

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 16 December 2023 2:39 pm  
**To:** BUS: Consent Submissions  
**Subject:** 1.Submission on notified resource consent application for 517439

### Submitter details

**First name:** Pete  
**Last name:** Targett  
**Address:** 19 Mandala Terrace  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0276262341  
**Email:** peter.targett12@gmail.com

### Application details

**Applicant name:** New World  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we are neutral  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The Dekka Street Access needs further assessment. It does not acknowledge the location of the existing bus stop immediately adjacent to it. There appears to be no assumption that it would be moved. See Appendix 5 Traffic report Photograph 1: Dekka Street Crossing – Sight Distance to East it conveniently has no buses present, or any traffic at all. Also refer to Figure 19: of the document "1-assessment-of-environmental-effects-and-statutory-analysis" to see how close buses stop to this access point.

The sighting distance West photograph is missing. At that point the road narrows, and has always been a bottleneck.

#### Aspects of the application that you are neutral towards:

The overall concept of expanding the car park

#### The reasons for my / our submission are:

There appear to be some safety considerations that have been overlooked or understated.

#### The decision I / we would like Wellington City Council to make is:

Either replan their access arrangements for Dekka Street or include plans for the relocation of bus stops at their cost.

The bottleneck at western end of Dekka Street can be mitigated by making that area no street parking. However, they would then have to accept that people, other than their customers, will be able to freely use their carpark.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 23 December 2023 8:58 am  
**To:** BUS: Consent Submissions  
**Subject:** 1b Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Pete  
**Last name:** Targett  
**Address:** 19 Mandalay Terrace  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0276262341  
**Email:** peter.targett12@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The necessity of more or less trebling the number of parking spaces when the current 37 are mostly adequate.

#### Aspects of the application that you are neutral towards:

NIL

#### The reasons for my / our submission are:

This application has nothing whatsoever to do with New World requiring 102 car parks. It is about "Land Banking", to reduce competition, and the fact that, following the Commerce Commission Market Studies report into supermarkets, they are obliged to do something about it.

The supermarket could probably do with a few more car parks but not trebling their current number. Nowhere in this plan do they specifically state that they intend to expand the supermarket building.

The timing of the consultation would appear to have been carefully managed to ensure as few people as possible are able to respond.

#### The decision I / we would like Wellington City Council to make is:

Extend the period of the consultation to February to allow people who are away on holiday to make submissions.

Either

Allow the car park to be expanded onto 3 Dekka Street site to provide an additional 26 parking spaces (a total of 64) and sell off the 31-33 Nicholson Road properties without any constraints applied to potential purchasers

Or

Submit a complete plan that includes the phased expansion of the supermarket onto the existing Ganges Road car park and the provision of 67 new parking spaces on the 3 Dekka Street and the 31-33 Nicholson Road properties.

My previous submission on the access way to Dekka Street still applies

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Friday, 15 December 2023 1:23 pm  
**To:** BUS: Consent Submissions  
**Subject:** 2. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Patrick  
**Last name:** Radomski  
**Address:** 20 Crofton road  
**Suburb:** Ngaio  
**City:** Wellington  
**Phone:** 021406708  
**Email:** unplug.nz@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we are neutral  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The current application does not include any additional bicycle parking. The current parks mentioned in the application can only support a maximum of four bikes and require users to bring their own locks, so therefore does not encourage energy efficiency and sustainability or provide supporting infrastructure in order to reduce reliance on fossil fuels.

Adding more bicycle parks, including systems that allow users to safely lock bikes without bringing locks (such as Locky Dock) would encourage more people to use low carbon transportation.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

#### The decision I / we would like Wellington City Council to make is:

Approve the application as long as additional secure bicycle parking is provided.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 26 December 2023 1:20 pm  
**To:** BUS: Consent Submissions  
**Subject:** 3. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Nicola  
**Last name:** Molloy  
**Address:** 4 Maldive Street  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 02041843861  
**Email:** nicolajanemolloy@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** New World, 26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

- strongly oppose the Nicholson Road exit. I do not think the safety impacts have been properly assessed. At off peak hours- (which appears to be the basis for the application) - the exit may be passable. However at peak hours, which coincide both with peak supermarket times as well as school pick up, there are significant safety issues. Nicholson road street parking is full at such times around the planned exit and all down its length. I do not think this has been assessed at all. Cars have to queue to pass in turn, the road is not wide enough to allow two vehicles to cross. This is already dangerous given the blind corner near the planned exit - I have witnessed several "near misses" with cars travelling too fast and too urgently to give way properly in line with the road code. This is especially an issue with buses that use the road and take up much more of the little space available and I have witnessed having difficulty passing cars at peak hours. Increased supermarket traffic is likely to make this problem worse.

- Further, school children cross Nicholson road at various spots down its length, not just at the crossing points and I have significant concerns for their safety on this road already: while I drive carefully knowing these dangers, there are many other drivers that have not anticipated the school children in part due to the parked cars and blind corners. In summary, the applicants do not appear to have given any consideration of a) school children safety b) large vehicle bus use c) increased traffic when Nicholson Rd street parking is full d) existing danger of the blind corners and existing misuse of the road by vehicles.

- This issue is further exacerbated by the blind exit at the junction of Nicholson Road and Clutha Avenue. Traffic exiting here cannot see cars coming up Clutha Avenue. It is already dangerous making an exit at this junction - again I have witnessed several near misses and breaking incidents because of this difficult junction. The application has given no thought to the impact additional supermarket traffic will have at this already locally known hazard and how this could

be managed.

- I also object to the need for so many additional car parking spaces. I accept that the carpark can be full at peak hours, but this usually only requires a minute or two wait for an available spot. However, it is unclear why the car park needs to be expanded by so much for a relatively small shop. It would be disingenuous of the applicants to expand a carpark without being clear about their long term intentions for the store itself. If a larger car park is a first step in a larger expansion of the store, the applicants should make this clear because this inherently changes what consideration local residents give to this particular car park application. If the store is not planning to expand, then I do not believe so many car parks are necessary and the environmental impact of the scheme could be reduced by scaling back.

- I also have concerns about whether the engineers have taken sufficient account of surface water run off. The steepness of Nicholson Road often results in heavy rainfall and local runoff causing small flooding events at the lower end of the road. To what extent have the engineers ensured drainage on the proposed car park exit ramp (also on incline) will cope with large rainfall events (which climate modellers expect to increase) and not contribute to the surface runoff onto Nicholson Road which is already over drainage capacity? Again pedestrians and local house residents will be impacted by this as well as Wellington's ageing local sewage infrastructure.

- I also oppose any expansion of the car park when the applicants have not shown any responsibility for managing the impacts on climate change. The applicants should a) assist in the supply of electric vehicle charging points b) ensure adequate bicycle storage facilities. This would ensure the supermarket is considering offsetting its impact to emissions of

both construction and customers with actions designed to reduce the number of petrol car users, or car users at all and encourage other modes of transport to the store.

- the supermarket should also make efforts with landscaping to ensure native planting for Biodiversity improvement and participation in other environmental offsetting (eg offsetting a likely increase in predators from increased garbage/waste by users) with bins and predator free measures like rat and possum traps.

#### **Aspects of the application that you are neutral towards:**

#### **The reasons for my / our submission are:**

- I am a resident of Khandallah, with concern for the local environment and the impact of developments on character
- I hold educational and professional expertise in environmental impacts, including climate and ecological impacts. I consider the negative environmental impacts outweigh the need for such a large extension of a car park.
- I declare an interest as I use the New World in question so have experience at all times of the day in car park usage.
- I have a child attending St Benedict's school and believe the application has not taken adequate account of the consequences of the exit planned for Nicholson Road. I use this road regularly at peak times and have concern for safety aspects for road users and pedestrians, including children at St Benedict's.

#### **The decision I / we would like Wellington City Council to make is:**

- to oppose such an extension without clarification of why so many additional parking spots are needed for such a small store - what future intentions are.
- to oppose an extension unless the impacts of the Nicholson Road exit at peak parking hours have been properly assessed including for pedestrian and road user safety, including for children at St Benedict's school. Any reapplication needs to include conditions with respect to these impacts to take into account an alternative exit model and/or improved safety measures for Nicholson Road
- to add conditions to any car park application that the supermarket will encourage alternative transport methods by the inclusion of electric vehicle charging points as improved bicycle storage.
- to add conditions to the application that the supermarket support local wildlife in landscaping with native plants that encourage birds. The supermarket should also participate in measures for Predator Free NZ.
- to oppose an application unless the surface runoff from the Nicholson Road exit has been properly assessed and engineers have included solutions to ensure Nicholson Road does not become impacted by additional runoff on an already overloaded drainage infrastructure.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 8 January 2024 3:30 pm  
**To:** BUS: Consent Submissions  
**Subject:** 3. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Nicola  
**Last name:** Molloy  
**Address:** 4 Maldive Street  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 02041843861  
**Email:** nicolajanemolloy@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** New World, 26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

- strongly oppose the Nicholson Road exit. I do not think the safety impacts have been properly assessed. At off peak hours- (which appears to be the basis for the application) - the exit may be passable. However at peak hours, which coincide both with peak supermarket times as well as school pick up, there are significant safety issues. Nicholson road street parking is full at such times around the planned exit and all down its length. I do not think this has been assessed at all. Cars have to queue to pass in turn, the road is not wide enough to allow two vehicles to cross. This is already dangerous given the blind corner near the planned exit - I have witnessed several "near misses" with cars travelling too fast and too urgently to give way properly in line with the road code. This is especially an issue with buses that use the road and take up much more of the little space available and I have witnessed having difficulty passing cars at peak hours. Increased supermarket traffic is likely to make this problem worse.

- Further, school children cross Nicholson road at various spots down its length, not just at the crossing points and I have significant concerns for their safety on this road already: while I drive carefully knowing these dangers, there are many other drivers that have not anticipated the school children in part due to the parked cars and blind corners. In summary, the applicants do not appear to have given any consideration of a) school children safety b) large vehicle bus use c) increased traffic when Nicholson Rd street parking is full d) existing danger of the blind corners and existing misuse of the road by vehicles.

- This issue is further exacerbated by the blind exit at the junction of Nicholson Road and Clutha Avenue. Traffic exiting here cannot see cars coming up Clutha Avenue. It is already dangerous making an exit at this junction - again I have witnessed several near misses and breaking incidents because of this difficult junction. The application has given no thought to the impact additional supermarket traffic will have at this already locally known hazard and how this could

be managed.

- I also object to the need for so many additional car parking spaces. I accept that the carpark can be full at peak hours, but this usually only requires a minute or two wait for an available spot. However, it is unclear why the car park needs to be expanded by so much for a relatively small shop. It would be disingenuous of the applicants to expand a carpark without being clear about their long term intentions for the store itself. If a larger car park is a first step in a larger expansion of the store, the applicants should make this clear because this inherently changes what consideration local residents give to this particular car park application. If the store is not planning to expand, then I do not believe so many car parks are necessary and the environmental impact of the scheme could be reduced by scaling back.

- I also have concerns about whether the engineers have taken sufficient account of surface water run off. The steepness of Nicholson Road often results in heavy rainfall and local runoff causing small flooding events at the lower end of the road. To what extent have the engineers ensured drainage on the proposed car park exit ramp (also on incline) will cope with large rainfall events (which climate modellers expect to increase) and not contribute to the surface runoff onto Nicholson Road which is already over drainage capacity? Again pedestrians and local house residents will be impacted by this as well as Wellington's ageing local sewage infrastructure.

- I also oppose any expansion of the car park when the applicants have not shown any responsibility for managing the impacts on climate change. The applicants should a) assist in the supply of electric vehicle charging points b) ensure adequate bicycle storage facilities. This would ensure the supermarket is considering offsetting its impact to emissions of

both construction and customers with actions designed to reduce the number of petrol car users, or car users at all and encourage other modes of transport to the store.

- the supermarket should also make efforts with landscaping to ensure native planting for Biodiversity improvement and participation in other environmental offsetting (eg offsetting a likely increase in predators from increased garbage/waste by users) with bins and predator free measures like rat and possum traps.

#### **Aspects of the application that you are neutral towards:**

#### **The reasons for my / our submission are:**

- I am a resident of Khandallah, with concern for the local environment and the impact of developments on character
- I hold educational and professional expertise in environmental impacts, including climate and ecological impacts. I consider the negative environmental impacts outweigh the need for such a large extension of a car park.
- I declare an interest as I use the New World in question so have experience at all times of the day in car park usage.
- I have a child attending St Benedict's school and believe the application has not taken adequate account of the consequences of the exit planned for Nicholson Road. I use this road regularly at peak times and have concern for safety aspects for road users and pedestrians, including children at St Benedict's.

#### **The decision I / we would like Wellington City Council to make is:**

- to oppose such an extension without clarification of why so many additional parking spots are needed for such a small store - what future intentions are.
- to oppose an extension unless the impacts of the Nicholson Road exit at peak parking hours have been properly assessed including for pedestrian and road user safety, including for children at St Benedict's school. Any reapplication needs to include conditions with respect to these impacts to take into account an alternative exit model and/or improved safety measures for Nicholson Road
- to add conditions to any car park application that the supermarket will encourage alternative transport methods by the inclusion of electric vehicle charging points as improved bicycle storage.
- to add conditions to the application that the supermarket support local wildlife in landscaping with native plants that encourage birds. The supermarket should also participate in measures for Predator Free NZ.
- to oppose an application unless the surface runoff from the Nicholson Road exit has been properly assessed and engineers have included solutions to ensure Nicholson Road does not become impacted by additional runoff on an already overloaded drainage infrastructure.



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Sunday, 24 December 2023 5:03 pm  
**To:** BUS: Consent Submissions  
**Subject:** 4. Submission on notified resource consent application for F537

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Stephen  
**Last name:** Williams  
**Address:** 98 Nicholson Rd  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 021908269  
**Email:** shughwilliams@gmail.com

### Application details

**Applicant name:** Stephen Williams  
**Site address:** 26 Ganges Road, Khandallah, Wellington 6035  
**Service request number:** F537  
**Submission:** I / we object the application  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I wish to express my strong opposition to the proposed resource consent application for the building of an additional carpark and road entrance on Nicholson Road to the New World supermarket. While I acknowledge the importance of economic development and convenience, I believe the current proposal poses significant concerns that need to be thoroughly addressed before any approval is granted.

#### Streetscape and Character of Nicholson Road Entrance:

The proposed expansion could potentially compromise the streetscape and character of the Nicholson Road entrance. Nicholson Road holds a distinct aesthetic and charm that contributes to the local community's identity. The addition of an extra carpark and road entrance may disrupt the visual harmony and negatively impact the overall character of the area.

#### Safety of Children Going to and from Saint Benedict's School:

Of paramount concern is the safety of children attending Saint Benedict's school who traverse Nicholson Road. The increased traffic flow resulting from the additional carpark and road entrance poses an elevated risk to these young pedestrians. Given the potential for congestion and altered traffic patterns, the safety of children walking to and from school should be a primary consideration in evaluating this application.

