

**Before the Hearings Panel appointed by
the Christchurch City Council**

Under the Resource Management Act
1991 (**Act**)

And

In the Matter of an application under section 88 of
the Act for land use consent to
establish and operate a new
supermarket and associated small
scale retail including signage,
servicing, access, carparking and
landscaping

**Statement of Evidence of
Timothy John Church
for Woolworths New Zealand Limited**

Dated: 18 July 2025

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INTRODUCTION

Qualifications and Experience

1. My full name is Timothy John Church.
2. I hold the qualifications of a Master of Urban Design and a Bachelor of Landscape Architecture. I am a Registered Urban Designer and Member of the recently formed Urban Designers Institute Aotearoa (**UDIA**) and a Registered New Zealand Institute of Landscape Architects (**NZILA**) Landscape Architect. I am a current member / convenor of the Christchurch Urban Design Panel and one of five experts selected to be an Independent Urban Design Certifier for Christchurch City Council (**Council**). I have practised as an Urban Designer for the past 24 years and a Landscape Architect for the four years prior to that. I am employed as a Partner / Urban Designer with Boffa Miskell Ltd, a national firm of consulting Urban Designers, landscape architects, planners, cultural advisors and ecologists, and have worked there since 2006.
3. My previous work experience includes preparing relevant masterplanning; design guidance, technical reports and Council / Environment Court hearing evidence on Urban Design, including:
 - (a) Woolworths Three Parks, preparation of an Urban Design Assessment, on behalf of Woolworths New Zealand Limited (**Applicant**);
 - (b) National Medium Density Design Guide, lead author supporting the Medium Density Residential Standards, on behalf of Ministry for the Environment;
 - (c) 404-406 Colombo Street, preparation of an Urban Design Assessment and Council Certification of a mixed-use development within the Sydenham Local Centre and Sydenham Master Plan area, on behalf of KR Construction;
 - (d) Invercargill Central development, providing ongoing Urban Design Assessments and Certifications for a large mixed-use and retail redevelopment of a city block, on behalf of Invercargill Central Limited;
 - (e) Takapō | Lake Tekapo Character Design Guide, ensuring the special qualities of the town centre and residential areas are identified, maintained and enhanced through new development, on behalf of Mackenzie District Council;

- (f) Rolleston Structure Plan and Town Centre Masterplan, covering expansion of the town centre onto existing reserve land and lower density residential areas, on behalf of Selwyn District Council; and
- (g) Queenstown Lakes Proposed District Plan Business Zones Review, providing Urban Design evidence during Council and Environment Court hearings process for the Town Centres and Business Mixed Use zones of Queenstown and Wanaka, on behalf of Queenstown Lakes District Council.

Background and Involvement

4. I was engaged by the Applicant to provide urban design advice and prepare an Urban Design Assessment as part of the Resource Consent Application for a new supermarket and ancillary retail (**Proposal**) on the 14.4 Ha Application Site (**Site**), located on Madras Street, as illustrated in Figure 1.



Figure 1: Aerial photo indicating Site location and boundary (red outline) within the immediate context

5. The Council's District Plan (**District Plan**) currently provides for a split zoning on the Site between Neighbourhood Centre Zone (**NCZ**) and Residential Medium Density (**RMDZ**) Zones with an indicative layout prescribed by an Outline Development Plan (**ODP**). It is a Discretionary Activity.
6. I have provided urban design input into the resource consent design package and subsequent amendments through a collaborative and iterative process with the Applicant, their design team, and other experts, to refine aspects of the architectural and landscape plans of the Proposal. My urban design advice and review feedback has largely been incorporated into the design outputs where project constraints have

allowed. In my experience, the Applicant has a robust internal review process to ensure the design and layout of new stores meets the functional needs of its supermarkets and to provide a consistent product across all its stores, while seeking to adapt and integrate them into their local context.

7. My Urban Design Assessment considered the effects of the Proposal on the receiving and anticipated environment in relation to relevant urban design provisions of the District Plan. It covers the integration of built form, activities and accessibility within the urban context, focussing on mitigating any rule breaches and addressing matters of discretion that may have an impact on the urban environment.

Process

8. My Urban Design Assessment was issued on 25th October 2024, based on a review of the Resource Consent Architectural Design Package prepared by Woodhams Meikle Zhan Architects, dated 13th September 2024, and the Landscape Design Report prepared by Boffa Miskell, dated 8th October 2024.
9. I have also assisted with the Applicant's response to the Council request for further information (**RFI**), including carrying out an internal peer review of Ms Rennie's Crime Prevention Through Environmental Design (**CPTED**) memorandum, both issued on 26th February 2025.
10. I have visited the Site on several occasions with my last visit on 7th April 2025. I am familiar with the context, having previously lived in the Central City and St Albans for many years.
11. A Christchurch Urban Design Panel (**UDP**) session was held on 8th April 2025, which I co-presented at with Mr Shao and Mr Cleese and responded to the Panel's questions. The Panel issued a letter to the Applicant on 8 April 2025, including with commendations and recommendations. The UDP recommendations have informed my response to the District Plan provisions and assessment of urban design effects.

Code of Conduct for Expert Witnesses

12. Although this is not an Environment Court hearing I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023. This evidence is within my area of expertise, except where I state that I am relying on material produced by another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

SCOPE OF EVIDENCE

13. The topics covered in my evidence are as follows:
 - (a) the Proposal;
 - (b) assessment of urban design effects;
 - (c) District Plan assessment;
 - (d) response to submissions;
 - (e) response to s42A Report
14. I have read the s42A Report prepared by Mr Blair, including the Appendix F Urban Design report by Mr Hattam.
15. I have read all other evidence prepared on behalf of the Applicant. I explain in my evidence where I refer to or rely on that assessment or evidence for the purposes of my evidence.
16. I have also read all submissions lodged on the Proposal.

EXECUTIVE SUMMARY

17. I have provided urban design input into the resource consent design packages through a collaborative and iterative process with the Applicant, their design team and other experts, to refine aspects of the architectural and landscape plans for the Neighbourhood Centre, including integrating a full-service supermarket. My urban design advice and review feedback has largely been incorporated into the design outputs where project constraints have allowed, including amendments in response to submissions and the s42A report.
18. The key aspects of the Proposal from my urban design perspective are to develop a long-term brownfield site into a Neighbourhood Centre, comprising a stand-alone full-service supermarket that is sleeved with small-format commercial tenancies and set around a high quality open space area along with associated car parking, loading and landscape amenity.
19. I have considered the effects of the Proposal on the receiving environment in relation to the provisions of the District Plan that are relevant to urban design, including the city context; integration with scale and character of surrounding area; relationship to the street scene; built form, appearance and residential amenity; access, parking and servicing; and CPTED. I consider the Proposal achieves an effective balance

between providing the qualities of a Neighbourhood Centre and concurrently delivering the functional outcomes required for a supermarket to operate effectively.

20. I have reviewed the relevant submissions and Mr Hattam's Urban Design Report attached to the s42A Report. In my view, there are several areas of agreement and amendments made to the Proposal that have narrowed down the outstanding urban design issues. The amendments made to provide additional tree planting in the car park, reduce the size of the largest Pylon Sign, narrow the northern Madras Street vehicle entrance and extend the adjacent landscape strip and enhance the legibility of the pedestrian entrance all appropriately contribute to further mitigating any perceived lack of greenspace and trees, scale of development and community impacts. In relation to the outstanding issues I note as follows:
- (a) The redevelopment of this underutilised brownfield site offers a valuable opportunity to introduce a vibrant, mixed-use centre into the neighbourhood. It replaces weedy vegetation with native planting, remediates the land and introduces local amenities that reduce the need for residents to travel further, aligning with urban design principles that favour mixed-use over single-use housing.
 - (b) The built form and associated activities of the supermarket anchor, small format shops that sleeve it and the Open Space are both interdependent and inseparable. Due to the constraints of the Site and the effectiveness of managing the inactive building edges and service areas in the southeast corner, the proposed Site layout remains optimal in my view.
 - (c) I disagree with bringing the building frontages and Open Space up to Madras Street edge, as the layout is intentionally recessive and discrete. The larger block size allows for a low-rise, deeply set-back built form that integrates into the suburban context without dominating the street edge. I consider this an appropriate urban form response for a Neighbourhood Centre in a mid-block location on a mid-hierarchy Collector Road that is not as prominent as other urban centres in Christchurch, such as Edgeware Village. I consider the Neighbourhood Centre will still generate sufficient vitality through car park activity and active frontages, without imposing a visually dominant presence on the streetscape.
 - (d) The amendments made to the landscape strips, entrance feature, tree planting and pylon sign within the car park further address some concerns regarding lack of greenery and monotonous hard stand. In my view, this strikes a balance between maintaining legibility for users, ensuring efficient pedestrian access, and supporting public safety both around the Neighbourhood Centre and along Madras Street.

- (e) Although retaining the Packe Street connection in the ODP could enhance walkability for short, convenient trips it is less relevant for longer, purposeful visits to the Centre. I consider its integration is constrained by the loading area and would require an ownership coordination to mitigate legibility and public safety issues for limited benefit.
21. In my opinion, the comprehensive development of the Site provides an important brownfield remediation and regeneration opportunity to enhance the amenity of the existing environment. I consider the Proposal provides a mixed use, Neighbourhood Centre that supports a compact urban form in a predominantly medium density residential area that will likely infill and intensify further over time, particularly with the implementation of the National Policy Statement on Urban Development 2020 (**NPS-UD**) through the Council's Plan Change 14 (**PC14**). I consider the Site is also in a location that is walkable from three neighbourhoods and is on a Collector Road that is accessible by a range of other transport modes.
 22. The proposed architectural and landscape design of the Neighbourhood Centre integrates well into the receiving environment of the St Albans, Edgware and northern Central City neighbourhoods and immediate context of the Site, including addressing challenging stormwater attenuation issues. Overall, the building mass of the supermarket is predominantly located within the NCZ and is largely compliant with built form standards with the most visible front façade having good levels of modulation and articulation.
 23. In general, I consider the Proposal is acceptable from an urban design perspective in supporting the outcomes sought through strategic planning initiatives and adequately addresses relevant matters of discretion to manage potential adverse urban design effects at a local level.

THE PROPOSAL

24. The key aspects of the Proposal from my urban design perspective are to develop a long-term brownfield site into a new stand-alone full service supermarket that is sleeved with small-format commercial tenancies and set around a high quality and publicly accessible open space (**Open Space**) to form a Neighbourhood Centre along with associated car parking, loading area and landscape amenity.
25. I note some amendments have been made to the Proposal in response to submissions and the s42A report with the updated architectural and landscape drawings illustrated in **Annexures A and B**, respectively. Those amendments relevant to my Urban Design evidence are set out in the evidence of Mr Cleese, and relate primarily to changes to landscaping, signage and entrance design.

ASSESSMENT OF URBAN DESIGN EFFECTS

City Context

26. I consider the Site is strategically located near the southern boundaries of the St Albans and Edgeware neighbourhoods, defined by Madras Street, and on the northern fringe of the Central City, one urban block north of Bealey Avenue, as illustrated in Figure 2.

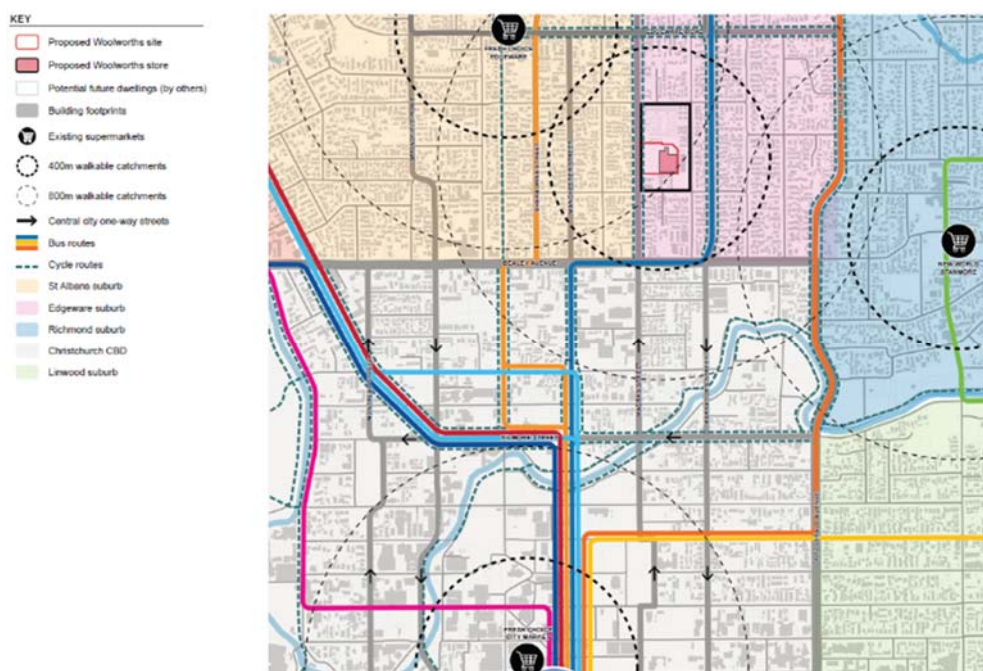


Figure 2: Central City and Central City Fringe Context Map with supermarkets, bus and cycle routes

27. In my opinion, both Madras Street and Bealey Avenue are well-integrated routes in the movement network of Christchurch, being part or extensions of the historic city grid. Several bus routes and associated stops utilise these streets or those nearby. Madras Street is part of the recognised cycle network with north / south cycle lanes connecting the City Centre with its fringe suburbs. I consider the street grid provides a highly permeable local cycle and pedestrian network. Madras Street is a busy Collector Road that provides a good level of connectivity to the wider road network in my view, including the one way network flowing north out of the Central City for those returning home from work. Overall, I consider the Site is very well located for modal choice in the vicinity.
28. The closest full-service supermarket at the Richmond New World is over one kilometre away. In my experience and from a high-level catchment analysis, this does not readily serve the cycling and walking access from the predominantly medium density residential areas north of Kilmore Street in the Central City. The Site is more central to these areas.

