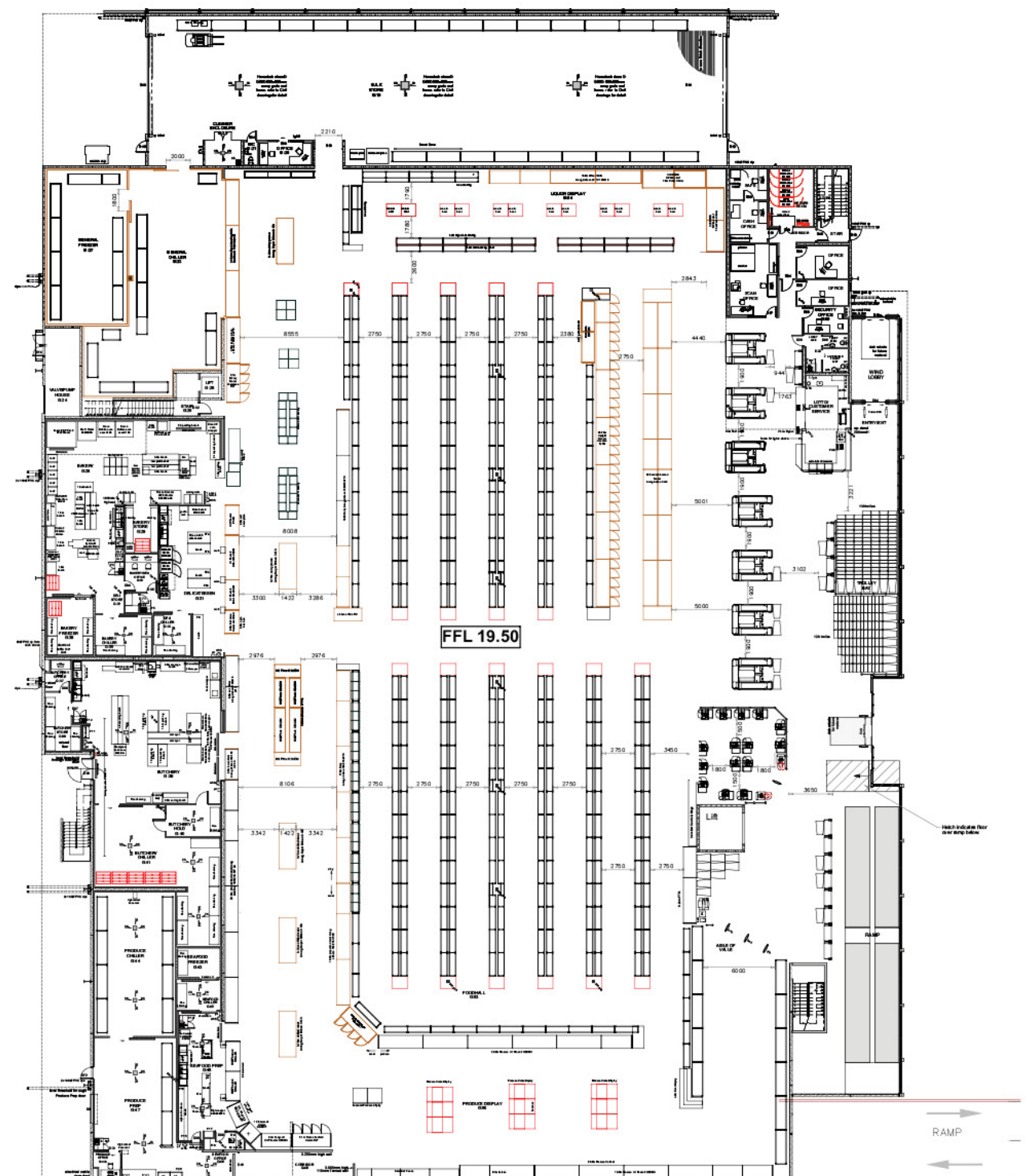
NOTE: Landscaping indicative only, refer to landscape plans

DESIGN PROPOSAL

BUILDING LAYOUT



BASEMENT LEVEL
1:500 @ A3



GROUND LEVEL
1:500 @ A3

URBAN DESIGN REPORT

ASSESSMENT AGAINST RELEVANT URBAN DESIGN PRINCIPLES

The following provides an assessment of the proposal in terms of fundamental urban design principles, which are broadly encapsulated in Clause 15.13.1 of the Christchurch District Plan.