#### Increased Hazard on the Dangerous Blind Corner (31 to 37 Nicholson Road):

The proposed development raises serious concerns about the increased hazard on the already perilous blind corner

between 31 and 37 Nicholson Road. The potential for accidents and collisions is heightened due to limited visibility, and the additional traffic generated by the expanded supermarket facilities would exacerbate this hazard.

**Increased Hazard on the Nicholson Road/Dekka Street Roundabout:**

The Nicholson Road/Dekka Street roundabout is a critical traffic control point, and any increase in traffic volume must be carefully evaluated. The proposed development may lead to congestion and a heightened risk of accidents at this roundabout. It is crucial to assess the impact on the flow of traffic, especially during peak hours, and implement necessary modifications to ensure the safety of all road users.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

While I understand the need for progress and development, it is imperative that the potential negative impacts on the local community, especially concerning safety and aesthetics, are thoroughly addressed in the evaluation of this resource consent application. I do not see a need to expand the carpark considering the size of Khandallah village and local community. I urge the council to consider these concerns seriously and work towards a solution that balances the interests of economic development with the well-being and safety of the community.

**The decision I / we would like Wellington City Council to make is:**

I would like Wellington City Council not to go ahead with the expansion of the carpark at New World supermarket 26 Ganges Road.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 23 December 2023 1:09 pm  
**To:** BUS: Consent Submissions  
**Subject:** 5. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Thomas  
**Last name:** Wills  
**Address:** 30 Amapur Drive  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 021761112  
**Email:** thomas@tjw.co.nz

### Application details

**Applicant name:** Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Significant increase in the size of the New World carpark when there appears to be no corresponding increase in size of the New World planned or need for additional car parking spaces in general for the village.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

As a resident and frequent user of the Khandallah New World the current car parking appears sufficient for the size of the existing supermarket. In my weekly visits I usually have no issues with parking around this supermarket.

Additional car parks without the addition of new retail or commercial space seems superfluous to the requirements of the Khandallah village and the needs of the supermarket.

**The decision I / we would like Wellington City Council to make is:**

If this consent was to be approved, the additional parking spaces should be able to be used by any of the shops in the village rather than being reserved for the supermarket.

# Submission on resource consent application

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

Resource Consents

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

## Submission details

Name of applicant: FOODSTUFFS NORTH ISLAND LIMITED

Site address: 26 GANGES RD, 3 DEKKA ST & 31-33 NICHOLSON RD

Proposal: SUPERMARKET CARPARK EXTENSION

Service request number: S17 439

Support the application

Oppose the application

Neutral

## Submitter details

Name of submitter: KEVIN & MARIE PUGH

Address of submitter: C/- MITCHELL DAYSH  
RICHARD TURNER  
PO BOX 331152, TAKAPUNA

Phone (day):

Mobile: 021 332235

Email: [richard.turner@mitchelldaysh.co.nz](mailto:richard.turner@mitchelldaysh.co.nz)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

- SEE ATTACHED

**The reasons for my submission are:**

- SEE ATTACHED

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

- DECLINE THE APPLICATION

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

Date

19/12/2023

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

## FORM 13

### SUBMISSION ON APPLICATION CONCERNING RESOURCE CONSENT OR ESPLANADE STRIP THAT IS SUBJECT TO PUBLIC NOTIFICATION OR LIMITED NOTIFICATION BY CONSENT AUTHORITY

Sections 41D, 95A, 95B, 95C, 96, 127(3), 136(4), 137(5)(c), and 234(4), Resource Management Act 1991

**To:** Wellington City Council  
Resource Consents Team  
PO Box 2199  
Wellington 6140  
[consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz)

**Name of submitter:** Kevin & Marie Pugh

**Address for service:** Richard Turner

**Email:** [richard.turner@mitchelldaysh.co.nz](mailto:richard.turner@mitchelldaysh.co.nz)

**Postal Address:** Mitchell Daysh  
PO Box 331152  
Takapuna  
Auckland 0740

**Phone number:** 021 332 235

- 1. This is a submission on an application from Foodstuffs North Island Limited for a resource consent for:**
  - The extension of the existing supermarket carpark, together with associated site works and landscaping at 26 Ganges Road, 3 Dekka Street and 31 - 33 Nicholson Road, Khandallah.
- 2. I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (RMA).**
- 3. The specific parts of the application that the submission by Kevin & Marie Pugh relates to is:**
  - The application in its entirety.
- 4. Our submission is:**

We oppose the resource consent application for the extension of the existing supermarket carpark at 26 Ganges Road, 3 Dekka Street and 31 - 33 Nicholson Road, Khandallah. We own 7 Dekka Street, Khandallah, which directly abuts the western boundary of the proposed carpark extension. Our property will be bordered by the proposed carpark on two sides.

It is submitted that the proposed extension of the carpark on to properties that are zoned for residential purposes under the Wellington District Plan (and under the Proposed Wellington District Plan) is inappropriate and not reflective of the expected use of these sites. The proposed development will also fail to maintain the amenity of neighbouring residential properties. As such, the resource consent application by Foodstuffs North Island Limited should be declined.

The reasons for opposition to this resource consent application include, but are not necessarily limited to, the following:

- The Assessment of Environmental Effects makes conclusions with respect to the potential effects of the carpark extension on the amenity and privacy of our property without any of the experts engaged by Foodstuffs North Island Limited having visited the site. Our property contains a two-storey residential dwelling that contains quiet and private outdoor living spaces to the north, south and east.

Any assessment of amenity and privacy effects needs to be objectively informed by an understanding of the outlook of the neighbouring property and how it is utilised by its owners. Such an assessment has not been undertaken by the representatives of Foodstuffs North Island Limited and no persons with expertise in urban design, lighting or landscape planning have been engaged. Therefore, the conclusions regarding amenity and privacy effects in the Assessment of Environmental Effects are considered unreliable and without justification;

- Further, the conclusions with respect to privacy and amenity effects in the Assessment of Environmental Effects are inconsistent and lack credibility. In this regard, the Assessment of Environmental Effects concludes that *“the proposed development will not give rise to adverse privacy, amenity, acoustic or reverse sensitivity effects...”* and *“... ensure there are no significant adverse effects on their privacy.”* There is a considerable spectrum between there being no adverse effects on privacy and there not being any significant adverse effects on privacy, such that it is unclear what conclusion the technical experts have actually drawn with respect to such matters.

It is also noted that the Reporting Officer made substantial different conclusions regarding the effects on the environment than those suggested by the authors of the Assessment of Environmental Effects;

- The proposed development will introduce a notable departure from the scale and nature of lighting presently experienced on our property. Further, the proposed lighting standard of 10 lux significantly contrasts with that expected on residential sites between 10 pm and 7 am in the Proposed Wellington District Plan (which is 2 lux);
- No assessment is provided with the Assessment of Environmental Effects on potential air quality, odour or health effects of having additional carparking areas located adjacent to private outdoor living spaces, and how such effects conflict with the reasonable enjoyment of such spaces by our family;
- The Acoustic Assessment identifies the need for ongoing controls in order to ensure that operational noise limits in the Wellington District Plan are complied with (which will only just



be complied with at our property based on the assumed noise modelling). However, no detail is provided as to how these controls will be monitored and enforced on an ongoing basis to ensure that limits are met;

- The Acoustic Assessment also proffers conditions that provide for construction noise and vibration standards to be exceeded when provided for under a Construction Noise and Vibration Management Plan. No assessment of potential construction noise or vibration effects on neighbour properties during construction has been conducted by Foodstuffs North Island Limited, such that it is not possible for any decision-maker to consider it appropriate to provide for undefined exceedances of construction noise and vibration standards by way of a management plan;
- The assessment of the Wellington District Plan in the Assessment of Environmental Effects is narrowly focussed and does not suitably consider the totality of the proposed development. In this regard:
  - Objective 4.2.1 seeks that residential amenity in Wellington City is enhanced, as well as outcomes around containment and accessibility. However, this facet of the objective is not considered and is materially relevant to the consideration of this resource consent application;
  - Objective 4.2.3 and Policy 4.2.3.1 have a specific focus on ensuring that new development in residential areas is of a scale and character that is appropriate and reflective of the area in which it is located. The establishment of a large carpark across several properties that are zoned for residential purposes is not reflective of the area in which the site is located, and the proposed planting will not maintain a residential character (given the open nature of the carpark). It cannot be said that the development presents as a residential in nature;
  - Objective 4.2.4 seeks that all residential properties have access to reasonable levels of residential amenity. While the corresponding policies are generally focussed on the compatibility of new residential development, the expectations for how any development adjacent to residential dwellings is clear – that they should be compatible with surrounding developments in order to manage adverse effects. The proposed development is clearly not compatible with the surrounding residential development patterns;
  - Whilst Objective 4.2.7 and Policy 4.2.7.3 seeks to provide for a range of activities in residential areas, the technical assessments provided with the Assessment of Environmental Effects do not demonstrate that amenity values and character values will be maintained; and
  - Policy 4.2.12.4 is identified as being relevant in the Assessment of Environmental Effects when it specifically relates to activities within residential areas. It does not provide a pathway for activities in commercial areas to utilise residential areas for carparking.

Overall, it is considered that the utilisation of the various sites for carparking is not in line with the expectations of the Wellington District Plan.

**5. We seek the following decision from the consent authority:**

That the resource consent application for the extension of the existing supermarket car park, together with associated site works and landscaping at 26 Ganges Road, 3 Dekka Street and 31 - 33 Nicholson Road, Khandallah, be declined.

**6. We wish to be heard in support of this submission.**

**7. We request, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.**



**Signature:**

\_\_\_\_\_  
(for, and on behalf of, Kevin & Marie Pugh of 7 Dekka Street)

**Name:** Richard Turner

**Title:** Director

**Company:** Mitchell Daysh

**Date:** 18 December 2023

## Nicole Tydda

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**From:** david.tripp@xtra.co.nz  
**Sent:** Sunday, 17 December 2023 7:59 pm  
**To:** BUS: Consent Submissions  
**Subject:** 7. Submission on Khandallah New World  
**Attachments:** 2023-12 DAST Submission to WCC on Khandallah New World Car Park.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I have just filled in an on line form.

Please note this submission is made on behalf of Doctors for Active Safe Transport

Attached is a written submission. I would be grateful if you could acknowledge receipt of this.

Kind regards

David Tripp  
027 586 4626

# Doctors for Active, Safe Transport



**Submission to WCC on consent application for 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah, Service request number: 517439**

Dr David Tripp  
Doctors for Active, Safe Transport (DAST)  
December 2023

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**We would like to present orally on this submission.**

## **Summary**

FoodStuffs proposes trebling the number of car parking facilities at Khandallah New World, but proposes no increase or improvement in cycling facilities.

We object to this expansion unless there are also high-quality cycle facilities included (cycle egress, ample covered cycle stands close to the entrance with CCTV surveillance) and the increased risk to cyclists from increased traffic movements from surrounding streets are appropriately assessed and mitigated.

This objection is due to:

- The negative health impacts of facilitating increased motorised transport; and
- The positive climate impacts of facilitating and promoting mode shift to active modes

The AEE does not adequately address district plan rules around cycling. Further, failing to make relative improvements in active transport is contrary to various planning documents and a recent Environment Court Judgement.

## Why Promote Increases in Active Modes

There are substantial health benefits from active transport – in particular cycling. These include substantial reductions in heart disease, cancer, diabetes, dementia and death – illnesses currently pushing our health system beyond capacity. For example, reductions in cancer of over 40% are associated with regular cycling. These are detailed in the attached annex 3.

Put simply, the lives of our people are at stake.

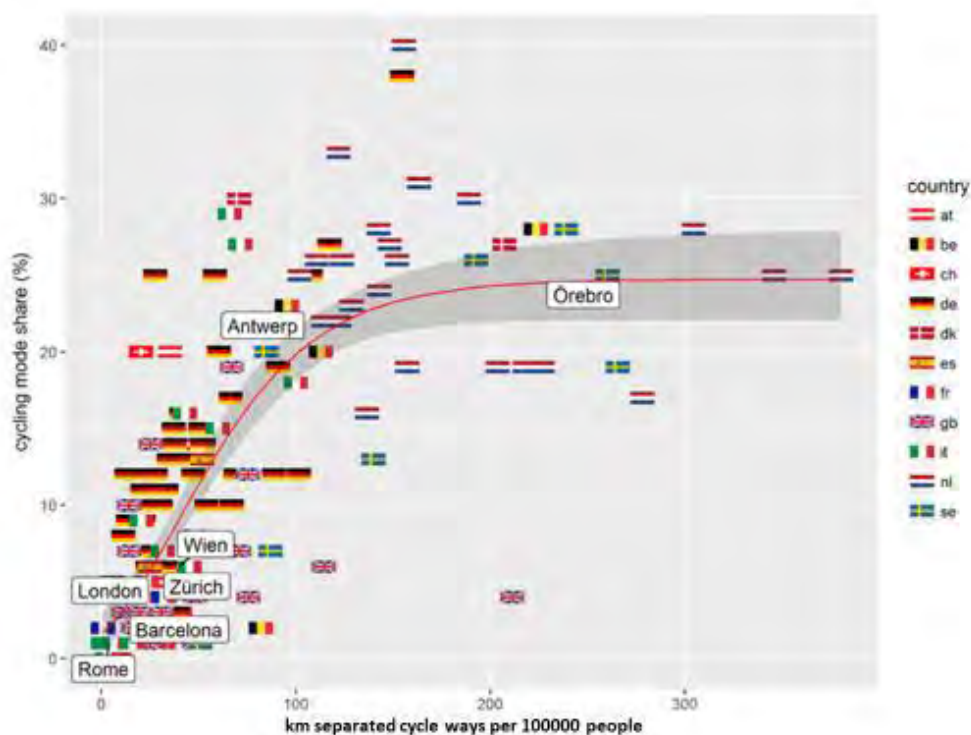
A concern with health impacts is consistent with the purposes of the RMA, namely (s5):

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, **which enables people and communities to provide** for their social, economic, and cultural well-being and **for their health** and safety...”

There are also other reasons for building safe and attractive cycle infrastructure:

- We have an urgent need to reduce carbon emissions from transport (see Annex 2)
- Urban intensification in these suburbs will result in relentless gridlock unless substantial mode shift occurs.