29. The St Albans and Edgeware neighbourhoods have historically been low density suburbs, which have progressively intensified through small scale medium density residential infill developments over several decades. Given intensification direction at a National Level and the Christchurch response with PC14, I consider it is reasonable to assume this will continue until most older housing stock is redeveloped. Although the number of sites that provide opportunities for infill are rapidly reducing, it is expected that there will be more opportunities for higher density developments under PC14 within the Central City.
30. Furthermore, the Site is also located within one of the deepest urban blocks (by deepest I mean distance from adjacent roads) in the neighbourhood and I consider this provides a better urban structure to integrate a larger built form within a predominantly residential neighbourhood of long, narrower blocks, as illustrated in Figure 3. Through my knowledge and figure-ground analysis of building footprints, there are several local precedents for medium to large format developments along Madras Street and Bealey Avenue, including those in the Central City Mixed Use zones, such as Briscoes, Carters, Amuri Business Park, and Special Purpose (Hospital / School) Zones, such as Southern Cross Hospital, Pegasus Health and the Public Health Unit. These are all mixed within the more intensively developed Residential Central City and RMDZ on both sides of Bealey Avenue. I acknowledge the Site is one block further north than most of these but is clustered with the large scaled Korean Presbyterian Church. I consider the inclusion of the Proposal is consistent with the mixed-use character of these more intensively developed neighbourhoods and better utilises this comprehensive and large-scale regeneration opportunity that exists.

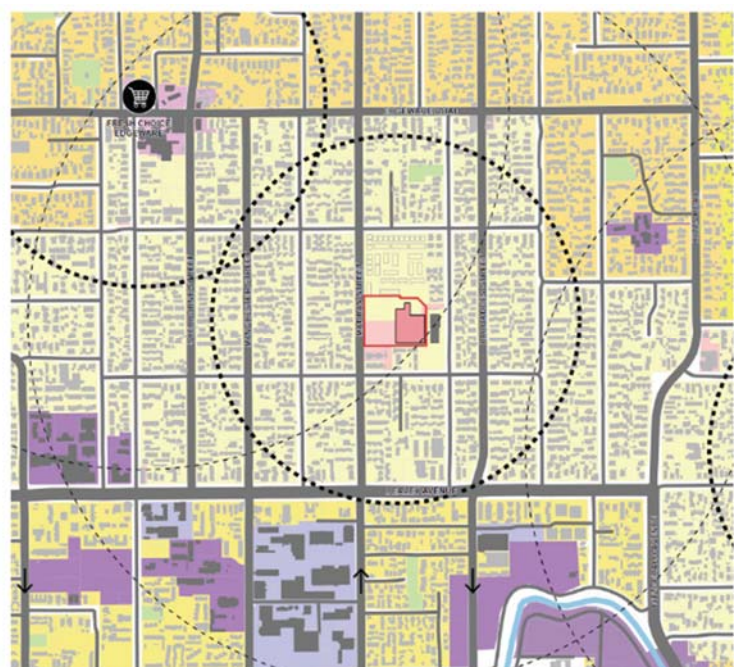


Figure 3: Local Context Map of St Albans, Edgware and Central City (north) neighbourhoods, zoning and larger format built forms

31. Given the constraints and high degree of coordination required to aggregate multiple sites, I consider the size of the undeveloped brownfield parts of this urban block, including the Site, is now a rare development opportunity in this area. Large scale, comprehensive medium density residential development is already occurring to the north of the Site and would likely continue to fill out the remainder of this urban block. However, I consider more homogenous medium density residential would not be the best use of this opportunity Site when in my experience mixed use neighbourhoods are becoming more accepted in urban policy and I consider this now represents best practice urban design.
32. To my knowledge, there is a lack of equally scaled vacant or occupied sites at or around Edgware Neighbourhood Centre, which may also undermine anticipated outcomes and character outlined in the Council's Edgware Village Masterplan, as illustrated in **Annexure C**.
33. Therefore, I consider the Site presents one of the last remaining opportunities to provide a new Neighbourhood Centre, as part of the wider land use mix within this predominantly residential catchment. This complements the compact urban form and regeneration initiatives already underway, particularly when part of the Site zoning already anticipates this.

Integration with Context and Character of Surrounding Area

34. In general, I consider supermarkets are an inherent part of suburban neighbourhoods and typically well-distributed to meet localised catchment needs. They are a familiar element in a neighbourhood, especially on a site with a commercial zoning. The general arrangement of suburban supermarkets invariably orientate their landscaped car parks to Collector or Arterial roads with a front facing store and loading area to the side or rear. The Proposal follows a well-proven layout arrangement and, in this instance, I regard it as more appropriate than the urbanised character of the ODP.
35. In this section of my evidence, I address the amenity improvements derived from developing a long-term derelict site; identify the limitations of the ODP that represents a remnant of a larger masterplanned urban block now subdivided; and discuss integration of a full-service supermarket into a suburban context through a comprehensive Neighbourhood Centre approach by sleaving small format shops and an urban plaza behind a well-landscaped car park. It is at this point that my opinions largely diverge from those of Mr Hatton, which I compare in more detail later in my evidence.

36. In my view, the proposed development needs to be contrasted with the current state of the Site as a derelict brownfield works depot that has stood vacant for some twenty years. It currently has a negative visual and amenity effect on the neighbourhood with broken up hard surfacing and self-seeded exotic weed species, which have been recently removed. In my view, the inclusion of both a supermarket, sleeved by several small-format retail stores and an Open Space, and associated landscape planting along the frontage, internal boundaries and car parking area, will enhance the current neighbourhood amenity, while enabling the Site to function as a Neighbourhood Centre for the community.
37. In relation to the anticipated outcomes of the ODP, the remnant parts of the ODP from the previous Plan Change 31 version appear to me to have relied on relationships with other comprehensive development proposals that focused on providing internal amenity and connections through the Local Centre and across the urban block that contains the Site. I discuss this in more detail later in my evidence. With removal of the largest, northern portion of the previous, larger ODP and the current construction of the Mike Greer Homes housing development in this area means that the layout of this comprehensive development has changed, altering the context of the Site considerably, as illustrated in Figure 4.



Figure 4: Proposal in context of the urban block and residential development under construction across the balance of the former Orion Depot brownfield site.

38. I have superimposed the ODP over the Proposal in Figure 5 and in my opinion this illustrates that the eastern connection to Packe Street would not likely be effective, pleasant or safe given the internal boundary configuration and location constraints of the proposed loading area. However, the Proposal does not preclude the possibility of a southern connection to Purchas Street, via a separately owned NCZ

site on Lot 3, where I consider southern boundary car parking spaces could be readily removed to facilitate direct access to retail frontages. This would provide reasonably convenient pedestrian access for those on the eastern and southern side of the urban block, which I have analysed in more detail later in my evidence.



Figure 5: Site layout of the Proposal relative to the ODP

39. Nonetheless, several of the ODP outcomes are proposed to be incorporated and reconfigured to orientate more towards Madras Street to utilise the existing public road network. This includes provision of a supermarket-anchored, Neighbourhood Centre with a mix of small commercial tenancies and an Open Space.
40. Given the constraints on the location of the supermarket on the Site, as discussed later in my evidence, the publicly accessible Open Space location has been realigned adjacent to the sleeved retail and hospitality functions where I consider it will be well-activated. I consider this retains its intended primary use as a plaza for outdoor dining and rest associated with adjacent small format hospitality and retail activities. While I acknowledge the Open Space will not be as prominent or convenient for those travelling along Madras Street, a central walkway with a canopy for weather protection has been extended from the road boundary and along the commercial frontages to comfortably access the Open Space.
41. The size of the Open Space has been reduced to approximately 190m², which represents half of Area C in the ODP split by the Site boundary. While this is half the anticipated size of the Open Space, I understand that the ODP will still apply to the adjacent commercial site and the balance of this may be provided elsewhere. In my opinion, several smaller urban spaces distributed around the centre can still be beneficial and this reduction in size will also in-part be offset by its likely higher

quality, including soft and hard materiality, and a more optimal northwest orientation. I note that the large St Albans Park is within a comfortable 800m (10 minute) walking distance from the Site for more recreational activities.

42. I consider this development approach is likely to improve its integration over a stand-alone supermarket without sleaving and achieves an effective balance between providing the qualities of a local centre and concurrently delivering the functional outcomes required for a supermarket to operate effectively. In my view, there are only a limited number of supermarkets likely to be developed in any given urban area and the Proposal is an acceptable balance when integrating this wider community resource into a local context, particularly when a large portion of this local context is a brownfield site. Overall, the building mass of the supermarket is predominantly located within the NCZ and compliant with built form standards with the most visible front façade having good levels of modulation and articulation. As such, I consider it is likely to effectively integrate into the wider neighbourhood context.
43. The immediate Site context has a relatively short section, approximately 60m, of internal boundary that has a direct interface with existing medium density residential properties, which I discuss later in my evidence. The only other existing development that the Site shares an internal boundary with is the existing Korean Presbyterian Church. In my opinion, this is a similarly larger format spiritual facility to the east of the proposed development surrounded by hard stand car park areas and some mature trees.
44. The remaining adjacent properties are undeveloped and, in my opinion, have the potential to provide amenity buffers to other residential properties within the wider urban block. I consider the adjacent NCZ site to the south will help manage any impact to those medium density residential developments on the corner of Madras and Purchas Streets. I understand that Lot E, owned by the Applicant, is identified for residential development and there are opportunities to tailor its layout to support the integration of the centre with the comprehensive Mike Greer Homes development to the north. Otherwise, Lot 4 is an undeveloped rear lot, accessed off Packe Street, that is zoned RMDZ and has the Site positioned on its less sensitive southern boundary.
45. Landscape strips of varying depths are provided along all Site edges and along key internal accessways. I note that further amendments have been made to increase the landscape coverage of the Site with an extended landscape strip at the northern vehicle entrance to the Site and an additional line of tree pits through the middle of the car park, which I support. In my opinion, these will assist in managing the interface with neighbouring sites, at least in the short to medium term until

commercial and residential developments emerge. In general, I regard the design, scale and type of landscape is proposed to achieve a good level of on-site amenity, while minimising visual effects of activities and buildings on the surroundings. I consider this landscape approach is better than artificially delineating any internal zone boundary.

Relationship to the Street Scene

46. The Proposal provides street-facing retail facades, rather than being built up to the road boundary. The supermarket retail model and the deep Site presents a challenging shape within which to achieve an optimal combination of orientating active edges and finer grain retail towards the street frontage, while also locating inactive edges and blank walls to internal south and east boundaries. Based on the design process that the Applicant has followed, I understand the Proposal is the most efficient, cost effective and practical use of the Site to accommodate a large format supermarket with adequate vehicle parking and manoeuvring areas. I note that the ODP similarly located the larger store tenancy in the southeast corner of the Site.
47. The deepest, two metre landscape strip provided on the Site is positioned along the road frontage. This will allow for retention of the large existing Cabbage Tree and provision of trees, shrubs and ground cover plants that I consider will help soften the appearance of the car parking area and vehicle circulation routes. Notably, Madras Street does not have street trees and in my opinion this frontage, along with internal boundary and car park tree plantings visible within the Site, will provide a more coherent open and greener street scene than many of the existing residential properties with their tall fences and garages along Madras Street, as illustrated in Figure 6. Furthermore, I consider residents are likely to be familiar with this brownfield site being visually open for many years and the proposed Site configuration will likely maintain this sense of openness and greenery, albeit more activated through various onsite movements and recessed retail frontages.



Figure 6: Madras Street streetscene (Application Site on left)

48. The central walkway canopy has been extended to the road boundary and configured as an architectural feature, which I consider provides sufficient legibility for pedestrians walking to the Centre and positively contributes to the attractiveness of the street scene, as illustrated in Figure 7. This is accompanied by tapered areas of paving and seating either side of the canopy that enable pause points for people to rest and / or wait for pick-ups and, in my opinion, will help activate the street midway along the Site road boundary.



Figure 7: Amended Madras Street pedestrian entrance model render

Built Form, Appearance and Residential Amenity

49. In my view, the Proposal is a low-rise built form, that respects and integrates into the residential suburban context. The proposed buildings will be consistent with the height of other buildings in the surrounding area, which are generally two storey and less than 8m in height.

50. To minimise the visual bulk and provide visual interest, the north and western façade treatments applied to the publicly accessible parts of the building have been heavily modulated and articulated with small steps in the building facade and rooflines, as illustrated in Figures 8 and 9. This has been largely achieved by sleeving of smaller tenancies and discrete supermarket components, such as the lobby and pick-up, in front of the large format supermarket building. The northern end of the Local Centre steps back deeply into the Site and, in my opinion, helps to reduce the continuous length of the front façade and to wrap around the northern interface of the building. This creates an opportunity for the open space with soft landscape and fixed and movable street furniture that is likely to further soften the façade interface.