| URBAN DESIGN PRINCIPLES | DESIGN RESPONSE |
|---|--|
| Active engagement with, adjacent streets, lanes or public spaces; | The proposed development presents an attractive and inviting street frontage through high amenity landscape and a visible, attractive building frontage, set back to allow for active surveillance over the carpark. The street frontage planting will also provide a 'green buffer' to the carparking area and visual separation between the carpark and street. There will be several entry points for both vehicles, cyclists and pedestrians with legible connections to the entrances of the supermarket, allowing active engagement with the main road. All operational requirements will be located to the rear / western side of the building. The proposed building form and setback balances the need for neighbourhood amenity and the functional requirements of a large format retail activity. |
| Integration with nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building; | The building has been designed to accommodate functional requirements while representing the sites context. It presents an appropriate level of interest by articulation of facades, varied transparency, depth and shadow lines assists in reducing the bulk of the building. The generous level of glazing on the Main North Road facade gives the building a certain 'lightness' in appearance. The design of the building reinforces urban design principles as described in detail in the architectural design statement prepared by McCoy and Wixon Architects. (Refer to Architectural Design Statement - McCoy and Wixon). Furthermore, the proposed building setback balances the need for neighbourhood amenity and the functional requirements of a large format retail activity. The set back is appropriate to achieve quality space that recognises the need for active surveillance and a clear and logical orientation. The set back is also consistent with surrounding land uses, with most buildings in the neighbourhood set back from the street (residential, school and industrial) and reflects the building line of the existing offices to the south, with consistent and contiguous design of open space that ties in with the offices to the south is important and is achieved in this proposal. It is acknowledged that with the change of activity on site there will inevitably be a degree of change to the layout and function. These changes are unlikely to affect the character of the existing environment adversely, and in fact, are likely to be of a nature which is more in keeping with the nearby residential context than the previous industrial activities. |
| Provides a human scale and minimises building bulk while having regard to the functional requirements of the activity; | The building typology and form is readily understood as providing an important retail function. The service and 'back of house' areas will occur to the western industrial interface. Generous setbacks and planting will occur to the northern residential site boundary, while the public retail frontage and outdoor space will occur to the street and southern boundary, adjoining the existing offices. The proposed supermarket building is compatible (in building form, setbacks and boundary treatment) with the adjacent office development (approximately 9 - 10m) to the south. To the north the articulation of the gable roof line helps to achieve integration with the adjacent residential edge. Height difference with residential uses of approximately 8m, will be mitigated by the wide (6 lane) carriageway and the proposed building setback. Storage is proposed to be contained to the rear and screened from public view. (Refer to Architectural Design Statement - McCoy and Wixon). |
| Incorporate landscaping or other means to provide for increased amenity, shade, and weather protection; | When viewed from the street and main intersection, the proposed development delivers a clear and consistent edge to the street, primarily through mature street tree planting and hard landscape design. The proposed tree planting at the residential boundary provides some degree of filtering between uses which is reinforced by a layering of shrub species. The quality of streetscape along Main North Road will be significantly enhanced through the street-scale planting strategy complemented by the proposed hard and soft landscape throughout. Car parking is proposed to be part at grade and part underground, helping to reduce the impact of surface parking and improve pedestrian amenity levels. Landscaping has been proposed in the car parking area to provide shade, however there is no large concern in regard to weather protection considering the activity use. It is assumed that customers that drive to the site will not likely benefit from further weather protection methods such as covered walkways. Instead covered entrance have been proposed at both entrances. |
| Incorporate landscaping or other means to provide for increased amenity, shade, and weather protection; | When viewed from the street and main intersection, the proposed development delivers a clear and consistent edge to the street, primarily through mature street tree planting and hard landscape design. The proposed tree planting at the residential boundary provides some degree of filtering between uses which is reinforced by a layering of shrub species. The quality of streetscape along Main North Road will be significantly enhanced through the street-scale planting strategy complemented by the proposed hard and soft landscape throughout. Car parking is proposed to be part at grade and part underground, helping to reduce the impact of surface parking and improve pedestrian amenity levels. Landscaping has been proposed in the car parking area to provide shade, however there is no large concern in regard to weather protection considering the activity use. It is assumed that customers that drive to the site will not likely benefit from further weather protection methods such as covered walkways. Instead covered entrance have been proposed at both entrances. |
| Provide safe, legible, and efficient access for all transport users; | Refer to Integrated Transport Assessment (ITA) for vehicle and cyclist proposal. Pedestrian pathways have been allocated as per guidance from Transport Engineer and have been proposed to guide movement towards the two public entrances of the supermarket. For the most part these crossings have been placed to support the intended desire lines of the site, and to avoid unnecessary crossing of the carpark. Two thresholds will be located in the carpark; one in the centre and one at the northern end (refer to Landscape Concept Plan). These thresholds will provide a legible pathway to the main supermarket entrances. A proposed widening of the pathway with additional planting along the Lydia St entrance will provide amenity with a safe access route. Cycle stands have been provided at the northern entrance and the south - eastern corner of the supermarket. Traffic lights will be implemented on Main North Road as per the Integrated Transport Assessment (ITA). Pedestrian accessibility will be significantly improved by the new signalised crossing across Main North Road. (Refer to 6. Accessibility of the Proposal - Abley Transport). The carpark has been proposed as a legible three aisle layout, with operational vehicle movement separated to the rear / west of the building. The proposal uses landscaping, signage and multiple well-defined entrance points to provide a well-informed site layout. |