While cyclists currently compose a very small proportion of road users, for the above reasons we need to build for 10 – 20% mode share by cycling. This is achievable but requires high quality infrastructure:<sup>1</sup>



<sup>1</sup> Mueller N, et al. Health impact assessment of cycling network expansions in European cities. Preventive Medicine. 2018;109:62-70

## Would people cycle to a supermarket?

The AEE states:<sup>2</sup>

*“From a transportation perspective, the main characteristics of a modern supermarket are that they attract large volumes of customers, who make regular visits to purchase significant quantities of groceries and other household items. The need to transport large quantities of goods between the supermarket and (generally) home means that the private vehicle is realistically the only practical alternative for the majority of grocery shopping trips, and the use of public transport or walking and cycling is typically not a feasible option. Depending on the particular type and location of the supermarket, varying proportions of customers can and will make smaller purchases and travel by other modes (public transport, walking, cycling), but the underlying characteristic is that most supermarket visits involve the private vehicle. Realistically, this is unlikely to change greatly in the foreseeable future, although the Covid-19 pandemic did result in increased customer uptake of on-line order/delivery and click-and-collect shop”*

We dispute this unsubstantiated opinion on many grounds:

- A recent in-depth survey of consumer shopping preferences stated<sup>3</sup>:
  - “Participants reported different forms of shopping missions that they engaged in each week. These included a main shop, a secondary smaller shop, and the occasional top-up shop ...”
  - “Most reported that they travel less than 7 km for groceries and that they did not need to travel far to access alternative stores. Most felt that they had some alternatives available within 5 km”. Of note, the general distance an average cyclist will cycle for a trip is up to 5 km, with emerging evidence of trip distances up to 10 km on an e-bike.<sup>4</sup>
- Many people cycle to supermarkets. It is possible! The lived experience of some of these people is documented in Annex 1.
- Supermarkets have made significant investment in self-checkouts which would not be viable without a material number of ‘small shops’.
- Supermarkets usually have express lanes for a small number of items. Again, these would not be viable unless there were regularly used.
- The average electronic card transaction in NZ last Nov was \$56 across all retail spending<sup>5</sup>

Foodstuffs will have excellent data on the weight and volume of individual purchases which could support this assertion. It is of note that this was not included.

Businesses should not be shy of cyclists. They are good business.

An economic survey<sup>6</sup> of nine shopping areas in Auckland, Christchurch and Wellington found that pedestrians ‘contribute a higher economic spend’ in proportion to their mode share and thus ‘are important to the economic viability of local shopping areas’. In contrast to what many shopkeepers

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<sup>2</sup> Page 35

<sup>3</sup> Consumer behaviour and preferences in the New Zealand retail grocery sector, Consumer study report, Ipsos, July 2021

<sup>4</sup> Shared Path Demand Assessment and Design Review, Te Ara Tupua, Waka Kotahi, 2020

<sup>5</sup> [Electronic card transactions: November 2022 | Stats NZ](#)

<sup>6</sup> [Economy | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

believe, people walking and cycling spend \$34 per trip on average and shop more often than drivers. The study also identified that shoppers value high quality pedestrian environments and good crossing facilities in shopping areas more than they value parking.

### Assessment of Environmental Effects Impacts

The proposal's assessment of environmental effects cites three council policies relating to cycling and mode shift:

Policy	AEE States	Our Comment
Policy 4.5.2.3 "Support the uptake of new vehicle technologies by enabling supporting infrastructure in order to reduce reliance on fossil fuels"	There are existing bicycle and motorcycle parking spaces and the addition of four electric vehicle charging stations is proposed to be provided.	Does not increase provision for cycling (for example e-bikes) despite a trebling of car parking
Policy 4.2.12.1 "Seek to improve access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions".		The associated commentary supposedly in support of this policy makes no mention of public transport, people travelling by cycle or foot, or people with mobility restrictions – but simply describes increases in parking
Policy 6.2.1.2 "Allow for the outward expansion of existing Centres when they are required to accommodate growth and where they... are accessible by a variety of transport modes including public transport, walking and cycling;"		The associated commentary supposedly in support of this policy makes no mention of public transport, people travelling by cycle or foot – but simply describes increases in parking

No effort has been made to address the requirements of the district plan as they relate to active modes, despite a clear requirement to do so.

### Other Relevant Documents and Planning Decisions

A number of relevant s104(b) and (c) documents have not been considered by the applicant.

The AEE does not consider the Wellington Regional Policy Statement (2013) as a S104(b) issue.

Policy 57 of the RPS states:

When considering an application for a resource consent .... particular regard shall be given to the following matters:

...

(d) provision of safe and attractive environments for walking and cycling;

...

The AEE does not consider other relevant matters that should be considered (s104(c)). Relevant other matters (in terms of s104(c)) are:

- The Government Policy Statement on Land Transport (2021). This includes as part of its Transport Outcomes Framework the following outcomes:
  - “Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option”, and
  - “Transitioning to net zero carbon emissions”
- The Wellington Regional Land Transport Plan 2021. One of five priority areas for investment is “Travel Choice: Make walking, cycling and public transport a safe and attractive option for more trips throughout the region”.

### **Environment Court Considerations**

GWRC has policies to dramatically decrease dependency on private motor vehicles and increase the ‘mode share’ of active modes, including cycling.

This was considered by the Environment in its consideration of Riverlink. Having considered the Regional Planning Statement and the GWRC Regional Transport Plan, the Court concluded that:

*taking all reasonable steps to increase mode share is an important factor*<sup>7</sup>

The Court also considered the meaning of ‘attractive’ in “the provision of safe and attractive walking and cycling environments” as used in policy 57 of the Regional Policy Statement.

*the attribute of safety - eg the reducing of the possibilities of collisions with other users is, in our view, very much part of being attractive. We note too the definition of attractive in the Concise Oxford Dictionary - having qualities or features which arouse interest.*

Both of these conclusions of the Court are directly relevant to this case:

- Taking all reasonable steps to increase the mode share of cycling is relevant to any planning decision within Wellington City.
- “arousing interest” in cycling to a destination is relevant to assessing proposals.

It is our strong contention that the failure to consider either mode shift or “safe and attractive” cycle facilities in this request for consent is contrary to these concerns of the Court.

### **Mitigation**

We propose that the principle to be applied here, in the light of the above, is that cycling is relatively more attractive than driving to this destination after these changes. This would at least include:

- A substantial increase in the number and quality of bike parks
- Covered cycle parks, close to the entrance, with CCTV surveillance
- Safe and direct access through the site to these car parks from the vehicle entrances
- Assessment and mitigation of any degradation of on-road cycling due to increased ingress and egress from the site.

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<sup>7</sup> Decision No [2022] NZEnvC 161 ENV-2021-WLG-000039, para 248



Guidance exists on cycle planning and trip end facilities<sup>8</sup> to guide this implementation. The bottom line though is a willingness to make this work – and to contribute to improving the health of our people and our environment.

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<sup>8</sup> [Cycle parking planning and design | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

## Annex 1: Comments on Cycling to Supermarkets

We asked on a Facebook group of people's experience of grocery shopping by bike. These were some of the voices:

- I am "elderly" and I can get 4 bags and \$120 groceries up my hill on my bike
- I ONLY supermarket with my bike and panniers
- I've had occasion to go through Khandallah a couple of times this week, and been consistently surprised by just how many folks there are getting around by bicycle to and from the city, despite being further from town and up an enormous windy windy hill. I reckon the locals would respond with their wheels were more infrastructure made available
- If it's anything like my local supermarkets, people doing "big shops" are vanishingly rare. The most common purchase size seems to be so small that they are often just holding them in their hands without a bag.
- I usually shop at the Johnsonville Rd Countdown *because* it has a Locky Dock [a lockable bike stand].
- It's a bit chicken and egg, I suspect. Since I started using a bike as my main form of transport, I've started doing smaller, more frequent shops. I think I have less food waste this way, and it seems less painful than doing the big weekly shop.
- I am currently in Nagoya, Japan and can attest that a large number/ significant percentage of people bike to the supermarket. Their bikes have suitable baskets to carry shopping. In NZ we just can't imagine doing the same.
- New World Ashburton has both a bike stand and safe pedestrian access. There is no reason why they can't be included in the new store's layout.
- I regularly stop at Pak'n'Save in South Dunedin while cycling home from work and can carry my shopping home easily in my panniers. Yes, I use my car too sometimes, but go there much more regularly on my bike.
- I do all my supermarket shopping on my bike (in Napier). And that's an ordinary bike, not a cargo whatsit.
- I went to Pak'n'Save Sylvia Park today and mentioned to the check out supervisor there are never any of the little trolleys at the front of the shop so I had to use a large one which are quite deep to reach into. She said the reason is most people want to use the small trolleys so its rare there are any left out the front.
- I think the ideal is a covered over area with safe locking spots and cctv. I do big shops for 7 people by cargo bike but most people I see are just grabbing a few items and could easily manage on any bike
- If no-one does shops small enough to fit on a bike, why do they have baskets?
- I do a fortnightly BIG shop by car at my local supermarket. Buy all the bulky and heavy items we need for that period. I then stop in to the SAME supermarket 3-4 times in-between on my daily commute to pick up the extra fresh fruit, veges, meat, milk and the "oh crap I forgot that" items.
- Worth noting that Countdown on Lambton Quay and NW Metro in Willis Street have ZERO car parking and do quite well
- I shop bulk at Gilmores Petone regularly for catering work and cart it to my kitchen on my cargo bike...includes 10kg bags of onions, 20kg bags of flour, bulk oil, vegies etc. I can imagine it will only get more popular to shop by bike this way. (Maybe not the mega loads I carry 😊, but household trolley loads)

## Annex 2: Comments on Climate Change

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The proposed pre-amble to GWRC Regional Plan Change 1 articulates well the dramatic and difficult change we must make in the way we do transport. Two relevant paragraphs are reproduced here:

Immediate, rapid, and large-scale reductions in greenhouse gas emissions are required to limit global warming to 1.5°C, the threshold to avoid significant impacts on the natural environment, the health and well-being of our communities, and our economy. Extreme weather events and sea level rise are already impacting our region, including on biodiversity, water quality and availability, and increasing the occurrence and severity of natural hazards. Historical emissions mean that we are already locked into continued warming until at least mid-century, but there is still an opportunity to avoid the worst impacts if global net anthropogenic CO<sub>2</sub> emissions are reduced by at least 50 percent from 2019 levels by 2030, and carbon neutrality is achieved by 2050. In the Wellington Region, the main sources of greenhouse gas emissions are transport (39 percent total load in 2018- 19), agriculture (34 percent), and stationary energy (18 percent) (Page 8)

Many people and businesses lack an understanding of the connection between their actions, greenhouse gas emissions and climate change and the ways that it will impact their lives. In turn, this detracts from our ability to conceive of the changes we can make to help the transition to a low-emissions and climate-resilient future. Social inertia and competing interests are the biggest issues to overcome to address climate change. (page 10)

The plan change proposes, amongst other measures:

Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure – district and regional plans District and regional plans shall include objectives, policies, rules and/or methods to require that all new and altered transport infrastructure is designed, constructed, and operated in a way that contribute to reducing greenhouse gas emissions by:

- (a) Optimising overall transport demand;
- (b) Maximising mode shift from private vehicles to public transport or active modes; and**
- (c) Supporting the move towards low and zero-carbon modes.

## Annex 2: The Health Benefits of Cycling

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### Who is DAST (Doctors for Active Safe Transport)

We are a network of over 130 Wellington and Hutt Hospital doctors advocating for the benefits of active transport.

In our roles as specialist doctors, we are often the ambulance at the bottom of the cliff. We daily see the debilitating and painful – often fatal - health consequences of a national that gets far too little exercise.

We aim to promote the health benefits of active transport for all the people of our region and want to help people make healthy choices.

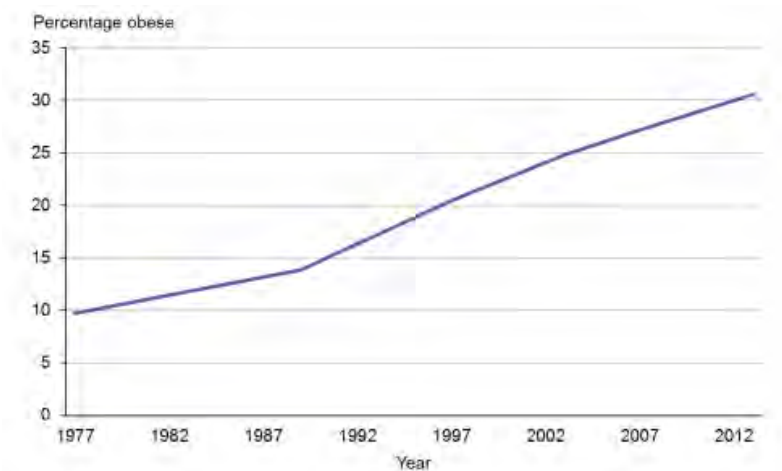
As local political leaders, you can build a fence at the top of the cliff – by leading a paradigm shift from a transport infrastructure focused on private motor vehicles to one which facilitates and promotes active transport.

Despite good intentions, provision for active transport is glacial in terms of progress and consumes a tiny fraction of the budget.

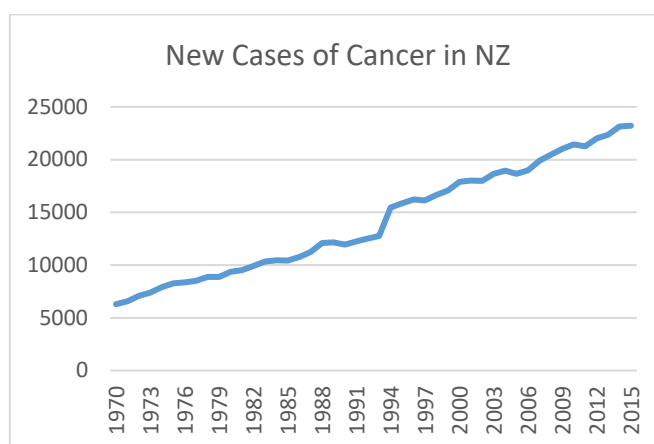
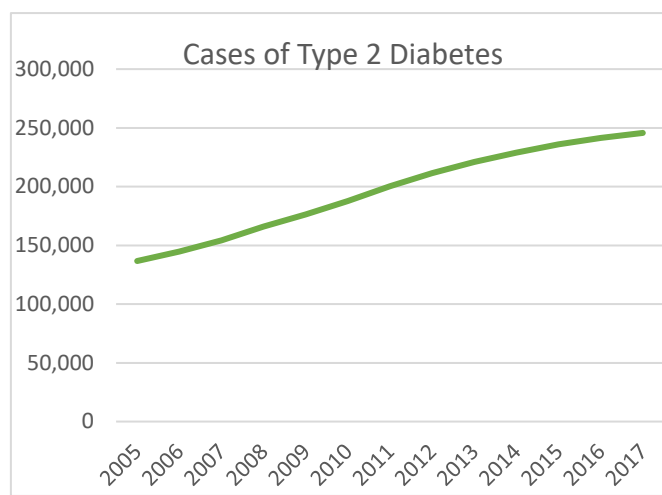
For the sake of the health of the people you lead, and that we care for, this must change.

### A Snapshot of Health in NZ

New Zealand faces a dramatic increase in obesity, and the consequent health problems:



Similarly, NZ faces dramatic increases in the number of people with diabetes and cancer:



### Health Benefits of Active Transport

In high- and middle-income countries physical inactivity has become the fourth leading risk factor for premature mortality.<sup>9</sup> Declining rates of functional active travel have contributed to this population-level decrease in physical activity, and evidence suggests that rising levels of obesity are more pronounced in settings with greater declines in active travel.<sup>10,11</sup>

Evidence for the considerable health benefits of cycling continues to grow.

A recent 5-year prospective study of over 250,000 people (median age 52)<sup>12</sup>, published in the British Medical Journal, found cycling reduced:

- The risk of all-cause mortality by 41%
- The risk of any cancer by 45%

<sup>9</sup> UK Department of Health. Start active, stay active: a report on physical activity from the four home countries' chief medical officers. DoH, 2011.