Figure 8: Local Centre render from northwest viewpoint



Figure 9: Local Centre west building elevation

51. Each of the tenancies and supermarket components are represented slightly differently across the primary façade design, while appropriately reading as a “family” of architectural treatments. A robust and easily maintained mixture of elements and materials has been proposed, which will ensure the centre retains its quality over time. Large glazing and aggregate concrete panels are used at ground level with canopies over that will provide visual interest and a human scale. It is appropriate that a higher solid to void ratio is used on the upper façade, through a combination of strip or picture windows, standing seam cladding, folded sheet panels and aluminium louvers, to differentiate between less interactive, upper-level activities. A diversity of signage platforms will further articulate the upper façades, including green and black colour tones legibly differentiating the supermarket functions from the small commercial tenancies. The corporate green colour is relatively recessive compared to other similar brands and provides a complementary

contrast alongside lighter coloured louvres and other darker facade elements, which are even more recessive.

52. Secondary facade treatments, comprising a simpler mix of materials, wrap around the corners of these primary facades and into the loading area to provide a sense of depth to the publicly accessible frontage in my opinion.
53. A Plaza is located at the northwest corner of the Local Centre, illustrated in Figure 10 and described in detail in Mr Brown's evidence. It is proposed as a publicly accessible open space and I consider it achieves similar outcomes to those sought under the ODP, being the focal point for the smaller tenancies within the proposed development and includes space allowances for outdoor dining associated with hospitality tenants. Its northwest aspect captures afternoon sun and provides protection from the cool easterly wind. In my opinion, this will likely provide a positive contribution to community amenity, through opportunities for informal gathering and rest, and visual amenity, through a balance of high quality hard and soft landscape elements. The proposed raised lawn and planting bed is proposed to screen the loading area accessway, which I understand is to be used infrequently, and to book-end the northern edge of the Local Centre.



Figure 10: Render of the Open Space

54. In my opinion, the positioning of the supermarket deep into the Site at the southeastern corner of the NCZ, against two internal boundaries, is the most effective approach to manage longer, inactive parts of the building that inevitably arise from these types of large format stores. This is both anticipated and provided for in both the ODP and NCZ rules as an acceptable built form outcome.
55. Moreover, I understand the southern and eastern building setbacks have an important functional role in accommodating the above ground stormwater detention

tanks on this Site that has a high water table and challenging drainage infrastructure. Most importantly from my urban design perspective, this functional approach allows for targeted sleeving and greater activation of the more optimal northwestern aspects and better manages CPTED considerations, which I discuss later in my evidence.

56. The eastern façade is compliant with the NCZ permitted height to boundary provisions at the interface with the RMDZ boundary and closely matches the extent of the rear façade of the existing large format Korean Presbyterian Church building across the boundary, as illustrated in Figures 11 to 14. The church façade is predominantly single storey with regular windows along both the main and secondary auditoria and at the base of a rear entrance / administrative wing. This wing extends up to a second storey with no direct facing windows. I anticipate that any views would likely extend across their rear car park to a timber paling fence with an over-topping hedge and regularly spaced trees screening and softening the concrete panels of the supermarket façade that extend above this, which I describe in more detail later in my evidence.



Figure 11: Aerial photo of adjacent Korean Presbyterian Church.



Figure 12: Photo of southern boundary interface with adjacent Korean Presbyterian Church.

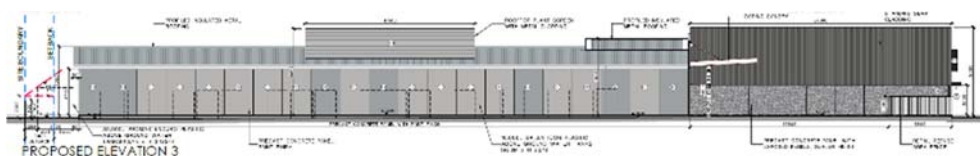


Figure 13: Eastern architectural elevation

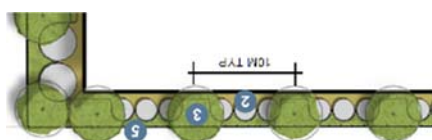


Figure 14: Landscape plan illustrating typical treatment of eastern boundary interface (part)

57. The southern flank wall of the supermarket is set 5.7m into the Site, well beyond the internal boundary setback requirement, and is now fully compliant with the permitted height to boundary provisions at the interface with the RMDZ. Nine neighbouring terraced units extend approximately 42% along this southern internal boundary and careful consideration has been given to the potential amenity of the Proposal on

these properties. These medium density residential dwellings orientate their rear two storey facades and outdoor living spaces to their northern aspect and towards this boundary interface, as illustrated in Figures 15 to 18. No overlooking / privacy amenity issues would arise along this residential interface, which would be more likely to occur with other three or more storey commercial or residential outcomes under PC14. I note that none of these residents have submitted on the Proposal.



Figure 15: Aerial photo of adjacent medium density residential development at 105 Purchas Street.



Figure 16: Photo of southern boundary interface with adjacent medium density residential development at 105 Purchas Street.

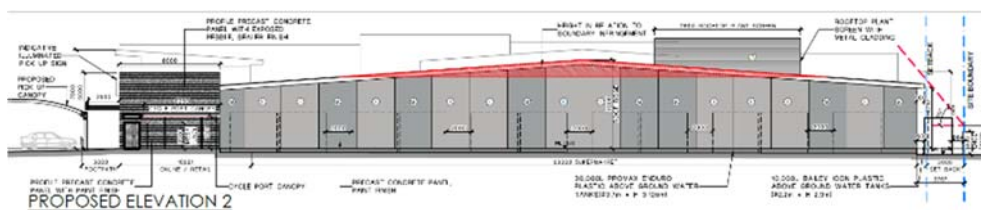


Figure 17: Southern architectural elevation

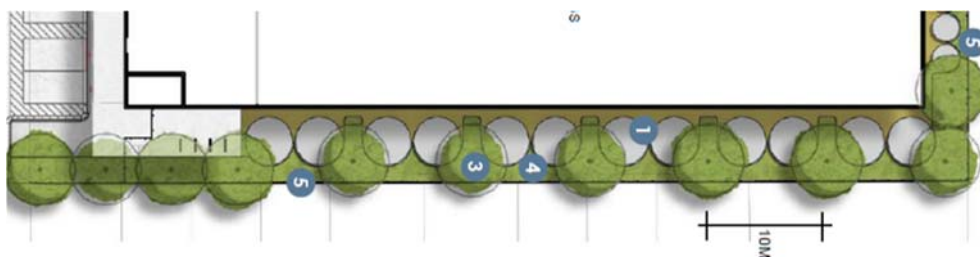


Figure 18: Landscape plan illustrating treatment of southern boundary interface

58. Nonetheless, I consider that it remains important to manage the unbroken continuity of the rear and side supermarket façades and associated stormwater detention tanks along the eastern and southern internal boundaries. Treatment of both internal boundary interfaces comprise a layered approach, which minimises the visual bulk of the building and provides some visual interest, as illustrated in Figure 19. This contains a 1.8m timber paling boundary fence that, in combination with 2.5m hedge planting, will help visually screen the tanks from ground level views. The tanks are spaced along the boundary in pairs or threes and are recessively coloured light grey. I understand from Mr Brown that this clustering allows for larger tree plantings in the spaces between the round tanks, nominally at 10m spacings, and I consider that

this will be sufficient to provide screening / softening of tanks from upper storey viewpoints over time.



Figure 19: Landscape model render of southern boundary interface

59. The southern and eastern supermarket façade is made up of concrete panels. The eastern facade follows a shallow sloping, gable roof profile up to a 7m roof ridge, well under the permitted height for the NCZ. A tonal mix of grey paint treatments is applied to the concrete panels that, in my opinion, strikes an appropriate balance between being recessive behind proposed tree planting, yet not visually uniform during the period needed for the trees to establish to maturity.
60. Now turning to the northeast corner of the Site, a 3m high acoustic timber fence is proposed around the loading area. The neighbour has approved of the height of the fence. The northern boundary landscape strip continues along the internal boundary up to the loading area gate and I understand from Mr Brown that this is sufficient width to support a tall hedge against the acoustic fence within the Site. This will help transition and mitigate views along the publicly accessible part of the access way. However, I do not consider it is practical to provide or maintain a similar landscape strip within the loading area.
61. In terms of signage on the building, in my opinion, the clear provision of supermarket anchor tenant signage and small tenant signage platforms will help minimise the potential for visual clutter from numerous signs of contrasting sizes, styles, colours and graphics widely spread across the street facing facades of the development. In my view, a cohesive and legible hierarchy of signage is proposed and the scale of the signage proposed is consistent with the urban context of other commercial centres and anchor supermarkets within suburban areas. Most signage proposed is contained within the built form profile and skyline of the development and well-

integrated with its architectural features. As I have noted above, the signage also assists in articulation of building façades.

62. The building identification signage for the supermarket anchor tenant and tenant signage platforms are setback into the Site. As such, the proposed scale and illumination of signs, which will avoid any flashing or animated illumination settings, are unlikely to cause issues for residential dwellings across Madras Street. The Proposal has also mitigated any potential impact on human scale of signs along key pedestrian routes within the Neighbourhood Centre by placing larger signage higher on the building façade and above canopy structures where they will remain legible for those travelling along the street or using the car parking area. Otherwise, the smaller tenant signage platforms located at ground level are of a human scale in relation to the pedestrian orientated environment and positioned above doors entries to create legible access points and help contain their edges. Individually distinct and recognisable signage for each tenancy within these platforms will likely provide further diversity and interest within the Centre without creating adverse visual clutter.
63. Within the streetscene, the proposed signage has been limited to two Pylon Signs, one by each entrance. The northern entrance sign is 5m x 2.275m and the main southern one has been reduced in size to 7.5m x 2.75m, which is located well within the NCZ. these are scaled to be commensurate with movement role of Madras Street as a Collector Road and more sensitive residential properties opposite. In my opinion, they are modest for a commercial environment frontage length of some 100m, provide clear entrance legibility and incorporate signage for smaller tenancies reducing potential clutter. There is evidence of other existing pylon-type signage of a similar scale along Madras Street, at Carters Hardware, and Stanmore Road, at Richmond New World, illustrated in Figures 20 and 21.



Figure 20: Carters Madras Street with pylon sign opposite Residential Central City Zone



Figure 21: New World, Stanmore Road with pylon sign (Richmond Commercial Centre)

Access, Parking and Servicing

64. I consider the Proposal to be a comprehensive development that takes a multi-modal approach. It seeks to balance the needs of a neighbourhood centre, providing opportunities for smaller, more regular shopping trips within a walking and cycling catchment, with Central City fringe lifestyles of predominantly medium to low density residential households that are likely to undertake larger, vehicle-based shopping trips on a weekly or fortnightly basis.
65. The Site provides connections for each access mode off Madras Street, which I consider to be a well-integrated route within the street grid that extends out from the Central City and into the surrounding St Albans and Edgeware neighbourhoods. The Site's mid-block location between Purchas and Cannon Streets provides convenient access for pedestrians from multiple directions, which I discuss in more detail later in my evidence. It is also a short walk from bus stops along Bealey Avenue and Barbadoes Street, as illustrated in Figure 2 earlier.
66. There are two vehicle crossing points over the Madras Street footpath and I understand that larger heavy goods vehicles are restricted to the northern access point, allowing for the southern crossing to be as narrow as possible for smaller vehicles only. The northern crossing for larger vehicles has been reconfigured by Mr Rossiter and Mr Brown to further narrow the vehicle accessway and increase the landscape strip length, to ensure the continuity of the pedestrian footpath along Madras Street is maintained, which I support. Different threshold paving treatments are also provided, which I consider will likely discourage pedestrians from using these vehicle access points in favour of the central pedestrian path.
67. A wide, central pedestrian path connects directly with the Supermarket lobby and entrance, which I consider provides both convenience over navigating through the car park and an overhead canopy to provide additional legibility and weather

protection for comfort. Internal vehicle accessway crossing points use recognised zebra crossing paving treatments to provide continuity and priority for pedestrians accessing the Centre and Open Space, which I support. All pedestrian pathways are on-grade within the car park, which in my view provides seamless opportunities for use of shopping trolleys and general universal accessibility throughout the Site.

68. A wider external plaza and internal lobby is provided, which I support as a fulcrum point for pedestrian decision-making at the end of the central pedestrian path. A deeper footpath is also provided in front of the café for outdoor dining opportunities. An integrated canopy is continued along the commercial frontage for weather protection and to provide a comfortable human scale. The pedestrian route terminates at the Open Space where there are opportunities for informal gathering, rest and outdoor dining. I consider all these as positive features of the Proposal.
69. The low speed environment and shared surfaces provide opportunities for cycle access around the Site, which Mr Rossiter covers in his evidence. Appropriate provision has been made for publicly accessible cycle parking at convenient locations at the Supermarket entry point and within the Open Space, adjacent to the smaller tenancies. Dedicated staff bike parking is provided in a covered and secured enclosure near the Pick Up store and I understand end of journey facilities are provided within the building. I support the approach of providing bike parking in more convenient locations than car parking to encourage mode-shift.
70. In my opinion, there is a well-structured, efficient car park configuration that provides legible circulation routes either side of the central walkway with the ability to loop in front of the commercial centre for accessible car parks or drop off and pick up needs. These routes are visually reinforced with landscape strips and tree planting that also hold the corners and I understand Mr Brown has proposed evergreen and predominantly indigenous species selected that are robust for the intensity of activities and appropriate for the Site conditions. Aisles are aligned with the supermarket entrance and retail areas to support more informal walking access to and from car parks and trolley bays are centrally located.
71. In my opinion, the location of the loading area in the northeast corner of the Site is optimal to minimise impacts on the street scene, commercial centre amenity and contain most manoeuvring away from pedestrians, cyclists and car-based customers. As such, I understand from Mr Rossiter that heavy goods vehicles will be routed through the northern access way and car parking areas into the loading area, which provides for a large turning circle. The impact of heavy goods vehicle movements will be further mitigated by the low frequency of deliveries through the day. In my opinion, the Open Space is the most sensitive interface with the loading area access way and a low wall and raised planted bed along the northern edge of

the park, including small trees and screening planting, provides both physical and visual separation.

