

Ms E Key
B&A

7 September 2022

Copy via email: EvitaK@barker.co.nz

Dear Evita

S92 RESPONSE – NEW WORLD KHANDALLAH (SR 517439)

Further to your instruction, we are pleased to provide this response to the further traffic matters raised by Wellington City Council in their e-mail correspondence dated 2 August 2022. We respond as follows.

1 WELLINGTON CITY COUNCIL REQUESTS

1.1 ITEM 1 VEHICLE CROSSINGS

Council Request

“Please, confirm the following:

- a. Is an existing crossing at Dekka street being upgraded per WCC standard R-20-730, a heavy-duty vehicle crossing?*
- b. Does the proposed crossing at Nicholson Road comply with WCC standard R-20-730, a heavy-duty vehicle crossing?*
- c. Please reinstate the berm after removing the existing crossing at Nicholson Road”*

Our Response

The crossing dimensions are as proposed in the engineering drawings. The crossings are proposed to be constructed as per the WCC heavy duty vehicle crossing standard (R-20-730).

Any redundant crossings are proposed to be reinstated to kerb, channel and berm to match surrounding infrastructure.

1.2 ITEM 2 PEDESTRIAN PROVISION

Council Request

“What provisions are provided for pedestrians? Has the applicant considered how users will access the supermarket? A pedestrian footpath or similar should be considered around the new car park.”

Our Response

Pedestrian access to the supermarket on the Ganges Road and Dekka Street frontages is already provided for, and considered acceptable.

Any pedestrians travelling between the supermarket and the residential catchment to the south will potentially use the Nicholson Road access, rather than the public road network. We consider that would only be a limited to a small residential catchment comprising Nicholson Road (between Dekka Street and Everest Street) and Torwood Road. This catchment is indicated in Figure 1 overleaf.

Figure 1: Pedestrian catchment likely to use Nicholson Road Access



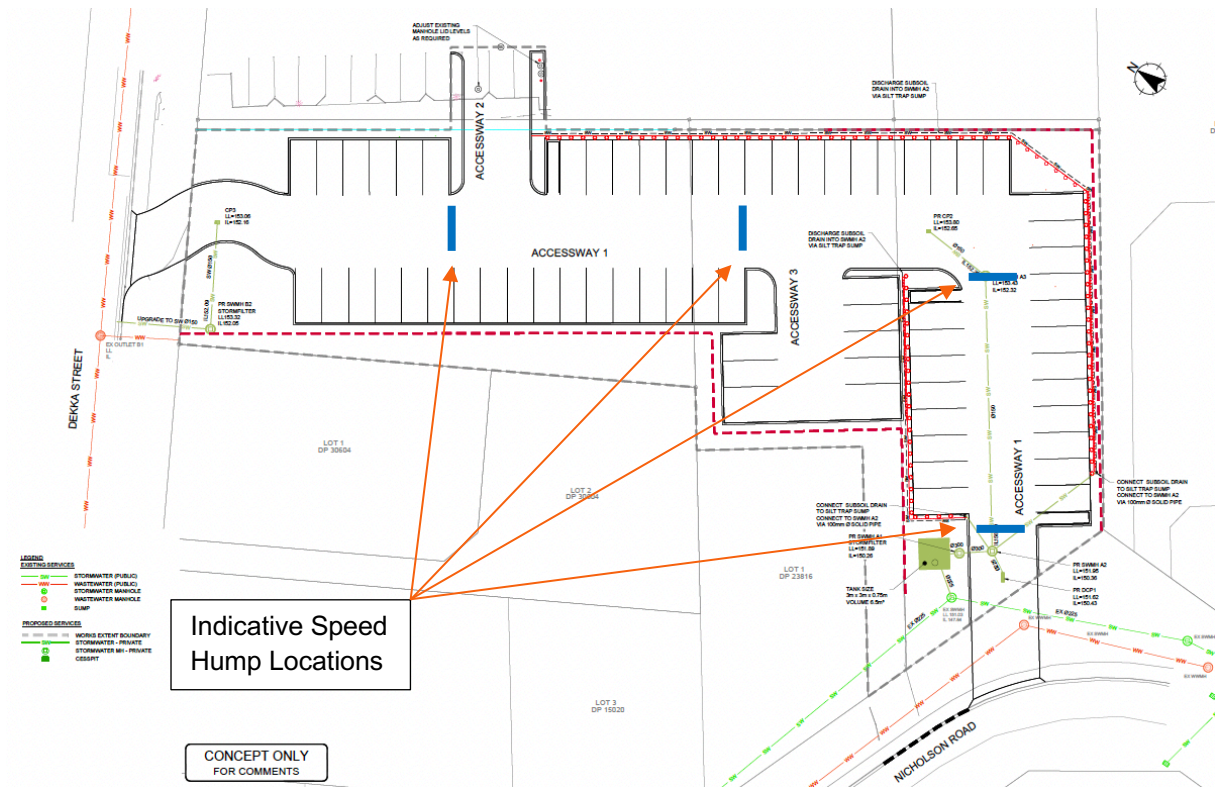
As shown above, we consider that:

- Pedestrians to/from the west e.g. Clutha Avenue will likely travel via Dekka Street;
- Pedestrians to/from the south e.g. Nicholson Road south of Everest Street, will likely travel via Everest Street and Ganges Road (as this is a more direct route to the supermarket entrance);
- Pedestrians to/from the east e.g. Jubilee Road, Izzard Road and Ranui Crescent south will likely travel via Everest Street and Ganges Road (as this is a more direct route to the supermarket entrance), and
- Pedestrians to/from the north e.g. Nicholson Road north of Dekka Street, and Ganges Road, will likely travel via Dekka Street or Ganges Road (as this is a more direct route to the supermarket).

While pedestrian volumes are likely to be low, we recognise there is a potential safety issue with vehicles and pedestrians mixing within the car park. This is not unusual in supermarket environments however the effects are proposed to be mitigated with speed humps within the car park.

The indicative speed hump locations are shown in Figure 2.

Figure 2: Indicative Speed Hump Locations



1.3 ITEM 3 ACCESS WIDTH

Council Request

“Please, provide the width of the remaining access way, which is to be used by property 35A.”

Our Response

We have checked against the topo survey and the legal width will remain at 3 m. The width between the boundary and the existing edge of channel however is only 2.5 m. These dimensions are shown in Figure 3.

It should be noted that while the access width is currently wide, this has only occurred because it was mutually beneficial for both neighbours to not have a fence etc along the boundary. The legal width for access to 35A is 3 m and this is not proposed to be reduced as a result of the proposal.

Figure 3: Existing Access Dimensions – 35A Nicholson Road



2 CONCLUSION

Overall, we consider the development acceptable and trust this addresses the outstanding queries from Wellington City Council.

Yours sincerely

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