<sup>10</sup> Pucher J, Buehler R, Bassett D, Dannenberg A. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health* 2010;100:986-1992

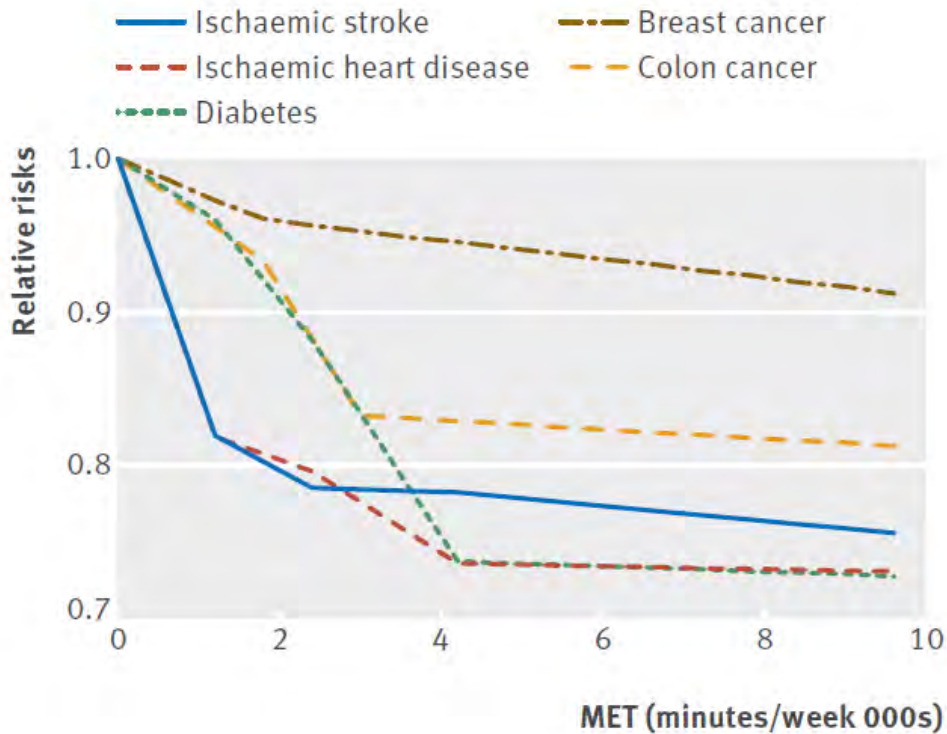
<sup>11</sup> Bassett D, Pucher J, Buehler R, Thompson D, Crouter S. Walking, cycling and obesity rates in Europe, North America, and Australia. *J Phys Act Health* 2008;5:795-814.

<sup>12</sup> Celis-Morales CA, Lyall DM, Welsh P, et al. Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study. *BMJ* 2017;357:j1456. doi: 10.1136/bmj.j1456

- The risk of cardiovascular disease by 46%

Commenting on this study, the Guardian said, “If a magic pill were invented that could generate all of these benefits, we would be falling over ourselves to buy it.”<sup>13</sup>

A summary of 174 individual studies have given us insight into how the risk of cancer, diabetes, and ischaemic heart disease reduces with exercise. The message is clear: the more the better<sup>14</sup>:



Exercise in general has been shown to reduce the risk of stroke by 25%.<sup>15</sup>

Cycling has clear benefits to business. A 3-year study in Cambridge, UK, found a 54% in sickness absence from work each year<sup>16</sup>.

A recent, large study published in the British Medical Journal examined the effect of active transport (cycling and walking) on the obesity epidemic and compared this affect with sport involvement.<sup>17</sup>

<sup>13</sup> <https://www.theguardian.com/environment/bike-blog/2017/apr/20/its-good-to-hear-cycling-to-work-reduces-your-risk-of-dying-but-thats-not-why-i-do-it>

<sup>14</sup> Kyu HH, Bachman VF, Alexander LT, et al. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *BMJ* 2016;354:i3857. doi: 10.1136/bmj.i3857

<sup>15</sup> Lee CD, Folsom AR, Blair SN, “Physical Activity and Stroke Risk”, *Stroke*. 2003;34:2475-2482

<sup>16</sup> Mytton OT, Panter J, Ogilvie D. Longitudinal associations of active commuting with wellbeing and sickness absence. *Prev Med* 2016;84:19-26. doi: 10.1016/j.ypmed.2015.12.010

<sup>17</sup> Associations between active commuting, body fat, and body mass index: population based, cross sectional study in the United Kingdom, *BMJ* 2014;349:g4887 doi: 10.1136/bmj.g4887 (Published 19 August 2014)

	Reduction in BMI		Reduction in Percentage Body Fat	
	Men	Women	Men	Women
Attributable to active transport	-0.97	-0.87	-1.35	-1.37
Attributable to involvement in sport	-0.10	-0.26	-0.19	-0.34

These findings show a robust, independent association between active commuting and two objective markers of obesity, BMI and percentage body fat. Those who used active modes had a lower BMI and percentage body fat compared with those who used private transport.

These differences are larger than the effect sizes seen in most individually focused interventions based on diet and physical activity to prevent overweight and obesity.<sup>18</sup> They are also approximately four times larger than the reductions in obesity due to involvement in sport.

Active commuting to work has been strongly recommended by the UK National Institute for Health and Care Excellence (NICE) as a feasible way of incorporating greater levels of physical activity into daily life.<sup>19</sup> Policies designed to effect a population-level modal shift to more active modes of work commuting therefore present major opportunities for public health improvement.

Studies consistently suggest that use of active commuting modes translates into higher levels of overall individual physical activity.<sup>20 21 22</sup> A recent UK study provided 103 commuters with accelerometers for seven days and found that total weekday physical activity was 45% higher in participants who walked or cycled to work compared with those who commuted by car, while no differences in sedentary activity or weekend physical activity were observed between the two groups.<sup>9</sup>

There is a now established benefit from physical activity in reducing dementia: “Meta-analyses of longitudinal observational studies of 1–21 years duration showed exercise to be associated with reduced risk of dementia.<sup>2</sup> A further overview of systematic reviews concluded that there is convincing evidence for physical activity protecting against clinically diagnosed Alzheimer’s disease.”<sup>23</sup>

### Is Cycling Safe?

A New Zealand study of ACC injury risks of road cycling 3 times a week, compared to various other activities, found cycling had similar risks to DIY twice a month, 140-fold fewer injuries than skiing 4 – 5 times a year, and 530-fold fewer injuries than playing rugby every 3 weeks.

<sup>18</sup> Stephens K, Cobiaci J, Veerman J. Improving diet and physical activity to reduce population prevalence of overweight and obesity: an overview of current evidence. *Prev Med* 2014;15:167-78.

<sup>19</sup> National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (public health guidance 41). NICE, 2012. [www.nice.org.uk/guidance/ph41](http://www.nice.org.uk/guidance/ph41).

<sup>20</sup> Faulkner GE, Buliung RN, Flora PK, Fusco C. Active school transport, physical activity levels and body weight of children and youth: a systematic review. *Prev Med* 2009;48:3-8.

<sup>21</sup> Ogilvie D, Foster CE, Rothnie H, Cavill N, Hamilton V, Fitzsimons CF, et al. Interventions to promote walking: systematic review. *BMJ* 2007;334:1204.

<sup>22</sup> Audrey S, Procter S, Cooper AR. The contribution of walking to work to adult physical activity levels: a cross sectional study. *Int J Behav Nutr Phys Act* 2014;11:37

<sup>23</sup> Livingstone, G et al, Dementia prevention, intervention, and care: 2020 report of the Lancet Commission, *The Lancet*, Vol 396 August 8, 2020

The study concludes that fear of cycling in car-dependent NZ arise from causes other than the actual risk of injury.<sup>24</sup>

### **Achieving Mode Shift**

Achieving mode shift is a complex process and a “new way of doing business” for council staff, engineering consultants and contractors, community consultation processes, and local businesses.

We are saddened – and your people’s health has suffered as a result – that the development of cycling infrastructure remains subject to piecemeal planning and disconnected networks with variable levels of service.

This is also about much more than capital works projects. It is about changing culture and behaviours. It is about changing the choices each of us make each time we leave our homes to go anywhere.

This requires leadership – looking at this evidence and making our communities the best they can be for everyone – not just motorists.

We need to – urgently – *reduce* our dependence on private motor vehicles – they are the key driver of congestion, they are bad for our fragile environment, and they are bad for our health.

Instead, the heart of our transport plan must be to facilitate and promote rapid modal shift.

Put simply, we must change. And quickly.

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<sup>24</sup> Chieng M, Lai H, Woodward A. How dangerous is cycling in New Zealand? *Journal of Transport & Health* 2017 doi: 10.1016/j.jth.2017.02.008



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Sunday, 17 December 2023 7:55 pm  
**To:** BUS: Consent Submissions  
**Subject:** 7. Submission on notified resource consent application for 517439

### Submitter details

**First name:** David  
**Last name:** Tripp  
**Address:** 3 High St,  
**Suburb:** Petone  
**City:** Lower Hutt  
**Phone:** 0275864626  
**Email:** david.tripp@xtra.co.nz

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 10 mins with questions to follow  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

See written submission which will be emailed

#### Aspects of the application that you are neutral towards:

See written submission which will be emailed

#### The reasons for my / our submission are:

See written submission which will be emailed

#### The decision I / we would like Wellington City Council to make is:

See written submission which will be emailed

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Friday, 15 December 2023 5:25 pm  
**To:** BUS: Consent Submissions  
**Subject:** 8. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Kenneth  
**Last name:** Dixon  
**Address:** 98 Pinehaven Road, Pinehaven  
**Suburb:** Pinehaven  
**City:** Upper Hutt  
**Phone:** 0210766297  
**Email:** kenneth.dixon@pseudo.net.nz

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The response to Urban Development 2020 (NPS-UD), in particular this statement:  
"From a transportation perspective, the main characteristics of a modern supermarket are that they attract large volumes of customers, who make regular visits to purchase significant quantities of groceries and other household items. The need to transport large quantities of goods between the supermarket and (generally) home means that the private vehicle is realistically the only practical alternative for the majority of grocery shopping trips, and the use of public transport or walking and cycling is typically not a feasible option. Depending on the particular type and location of the supermarket, varying proportions of customers can and will make smaller purchases and travel by other modes (public transport, walking, cycling), but the underlying characteristic is that most supermarket visits involve the private vehicle. Realistically, this is unlikely to change greatly in the foreseeable future, although the Covid-19 pandemic did result in increased customer uptake of on-line order/delivery and click-and-collect shops"

This poorly researched and completely dismissive analysis of all other transport options ignores the private automobile's inefficient use of road space and detrimental effects on the environment.

"Realistically, this is unlikely to change greatly in the foreseeable future" is a self-fulfilling prophecy: it won't change with attitudes such as this.

With recent positive improvements to Wellingtons cycling infrastructure, which have and will encourage the public to opt for better transport options, private organisations need to cater for and encourage this also.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

**The decision I / we would like Wellington City Council to make is:**

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 11 December 2023 11:43 am  
**To:** BUS: Consent Submissions  
**Subject:** 9. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Sarah  
**Last name:** Gibson  
**Address:** 15 Kildare Ave  
**Suburb:** Glendowie  
**City:** Auckland  
**Phone:** 0212665401  
**Email:** sarahg.antong@gmail.com

### Application details

**Applicant name:** New World  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I am not keen for the extended carpark to go ahead

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

Khandallah is a charming village that is well serviced by large supermarkets with carparking in nearby neighbourhoods. More carparking will increase the number of cars in the area and make it dangerous for pedestrians

#### The decision I / we would like Wellington City Council to make is:

Decline the consent application

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 11 December 2023 11:13 am  
**To:** BUS: Consent Submissions  
**Subject:** 10. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Fiona  
**Last name:** Calderwood  
**Address:** 31 Ranui Crescent  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 021673887  
**Email:** fiona@calderwood.net.nz

### Application details

**Applicant name:** Barker and Associates Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Hello, I do not support the creation of +64 new car parking spaces at New World Supermarket in Khandallah.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

- 1) There is an increased risk to pedestrian shoppers, including elderly, from an increase in the number of vehicles moving around the supermarket.
- 2) There is an increased risk to school children as they walk to and from St Benedicts School. The proposed access to Nicholson Road opens directly onto pedestrian paths that lead to the school.
- 3) Additional parking will increase the volume of traffic in the village, additional parking encourages vehicle use when supermarket shopping. Increased traffic volume brings more pollution from fumes, noise pollution, and these do not add to good health for anybody.
- 4) Increased asphaltting of the proposed car park gives less land for natural rain run-off.
- 5) Khandallah has plenty of young families with children. I'm really uncomfortable that there will be more risk to kids if there are even more cars around such a core location of the Village as the supermarket.
- 6) The Village is not enhanced by more cars. It is enhanced by safe walking pathways, excellent public transport, friendly

interactions with people :)

**The decision I / we would like Wellington City Council to make is:**

Please do not allow an increase of car parking.

If there must be some, at least make it all mobility access parking so our elderly and disabled have the best and safest access possible.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Sunday, 17 December 2023 10:42 am  
**To:** BUS: Consent Submissions  
**Subject:** 11. Submission on notified resource consent application for SR 517439

### Submitter details

**First name:** Sean  
**Last name:** Gray  
**Address:** 39 Amritsar Street  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0220435880  
**Email:** sean.gray@nzals.co.nz

### Application details

**Applicant name:** Khandallah New World  
**Site address:** 26 Ganges Road Khandallah  
**Service request number:** SR 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Expanding the car park and supermarket will enhance community convenience and accessibility for residents. This expansion would accommodate growing needs, reduce congestion, and support local economic activity, fostering a more vibrant, create jobs for young people and thriving community.

#### Aspects of the application that you are neutral towards:

N/a

#### The reasons for my / our submission are:

To support development in the area.

#### The decision I / we would like Wellington City Council to make is:

Approve as presented.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 16 December 2023 9:06 am  
**To:** BUS: Consent Submissions  
**Subject:** 12. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Ian  
**Last name:** Morrish  
**Address:** 11 Pigeonwood Lane  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 6421931805  
**Email:** ian\_morrish@hotmail.com

### Application details

**Applicant name:** Barker and Associates Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
Providing parking to alleviate street parking congestion.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

I regularly attend Khandallah medical centre and my mother who lives in Everest St. I believe the proposed parking expansion for New World will improve overall traffic flow and road safety in the area.

**The decision I / we would like Wellington City Council to make is:**

Approve the application.

I would also like the council to consider more dotted yellow lines on one side of Deca St and the corner of Nicholson Rd where the proposed carpark exit will be.



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 11 December 2023 11:56 am  
**To:** BUS: Consent Submissions  
**Subject:** 13. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Jo  
**Last name:** Humphrey  
**Address:** 34 Baroda Street  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0210626333  
**Email:** jhumphrey100@hotmail.com

### Application details

**Applicant name:** New World Khandallah  
**Site address:** 26 Ganges Road + Khandallah  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I support the extra carparking (the earthworks relating to this and the signage)

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

Extra carparking will reduce congestion on Ganges road while people are waiting for a park and circling in the limited space in the existing carpark.