Crime Prevention Through Environmental Design

72. The Urban Design Assessment and Ms Rennie's more detailed memorandum in response to the Council's RFI, provide a comprehensive review of the existing receiving environment, potential additional public safety risks of the Proposal and best practice mitigation of these. Both have referred to the National Guidelines for CPTED (2005) prepared by the Ministry of Justice that promote best practice design through the application of four overlapping CPTED principles, including Surveillance, Access Management, Territorial Reinforcement and Quality Environments. The response of the Proposal to each of these principles taken from Ms Rennie's memorandum is illustrated in Figure 22.

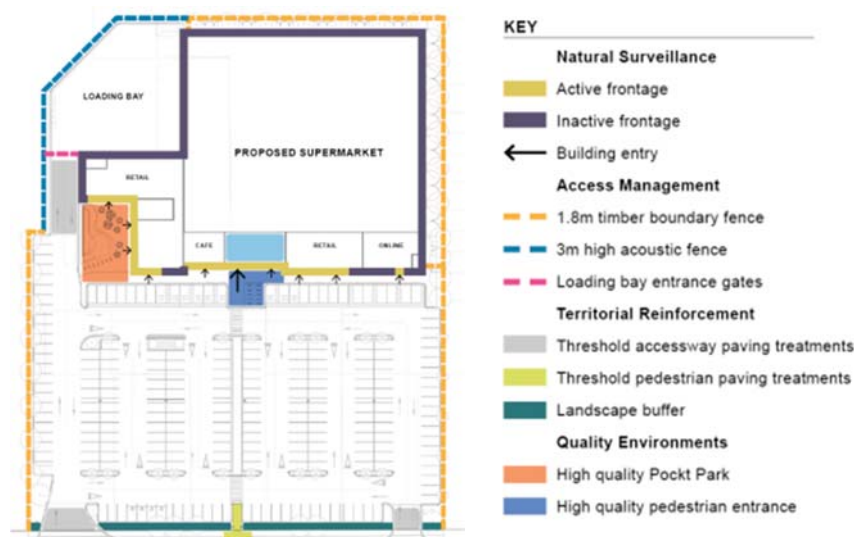


Figure 22: Site diagram illustrating design response to each CPTED principle

73. I concur with Ms Rennie's conclusions and recommendations, which state:

The Site is located in an area of transition with new development within the city block increasing the level of activation of the public realm and in doing so, increased passive surveillance. As new buildings are developed there is less undeveloped space, enhancing the quality of the environment and discouraging anti-social and criminal behaviour which has been evident in the past, albeit at low levels. This transition is expected to result in a reduction in CPTED concerns, with the proposal further contributing to an improvement in the quality of the local environment.

The proposal will achieve a balance between good internal edge activation, sufficient pedestrian permeability and the ability to effectively manage access to parts of the development only requiring access for authorised personnel. The potentially vulnerable areas for unsociable behaviour after-hours could include the Loading Bay and the Pocket Park. The Loading Bay will be fenced and secured with a gate

restricting access after-hours. The Pocket Park is not able to be fenced and will be managed through effective lighting.

The south and eastern internal boundaries of the Site comprise boundary fencing, gates for maintenance access only and tree and hedge planting around the water tanks. Although these areas could result in entrapment risks, a visually and physically constrained environment will reduce any temptation for those looking for a location to undertake opportunistic or devious behaviour or rough sleeping in the area.

In conclusion, the proposal will result in a number of positive CPTED benefits as a result of redevelopment of a currently poor quality and vacant site for a Supermarket. The proposal is considered supportable from a CPTED perspective, with any adverse CPTED effects anticipated to be less than minor in magnitude.

The following recommendations are outlined:

- 1) *if the Korean Church boundary fence is replaced, this should comprise a 1.8 metre solid board timber fence, with the fence railings located on the supermarket side and located 900mm above ground to avoid a 'natural ladder';*
- 2) *the residential site to the north of the Application Site facing Madras Street should continue to be fenced off with hurricane wire fencing until it is developed; and*
- 3) *the lighting condition includes a bespoke lighting strategy for the Pocket Park.*

74. In regard to Ms Rennie's last recommendation, I understand that Woolworths have robust internal systems to manage site security and after-hours activities, which includes careful consideration of external security lighting as part of a suite of site management initiatives. I agree the lighting of the park will need consideration, as part of detailed design, but I do not think a condition will be necessary to ensure it will be a safe space.

DISTRICT PLAN ASSESSMENT

75. The Site has a split zoning with the northern area being RMDZ and the southern area NCZ in the District Plan, as illustrated in Figure 23. In addition to the standard zone rules, the NCZ portion of the Site is also subject to the NCZ (St Albans) ODP and associated bespoke set of rules that control both the location of various activities and limits on the maximum Gross Leasable Floor Areas.

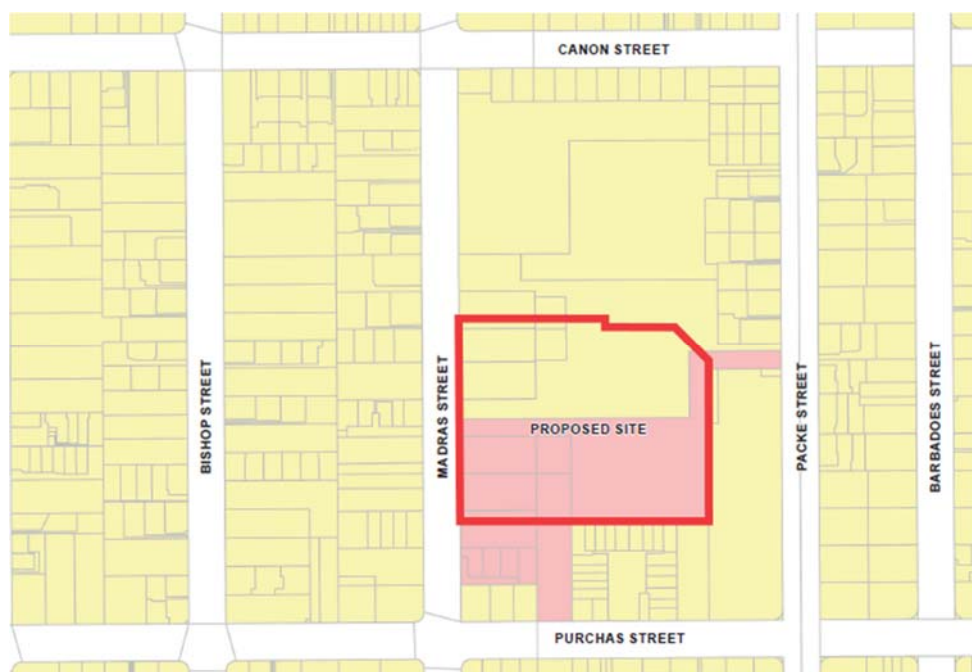


Figure 23: Christchurch District Plan Zoning relative to the Site boundary with RMDZ (yellow) and NCZ (red)

76. While I understand that the overall activity status is Discretionary, subject to various rule breaches relating to RMDZ and NCZ provisions that Mr Clease addresses in his evidence, I consider those most relevant to urban design are the Commercial policy direction related to the design of new development (15.2.4.2) and matters of discretion for minimum building setback from road boundaries / streetscene (15.14.3.2) along with those area specific matters for not being in accordance with the Neighbourhood Centre Zone (St Albans) ODP (15.14.4.5). I have provided general responses to these in my section on 'Assessment of Urban Design Effects' earlier and I reference specific sub-sections and relevant paragraphs as follows.

15.2.4.2 Policy - Design of new development

(a) *Require new development to be well-designed and laid out by:*

- i. *encouraging pedestrian activity and amenity along streets and in adjoining public spaces, to a degree that is appropriate to the location and function of the street.*

Refer to sub-sections on 'City Context', 'Integration with Context and Character of Surrounding Area', 'Relationship to the Street Scene' and 'Access, Parking and Servicing'.

- ii. *providing a principal street facing façade, or façades (where located on a street corner), of visual interest that contributes to the character and coherence of a centre;*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*, *'Relationship to the Street Scene'* and *'Built Form, Appearance and Residential Amenity'*.

- iii. *facilitating movement within a site and with the surrounding area for people of all mobilities and ages, by a range of modes of transport through well-defined, convenient and safe routes;*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*, *'Relationship to the Street Scene'* and *'Access, Parking and Servicing'*.

- iv. *enabling visitors to a centre to orientate themselves and find their way with strong visual and physical connections with the surrounding area;*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*, *'Relationship to the Street Scene'* and *'Access, Parking and Servicing'*.

- v. *promoting a safe environment for people and reflecting principles of Crime Prevention through Environmental Design (CPTED);*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*, *'Relationship to the Street Scene'*, *'Access, Parking and Servicing'* and *'Crime Prevention Through Environmental Design'*.

- vi. *... (Not applicable)*
- vii. *incorporating principles of low impact design including energy efficiency, water conservation, the reuse of stormwater, on-site treatment of stormwater and/or integration with the wider catchment based approach to stormwater management, where practicable;*

Refer to sub-section *'Built Form, Appearance and Residential Amenity'* noting my opinions are primarily related to the appropriate integration of the stormwater detention tanks in paragraphs 55 and 58.

- viii. *achieving a visually attractive setting when viewed from the street and other public spaces, that embodies a human scale and fine grain, while managing effects on adjoining environments;*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*, *'Relationship to the Street Scene'* and *'Built Form, Appearance and Residential Amenity'*.

- ix. *providing adequate and convenient space for storage while ensuring it is screened to not detract from the site's visual amenity values;*

Refer to sub-section and paragraph on *'Built Form, Appearance and Residential Amenity'*, primarily paragraph 44.

- x. *... (Not applicable)*
- xi. *ensuring that the design of development mitigates the potential for adverse wind-related effects;*

Refer to sub-section and paragraph on *'Built Form, Appearance and Residential Amenity'*, primarily paragraph 53.

- xii. *ensuring that the upper floors (including roof form and associated mechanical plant) are well-modulated and articulated to provide visual interest to the building when viewed from beyond the Central City or from adjacent buildings above; and*

Refer to sub-section and paragraphs on *'Built Form, Appearance and Residential Amenity'*.

- xiii. *recognising the importance of significant public open space by maintaining sunlight access to, and managing visual dominance effects on, these spaces;*

Refer to sub-section on *'Built Form, Appearance and Residential Amenity'*.

- (b) *Recognise the scale, form and design of the anticipated built form within a site and the immediately surrounding area and the functional and operational requirements of activities.*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*; *'Relationship to the Street Scene'*; and *'Built Form, Appearance and Residential Amenity'*.

15.2.4.2 Minimum building setback from road boundaries/street scene

- (a) *The extent to which the setback of the building from the street and the design of the building facades:*

- i. *Provides for continuity of facades along the street frontage;*

Refer to sub-sections on *'Relationship to the Street Scene'* and *'Built Form, Appearance and Residential Amenity'*.

- ii. *Provides visual interest appropriate to the context and character of the site and surrounds;*

Refer to sub-sections on *'Relationship to the Street Scene'* and *'Built Form, Appearance and Residential Amenity'*.

- iii. *Incorporates architectural variation into the façade and building form to provide interest and to break up the bulk of a building;*

Refer to sub-section on *'Built Form, Appearance and Residential Amenity'*.

- iv. *Provides for main entrances, openings and display windows onto the street, and maintains clear and visible visual and physical connections between the interior of a building and public spaces;*

Refer to sub-sections on *'Relationship to the Street Scene'*, *'Built Form, Appearance and Residential Amenity'* and *'Access, Parking and Servicing'*.

- v. *Provides for functional and quality space for public amenity and accessibility, such as for outdoor dining, and contributes to the functional width of a public footpath, without compromising the overall character of the street frontage and its continuity;*

Refer to sub-sections and paragraphs on *'Relationship to the Street Scene'*, *'Built Form, Appearance and Residential Amenity'*, and *'Access, Parking and Servicing'*.

- (b) *The extent to which a setback of the building from the street results in the visual dominance of vehicles through the use of space for car parking, vehicle manoeuvring or loading.*

Refer to sub-sections on *'Relationship to the Street Scene'* and *'Access, Parking and Servicing'*.

- (c) *The extent to which functional requirements and/or the existing form, scale and design of buildings on the site necessitates a non-compliance.*

Refer to sub-sections on *'Relationship to the Street Scene'* and *'Built Form, Appearance and Residential Amenity'*.