URBAN DESIGN REPORT

CPTED ASSESSMENT

| CPTED Principle | Design Review |
|--|---|
| <p>1. Access: Safe Movement and Connections</p> <p><i>Places with well – defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.</i></p> | <ul style="list-style-type: none"> - Proposal provides clear entrance points to the site, with a traffic intersection proposed at the main entrance. The new intersection will increase pedestrian safety (Refer to 6. Accessibility of the Proposal - Abley Transport). - Allocated pedestrian crossings and pathways have been provided around the site to allow a choice of routes. Landscaping and signage has been proposed to avoid desire lines across the carpark and vehicle movement areas. - Vehicle and pedestrian activities are separated, creating a safer environment for those users and encouraging options for alternative modes of transport. - Two thresholds are proposed; one in the centre of the carpark and one at the northern end of the carpark. These thresholds will guide pedestrian movement through the carpark and provides a legible pathway to the supermarket entrances. - A generous widening of the path and additional planting along the Lydia Street entrance, will provide a more well – defined entrance into the site from Northcote Road. Due to a lack of active surveillance, this entrance will be gated outside of business hours, but lit to reduce loitering and increase safety for operational deliveries. - The basement carpark will be gated outside of business hours to avoid entrapment. |
| <p>2. Surveillance and Sightlines: See and Be Seen</p> <p><i>Places where all publically accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.</i></p> | <ul style="list-style-type: none"> - Proposed site layout has located the supermarket to the western boundary of the site closer to the industrial use, and the carparking and customer area to the eastern boundary of the site, along the street frontage. This will encourage active surveillance from Main North Road and restrict operational requirements to the rear of the building. - Planting has been selected to not hinder visibility / sightlines with limbed trees along the street frontage and the carpark, and the use of low shrubs, hedges and groundcovers. - Staff carparking will be sited at detailed design but will be located where there is ample lighting, active surveillance and safe connections - Proposed changes to Lydia Street entrance include a widened pathway with ample lighting within operational hours. Outside operational hours, the Lydia Street entrance will be gated to avoid movement of vehicles at night, where there is no active surveillance, but lit to reduce loitering and increase safety for operational deliveries. - The basement carpark will be gated outside of operational hours to reduce concealment spots. - The carpark will be lit outside of operational hours (refer to Lighting Plan – Pedersen Read). |
| <p>3. Layout: Clear and Logical Orientation</p> <p><i>Places laid out to discourage crime, enhance perception of safety and help orientation and way – finding.</i></p> | <ul style="list-style-type: none"> - The proposed site layout has located the supermarket to the rear / west of the site closer to the industrial use, and the carparking and customer area to the east / street frontage. - The building faces the street with large glazed windows looking over the carpark and street, creating an active frontage. - Two thresholds are proposed; one in the centre of the carpark and one at the northern end of the carpark. These thresholds will guide pedestrian movement through the carpark and provides a legible pathway to the supermarket entrances. - The basement carpark will be gated outside of operational hours to reduce an area of entrapment. - The site will have a well-defined movement framework with multiple entry points, roundabouts, co – location with other businesses, and signage. |
| <p>4. Activity Mix: Eyes on the Street</p> <p><i>Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.</i></p> | <ul style="list-style-type: none"> - The proposal will have a level of activity appropriate to the location and use during business hours. - Outside of business hours the carpark will be lit. - The surrounding community facilities have encouraged a pedestrian increase (refer to ITA – Abley Transport) and with that an active street edge and active surveillance on the carpark and front entrance of the site. - In the daytime Lydia St will have vehicle access and wide pedestrian pathways to encourage activity. At night / outside of business hours, due to no adjoining land uses / activity mix looking over the Lydia Street entrance, it will be gated and lit to discourage vehicle movement and loitering. - The basement carpark will be closed with a locked steel mesh screen outside of business hours. |
| <p>5. Sense of Ownership: Showing a space is cared for</p> <p><i>Places that promote a sense of ownership, respect, territorial responsibility and community.</i></p> | <ul style="list-style-type: none"> - The proposal will provide an emergency coordination site for the surrounding area, this will be located in the basement carpark. It is assumed that a degree of ‘community responsibility’ will be applied to this site, explained through signage. - The planting that has been proposed is low maintenance and will be planted in clusters with hedging to avoid the public desire lines through the garden beds. - Information boards explaining the ecological features and opportunities of the site, will promote a sense of respect to those features. |
| <p>6. Quality Environments: Well Designed, Managed and Maintained Environments</p> <p><i>Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.</i></p> | <ul style="list-style-type: none"> - The landscape will require management and maintenance and with this in mind, the soft landscaping proposed is low maintenance and a mix of native and exotic plants that will thrive in public areas. - Multiple access routes to the site will be provided to enhance accessibility and strong neighbourhood connections. - There is a clear distinction between pedestrian and vehicle areas, with enhanced hard landscaping areas. - Most landscape areas will have multiple uses (eg. stormwater, habitat enhancement and education) and will have information boards to explain their importance. |
| <p>7. Physical Protection: Using Activity Security Measures</p> <p><i>Places that include necessary, well designed security features and elements.</i></p> | <ul style="list-style-type: none"> - Gates will be placed at the Lydia Street entrance and at the basement carpark entrance, to stop vehicle access outside of business hours and mitigate potential entrapment areas. Both the Lydia Street entrance and the carpark will be lit all the time, to reduce loitering in areas that cannot be seen from the street, and increase safety for operational deliveries. - Security cameras will be placed around the building frontage where appropriate. - The emergency coordination area will be located in the basement carpark and will have easy access and signage. |