#### The decision I / we would like Wellington City Council to make is:

Approve the consent to carry out the earthworks required and the signage

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 9 December 2023 1:26 pm  
**To:** BUS: Consent Submissions  
**Subject:** 14. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Anita  
**Last name:** Balakrishnan  
**Address:** 58 Nicholson Road, Khandallah  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0277050483  
**Email:** anita.balakrishnan72@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island New Zealand  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Current New World supermarket is heavily used, and increasingly so. It is not presently fit for purpose. The proposal puts the supermarket on an equal basis with Newlands and Churton Park New World supermarkets, which works incredibly well. I am really hoping this goes through - it would be fantastic to have a decent supermarket carpark and multiple exits. The location of proposed exits is also good. Despite what I know some objectors are saying, the proposed exits are not on blind corners and will not cause traffic issues.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I live in the area, use the supermarket a lot, and currently actively choose to avoid the carpark (and making larger purchases) because of the carpark that is not adequate and no longer fit for purpose.

#### The decision I / we would like Wellington City Council to make is:

Give consent to the proposal as is.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Friday, 8 December 2023 3:50 pm  
**To:** BUS: Consent Submissions  
**Subject:** 15. Submission on notified resource consent application for SR 517439.

### Submitter details

**First name:** Jodie  
**Last name:** O'Doherty  
**Address:** 14 Lohia Street  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 642108111508  
**Email:** jodieattard@hotmail.com

### Application details

**Applicant name:** Food Stuff  
**Site address:** New world khandallah  
**Service request number:** SR 517439.  
**Submission:** I / we support the application  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Car park is usually always full. Often having to drive around several time to get a spot.  
Entry is busy and narrow. Good to have second or even third exit/entry points.  
If we can't get spot we drive to Jville or crofton downs, adding to road usage for no reason.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

#### The decision I / we would like Wellington City Council to make is:

Approve proposal

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Friday, 8 December 2023 12:27 pm  
**To:** BUS: Consent Submissions  
**Subject:** 16. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Aaron  
**Last name:** Broadbent  
**Address:** 11 Crompton Avenue  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 021823139  
**Email:** aaron.broadbent@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island Limited  
**Site address:** 26 Granges Road  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Extended carparking will greatly help the congestion and lack of parking in the immediate area.

#### Aspects of the application that you are neutral towards:

none

#### The reasons for my / our submission are:

I support the expansion of the carparking to make it easier to shop the village.

#### The decision I / we would like Wellington City Council to make is:

Approve it as submitted .

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Wednesday, 6 December 2023 1:02 pm  
**To:** BUS: Consent Submissions  
**Subject:** 17. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Sam  
**Last name:** Brookes  
**Address:** 4/57 Simla Cres  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0273519036  
**Email:** bigfootq7@gmail.com

### Application details

**Applicant name:** Public Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark)  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I think it's a great Idea, so many new families in the area and the carpark needs to get bigger to support the increase. It's not going to negatively affect anything that I can see.

#### Aspects of the application that you are neutral towards:

-

#### The reasons for my / our submission are:

I think its a great idea when I saw it displayed at the store.

#### The decision I / we would like Wellington City Council to make is:

To go ahead and green light it.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 5 December 2023 3:45 pm  
**To:** BUS: Consent Submissions  
**Subject:** 18. Submission on notified resource consent application for SR 517439

### Submitter details

**First name:** Matt  
**Last name:** Humphrey  
**Address:** 34 Baroda Street  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 64274729816  
**Email:** matt.humphrey@gilmours.co.nz

### Application details

**Applicant name:** New World Khandallah  
**Site address:** Ganges Road, Khandallah  
**Service request number:** SR 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The car park is much too small, it will be very useful to enlarge this to help serve the community

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I am a local resident who used this New World.

#### The decision I / we would like Wellington City Council to make is:

Allow the earthworks and associated signage for the New World Khandallah carpark to be extended.

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

**Resource Consents**

**Wellington City Council**

**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Barker & Associates Ltd on behalf of Foodstuffs North Island Ltd

Site address: 26 Ganges Rd, 3 Dekka St, 31-33 Nicholson Rd

Proposal: Extend Super Market Carpark.

Service request number:

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Michael Douglas

Address of submitter: 6 Clive Road  
Khandallah

Phone (day): 021449568

Mobile:

Email: [mike@deneefe.co.nz](mailto:mike@deneefe.co.nz)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

Traffic Hazards.

The movement and congestion of traffic in Nicholson Road is already dangerous and to consider an entrance / exit to a supermarket carpark opposite a blind corner is ridiculous. Currently with buses, school drop-offs and parked cars it is already considered a one way street.

Position of The Supermarket.

I use this supermarket and never have an issue with parking so I assume that once the carpark is completed the next step would be is to extend the supermarket.

This is a condensed suburban area, a larger supermarket with suitable parking should be positioned on the outer suburban fringes.

**The reasons for my submission are:**

I travel down Nicholson Road past the proposed carpark entrance / exit and are well aware of the potential hazards at present.  
Removing 3 houses in a tight housing market to build a carpark that is not required as the present carpark is adequate.  
Large retail businesses should not be situated within a suburban area like Khandallah village.

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

Reject the application completely.

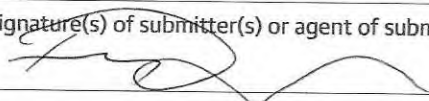
**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

4 / 1 / 2024

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Sunday, 31 December 2023 1:54 pm  
**To:** BUS: Consent Submissions  
**Subject:** 20. Submission on notified resource consent application for SR 517439

### Submitter details

**First name:** Zoe  
**Last name:** Gray  
**Address:** 39 Amritsar st  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0224302869  
**Email:** fairgray81@gmail.com

### Application details

**Applicant name:** Khandallah New World  
**Site address:** 26 Ganges road  
**Service request number:** SR 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

A larger store and larger car park, and the car park has no specific entry and exit points

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

A larger better stocked local supermarket would decrease my need to head out of the suburb to alternative larger supermarkets. The potential to increase stock and choice is exciting. And presumably a larger store would mean more jobs- useful for a family with growing children that would need work.

#### The decision I / we would like Wellington City Council to make is:

To agree to the submitted plan increasing the car park and size of khandallah new world.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Friday, 5 January 2024 11:45 am  
**To:** BUS: Consent Submissions  
**Subject:** 21. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Ben  
**Last name:** McPheat  
**Address:** 38 Nicholson Road  
**Suburb:** khandallah  
**City:** Wellington  
**Phone:** 0212606816  
**Email:** benmcpheat@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

We oppose:  
The construction of a carpark access way on 31/33 Nicholson road.

#### Aspects of the application that you are neutral towards:

The construction of a larger the car park

#### The reasons for my / our submission are:

We live at 38 Nicholson road, Khandallah.  
Traffic volumes and pedestrian safety are our primary and secondary issues with the Nicholson road access component of the car park redevelopment.  
Our tertiary issues are with the change to the character of a residential street (Nicholson road) to a having a commercial accessway.  
Firstly our primary issues of Traffic volumes (with pedestrian safety to be covered next)  
It should first be noted that St Benedicts school is 50-100 meters up Nicholson road and that this adds to traffic and pedestrian volumes twice a day for a large part of the year  
We have two young children who walk to school (Cashmere Ave and Raroa Intermediate) and cross Nicholson road from our side of the road where no sidewalk exists to the other side where there is one.  
This crossing is undertaken at peak times when there is a high level of traffic including:

- School traffic – parents parking opposite our property to walk children up to school - slimming the road to one lane.

- Parents doing "drop and go's" outside the school and then driving down Nicholson Road increasing traffic volumes to the main road at this time.
- Commuter traffic (including cars and cyclists) from feeder streets above us to reach the main road to travel to work etc
- The number 25 Khandallah to city bus coming climbing up Nicholson Road towards Everest street on its regular route through the day (more frequent at peak times)
- Large numbers of children walking up and down Nicholson Road on their way to school ( either St Benedicts or other schools like our children)
- Delivery vehicles ranging from postal employees, to couriers to large trucks ( supermarket delivery trucks included – over 5 tonnes)
- Weekly rubbish and recycling collection

All of these factors combine to mean that Nicholson road is currently busy from a traffic flow perspective during peak times and is usually down to one lane and can currently pose a risk to children, parked cars and others road users. (We personally have had a wing mirror collected, a car gouged all requiring replacement at our cost as have two neighbours cars – both requiring significant repair work)

The traffic management assessment has captured this daily coming and going but has then made a series of assumptions for the calculation of its traffic volumes for Nicholson road POST car park that I do not think fit this situation for the following reasons:

It has not factored in (that I can tell) the more direct access pathway that the Nicholson road access will provide to all resident in "feeder properties about us. Other residents can now miss the trip down Everest and Ganges and come straight down Nicholson road to get to New world, greatly increasing the volumes of traffic on the road which is already busy.

It appears to have ignored the presence of the school 100m from the access way and its chosen times appear outside of school drop and pick up times and the congestion and risk this introduces on a small and busy piece of road.

Adding in the issues of Pedestrian safety

It has also in my view appeared to ignore the danger a peak times to commuters and school children from pedestrian crossings across the new access way on Nicholson road coupled with its ignorance of the behavioral change from "easier" access to New World via Nicholson road

With the train and bus stops at the bottom of Nicholson road there is kids and commuters walking down the sidewalk who will now be navigating a major driveway where before there was only a few traffic movements a day by private vehicles up their private accessway. Surely this is an impact that needs to be investigated more thoroughly.

Finally to the change to the residential character. This is a suburban street, not a commercial frontage. A carpark will for those around it change considerably the look and feel of the street in this section. A large corporate firm can do all the modelling it like about what it thinks the change will feel like, but the people around it are the only ones who know. Our submission should show we don't think it's a minor change and we are not a fan of what it will do to the look, feel and business of our street.

**The decision I / we would like Wellington City Council to make is:**

Stop the access way into Nicholson road. It will create and even busier road, that is not safe or suitable for residents and their families and will degrade their quality of life and enjoyment of their homes.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 6 January 2024 1:39 pm  
**To:** BUS: Consent Submissions  
**Subject:** 22. Submission on notified resource consent application for SR 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Matthew  
**Last name:** Smith  
**Address:** 5/324 The Terrace  
**Suburb:** Te Aro  
**City:** Wellington  
**Phone:** 0212669501  
**Email:** matthewsmith.mjs@gmail.com

### Application details

**Applicant name:** New World Khandallah  
**Site address:** 26 Ganges Road, Khandallah, Wellington 6035  
**Service request number:** SR 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The increased car park at new world khandallah will be a benefit to Khandallah. When the shop is busy the road fills up with cars and adds increased traffic that is not needed. Having more parks would allow for the road to be less crowded. It would make the area safer for crossing the roads and allow for meeting points where the schools can work with the shops if the need safe pick up areas. It helps with local business in the village, and will make the experience for the local community shopping at khandallah better. When it's wet and raining and with little parks customers then have to walk a fair distance in the rain. All in all I think all aspects of the application make sense and would benefit the community.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I believe it would be a helpful and good decision for the community of Khandallah

#### The decision I / we would like Wellington City Council to make is:

To let the proposed plans for the car park extension at New World Khandallah to be passed and allowed to go ahead.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 8 January 2024 3:31 pm  
**To:** BUS: Consent Submissions  
**Subject:** 23. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Amanda and Tom  
**Last name:** O'Brien  
**Address:** 28 Nicholson Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0224273629  
**Email:** amandatomnz@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 5-10mins  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

I live at 28 Nicholson Road, Khandallah and am opposed to the above resource consent application for the following reasons:

The Khandallah New World Supermarket does not need a bigger carpark. I walk to the supermarket and there are generally car spaces free. It is only at peak times (like 5-6pm) that the car park can be full, but even at those times turnover the car parks is a regular occurrence and there does not appear to be cars waiting for long, or any queues of cars out onto Ganges Road. I note the application does not include a traffic study or any breakdown of vehicle occupancy at different times of the day of the Khandallah New World carpark. The increase of car parks from the existing 38 to the proposed 102 is excessive to resolve an insignificant issue.

Character and amenity: the character of a residential area and small, compact commercial shopping area will be adversely affected. As a local resident, I bought a residential property in a leafy residential area. If the proposal goes ahead we will lose the character and ambience of the neighbourhood. Large retaining walls, signage, pole lighting, and more traffic will detract from the area's character, changing it permanently for the worse. My house sits in an elevated position above Nicholson Road, and looks north across towards the New World. At the moment, this aspect provides a residential amenity with a view across residential properties, within which the houses are surrounded by established vegetation. The proposal will result in this amenity being lost for the sake of a car park. At night, amenity will become adversely affected through a floodlit car park interrupting our visual amenity, as opposed to the ambience provided by residential house lights.

Housing: at a time of housing shortage, the application will reduce the number of houses and re use those residentially zoned properties for an unspecified commercial gain. This results in the housing stock likely being permanently reduced.

Traffic, access and parking: this area is not properly addressed by the application, which can only be described as cynical and arrogant because this application will have a huge impact on transport. This is about safety, and goes to the core of the application. Proof of the application's lazy approach to traffic is they have not bothered to undertake a proper traffic assessment at Khandallah, and have instead included results from a study at New World Island Bay!

- There will be a 168% increase in the number of carparks from 38 to 102. There will be significantly more traffic movements. And the movements will be concentrated at peak times, which magnifies the impact on traffic.
- I walk up Nicholson Road multiple times a day to St Benedict's School. Before and after school, children (5-13yrs) and their families (often including pre-school children) make heavy use of Nicholson Road. Often the children run or are on scooters/bikes on the footpath. The school encourages active transport modes. The proposal kills this. If a double entry driveway on Nicholson Road is established there will eventually be a fatality.
- Today buses drive up Nicholson Road and there is considerable traffic congestion, with buses getting stuck and having to reverse if they meet another large vehicle. Adding significantly more traffic movements will make this congestion worse. Imagine a large van driving down Nicholson Road wanting to turn right into the carpark, meeting a bus driving up Nicholson Road that has breached the center road marking to get around a parked car. This will happen daily.

Photograph 5 of the Communte Transportation Consultants Report included in the New World application shows how blind this corner is. The removal of an agapanthus bush as shown in that photo is not going to solve this safety problem.

- The proposal will increase traffic volumes around the bus stops on Dekka Street, making this congested at peak times, which is dangerous. In particular, buses travelling down Dekka Street to Clutha Ave, will have to contend with the carpark entrance at Dekka Street. Apart from extending the footpath, no real thought has gone into this.

Environment: The proposal will create a large concreted area which will generate a huge run-off of water during heavy rain. Today there are regularly floods on Nicholson Road because the stormwater cannot cope with the water volumes. This will only get worse, and I note the application does not have a serious plan to mitigate this beyond using existing infrastructure.

I would like to extend an invite to the decision makers on this application to visit my property so they can see for themselves the effects of the proposal on me and my family.

#### **Aspects of the application that you are neutral towards:**

#### **The reasons for my / our submission are:**

Ultimately, the proposal does not align with the Objectives and Policies of the Operative and Proposed Wellington District Plans.