15.14.4.5 Area-specific rules - Matters of discretion - Neighbourhood Centre Zone (St Albans)

15.14.4.5.1 Development plan

- (a) *The extent to which comprehensive, mixed-use development would continue to be achieved;*

Refer to sub-sections and paragraphs on *'Integration with Context and Character of Surrounding Area'*, *'Built Form, Appearance and Residential Amenity'* and *'Access, Parking and Servicing'*.

- (b) *The nature and degree of any adverse effects caused by proposals not in accordance with the development plan;*

Refer to all sub-sections.

- (c) *The relationship and integration of proposals with any other existing development within the block;*

Refer to sub-sections on '*Integration with Context and Character of Surrounding Area*' and '*Built Form, Appearance and Residential Amenity*'.

- (d) *Whether the scale and nature of development is consistent with that anticipated for a Local centre;*

Refer to sub-sections and paragraphs on '*Integration with Context and Character of Surrounding Area*' and '*Built Form, Appearance and Residential Amenity*'.

- (e) *The degree to which vehicle, cycle and pedestrian access has provided for internal pedestrian and cycle circulation, including the connections with that part of the block zoned Residential;*

Refer to sub-section on '*Access, Parking and Servicing*'.

- (f) *The extent to which comprehensive design enables greater use of open space within the development than would be the case with piecemeal development; and*

Refer to sub-section on '*Built Form, Appearance and Residential Amenity*'.

- (g) *The extent to which stormwater treatment areas are integrated with open space.*

Refer to sub-section '*Built Form, Appearance and Residential Amenity*', primarily 55 and 58 and noting my opinions are primarily related to the appropriate integration of the stormwater detention tanks.

15.14.4.5.2 Maximum retail activity threshold

- (h) ... (Not applicable to urban design)

- (i) *Any effects in terms of traffic generation and access.*

Refer to sub-section on '*Access, Parking and Servicing*'.

- (j) *The maintenance of permeability within the block for internal pedestrian and cycle circulation including the connections with that part of the block within the residential zone.*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'* and *'Access, Parking and Servicing'*.

- (k) *Form, amenity and function of the Neighbourhood Centre Zoned area as a Neighbourhood Centre would be maintained.*

Refer to sub-sections on *'Integration with Context and Character of Surrounding Area'*; *'Built Form, Appearance and Residential Amenity'* and *'Access, Parking and Servicing'*.

- (l) *Any potential for the role of other Commercial centres to be eroded by development or urban form effects, and any wider transport network effects from any associated transport generation.*

Refer to sub-sections on *'City Context'* and *'Integration with Context and Character of Surrounding Area'*.

RESPONSE TO SUBMISSIONS

77. I have reviewed the relevant submissions relating to Urban Design under four themes:

- (a) lack of greenspace and trees;
- (b) scale of development / size of supermarket;
- (c) social issues / community impacts; and
- (d) regeneration of derelict site.

Lack of Greenspace and Trees

78. A number of submitters raised concerns regarding a lack of greenspace and trees. In response to Submissions 22, 30 and 57, I note that the Proposal replaces the self-seeded exotic weed species, recently removed, with predominantly native vegetation along the Site boundaries and throughout the car park. In addition to retaining the existing large Cabbage Tree, Mr Brown informs me that a total number of 78 new trees are proposed across the Site, which I regard as a considerable increase in tree canopy relative to the existing environment.
79. Submission 22, 30 and others generally want more landscape provision, however in my opinion the inclusion of a 2m landscape strip with tree planting will create a softer edge along Madras Street than many retail frontages and will be more complementary of the vegetated residential setbacks characteristic of the St Albans and Edgware neighbourhoods. The scale of the freestanding pylon sign has also

been reduced in size to 7.5m x 2.75m commensurate with a more residential approach.

80. I agree that the car park could be further softened and Mr Brown and Mr Rossiter have addressed this in their evidence by extending a landscape strip into the Site at the northern entrance and reconfiguring trolley bays to enable an additional central row of six trees to be established across the car park. In my opinion, this considerably mitigates the views across the car park for those travelling south along Madras Steet and adds further laying to views for neighbouring residential properties opposite. In my opinion, this amount of planting balances the need for legibility of the centre for users, efficiency of pedestrian access and public safety of car park and Madras Street users.
81. Submissions 55, 88 and 97 have concerns relating to the size and qualities of the Open Space. I note the Proposal provides the equivalent role identified on the ODP within the Site. I consider the open space should not be required to compensate for any lack of public space in the neighbourhood, particularly with the large St Albans Park within a comfortable 800m (10 minute) walking distance from the Site. It is my understanding that Council is responsible for delivering additional and more proximate local parks as residential areas intensify and development contributions are collected. In my opinion, the open space has intentionally been designed as a compact urban plaza to support the amenity, vitality and functioning of a commercial centre by providing: visual screening of the loading area, softening of the retail frontage and outlook for upper-level commercial activities; a rest area for centre users; enhanced access and visibility to retail shops that wrap around the supermarket; and spill-out areas for any ground level hospitality.

Scale of Development / Size of Supermarket

82. A number of submitters raised concerns regarding the size of the development or the size of the supermarket. In response to Submission 48, I note that under PC14 the Site retains its commercial zoning where most of the built form of the Proposal is located and this is now substantially within the permitted bulk and location provisions of the District Plan with much taller buildings now anticipated.
83. Regarding Submissions 3, 46, 56, 57, 77,78 and 97, I consider the layout of the Proposal is likely to be more recessive and relatively discrete compared to other more prominent urban centres in Christchurch. I do not consider this Site, being in a mid-block location and on a mid-hierarchy Collector Road, to be a logical place in the urban form of these Central City fringe neighbourhoods to warrant creating a highly legible built edge. The larger size of this urban block in the street grid, allows the low-rise built form to be deeply setback into the Site to respect and integrate into its suburban residential context, rather than being visually dominant on the street

edge. The building is sympathetically designed with its public face well-modulated and visually interesting.

Social Issues / Community Impacts

84. Submitters 11 and 55 raised community impacts and social issues in their submissions.
85. In response to Submission 11, a layered approach to the building setback has been proposed along the two internal boundary interfaces, including with the Korean Presbyterian Church, to minimise visual bulk of the building and provide some visual interest. This comprises a 1.8m timber paling boundary fence that, in combination with 2.5m hedge planting, helps visually screen the stormwater detention tanks from ground level views. The tanks are spaced along the boundary in pairs or threes and are recessively coloured light grey. This clustering allows for larger tree plantings in the spaces between the round tanks, nominally at 10m spacings, and will provide screening / softening of the tanks from upper storey viewpoints.
86. Regarding the community-led regeneration sighted in Submission 55, I have assumed that this submission largely relates to anticipated outcomes outlined in the Edgware Village Masterplan and its co-location with the St Albans Pool Project. While I note that one of the goals of the Masterplan is to maintain *'flexibility to accommodate a larger, full-service supermarket'* I consider the site size for the 1.2 - 1.4Ha required for a full-service supermarket is unlikely to be available and, if so, this may undermine anticipated outcomes and character outlined in the Masterplan vision, which states *'...People enjoy visiting this attractive and compact centre, with its high quality, locally owned shops and restaurants and its safe, high amenity, pedestrian-focused streets...'*. The reality of full-service supermarkets in suburban centres, such as this, is that there are inevitably compromises between these qualities and providing for a wide range of supermarket users, their travel choices and its servicing requirements. In my opinion, the existing Fresh Choice supermarket is a more appropriate size to maintain this vision and I understand that Ms Hampton provides evidence on how the two types of supermarkets potentially complement each other.

Regeneration of Derelict Site

87. Six submissions referred to the regeneration of a derelict site enabled by the Proposal. I concur with submissions 9, 20, 32, 33, 44 and 49. Redeveloping this visually derelict and underutilised brownfield site presents a valuable opportunity to transform an inactive space into a vibrant, mixed-use urban centre, by leveraging development investment to remediate the land. It also introduces convenient services, such as retail, hospitality, other commercial amenities and Open Space,

that residents would otherwise travel further for and could threaten to displace existing built environments elsewhere.

RESPONSE TO SECTION 42A REPORT

88. In Appendix F of the s42A Report, Mr Hattam, has prepared an Urban Design report on behalf of Council. I have identified many areas of agreement between myself and Mr Hattam that include:

- (a) The City Context analysis presented in the Urban Design Assessment indicates the Site is well located for accessibility.
- (b) It is possible to accommodate a commercial centre of this size on the Site, if a good standard of design and layout is applied.
- (c) The Neighbourhood Centre Provisions are most applicable on this split zoned Site and the ODP is out of date and not practical.
- (d) The open space provides the equivalent area identified on the ODP within the Site, is an appropriate use for partially private activities (assumed to be outdoor dining areas) and is directly connected with development (i.e. adjacent building activities and not isolated). Mr Hattam and I agree with the qualities of a *'pocket park'*, as described in the Urban Design Assessment.
- (e) The low-rise built form respects and integrates into the suburban context and there are some benefits of the building being recessive, rather than visually dominant and monotonous. The building is well designed with its public face well-modulated and visually interesting. The building signage and integration of corporate colours is appropriate.
- (f) The location of the building to southeastern internal corner of the Site, adjacent to residential properties on Purchas Street, is similar to the ODP. The side and back supermarket walls and stormwater tanks can be effectively mitigated by landscape and their scale will be mitigated by distance from the street.
- (g) It is acceptable to balance the qualities of a neighbourhood centre alongside the needs of a supermarket when considering appropriate urban design outcomes.
- (h) The existing street environment is not high quality. Trees provided along the boundary can add street definition, be visually attractive and provide some mitigation to the car park.

- (i) Most of the CPTED analysis is agreed with and the existing receiving environment of the Site and context is generally safe. The loading area is well managed. Raising the height of the remaining rear and side boundary fences is likely to be unnecessary and ineffective.
89. There are also several areas of disagreement between Mr Hattam and myself that I have reviewed in more detail, including some subtleties of interpretation based on the points of agreement identified earlier. I understand these are the basis of Mr Hattam's overall conclusion that the Proposal has significant adverse Urban Design effects. He has also suggested several alternative concept site layouts, which I have not discussed individually and have instead focused on the general issues they raise.
 90. Mr Hattam disagrees that the state of the existing Site is a valid consideration. He states that it does not have a particular negative impact on the neighbourhood amenity with open ground and vegetation or that it is not self-evident that the proposed development would be an amenity improvement. I do not hold his opinions. I consider redeveloping this visually derelict and underutilised brownfield site presents a valuable opportunity to transform an inactive space into a vibrant, mixed-use urban centre. It replaces the self-seeded exotic weed species, recently removed, with predominantly native vegetation, while leveraging development investment to remediate the land. It also introduces convenient services, such as retail, hospitality, other commercial amenities and Open Space, that residents would otherwise travel further for and would threaten to displace existing built environments elsewhere. In my experience, the Proposal better aligns with urban design principles favouring mixed-use neighbourhoods over extensive single-use housing, which is the likely alternative use.
 91. Mr Hattam considers the ODP provisions are still relevant and that the Proposal is inconsistent with these. He considers that the context has not changed sufficiently to preclude the through-block connections, internal circulation, the open space location and stormwater management that is provided for within the ODP.
 92. Regarding through-block connections, I consider the legal existing environment context has changed considerably and that land subject to the ODP has been subdivided and is no longer in contiguous ownership. I understand the Applicant does not have the ability to deliver connections through to either Packe or Purchas St, as they do not own the neighbouring land or have the ability to influence these developments. However, the Proposal does not preclude a future connection to Purchase Street.
 93. Mr Hattam has included a '*ped shed*' walking catchment analysis illustrating additional neighbourhood areas made accessible via the Packe Street pedestrian

connection identified in the ODP. He considers this additional link provides 'substantial walkability benefits', which are constrained by the large block the Proposal sits within and should have been integrated into the site planning. I note that, should the Application be declined, then these walking benefits would not be available to a large proportion of this catchment with only those on the fringes likely to be within walking distance of the Edgware and Richmond urban centres.

94. Nonetheless, I have asked Boffa Miskell's technical services team, utilising ArcGIS Pro software, to carry out my own comparative walking catchment analysis of 400m (5 min) and 800m (10 min) walking distances from three different access points with their origin at the supermarket entrance, illustrated in Figures 24a to 24c and **Annexure D**.¹ In my opinion, an 800m (10 min) is a more realistic walkable catchment for those willing to walk to a destination comprising a mixed-use centre with a full-service supermarket and multiple other services. This is a well-recognised industry standard and akin to a major transport node.

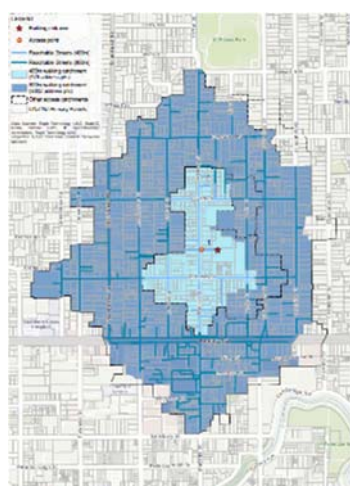


Figure 24a: 400 and 800m walking catchment from the proposed Supermarket lobby via the Madras Street covered walkway, as per Proposal.