LANDSCAPE & VISUAL REPORT

ASSESSMENT AGAINST STATUTORY PROVISIONS

Under the Christchurch District Plan (CDP) the site for the proposed supermarket is zoned Industrial General (IG). The wider site development includes properties zoned (IG), Commercial Local (CL) and Residential Suburban (RS). The site is bordered by properties zoned RS and IG. St Bedes College is located nearby and is zoned Specific Purpose (School) Zone.

Under the CDP, the Objectives and Policies for the IG zone specify that brownfield industrial sites can be redeveloped for residential activities, or mixed use including a limited quantum of commercial activities. Overall, the proposal has discretionary activity status, with unlimited discretion.

| Relevant rule | Standard | Activity Status |
|---|--|--|
| 16.4.2.1 Max building height | a. The maximum height of any building within 20 meters of a residential zone shall be 15 meters | Permitted The supermarket has a maximum height of 12 m and is 11.68m from the residential boundary. |
| 16.4.2.2 Min building road boundary setback | The minimum building setback from a road boundary and a rail corridor boundary shall be as follows: ii. Any activity fronting on to an arterial road or opposite a residential zone – 3m setback. | Permitted The canopy structure associated with PAK'n SAVE Fuel is located 4.7m from Main North Road and complies with the road boundary setback. |
| 16.4.2.3 Min building setback from a residential zone boundary | The minimum building setback from the boundary with a residential zone shall be as follows: All buildings within sites which share a boundary with a residential zone – 3m | Permitted All new buildings proposed on site will be set back more than 3m from the residential boundary, Refer above. |
| 16.4.2.6 Landscape Areas | Landscaping and trees shall be provided as follows: i. The road frontage of all sites opposite a residential zone or listed below shall have a landscaping strip with a minimum width of 1.5 metres, and minimum of 1 tree for every 10 metres of road frontage or part thereof. D. This standard shall not apply to an emergency service facility or vehicle access to any site. ii. On sites adjoining a residential zone, trees shall be planted adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof. iii. All landscaping / trees required by these rules shall be in accordance with the provisions in Appendix 6.11.6 of Chapter 6: 1. Tree Size a. Any tree required under landscaped area rules shall be: i. not less than two metres high at the time of planting; ii. a species capable of reaching a minimum height at maturity of eight metres. 2. Tree protection a. Any trees required under landscaped area rules shall be located within a landscaping strip, or within a planting protection area, with a minimum dimension or diameter of 1.5 metres. b. No more than 10% of any landscaping strip required under landscaped area rules, or any planting protection area, shall be covered with any impervious surfaces. c. Landscaping strips or planting protection areas adjacent to a road boundary, or adjacent to or within a parking area, shall be provided with wheel stop barriers to prevent damage from vehicles. Such wheel stop barriers shall be located at least one metre from any tree. 3. Maintenance of trees and landscaping