- The Operative District Plan contains Policy 4.2.4.7 which states that non-residential activities in residential areas must maintain character and amenity standards, and any adverse effects are appropriately avoided, remedied or mitigated. The proposal does not even come close to satisfying this requirement. The proposal is also inconsistent with policies:4.2.3.1 (ensure that new developments in the Outer Residential Area acknowledge and respect the character of the area in which they are located);
- 4.2.3.6 (minimise hard surfaces by encouraging residential development that increases opportunities for permeable open space areas);
- 4.2.3.7 (encourage the retention of mature, visually prominent trees and bush in association with site redevelopment);
- 4.2.5.1 (To promote a sustainable built environment in the Residential Area that: Utilises principles of low impact urban design; and Provides for the efficient end use of energy (and other natural and physical resources), especially in the design and use of new buildings and structures);
- 4.2.8.3 (encourage retention of existing vegetation, especially established trees and existing native vegetation);
- 4.2.8.4 (encourage retention and restoration of indigenous ecosystems and habitats);

- 4.2.12.1 (seek to improve access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions); and
- 4.2.12.4 (require appropriate parking, loading and site access for activities in Residential Areas).

As such, the proposal does not meet the following objectives of the Operative District Plan:

- 4.2.2 (To recognise and enhance those characteristics, features and areas of the Residential Area that contribute positively to the City's distinctive physical character and sense of place);
- 4.2.3 (Ensure that new development within Residential Areas is of a character and scale that is appropriate for the area and neighbourhood in which it is located);
- 4.2.4 (Ensure that all residential properties have access to reasonable levels of residential amenity);
- 4.2.7 (To facilitate a range of activities within Residential Areas provided that adverse effects are suitably avoided, remedied or mitigated, and amenity values are maintained or enhanced);
- 4.2.8 (To maintain and enhance natural features (including landscapes and ecosystems) that contribute to Wellington's natural environment); and
- 4.2.12 (To enable efficient, convenient, and safe access for people and goods within Residential Areas).

In terms of the Proposed District Plan, it is clear from the proposed zoning that Council want the land to be continued to be used for residential purposes, as a residential zoning of the sites has been retained. The proposal is inconsistent with the following relevant objectives and policies of the Proposed District Plan:

- TR-O1, TR-P1, TR-P3 relating to transport, and in particular transport safety matters and that the public health and safety, including the safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised;
- MRZ-O1 seeking that the zone provides predominantly for residential activities;
- MRZ-O3 seeking that the zone provides healthy, safe and accessible living environments with attractive and safe streets;
- MRZ-P9 requiring development to provide a minimum level of permeable surface to assist with reducing the rate and amount of storm water run-off;
- MRZ-P10 encouraging the retention of existing vegetation, particularly native vegetation and visually prominent trees that may not otherwise be protected, and where vegetation is proposed to be removed, seek new landscaping of equal or better quality to help integrate new development into the surrounding environment and minimise hard surfacing;
- MRZ-P11 encouraging development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance;
- MRZ-P14, which states to only allow non-residential activities and buildings that:
  - o Support the needs of local communities;
  - o Are of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone;
  - o Contribute positively to the urban environment and achieve attractive and safe streets;
  - o Reduce reliance on travel by private motor vehicle;
  - o Maintain the safety and efficiency of the transport network; and
  - o Are adequately serviced by three waters infrastructure or can address any constraints on the site.

It is the matters detailed in MRZ-P14 which succinctly summarised why I am opposed to the proposal. 102 car parking spaces do not support the need of the local community. The large paved area needed for the car park is not of an intensity, scale and design consistent with the amenity values for this residential zone. The large paved area does not contribute positively to the urban environment and the resultant vehicle movements directly contrast the intent for attractive and safe streets. The whole point of the proposal is to facilitate private motor vehicle travel, and based on my observations the demand for parking spaces exceeds the supply is very limited and resolves itself.

Overall, the number of proposed car parking spaces is complete overkill, detracts from my residential amenity, results in an unsafe roading environment (particularly along Nicholson Road), is designed to attract private vehicles when local and central government policy is trying to achieve the opposite, and is completely contrary to the relevant objectives and policies of the Operative and Proposed District Plans.

**The decision I / we would like Wellington City Council to make is:**  
For the above reasons decline the resource consent application.



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 9 January 2024 10:25 am  
**To:** BUS: Consent Submissions  
**Subject:** 24. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Brenda  
**Last name:** Vale  
**Address:** 42 Ganges Road  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 021963263  
**Email:** brenda.vale@outlook.co.nz

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandalla  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 5 minutes  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

I oppose the application on the following grounds

- 1) In a time of the need for climate change mitigation extending an existing car park that is rarely full at the expense of three houses in a city that is short of housing seems to be taking development in the wrong direction.
- 2) Given the increase in severe weather events because of climate change substituting permeable surfaces for an extensive impermeable one, however well drained, is also a move in the wrong direction.
- 3) the application states "The need to transport large quantities of goods between the supermarket and (generally) home means that the private vehicle is realistically the only practical alternative for the majority of grocery shopping trips, and the use of public transport or walking and cycling is typically not a feasible option." The demographic of Khandallah is such that many people shop frequently and walk or use public transport. This suggests to me that no proper study has been done of who the supermarket users are. The assumption that all customers come by car and shop once a week is not true, and given this is the basis for extending the carpark there is no reason to extend it. Evidence should have been presented in the application to support its claim that most shoppers come by car.
- 4) Deliveries only arriving between 10.00pm and 7.00am is unacceptable. The high pitched noise of backing lorries is clearly audible from our bedroom that fronts on to Ganges Road and we will be in for many interrupted nights. If this is an error what other errors might there be in the application?
- 5) There is another error. The application states Newworld staff will not be using the new carpark but will park in Ganges Road, the nearest road parking to the supermarket. Currently Newworld staff park outside our house (we see them in their uniforms getting in and out of their cars). The application states that before 7.00pm no-one will park less than 10m

from a residential property. The front of our house at 42 Ganges Road is 7.2m from the bedroom wall to the road edge just beyond the kerb, so where is this 10m as claimed in the application?

I do not support the application on any grounds.

**Aspects of the application that you are neutral towards:**

None

**The reasons for my / our submission are:**

I feel the application has been poorly prepared with no evidence given that the current carpark is insufficient or any acknowledgment that many people shop for small loads using foot, bicycle and public transport.

Had the application been to redevelop the three sites for small townhouses within walking distance of Newworld, thereby increasing housing and potential Newworld shoppers in an area that has very good public transport (bus and train) I would have been in support of this. A carpark for which the need has not been proven seems a poor use of valuable land.

As noted above, not all shoppers use the carpark, yet effectively we pay more for our groceries so other shoppers can enjoy their free parking. Somehow the cost of the new carpark will be transferred to all shoppers and it is those driving at a time when driving should be discouraged in the name of climate change mitigation that will benefit at the expense of those trying to do their bit for the future.

**The decision I / we would like Wellington City Council to make is:**

To reject the application on the grounds that it does not support the policy of housing intensification, which would give Newworld more customers without having to build a carpark.

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

### Resource Consents

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

## Submission details

Name of applicant: William Guest

Site address: 29 Clutha Avenue, Khandallah, Wellington

Proposal: Additional car parking space for New World Supermarket, Ganges Road, Khandallah

Service request number:

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: William Guest

Address of submitter: 29 Clutha Avenue, Khandallah, Wellington

Phone (day):

Mobile:

021 180 9425

Email: [wguest.guest@gmail.com](mailto:wguest.guest@gmail.com)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

- 1) Vehicle entrance to the proposed carpark from Nicholson Road presents a considerable hazard to pedestrians. (particularly school children). There is no footpath opposite the car park entrance, therefore pedestrians would be forced to use the single footpath crossing directly in front of the entrance. This would present a considerable hazard to pedestrians, particularly children travelling to and from the nearby school.
- 2) Vehicles (including buses) attempting to cross the intersection at the bottom of Nicholson Road already have to compete with traffic from both Clutha Avenue and Dekka Street. A situation that would be made even more hazardous with an increase in vehicle traffic needing to access the proposed car park entrance in Nicholson Road.
- 3) The other proposed car park entrance, in Dekka Street, is also problematical. Cars park on both sides of the street, leaving only a narrow single lane leading from Ganges Road to the above mentioned intersection. This often causes traffic gridlock, with vehicles having to reverse out of the street to give way to opposing traffic- particularly buses. An entrance to the New World carpark from Dekka Street would seriously increase this situation. It would also present a major problem for buses (often two or three) attempting to park adjacent to the proposed car park entrance.



**The reasons for my submission are:**

The proposed car park entrances create a major hazard to pedestrians and traffic

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

That consent for the existing New World supermarket car park proposal be denied

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

William Guest MNZM

Date

22/12/2023

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.



# Submission on resource consent application

## Notes for the applicant

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If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Foodstuffs North Island Ltd

Site address: 31-33 Nicholson Rd

Proposal: Driveway and earthworks 31-33 Nicholson Rd

Service request number: 517439

Support the application       Oppose the application       Neutral

## Submitter details

Name of submitter: St Benedict's School Board (contact Johanna Reidy, Proprietor's appointee)

Address of submitter: 50 Nicholson Rd, Khandallah, 6035 Wellington

Phone (day): st ben's 4796878

Mobile:

Email: [johanna\\_reidy@hotmail.com](mailto:johanna_reidy@hotmail.com); [office@st-benedicts.school.nz](mailto:office@st-benedicts.school.nz)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

Please see our full statement attached.

We are neutral about the change of land use. We are concerned about the impact on student safety of any new driveway at Nicholson Rd both during construction and once any driveway is installed. This safety concern is in relation to known problems with Nicholson Road and the impact of more traffic and larger vehicles using the driveway.

St Benedict's School is a full primary with students aged from 5-13 years located at 50 Nicholson Rd, Khandallah. Our pupils are children whose skills and judgement estimating speed and distance (their own and others) are still developing. Because of their age and stage they often don't always cross driveways safely or look out for traffic. Every day many of our students walk or scoot/bike to school using the Nicholson Rd footpath, or are dropped off by car on the roads that approach our school. For much of the year, classes walk along Nicholson Rd to sports events or for PE at Nairville Rec Centre. We submit that the change in land use should only be undertaken if known risks that we outline in our full statement are addressed.

### The reasons for my submission are:

Please see our full statement attached. Our concerns relate to safety, particularly that for most of Nicholson Rd approaching St Benedict's School there is no footpath on both sides of Nicholson Road, leaving pedestrians no choice but to cross the proposed driveway. Note that there is no other school in Wellington that has the entrance to a big amenity like a supermarket so near the school gates without an alternative footpath on the opposite side of the road. This lack of footpath, in addition to the narrow road, the proposed entrance being on a blind corner, the projected uptick in traffic, poor intersections on Nicholson Rd at Clutha Ave and Everest St, and problems with parking, would put our students at undue risk, especially during any construction phase. These risks can be addressed by WCC and the applicant.

### The decision I/we would like Wellington City Council to make is (include any conditions of consent you would like to see imposed):

We submit that WCC should only grant consent if it will remedy all the road safety problems we outline in our submission (attached). Specifically this means WCC putting in a footpath up the whole even numbered side of Nicholson Rd to St Benedict's School so pedestrians can avoid the drive, widening the road so cars don't cross the centre line or buses/trucks don't mount the curb, having a 30kph slow zone on Nicholson Rd, re-engineering the intersections at Clutha/Nicholson and Nicholson/Everest for safety, and having time limited parking and drop and go parking near the school entrance. Additionally WCC should require the applicant to engineer the driveway so signage and lighting isn't distracting and so drivers are forced to slow, look and give way to pedestrians.

### Note: \*Select one.

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

### Oral submission at the hearing

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

Johanna Reidy

Date

11/01/24

### Note:

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
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- it contains offensive language
- it discloses no reasonable or relevant case
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

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### How do you wish to be served with any correspondence

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy



To: Wellington City Council

By email: [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz)

To Whom it may concern

**RE: Resource Consent Application Number 517439**

Thank you for providing the opportunity for St Benedict's School Board to comment on **Resource Consent Application Number 517439** regarding land use.

### **1. Our submission**

St Benedict's School Board's submission is about student safety and managing impacts of the proposed land use at 31-33 Nicholson Rd on our students' safety. We are not commenting on the nature of the land use itself. Section 3 and 4 below relate to safety. Section 5 relates to parking.

Our primary school aged students use Nicholson Road regularly. Consequently we would like WCC to consider the safety impacts on children of a supermarket driveway on Nicholson Road. We are concerned about the projected 20% (at least) increase in traffic flow on Nicholson Rd that the driveway would bring, making existing problems with the road worse.

Some of what we propose impacts the applicant. Much of what we propose impacts WCC, particularly work that the WCC would need to do itself to make the road environment around any new driveway safe for children.

### **2. Who we are and how we use Nicholson Road**

St Benedict's School is a full primary with students aged from 5-13 years located at 50 Nicholson Rd, Khandallah. Our pupils are children whose skills and judgement estimating speed and distance (their own and others') are still developing. They often don't always cross driveways safely or look out for traffic.

Every day many of our students walk or scoot/bike to school using the Nicholson Rd footpath, or are dropped off by car on the roads that approach our school. For much of the year, classes walk along Nicholson Rd to sports events or for PE at Nairnville Rec Centre. Some students catch the 25 bus that runs up the road. Numerous times during the term we use buses for excursions. In this case students often cross Nicholson road to board the bus at Everest St.

### **3. Our current experience of Nicholson Rd's risks and student safety**

**3.1 Nicholson Rd is narrow with no footpath on the 'even' numbered side for most of the road** (from 30 Nicholson Rd to just below St Benedict's School at 50 Nicholson Rd). Currently students have no choice but to walk up the 'odd' numbered side of Nicholson Rd which is where the new supermarket entrance will be at 31-33.

3.2 **Nicholson Rd is very busy at peak times** – notably at school drop off from 8.30-9am and in the afternoon 2.45-3pm which is pickup time at the end of the day.

3.3 **There's a blind corner** uphill and downhill from the apex of the road's curve near 31-35 Nicholson Rd. Frequently both uphill and downhill traffic cross the centre line at this blind corner.

3.4 **Nicholson road is narrow:** Even at off-peak times, some vehicles have to stop and reverse when there is insufficient room for vehicles to pass each other at the same time.

3.5 **Frequently buses and trucks mount the curb onto the footpath** to avoid oncoming traffic or because the road is narrow. This occurs at the Clutha/Nicholson uphill end and the Nicholson/Everest end of the road at the pedestrian crossing below our school driveway.

3.6 **Adjacent to the Nicholson/Everest T-junction there is a kea crossing** which operates at pickup time after school (2.50 -~305pm). Often this crossing impairs driver and pedestrian vision, causes congestion and confusion as it is adjacent to a bus stop.

3.7 **The Clutha Ave/Dekka St/Nicholson Rd an awkward crossroads intersection.** Cars exiting Nicholson Rd are blind to traffic coming from Clutha Ave which makes crossing the intersection difficult. Further, cars coming from Clutha Ave can (and do) travel at up to 50kph approaching the intersection. This is much faster than is safe.