Address counts by catchment:
400m: 478 (baseline)
800m: 3032 (baseline)

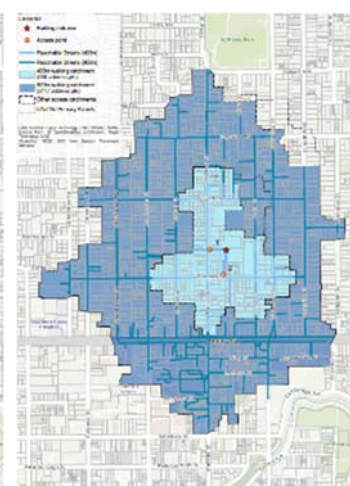


Figure 24b: 400 and 800m walking catchments from two ODP access points, including Madras, Purchas Streets, that are not precluded by Proposal.

636 (+158 / 33% increase)
3117 (+85 / 3% increase)

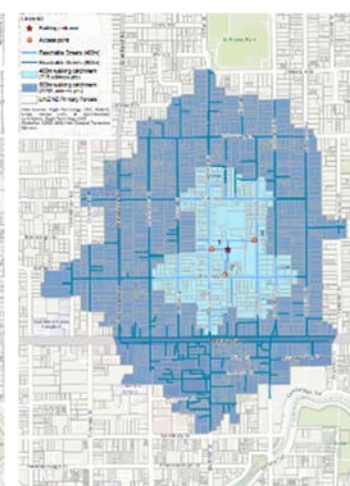


Figure 24c: 400 and 800m walking catchments from three ODP access points, including Madras, Purchas and Packe Streets.

715 (+237 / 50% increase)
3243 (+211 / 7% increase)

95. My findings of the walking catchment analysis are that not precluding the Purchas Street access point is the most effective within 400m with 158 or 33% more address points added over and above the Proposal (Figure 24b). Although, an additional 79 or 12% more address points are added if the Packe Street connection is also made (Figure 24c). However, if the walkable catchment is then enlarged to 800m, as per my recommendation, then adding the Packe Street access point is of marginal benefit with 126 or 4% more address points over and above the combined Madras

¹ Assumptions include distance $\pm 20\text{m}$; no allowance for time delays crossing busy streets or at traffic lights; Adopted ESRI street network that may not include pedestrian accessways; if the street frontage of an address was within distance, all properties up a ROW are included; catchments were adjusted to cadastral boundaries and included all properties up a ROW; LINZ address points as approximation for households, dated 14 July 2025.

and Purchas Street connections. The analysis indicates that the Packe Street connection is potentially useful for highly convenient trips within 400m, but is less consequential for more deliberate trips to a strong destination within 800m, such as the proposed supermarket and other multi-tasking opportunities within the Centre.

96. Furthermore, in my experience, walking distances are enhanced by legible and safe routes and I consider that Madras Street is more suited than Packe Street to access the Proposal for most of its walkable catchment, as it is a higher order route and leads directly to the main frontage. I consider access off Packe Street is likely to be less intuitive and less safe and would only really be more convenient for those living on the street itself. I consider the implications of reconfiguring the Proposal to effectively integrate this connection would be a substantial intervention relative to a comparatively small number of households and other more important development drivers I have discussed elsewhere.
97. Mr Hattam notes that the open space does not correspond with the ODP and its distance from Madras Street does not provide for wider public benefit or an integrating feature with the existing streetscape. He also considers the convenience shops are too distant and not as welcoming via a pedestrian covered walkway. Firstly, I consider the Open Space should not be needed to compensate for any lack of public space in the neighbourhood or for lower quality streetscape along Madras Street. In my opinion, it is an open space to support the amenity and functioning of a commercial centre, which provides visual screening of the loading area, softening of the retail frontage and outlook for upper-level commercial activities; a rest area for centre users; enhanced access and visibility to retail shops that wrap around the supermarket; and spill-out areas for any ground level hospitality. For these reasons, I regard the built form and Open Space of the Neighbourhood Centre as being inseparable.
98. Mr Hattam considers the dominance of car parking areas along Madras Street as visually harsh and monotonous environment and that the covered walkway is *'tokenistic'* for a 100m wide site. He considers that landscape planting should be associated with footpaths and pedestrian circulation for optimum functional and visual benefit. I agree that the car park could be further softened and Mr Brown and Mr Rossiter have addressed this in their evidence by extending a landscape strip into the Site at the northern entrance and reconfiguring trolley bays to enable an additional central row of six trees to be established across the car park. This includes an additional tree positioned mid-way along the covered walkway. In my opinion, this considerably mitigates the views across the car park for those travelling south along Madras Steet and adds further layering to views for neighbouring residential properties opposite. In my opinion, this amount of planting balances the need for

legibility of the centre for users, efficiency of pedestrian access and public safety of car park and Madras Street users.

99. In this instance, where the Site is utilising a brownfield opportunity and is not part of a larger centre, my preference is for car parking to be positioned in front of the centre to align with the supermarket lobby, retail entrances and Pick Up services. In my experience, supermarkets typically only have a single active frontage with one or two entrances and smaller format retail typically align with this frontage as the anchor destination. If the car park was to be positioned in a more visually discrete area at the rear of the Site, it would create '*back-on-front*' issues with more confusing access legibility or having to activate two or more building facades. In my experience, there would likely need to be a compromise between addressing the rear car park, where most users would arrive at, or increasing the walking distances with heavy or bulky loads to the Madras Street frontage. Providing a car park on the '*side*' can overcome this '*front-on-back*' issue. However, the Site width is not sufficient to accommodate the functional depth of a full-service supermarket and is also constrained by the mid-Site stormwater pipe. I note that the precedent examples that Mr Hattam refers to are typically in larger town centre contexts, on corner sites with one inactive street edge and are smaller supermarkets. In my experience, trade-offs often need to be made and the layout of the Proposal is the most optimal for the qualities of this Site.

100. Mr Hatton disagrees with the absence of a built frontage at or close to the road boundary to provide a sense of enclosure of the street and generally contribute positively to its visual interest and vitality. He considers the 70m setback of the active frontages proposed to be too far back for activity to be meaningfully visible and connected with the public realm and that the landscape mitigation is not sufficient to replace an engaging built frontage. While I acknowledge that this is not going to be the engaging built edge that the ODP anticipates or typical of small format retail strips, I consider there are mitigating circumstances for the proposed approach that integrating a full-service supermarket into a Neighbourhood Centre for the following reasons:
 - (a) The Site has not had a defined edge for decades and the inclusion of a landscape strip with tree planting will create a more defined edge along Madras Street than the community will be familiar with, yet will complement the more vegetated residential setbacks characteristic of the St Albans and Edgware neighbourhoods.
 - (b) I do not consider the Site to be a logical place in the urban form of Central City fringe neighbourhoods that would warrant creating a highly legible built edge like that of the nearby Edgware Village or other similar urban centres

around Christchurch, by being a mid-block site along a mid-hierarchy Collector Road. Again, I regard the Site to be most suitable by virtue of the large, brownfield land available, which is well-located to serve an intensifying residential catchment, rather than its inherent landmark qualities.

- (c) Supermarkets are known to work on high turnover and the combination of users travelling by car, bicycle and walking will likely generate a considerable amount of activity within the car park area itself, complemented by a backdrop of active commercial frontages.

101. Mr Hattam has concerns regarding my stated multi-modal and shared surface approach to the Proposal, which he considers marginalises pedestrians having to walk through a car park and inhibits cycle access. I stand by my opinion and I understand Mr Rossiter also addresses this from a Transport perspective. In my view, the covered walkway provides a wide and weather protected accessway directly to the supermarket lobby with zebra crossing points and rest areas at either end. The addition of the extended landscape strip into the car park at the northern entrance, will likely encourage pedestrians towards this central access point, rather than cutting across the car park. Nonetheless, in my experience, it is typical for users to wheel trolleys throughout the car park area to access their cars. This is likely to be equally amenable to cyclists and I am not aware of cycle lanes being provided within other centre car parks. I consider cycle parking is conveniently placed at the supermarket lobby entrance and within the open space.
102. In this instance, I consider a more discrete and recessive approach to the positioning of the Centre is more likely to be appropriate than large built forms, harder edges and visually busy frontages dominating the streetscape. In my opinion, it will still create a sense of vitality through the combination of on-site car park movements and street facing active frontages within the Site.
103. The scale of the larger freestanding pylon sign has been reduced in size to 7.5m x 2.75m commensurate with this more discrete approach, which acknowledges Mr Hattam's concerns that the previously proposed size of 9.0 m x 3.3m was more akin to a higher profile location on an Arterial Road. I consider this would be acceptable for residential properties opposite, due to this reduction in size and the 'blade' profile minimising the direct angle of view. I note that no submissions have been received from these residents.
104. Moreover, Mr Hattam does not consider this a comprehensive development, more a stand-alone development detached from its neighbours. In relative terms, I consider the Proposal large and comprehensive compared to other Neighbourhood Centres in Christchurch with a mix of commercial activities, both in use, format size

and multi-level configuration. In the short term it may appear as a stand-alone development proposal, but there is undeveloped commercially zoned land adjacent that could also be logically integrated into this Centre. This provides an opportunity to develop a north facing commercial frontage onto the Proposal's car park with pedestrian connectivity between Purchase Street and the Proposal that could generate additional passing trade. Similarly, Lot E is another undeveloped residentially zoned piece of land owned by the Applicant that could also be designed with housing frontages overlooking the car park along the northern boundary of the Site with private rear gardens facing north.

105. I accept Mr Hattam's assertion that the Receiving Environment is not as relevant to the CPTED approach for this Proposal. Although, I note that understanding the existing context is a well-recognised initial step in best practice CPTED methodology. I agree that the proposed change in land use and activities, pose additional risks from opportunistic crime and antisocial behaviour needs management through the appropriate and coordinated application of the four CPTED principles. Nonetheless, I consider this land use change has been anticipated and has been thoroughly addressed, both through my original Urban Design Assessment and Ms Rennie's RFI response, which I concur with.
106. Finally, Mr Hattam is concerned with the Proposal's treatment of the inactive edges along the eastern and southern internal boundaries with the existing Korean Presbyterian Church and residential properties on Purchas Street, respectively. He considers the building facades are a monotonous, tank-based solution to stormwater management visually dominant and the boundary setback areas provide opportunities for crime and antisocial behaviour. He states that the 1.8m timber fence and depth of the landscape setback are not sufficient to mitigate these impacts on neighbours. He recommends open railings, greater depth of planting and 3m fencing along residential properties. I do not share Mr Hattam's concerns and consider his recommendations unnecessary and not inappropriate.
107. I note that under PC14 the built form of the Proposal is now substantially within the permitted bulk and location provisions of the District Plan and much taller buildings are now anticipated. To address his concerns about the continuity of the supermarket wall, largely anticipated in the ODP, a layered approach has been proposed along these two internal boundary interfaces that I have described in detail earlier. Mr Brown's landscape evidence has provided further explanations to confirm the setback depth and tank configuration is sufficient to accommodate substantial mitigating landscape while also enabling ease of maintenance.
108. In my opinion, a 1.8m timber fence is typical of any internal property boundary in this neighbourhood and offers no less amenity or public safety than found

elsewhere. The inclusion of open railings along these boundaries would likely exacerbate the perceived visual dominance of the supermarket walls and stormwater tanks in the short term and expose views to the ground level where tank fixtures and fittings, vegetation debris and windblown rubbish are likely to be the most unsightly parts of the setback. In time, the proposed hedge planting would eventually block out any views into the setback area and, while likely to be of higher amenity for neighbours, it would counter any natural surveillance benefits and create an ongoing maintenance liability for neighbours over time.

109. Regarding Mr Hattam's CPTED concerns, I consider scaling a 1.8m closed board boundary fence and then negotiating a dense hedge would likely be difficult for those contemplating antisocial behaviour or burglary. The approach minimises access to '*natural ladders*' when attempting to scale the boundary in either direction. Furthermore, I question his assumption that these setback areas will become entrapment spaces. To my knowledge, victims tend to enter these types of spaces accidentally, where they are unaware of the risks, and I consider that potential victims and perpetrators of crime would end up in the same set back area at the same time highly unlikely.

CONCLUSION

110. In my opinion, the Proposal is a comprehensive development of the Site that provides an important brownfield remediation and regeneration opportunity to enhance the amenity of the existing environment. I consider the Proposal provides a mixed use, Neighbourhood Centre that supports a compact urban form in a predominantly medium density residential area that will likely infill and intensify further over time, particularly with the implementation of the NPS-UD through the Council's PC14. The Site is also in a location that is walkable from three neighbourhoods and is on a Collector Road that is accessible by a range of other transport modes.
111. I consider the Proposal achieves an effective balance between providing the qualities of a Neighbourhood Centre, comprising front facing small-format commercial tenancies around a high-quality plaza and other landscape amenity, while concurrently delivering the functional outcomes required for a full-service supermarket to operate effectively with associated car parking, loading areas and challenging stormwater management.
112. There are several areas of agreement between myself and Mt Hattam's Urban Design Report and further amendments have been made to the Proposal that have narrowed down the outstanding urban design issues raised through submissions and in Mr Hattam's Urban Design Report within the s42A Report. The amendments

include providing additional tree planting in the car park, reducing the size of the largest Pylon Sign, narrowing the northern Madras Street vehicle entrance and extend the adjacent landscape strip and enhancing the legibility of the pedestrian entrance. These all appropriately contribute to mitigating any perceived lack of greenspace and trees, scale of development and community impacts.

113. I consider the Proposal is acceptable from an urban design perspective in supporting the outcomes sought through strategic planning initiatives and adequately addresses relevant matters of discretion to manage potential adverse urban design effects at a local level.