a. Any landscaping or trees required under landscaped area rules shall be maintained, and if dead, diseased, or damaged, shall be replaced. | Permitted The road frontage is approximately 110m in length with two vehicle access points (totalling approx 35.6m in width). An existing mature Tilia spp. (approx 12m spread) located on the site frontage is to be retained. Fourteen new trees are proposed. Primary function of site is proposed to be the supermarket. Length of boundary adjoining the residential zone is approx 75.3m in length. Nine new trees are proposed along this boundary within a 1.5m wide landscaping strip (marbleleaf and ribbonwoods) All trees (excluding Cordyline and Pseudopanax spp.) Shall have a minimum height of 2.5 - 3.0m at the time of planting. Refer to Note 2 on Site Landscape Plan L1.1. Proposed species for boundary tree planting is Upright Tulip (Liriodendron tulipifera fastigiata) Compliant. Refer to Site Landscape Plan L1.1 |

Relevant Rule

6.8.4.2.4
Signs attached to buildings

Standard

The maximum area and height of signs attached to buildings shall be as follows:

| Zone or scheduled activity | Maximum total area of signs per building | Maximum height above ground level at top of sign |
|----------------------------|---|--|
| Commercial Local Zone | Length along primary building frontage (m) x 0.5m. | 6 metres or façade height, whichever is lower |
| All Industrial Zones | Building length of primary building frontage facing roads or customer car parking areas (m) x 1.2m. | 9 metres or façade height, whichever is lower |

Activity Status**Permitted**

104m² of building signage is proposed on the PAK'nSAVE, less than the 113m² permitted (based on a primary building frontage) in this Industrial Zone.

A further 76.8m² is permitted for the fuel structure, given the length of the primary building frontage facing the road/customer car parking area includes all four elevation lengths (totalling 64m).

No changes to building signage are proposed on 3-7 Northcote Road (the Commercial Local site).

6.8.4.2.6

Freestanding Signs

a. The maximum number, area, width and height of free-standing signs

| Zone or scheduled activity | Number of signs per vehicle or pedestrian entrance | Relating to Pedestrian Entrances | | | Relating to Vehicle Entrances | | |
|----------------------------|--|----------------------------------|---------------------------|---|-------------------------------|---------------------------|---|
| | | Max. width | Max. total area of a sign | Max. height above ground level at top of sign | Max. width | Max. total area of a sign | Max. height above ground level at top of sign |
| Commercial Local Zone | 1 for each formed vehicle access and 1 for each formed pedestrian entrance | 1 m | 2m ² | 2 m | 2 m | 9m ² | 6 m |
| Industrial General Zone | | 1m | 2m ² | 2 m | 2.5m | 18m ² | 9 m |

b. Signs relating to a formed vehicle access do not need to be located at the vehicle entrance they relate to.

Restricted Discretionary

Two new freestanding signs are proposed on the Main North Road frontage – both within the Industrial General Zone.

The supermarket freestanding sign will exceed 9m in height (proposed 10m) and will have a total area of 20m².

The smaller freestanding sign associated with the fuel facility will be compliant.