**There is no pedestrian crossing, but a crossing place for pedestrians at the intersection Clutha/Dekka/Nicholson.** Even with the crossing place, pedestrians have to be very careful at peak times: drivers are so focussed on other cars and getting out of the intersection they can be unintentionally blind to pedestrians because all their attention is focussed on cars. Mixing in children whose skills and judgement are not fully developed and who try to cross when it's not safe creates a dangerous situation.

In very bad weather (at least 6 times a year) **the intersection floods**, making the crossing place useless because of inadequate drainage for water runoff.

**The current dangers above will worsen with the projected increase in traffic flow and increased vehicle size to/from new supermarket driveway unless WCC modifies the road and footpath.** As a school community that shops at New World, we know that two of the peak times during the supermarket day coincide with the beginning and end of the school day when children are about.

#### 4. What WCC can do with student safety in mind

The table below outlines risks we've identified to student safety with the land use change and what we think WCC should do to manage the risk.

Risks from land use change at 31-33 Nicholson Rd	What we'd like WCC to do to manage the risk with any land use change
<p><b>Many more vehicles will cross over the only footpath on that section of Nicholson Road.</b></p> <p>The existing driveway is to private houses- A new supermarket will bring much more traffic.</p> <p>If unmanaged this change in land use will create a significant risk to our students.</p>	<p><b>Extend the footpath on the even side of Nicholson Rd from 30—50 Nicholson Rd.</b> This would allow student pedestrians to be away from the side of the street with a supermarket driveway.</p> <p><b>We should have footpaths on both sides of the road up to school if we have a supermarket driveway.</b> We note that no other school in Wellington has an entrance to a significant public amenity so near a school entrance without an alternative footpath on the other side of the road.</p> <p>Maps show that WCC has adequate road reserve to join the footpath between 30 and 50 Nicholson Rd.</p>
<p><b>More traffic</b> on Nicholson Rd which is already very busy at peak times.</p> <p><b>The type of traffic will change:</b> A driveway to the supermarket would likely be used by delivery vehicles which are much larger than vehicles that currently use Nicholson Road.</p> <p>If unmanaged these existing risks will be worsened by change of land use at 31-33</p>	<p>Extend village slow zone to Nicholson Rd (30kph).</p> <p>Put in traffic calming measures eg speed bumps.</p>
<p><b>Risks created by the combination of blind corner/narrow road.</b></p> <p>If unmanaged these existing road risks will be worsened by change of land use at 31-33.</p>	<p><b>Engineer the driveway for safety</b> to force drivers to stop and look for pedestrians and to enter/exit the road slowly.</p>
<p>Intersection at <b>Nicholson/Clutha/Dekka</b> - currently there's a crossroads, with a blind corner for cars going the intersection along Nicholson Rd. Cars often make fast turns to cross traffic at peak times.</p> <p>If unmanaged these existing road risks will be worsened by change of land use at 31-33</p>	<p><b>A safer intersection design</b> that forces traffic to travel slower, has better lines of sight, ideally with a pedestrian crossing.</p> <p>Lower speed limit on Clutha Ave and put in traffic calming features (eg bumps) to slow traffic as it approaches the intersection.</p>

Risks from land use change at 31-33 Nicholson Rd	What we'd like WCC to do to manage the risk with any land use change
<p><b>Intersection at Nicholson/Everest</b> is narrow, busy at peak times, with a kea crossing and bus stop on Everest St very near the intersection without clear lines of sight for drivers and pedestrians . If unmanaged these existing road risks will be worsened by change of land use at 31-33</p>	<p><b>A better intersection at Everest/Nicholson</b> perhaps by moving the kea crossing and/or bus stop further down Everest St away from the T-junction</p>
<p><b>Safety during works to construct the driveway and carpark</b> There will be significant disruption to the odd-numbered side of Nicholson Rd with increased heavy vehicles during earthworks.  This will create more road risks while changing the use at 31-33.</p>	<p><b>Prioritise child safety during construction:</b> Make sure it's safe for our children during any construction phase so they can use the footpath safely, that heavy vehicles are not used at drop off and pickup times, and that drop off and pick up parking remains available for parents.</p>

### 5. Drop and go and short term carparking

Currently most parks on Nicholson Rd are not time restricted. Many parents park and wait, or park then go up to school – especially parents of children in the junior school. A new road layout would potentially remove this carparking amenity. Could WCC make sure that dedicated, temporary parking is available along Nicholson Rd and Everest St so parents can drop and go or park for a short time?

### 6. Summary

We know a new carpark entrance will bring more traffic to Nicholson Rd. St Benedict's Board strongly recommends putting children's safety first. Specifically that any change in land use at 31-33 Nicholson Rd should only occur if WCC addresses our safety concerns about the road, its footpath, as well as the driveway design itself. It's easier to get the layout right in the beginning, investing in good design rather than remedying bad design after a tragedy. What we propose will positively impact every road user and pedestrian – if we make it safer for children, we'll make it safer for everyone.

Yours Sincerely

Johanna Reidy

Proprietor's appointee, St Benedict's School Board

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Thursday, 11 January 2024 9:18 am  
**To:** BUS: Consent Submissions  
**Subject:** 27. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Robert  
**Last name:** Vale  
**Address:** 42 Ganges Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0211639649  
**Email:** robert.vale@outlook.com

### Application details

**Applicant name:** Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 5 minutes  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

I object to the application by New World to enlarge the supermarket car park.

As a Khandallah resident I often walk past the existing New World car park. It is very rarely fully occupied. The applicant, Foodstuffs Limited, presents no evidence to show that there is a need for a much larger car park. There is already a large car park at the Countdown/Woolworths supermarket in Crofton Downs, if a shopper finds no space in the Khandallah supermarket carpark, they can easily go on to Crofton Downs.

As the world faces the need to reduce carbon emissions by encouraging walking, cycling and public transport, it makes no sense to build a car park to encourage increased private car use. In spite of the applicant's claim to the contrary, I regularly see people who shop on foot or by bicycle, these are the shoppers who should be being encouraged.

In addition, the proposed replacement of three existing houses by a car park runs counter to policies that are appropriate for Wellington in the 21st century. The city needs more housing, not less. It is a mistake to decrease Khandallah's housing stock. If three houses are to be demolished, they should be replaced with a development of town houses, close to shops and transport, not replaced by a car park.

In light of climate change and the likelihood of increased severe rainfall, it would be very unwise to increase the impermeable surface area in Khandallah by building a large area of hard surfaced car parking.

The proposed development contradicts the Objectives and Policies of the Wellington City District Plan (WCDDP) and the applicant's responses to these Objectives and Policies are frequently wrong, as discussed below.

Objective 4.2.1 To enhance the City's natural containment, accessibility and residential amenity by promoting the efficient use and development of natural and physical resources in Residential Areas. - The increased area of car parking is completely contrary to the applicant's claim of "providing for better use of transport, infrastructure and energy". It serves to promote the use of private cars and it reduces the local housing stock by three dwellings, thereby totally contradicting "the notion of a compact and more sustainable city".

Objective 4.2.3 Ensure that new development within Residential Areas is of a character and scale that is appropriate for the area and neighbourhood in which it is located. - By removing three houses and replacing them with a large area of car parking, the proposed development is not of an appropriate character and scale for the area in which it is located.

Policy 4.2.3.1 Ensure that new developments in the Inner and Outer Residential Areas acknowledge and respect the character of the area in which they are located. - The proposed large area of hard surface car parking neither acknowledges nor respects the character of the local area.

Policy 4.2.3.6 Minimise hard surfaces by encouraging residential development that increases opportunities for permeable open space areas. - The proposed development seeks to increase the area of impermeable surface, thereby running counter to this policy. Increased impermeable surface will worsen the stormwater management situation in Khandallah, it will not improve it.

Objective 4.2.4 Ensure that all residential properties have access to reasonable levels of residential amenity. - The proposed car park will detract significantly from local residential amenity as explained below.

The Environmental Assessment report from Barker and Associates, provided by Foodstuffs Limited, states "the noise levels generated from the proposal will not exceed the noise limits set out in the WCDDP" and it goes on to list "the following noise mitigation measures". One of these mitigation measures states "Only one truck delivery with associated loading/unloading is carried out in any 15-minute period between 10pm and 7am the following day". This means that residents will potentially be subject to the noise of deliveries, and the associated sound of audible reversing warnings, once every 15 minutes all through the night. This is a completely unacceptable loss of amenity for residents.

Another of the "noise mitigation measures" is that "Staff arriving to the site prior to 7am via a vehicle are to park at least 10m from any property zoned residential and used for residential purposes." Currently staff park in Ganges Road, some of them outside my bedroom window. The entire length of my bedroom wall is 7.2 metres from any parked vehicles in Ganges Road. Unless the road is moved, this situation cannot be changed, making the proposed "noise mitigation measure" ineffective.

Objective 4.2.5 To encourage the energy efficiency and sustainability. - Everything in this proposal, which is all about making it easier for people to access the supermarket by private car, runs completely counter to any notions of energy efficiency and sustainability. I am writing here from a position of having worked as an academic researcher in the fields of energy efficiency and sustainability for more than fifty years.

Policy 4.2.12.1 Seek to improve access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions. - The increased area of car parking will improve access for people in private cars, it will do nothing for people travelling by public transport, cycle or foot. The people who access the supermarket by public transport, cycle or foot will pay extra for their groceries, at a time of high living costs, to pay for the new car park which is to be constructed to serve only those people who choose to drive to the supermarket.

**Aspects of the application that you are neutral towards:**

There are none.

**The reasons for my / our submission are:**

This proposed development is harmful at a local, notional and even global level. It contradicts every direction which our society needs to take to reduce the chance of severe and harmful climate change.

**The decision I / we would like Wellington City Council to make is:**

I would like the Wellington City Council to refuse all aspects of this proposal to demolish three houses and to extend the Khandallah New World car park.

## Nicole Tydda

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**From:** Mark Kirk-Burnnand <mark@propertylogic.co.nz>  
**Sent:** Saturday, 23 December 2023 2:47 pm  
**To:** BUS: Consent Submissions  
**Subject:** 28. Support Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I wish to offer my full support for Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah

Regards,

Mark Kirk-Burnnand  
Property Logic  
021 758 234



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Thursday, 11 January 2024 4:54 pm  
**To:** BUS: Consent Submissions  
**Subject:** 29. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Antony and Jennifer  
**Last name:** Cornelius  
**Address:** 48 Nicholson Road  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0274461563  
**Email:** tonyjenny@xtra.co.nz

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I oppose the proposed exit onto Nicholson Road and Dekka Street as mentioned in the application due to traffic congestion, especially on the blind corner opposite 33 Nicholson RD

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

My main concern is the safety of motorists, cyclists and pedestrians. Especially school children from St Benedict's School who will have to pass the proposed supermarket exit. The lack of a footpath on the opposite side of the road increases the risk to children running or on scooters using the footpath after school. Nicholson Road is a WCC bus route, and this will add to the current congestion at the supermarket entrance and reduce visibility for both pedestrians and motorists. A second concern is the Clutha Road/ Nicholson Road Intersection, which currently has very poor visibility for motorists travelling down Nicholson Road, especially for those going straight ahead or turning right. A third concern is that having such a big car park with its associated increase in traffic will add to the traffic congestion already experienced on Nicholson Rd and Dekka St. It will also dramatically change the special character of the Khandallah village.

#### The decision I / we would like Wellington City Council to make is:

In the event of the car park going ahead, we would like to see a round-about on the Dekka/Nicholson Rd intersection, traffic calming measures on Nicholson Rd, and a supermarket exit only onto Nicholson Rd as the visibility is all right from the exit side. Also additional measures to keep children safe.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 13 January 2024 9:49 am  
**To:** BUS: Consent Submissions  
**Subject:** 30. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** John  
**Last name:** McGrath  
**Address:** 4 Simla Crescent  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0212273440  
**Email:** johnmcgrath1224@gmail.com

### Application details

**Applicant name:** Khandallah New World  
**Site address:** 26 Ganges Road  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Extension of car park required as it no longer meets the needs of shoppers. Many residents also use the car park as a base for shopping in the village so it supports broader business vitality in the village.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I support the proposal as it will improve use of facilities and shops in the village.

#### The decision I / we would like Wellington City Council to make is:

Approve application

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Saturday, 13 January 2024 5:04 pm  
**To:** BUS: Consent Submissions  
**Subject:** 31. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** David  
**Last name:** Stevens  
**Address:** 63 Rangoon Street  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 044793838  
**Email:** dccstevens@xtra.co.nz

### Application details

**Applicant name:** Barker & Associates Ltd on behalf of Foodstuffs North Island Ltd  
**Site address:** Khandallah New World car park  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I support extension of the New World car park as the current area is usually very congested.

I have no inside knowledge or involvement in the project, but it seems to me that in the longer term after the new area is completed, it could allow Foodstuffs to increase the area of the supermarket itself by closing the Ganges Road entrance and extending the building into the current car park area. This would extend the range of products available in New World and better compete with the larger Woolworths supermarkets at Crofton Downs and Johnsonville.

#### Aspects of the application that you are neutral towards:

There is some concern about vehicles using the proposed Nicholson Road entrance/exit having to cross the footpath, particularly at times when children are walking to/from schools in the area. I am sure there will be submissions on both sides by various traffic experts on how this should be managed.

#### The reasons for my / our submission are:

I think that residents/ratepayers should make submissions on council decisions that affect activities in their local area, whether for or against the proposals.

#### The decision I / we would like Wellington City Council to make is:

approve this resource consent. Any conditions of consent regarding traffic management on Nicholson Road should

preferably be agreed by all parties during the hearing.

## Nicole Tydda

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**From:** judyb@top.net.nz  
**Sent:** Saturday, 13 January 2024 8:56 pm  
**To:** BUS: Consent Submissions  
**Subject:** 32. Opposition to New World Application Khandallah

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

From:  
Judith L Berryman MNZM, 45 Nicholson Rd, Khandallah, Wellington, phone 04 479 5384

New World's application to construct an entry and exit drive in Nicholson Rd to serve their proposed new enlarged parking lot is a serious traffic concern to me. Nicholson Rd between Dekka and Everest Streets is narrow and has a blind corner for both south and north-bound cars at the very point of the proposed driveway. As it is, the road has heavy traffic and negotiating around the corners is difficult.

When the bus route was changed, #25 and #26 now come up that very section of Nicholson Rd. Add to that the frequent service trucks for New World that go up Ganges, turn right into Everest and then right into Nicholson Rd, particularly between 8 and 9:30am. The traffic is very heavy.

St Benedict's Primary School at the intersection has 250+ children arrive to school at about 8:30 and leave at 2:50pm. Given that some come from out of the suburb, many cars add to the traffic congestion at the Everest/Nicholson intersection. A large number of children come to school on foot, and during term time, considerable risk is averted by the excellent management of the pedestrian crossing at the intersection.

However, if the New World plans were to go ahead, numerous cars will add to the traffic both up and down Nicholson Rd, and also at the Dekka/Nicholson intersection. Children will be put in peril while needing to cross the proposed driveway.