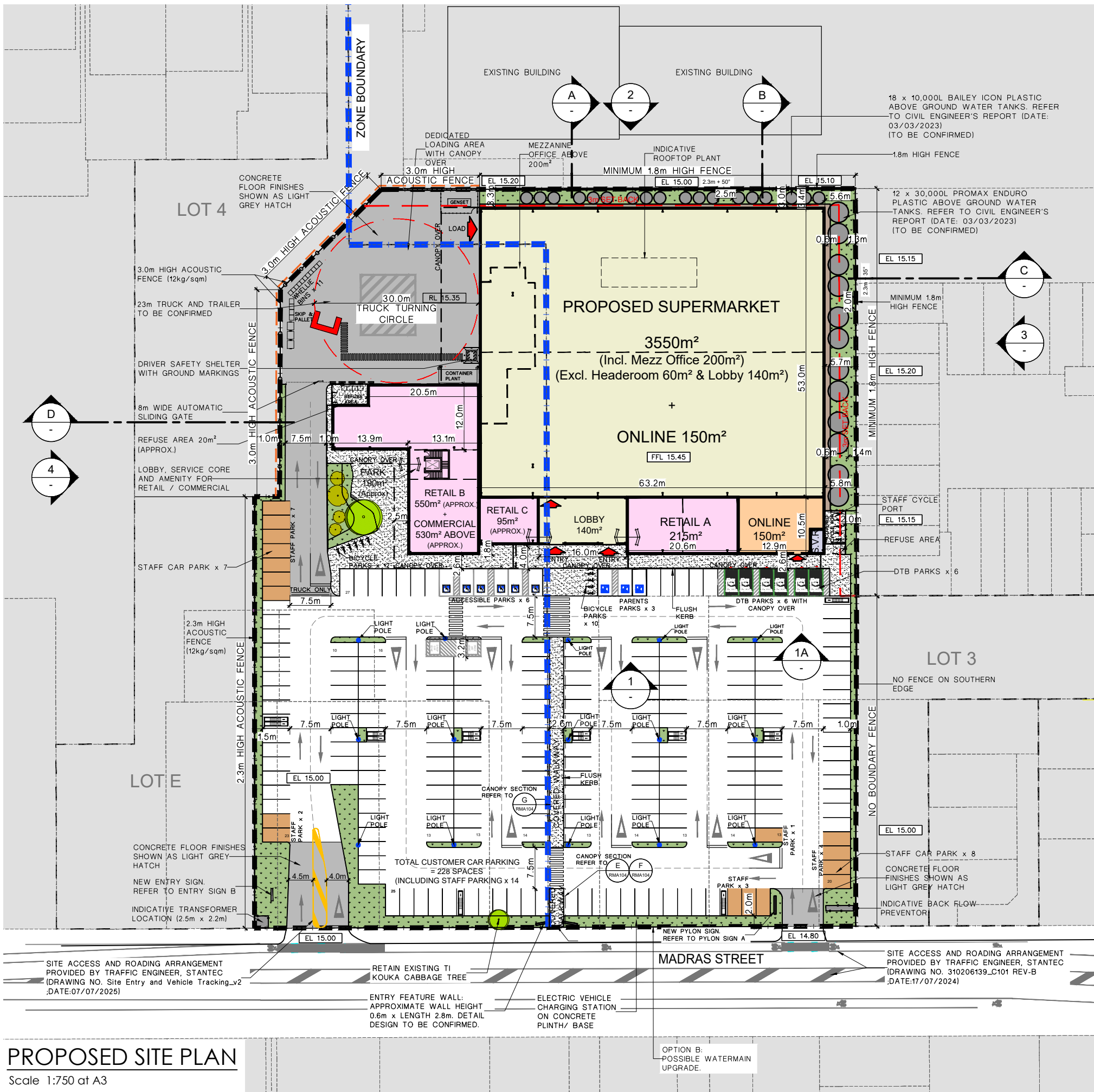


Timothy John Church

18 July 2025

Annexure A

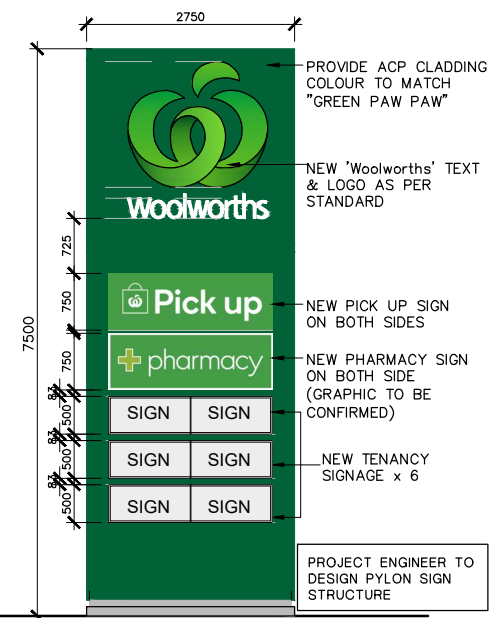
**Proposed Site Plan, Pylon / Entry Signs, Proposed Elevations – Proposed
Woolworths Supermarket RMA (Woodhams Meikle Zhan Architects 18/07/2025)**



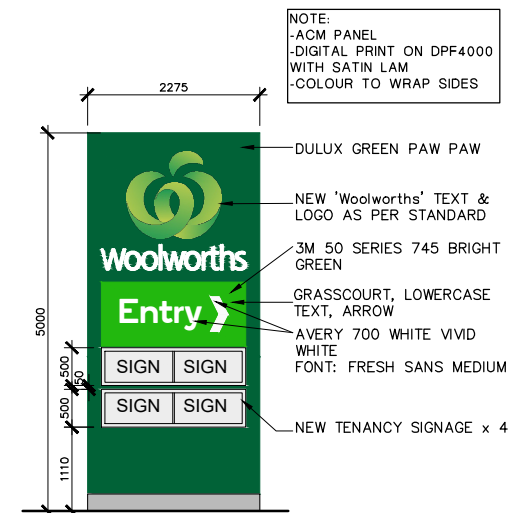
PROPOSED SITE PLAN
Scale 1:750 at A3

DEVELOPMENT SUMMARY:	
①	SUPERMARKET DEVELOPMENT SITE AREA = 14430m² (APPROX.)
②	SUPERMARKET AREA = 3550m² (1:20) (Incl. Mezz Office 200m²)
③	LOBBY = 140m² (APPROX.)
④	HEADROOM = 60m² (APPROX.)
⑤	ONLINE = 150m² (1:50)
⑥	RETAIL A + B + C = 860m² (1:30) (INCL. CORE + AMENITY = 70m²)
⑦	COMMERCIAL (ABOVE RETAIL B) = 530m² (1:30)
⑧	S.V.R. = 13m² (APPROX.)
⑨	TOTAL BUILD GFA = 5303m² (APPROX.)

PARKING SUMMARY:	
①	TOTAL CAR PARKING = 228 SPACES CONSISTS OF :
	STANDARD PARK = 195 SPACES
	ACCESSIBLE PARK = 6 SPACES
	PARENTS PARK = 3 SPACES
	STAFF PARK = 17 SPACES
	DTB PARK = 6 SPACES
	DROP OFF PARK = 1 SPACE
②	TOTAL CYCLE PARK = 32 SPACES CONSISTS OF :
	SUPERMARKET VISITOR CYCLE = 10 SPACES (SUPERMARKET FRONT ENTRANCE)
	RETAIL VISITOR CYCLE = 12 SPACES (NEXT TO THE PARK)
	SUPERMARKET STAFF CYCLE = 10 SPACES (NEXT TO S.V.R.)



PROPOSED PYLON
SIGN A
Scale 1:100 at A3



PROPOSED ENTRY
SIGN B
Scale 1:100 at A3

Annexure B

**Overall Landscape Concept Plan and Plaza Detail Area Plan - Proposed
Woolworths Supermarket Madras Street: Landscape Design Report - Resource
Consent (Boffa Miskell 18/07/2025)**

LANDSCAPE CONCEPT

OVERALL LANDSCAPE CONCEPT PLAN

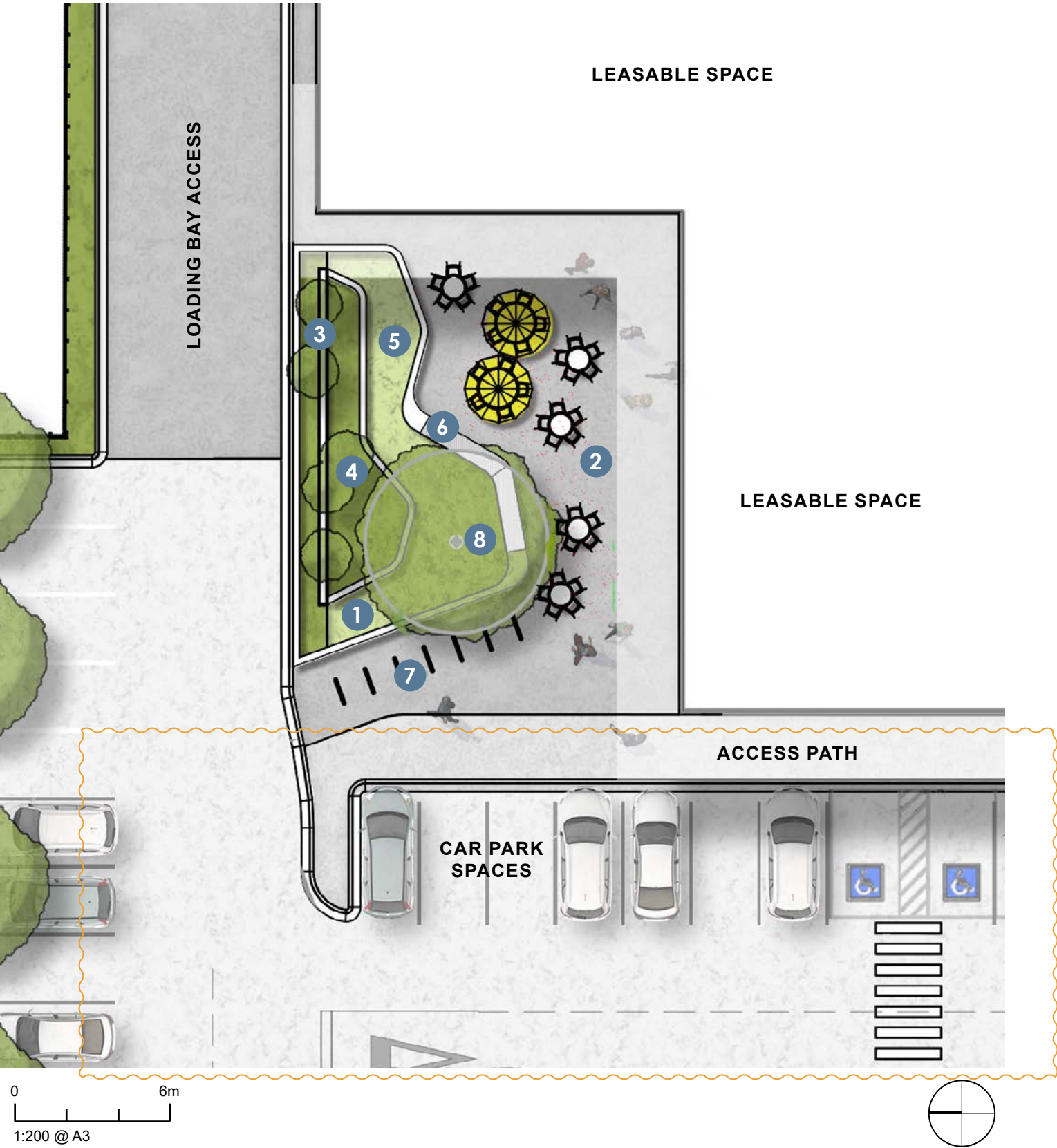


LANDSCAPE DESIGN FEATURES

- 1 Proposed above ground stormwater detention tanks (nominally 10,000L, 2.2m diameter and 2.9m high), are spread along the eastern building edge in groups of three, 600mm off the building wall. Tree planting is proposed between the tanks along the boundary. The 3.3m to 3.4m setback proposed is sufficient to achieve the proposed tree planting.
- 2 Proposed above ground stormwater detention tanks (nominally 30,000L, 3.66m diameter and 3.125m high), are spread along the southern building edge in pairs, 600mm off the building wall. Tree plantings are proposed in between, and screen planting is proposed adjacent to the tanks. Refer to Area C detail plan and rendered image for the proposed arrangement of the landscape treatment in this setback area.
- 3 Staff cycle stand location
- 4 Small tree and planting strip 1 metre width along the southern boundary between the car park and boundary.
- 5 Secondary supermarket vehicle entry
- 6 Indicative water pump / back flow preventer location
- 7 Proposed supermarket main blade sign location
- 8 Landscape frontage including tree, shrub and ground cover planting to the Madras Street frontage.
- 9 Separated pedestrian entry, crossing points over car park aisles demarcated with crossing markings and a concrete surface finish. Refer to Area B detail plan and rendered image for the proposed arrangement of the pedestrian entry at Madras Street
- 10 Tree and low planting islands within the proposed car park
- 11 Existing *Cordyline australis* Tī Kōuka Cabbage Tree to be retained.
- 12 Primary supermarket vehicle entry
- 13 Proposed transformer within easement in the north west corner of the subject site.
- 14 Tree and planting strip 1.5 metre width along the northern boundary between the car park and boundary.
- 15 Proposed visitor cycle stand location
- 16 Proposed park location, including planting beds, lawn area, low walls, fixed and informal seating and visitor cycle stands. Refer to Area A detail plan and rendered image for the proposed arrangement of park / plaza space.
- 17 Hedge planting to north side of the loading zone access.