URBAN DESIGN REPORT

LANDSCAPE AND URBAN DESIGN SUMMARY

The existing environment is a mixed use environment. Within a primarily residential character, local businesses, several schools, commercial offices and industrial uses exist. The surrounding neighbourhood character is heavily influenced by the linearity, width and visual dominance of Main North Road, QEII Drive and Northcote Road. The size of the suburban blocks and dominance of the main intersection discourages pedestrian connectivity, and reinforces the dominance of a vehicular environment.

The site currently provides little street frontage and active surveillance, poor connectivity and provides no current use to the surrounding neighbourhood. This proposal provides for an engaging street edge as well as a relatively well connected circulation within the site. The fully operational requirements of a supermarket often limit the extent of built form to the street edge, and in this case the proposed landscape treatment to Main North Road frontage will achieve a street frontage response appropriate to the location.

In summary, we acknowledge that with the change of activity on site there will inevitably be a degree of change to the layout and function. As mentioned, these changes are unlikely to affect the character of the existing environment adversely. In fact, the proposal will achieve the renewal of a partly derelict/underused site with activities that generally allow better scale and use relationships to nearby housing than could be achieved by industrial development. In the context of the surrounding environment it is considered that this proposal presents a appropriate built form and landscape response. This proposal balances the requirements of an operational supermarket while satisfying CPTED principles and providing an appropriate urban design outcome when considered against fundamental urban design principles

CONNECTIONS AND PEDESTRIAN USE

The proposed activity use, associated carparking areas and landscaping will provide a stronger interface with the street and surrounding neighbourhood. This will allow for better surveillance, activity and engagement. Vehicle and pedestrian movement will be well defined, creating a safe environment and supporting options for alternative modes of transport. Lighting will be provided within the carpark and along the Lydia Street entrance at night. The proposal will result in the establishment of a valuable retail destination to serve both local walk journeys and wider catchment provision given the location along Main North Road and Northcote Road.

INCREASE AMENITY AND LANDSCAPE PROVISIONS

The increased level of visual amenity along the street frontage will have a significant benefit for residential properties opposite the site. The existing mature Lime tree (*Tilia spp.*) will be retained. It is a landmark for the site and will provide scale to the asphalted carparking areas and street. The proposed street front garden will provide a high amenity edge to the carparking areas, resulting in an appropriate and well considered separation between areas of carparking and the street. Acoustic fencing is proposed in conjunction with tree, hedge and shrub planting along boundaries with residential properties. This will help to ensure that neighbours' amenity values are protected against possible visual and auditory effects arising from the development.

PROVIDE 'SENSE OF PLACE'

A largely native plant palette is proposed within the raingardens, carpark and boundary vegetation. This has been proposed to reintroduce a 'sense of place' to the site and in doing so natural and cultural heritage of the area. The building design reflects practical/fundamental requirements of a supermarket while presenting an appealing facade to the street. The building design acknowledges the scale of nearby buildings (refer to Architectural Design Statement - McCoy and Wixon)

SITE RENEWAL

The proposal provides a consolidation of the site as a retail location through provision of an 'anchor store' that will support local small retailers to the northern corner. As such, it presents a renewal of a partly derelict/underused site with activities that generally allow better scale and use relationships to nearby housing than could be achieved by industrial development.

ACTIVE AND ENGAGING STREET FRONTAGE

The proposal for the site will offer a significantly improved frontage, with trees, low shrubs and hedge planting which will define the boundary and provide a high quality street edge. Planting along the Main North Road frontage will in time provide a mature tree'd street edge that in the absence of built form will provide a 'built green edge'. Overall the site will deliver street activation. Low native shrub and groundcover planting with specimen trees, help to provide a human scale to the spaces while still retaining sightlines.

RESPONDS TO NATURAL AND CULTURAL ASSETS

Rain gardens, infiltration basins and filter systems will be located throughout the site, in an attempt to treat most of the sites stormwater. Proposed habitat enhancement with the use of appropriate native plant species will encourage native birds and lizards. Information boards will be integrated into the landscape design to educate the public and encourage the use of native plant species in residential back yards.

COMPATIBILITY WITH SURROUNDING BUILT ENVIRONMENT

Resulting from the proposal will be a good level of activity (and acceptable scale relationship) with the adjacent building (Foodstuffs HQ) and provision of an important emergency centre for the community.