LANDSCAPE CONCEPT

DETAIL AREA PLAN A - PARK/PLAZA



PARK / PLAZA DESIGN FEATURES

The following points describe design components of the proposed park space adjacent to the proposed smaller leasable units (commercial / hospitality / food and beverage)

- 1 The raised planted and lawn areas occupy the space in the park that will be most exposed to the prevalent and cool easterly wind.
- 2 Paved areas, including a clear accessible route next to the building frontage, and space for tables and chairs for external dining are located to make the most of the sunny aspect, while offering some protection from easterly and southerly winds.
- 3 Low wall (no higher than 800mm high) to physically separate loading bay access from the park area.
- 4 A raised planted bed (nominally 500 - 800mm high) along the northern edge of the park, including small trees and screening planting, provides further visual separation from the loading bay access.
- 5 A raised lawn area (nominally 500mm high) provides opportunity for play or seating in warm, sunny weather.
- 6 The edge to raised planter bed and lawn area provides opportunity for informal seating
- 7 Cycle stands to the edge of the park, maintaining clear space for the path adjacent to the car park spaces.
- 8 Feature tree - *Liriodendron tulipifera* 'Arnold' Upright Tulip Tree 12m x 6m mature height and width. To be planted at minimum 3.5m high and 80 Litre Bag/ Pot size.

DETAIL AREA A - PARK / PLAZA RENDER



Annexure C

Edgware Village Masterplan concept plan and actions (CCC, December 2013)

Executive summary



Figure (i) – Overall concept plan for the redevelopment of Edgware Village. The table lists all proposed actions. Those actions that can be shown on a map are indicated on the concept plan.

1a to 1f	Streetscape and movement improvements (throughout the village): 1a - Develop a pedestrian priority environment and 'gateways' (entrance points) 1b - Incorporate major cycleway 1c - Reconfigure parking and taxi arrangements 1d - Consolidation of existing bus movements and improved transferability between services 1e - Install amenity planting 1f - Install street furniture, cycle stands and lighting
2	Access and wayfinding improvements 2a - Improve crossing points (Sherborne Street and Springfield Road) 2b - Install wayfinding signage
3	1064 Colombo Street building and carpark improvements 3a - Promote north-south internal connections 3b - Encourage outdoor courtyard spaces 3c - Improve layout and landscaping of the 1064 Colombo Street carpark
4	Monitor parking; investigate new off-street carpark if required
5	Edgware Mall enhancements 5a - Enhance indoor walkway 5b - Redevelop laneway between mall and Domino's building
6	Hardie & Thomson site redevelopment* 6a - Hardie & Thomson redevelopment 6b - Alternative mixed use redevelopment
7	Consider a comprehensive development of the Northern Block
8	Consider a reconfigured Brumby's / Peter Timbs redevelopment
9	Explore future comprehensive development west of Colombo Street
10	Explore future redevelopment and intensification of Edgware Mall
11	Monitor commercial demand and enable expansion / rezoning if required beyond the business zone
12	Support development of an Edgware Village market
13	Investigate new Edgware Village events
14	Develop transitional activities / beautification projects
15	Improve building signage
16	Retain Case Management service

*NB: The overall concept plan (Figure i) shows a scenario under Action 6a where the existing H&T business is retained. Refer to Action 6b for details regarding alternative mixed use redevelopment possible for this site.

Annexure D

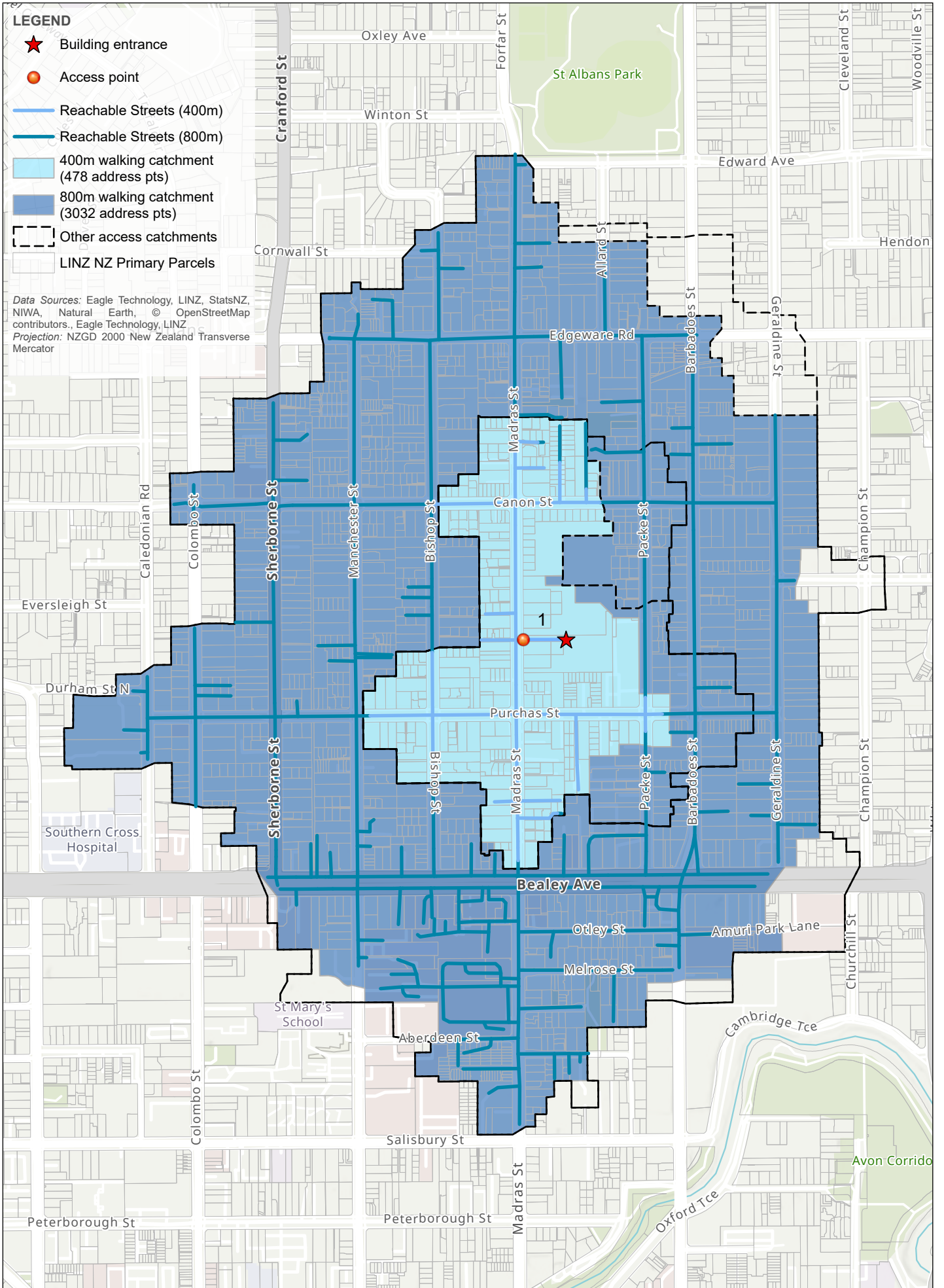
**Comparative Walking Catchment Analysis for 400m and 800m from Access
Points 1 (Madras Street), 2 (Purchas Street) and 3 (Packe Street) (Boffa Miskell
17/07/2025)**

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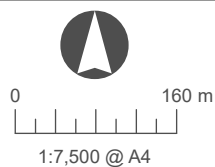
LEGEND

- ★ Building entrance
- Access point
- Reachable Streets (400m)
- Reachable Streets (800m)
- 400m walking catchment (478 address pts)
- 800m walking catchment (3032 address pts)
- - - Other access catchments
- LINZ NZ Primary Parcels

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., Eagle Technology, LINZ
Projection: NZGD 2000 New Zealand Transverse Mercator



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WOOLWORTHS ST ALBANS Access Point 1, 400 and 800m

Date: 17 July 2025 | Revision: 0

Plan prepared for Woolworths New Zealand by Boffa Miskell Limited
Project Manager: tim.church@boffamiskell.co.nz | Drawn: BMc | Checked: TCh

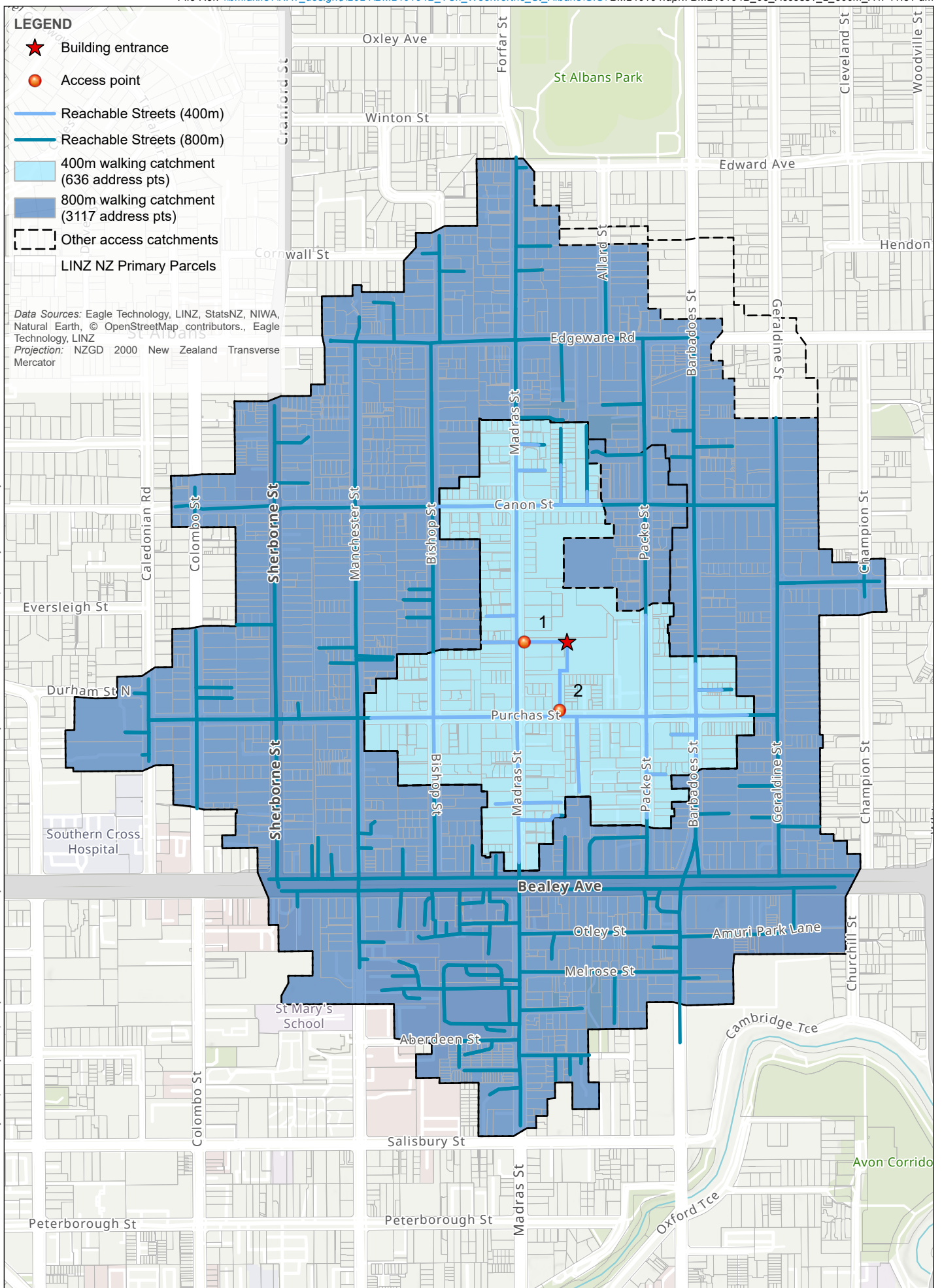
Map 4
DRAFT

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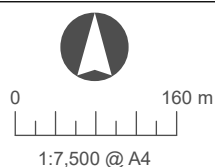
LEGEND

- ★ Building entrance
- Access point
- Reachable Streets (400m)
- Reachable Streets (800m)
- 400m walking catchment (636 address pts)
- 800m walking catchment (3117 address pts)
- - - Other access catchments
- LINZ NZ Primary Parcels

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., Eagle Technology, LINZ
Projection: NZGD 2000 New Zealand Transverse Mercator



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WOOLWORTHS ST ALBANS Access Point 1 and 2, 400 and 800m

Date: 17 July 2025 | Revision: 0

Plan prepared for Woolworths New Zealand by Boffa Miskell Limited
Project Manager: tim.church@boffamiskell.co.nz | Drawn: BMc | Checked: TCh

Map 5
DRAFT

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LEGEND

- ★ Building entrance
- Access point
- Reachable Streets (400m)
- Reachable Streets (800m)
- 400m walking catchment (715 address pts)
- 800m walking catchment (3243 address pts)
- LINZ NZ Primary Parcels

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., Eagle Technology, LINZ
Projection: NZGD 2000 New Zealand Transverse Mercator