It is totally unacceptable that New World and WCC traffic engineer authorities would even consider putting school children at risk or creating hazards for motorists in this very limited suburban area.

I request that Wellington City Council does not approve the New World application.

Judith L Berryman MNZN  
45 Nicholson Rd  
Khandallah  
Wellington 6035  
04 479 5384

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Sunday, 14 January 2024 5:46 pm  
**To:** BUS: Consent Submissions  
**Subject:** 33. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Michael  
**Last name:** Buckley  
**Address:** 35a Nicholson Rd  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0274363929  
**Email:** jcpandmsbuckley@gmail.com

### Application details

**Applicant name:** Barker and Associates Ltd on behalf of Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31 - 33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we are neutral  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

We support that Foodstuffs North Island Limited seek to use the properties that they own ( and portion of a walkway that they co-own with us ) to expand their capacity to provide a supermarket for the local and wider community to shop at.

We do not support the current proposed 2 new access driveways in the form that they are presently proposed.

#### Aspects of the application that you are neutral towards:

We are resigned to the fact that as directly affected Neighbours we have to make substantial modifications to part of our driveway / garage forecourt as the result of our previously shared driveway being changed as per the proposed plan. We would like to have it formally noted that as directly affected Neighbours, and indeed co-owners of part of the property involved in the works we feel that Foodstuffs North Island Limited could seek to be "Better Neighbours" in regard to following Wellington City Council's advice for persons or organisations planning to apply to make changes to their properties - as per guideline - <https://wellington.govt.nz/property-rates-and-building/building-and-resource-consents/resource-consents/before-you-apply-for-a-resource-consent/getting-written-approval-from-affected-neighbours>

#### The reasons for my / our submission are:

1) We don't think the traffic assessment as it relates to the proposed carpark entrance/exit driveway onto Dekka St takes adequately into account the traffic into and out of the Medical Centre Carpark at 8 Dekka St which is almost

directly opposite the proposed new carpark driveway on Dekka St. Nor does it take into account the amount and frequency of visual obstruction created by the buses at the Dekka St bus-stop up the road from the proposed carpark driveway.

2) We don't think the traffic assessment as it relates to the entranceway onto Nicholson Rd takes into account the increase of traffic on Nicholson Rd and in particular the safety concerns that could be raised around school drop off and pick-up times given that St Benedicts school is just up the road. Also, the potential frequent confluence of; - traffic on a blind corner, a narrow road, the entrance with some line of sight concerns, and the frequent passage of busses on Nicholson Rd now that Nicholson Rd is part of many Khandallah Bus routes.

3) We think that the carpark plans need to account for better pedestrian access adjacent to the new traffic entrance ways, particularly given that it will create a significant shortcut for people coming down Nicholson Rd ( including people who have come up the Bridle Trail when commuting by foot and bike to town ), and probably including a reasonable number of young people and school children.

No Doubt parents will take the opportunity to use the carpark and perhaps do some shopping to coincide with school pick-up time and so a safe way of getting from the Nicholson Rd footpath to the carpark, and then supermarket, is probably desirable. One could also foresee that an entrance closer down Dekka St to the medical centre would tempt patients who are unable to use the medical centre carpark, or the street, to use the south west corner of the new carpark as overflow parking for the medical centre. Proactively anticipating strategies to respond to this is probably prudent.

**The decision I / we would like Wellington City Council to make is:**

To allow the development to proceed with the following conditions.

1) Changing the driveway entering from/exiting to Dekka St from 2 way, to Exit only with only Left Turn permitted ( ie - exit onto Dekka st and only drive down away from the village. ). As traffic volumes and flow trends declare themselves the council could then change Dekka St to one lane/single direction down/southwest to improve safety, congestion, traffic flow and efficiency of public transport services.

2) Changing the driveway entering from/exiting to Nicholson Road to Entry only, and by left turn only (ie coming up Nicholson Rd from the Clutha Ave/Dekka St intersection ). This means the increased flow of traffic to this supermarket entrance will follow the flow of the bus route and heaviest traffic and remove the riskiest aspect of the safety concerns with respect to school drop-off/pickup times and generally create a flow trend in a loop around Nicholson Rd, Everest St, Ganges Rd and Dekka St - enhanced by making Dekka St one way down.

It will also allow the appropriate amount of room for

3) The creation of a substantially wider pedestrian access point and footpath on the east ( 35/35a Nicholson Rd ) side of the Nicholson Rd Entrance to take the no doubt significant amount of foot traffic into the carpark and to the supermarket. Ideally with a footpath hugging the retaining wall separating the pedestrians from the cars as they walk to the supermarket.

4) A note to the council that changing the layout of the intersection between Clutha Avenue, Nicholson Rd and Dekka St to a roundabout would improve the current and predicted increased traffic volumes and flow patterns as the supermarket capacity expands and local housing continues to intensify.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Sunday, 14 January 2024 10:33 pm  
**To:** BUS: Consent Submissions  
**Subject:** 34. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Timothy  
**Last name:** Brown  
**Address:** 14a Indira Place  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 021609313  
**Email:** tim@linguafranca.nz

### Application details

**Applicant name:** Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I strongly oppose all aspects of the application.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I vehemently oppose the application in its entirety, in its current form.

Khandallah village traffic system has no capacity to handle any increase in traffic. Surrounding streets, in particular Ganges road, through the village area are frequently fill beyond capacity at peak times. There is no capacity in the surrounding streets for increased traffic, and the proposal makes no allowance, not incorporates any mitigating measures. There are no arterial routes that provide access to the Khandallah New World. All streets are suburban, residential and narrow streets and include playgroups, schools, and churches with a high number of pedestrian traffic. The proposal makes no provision for safety measures to protect pedestrians including young children and elderly from any increase in traffic. Furthermore, Nicholson Road, with blind corners can not support an increase in traffic, let alone turning traffic, especially in such proximity to a local primary school.

The proposed increase from 38 to 101 carparks is significantly disproportionate with the need, and the proposal includes no commensurate increase in size or scope of the retail service provided. At peak times the supermarket is



already full to capacity, with checkout queues stretching beyond the space available between the isles and the checkouts. The supermarket has no capacity for an increase in patronage at peak times, and the proposal includes no measures to address this existing bottleneck. Instead, the supermarket should focus on measures to spread its patronage across the business day to make more effective and efficient use of existing resources, rather than placing the onus on the surrounding community to solve capacity issues through the sacrifice of village space.

The need for additional carparks is overstated by Foodstuffs NZ. As a frequent visitor to the supermarket, the maximum wait time for a carpark ever experienced is approximately 30-45 seconds at peak times. When visiting the supermarket off peak, there is never a shortage or wait time for carparks. No robust evidence has been provided to indicate that the carpark is running beyond capacity for a significant period of time on a regular basis. No evidence of community support or demand has been provided to indicate that local residents and visitors are demanding more carparks.

Khandallah is already extremely well serviced by public transport, and for a high proportion of local residents the supermarket is within easy walking distance. However, no provision whatsoever has been made to support improved access for walking or bicycle users, such as secure bike stands, charging stations, improved access, security cameras, increased space for pickup or delivery service. The proposal fails to acknowledge that walking and cycling is a viable option from transporting groceries, or the increasing popularity of delivery and click and collect. The supermarket has a responsibility to drive a change in behaviour by encouraging alternative modes of transport and service, but has taken no measures to do so. Approval of this proposal would send a dangerous message to large-format retailers that they have no role to play in contributing to a transition away from high reliance on private vehicles and behaviours that require more roads and more parking.

The suburb of Khandallah is already well serviced by large-format supermarkets with several supermarkets in close proximity. No fewer than 3 large-format supermarkets are located within 6 minutes' drive of Khandallah Village - all located on arterial routes, with ample parking. It is noted that these are all competitor supermarkets. It can therefore be argued that this current proposal is primarily and exclusively in the commercial interests of Foodstuffs NZ, rather than in the interests of the local community.

The proposal will be detrimental to the character of the village, which runs counter to the proposal for an expansive car park. The village is a suburban location, and suitable for boutique style shops, and all effort should be made to encourage foot traffic, which is likely to suffer under any move to facilitate access to greater car traffic.

It is inconceivable to sacrifice residential dwellings for carparks - and this must run counter to long term planning priorities at a time we should be looking to intensify accommodation close to amenities including shops and public transport. The significant land area sacrificed for carparks would in principle support a large number of high density dwellings, which would be of far greater value to the community, and ironically to the retailer itself.

Finally, I raise my objection to the timing of the consultation, with the consultation period running over Christmas and New Year holidays. This implies knowledge that the proposal will not be popular among local residents, and a cynicism unbecoming of a community member.

**The decision I / we would like Wellington City Council to make is:**

Decline the proposal in its entirety.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 10:07 am  
**To:** BUS: Consent Submissions  
**Subject:** 35. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Craig  
**Last name:** Moore  
**Address:** 40a Nicholson Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 02040799609  
**Email:** craigmoorepm@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we are neutral  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Aspects I support:

1. A larger car park is required
2. Pedestrian access from Nicholson Road to the supermarket

Aspects I oppose:

1. Disproportionate number of carparks to the size of the current supermarket.
2. Right turns in to the Nicholson Road entrance
3. Attract antisocial behaviour after-hours

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

Aspects I support:

1. A larger car park is required: It is clear from the parking assessment that New World Khandallah requires more carparks. It's important for people with disabilities or without access to public transport at their home to still have access to the supermarket. The nature of supermarket shopping requires people to carry heavy bags so even with good access to public transport, car parking around the supermarket is required.

2. Pedestrian access from Nicholson Road to the supermarket: this provides access, but note my points below regarding limiting/removing vehicle access from Nicholson Road

Aspects I oppose:

1. Disproportionate number of carparks to the size of the current supermarket: the increased number of car parks is disproportionate to the size of the current supermarket.

The extension of the car park in to the Nicholson Road section, which is currently surrounded by residential housing, negatively impacts the residents. It would be preferable to Foodstuffs to not allow entry/exit from Nicholson road, directing all traffic via the Dekka Street or Ganges Road entrances. Dekka Street and Ganges Road already have commercial business presence. The alternative is to not build the car parks on the Nicholson Road section.

2. Right turns in to the Nicholson Road entrance: The B&A letter "Khandallah New World - Further Information Response (SR 517439)" notes: "Section 5.2 of the Traffic Assessment (Appendix 5) considers that the Nicholson Road access will accommodate approximately 20% of the vehicle movements which equates to 31 movements per hour in the weekday evening peak and 40 movements per hour in the weekend peak"

The proposed location of the Nicholson Road dual carriageway entry and exit is on a corner. Vehicles travelling south along Nicholson Road (uphill) will find it difficult to see cars who are travelling north (downhill towards Clutha) and waiting to turn right in to the car park. I note Commute Transportation Consultants included a photo of the area in their report (page 15, photograph 4). However the location the photo was taken misrepresents the view: the photo was taken from the foot path. If the photo had been taken from the location of a driver heading uphill, you would see that it is not possible to see cars waiting to turn right into the car park. I acknowledge that a lower proportion of cars is expected to use the Nicholson Road entrance (20%). But the above estimates still suggest car movements will be occurring every 2 minutes and a collision is very likely to happen. The school pick up time further increases traffic volumes in an area already congested at these times. Buses #25 and #26 use Nicholson road as part of their route and there are often near misses with other vehicles in the area and there have been collisions.

A safer option would be to only allow cars driving south (driving uphill towards St Benedicts School) to turn left in to the carpark (do not allow cars travelling north to turn right), thereby reducing the risk of a collision from cars coming in the opposite direction and turning right.

3. Attract antisocial behaviour after-hours: I am also concerned about the risk of antisocial behaviour that a carpark can attract after hours - it would seem a large empty carpark would attract skateboarders (noise), littering and loitering. St Benedict's school has experienced vandalism in terms of graffiti on their signage and damage to their building.

**The decision I / we would like Wellington City Council to make is:**

As noted above, I would like to see:

1. Reduction in size of the carpark by removing the Nicholson Road block of parks, allowing access only from the commercial areas of Dekka and Ganges Streets

2. If the Nicholson Rd car block is to remain, then blocking the Nicholson Road entrance to only allow pedestrians.

3. If Nicholson Road access is absolutely required, then prohibiting cars from turning right in to the car park while

travelling North (down Nicholson Road toward Clutha Ave)

3. Put in CCTV, make the surface undesirable to skateboarders and ensure security patrols are conducted after hours.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 12:45 pm  
**To:** BUS: Consent Submissions  
**Subject:** 36. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Paul  
**Last name:** Ridley-Smith  
**Address:** 21 Hay Street  
**Suburb:** Oriental Bay  
**City:** Wellington  
**Phone:** 0275649707  
**Email:** paulrs111@icloud.com

### Application details

**Applicant name:** Foodstuffs Properties (Wellington) Limited  
**Site address:** 26 Ganges Road/3 Dekka Street  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### **Aspects of the application that you support or oppose:**

This submission is made on behalf of my elderly mother who owns and resides at 5 Dekka Street, a property immediately adjacent to the development site.

#### **Aspects of the application that you are neutral towards:**

Broadly we are neutral to supportive of the entire proposal. Formally, we enter a support submission.

It is, however, important to us that: (a) certain aspects of the application remain unchanged; (b) some modifications are made to other aspects; and (c) additional undertakings are given by the Applicant.

#### **The reasons for my / our submission are:**

Our major concerns are: (a) traffic; (b) effects on pedestrians; and (c) landscaping.

#### **The decision I / we would like Wellington City Council to make is:**

Traffic: If the proposal is approved it is essential that vehicle access to the carpark is from both Nicholson Road and Dekka Street. If all the carpark traffic was concentrated at just Dekka Street this would create an unwarranted and

unnecessary traffic burden on a narrow road that is already often congested. It would create unnecessary hazards for Dekka Street residents (both as vehicle users and pedestrians). These hazards are satisfactorily mitigated (subject to the following comment) by the proposed dual entrance proposal. If WCC intends to permit vehicle access from only Dekka Street then our submission changes to Oppose.

**Pedestrian:** Dekka Street will end up (even if there are dual entrances) with more traffic. To reduce the hazards and adverse effects of this, the footpath on the south side road reserve of Dekka Street should be extended from at 3 Dekka Street to at least 5 Dekka Street. We note that in our correspondence with the Applicant they have agreed to extend the footpath to 5 Dekka Street (at their cost) provided WCC approval is given. We request that WCC approval be given to this and it be a condition of consent approval that this work be done.

**Landscaping:** Most aspects of the proposed landscaping are satisfactory. The Applicant proposes to build an acoustic fence between 3 and 5 Dekka Street (and further along), which we support. But we are concerned that if the existing fence between 3 and 5 Dekka Street remains, the gap between will become a weed and litter trap. The Applicant has agreed in correspondence with us to demolish the existing fence between 3 and 5 Dekka Street. We request that this demolition be made part of the conditions of approval.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 12:48 pm  
**To:** BUS: Consent Submissions  
**Subject:** 37. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Susan  
**Last name:** Wright  
**Address:** 12 Indus Street  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 044793984  
**Email:** s.m.wright@outlook.co.nz

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

1. Oppose Multiple entry /exits
2. Increased road dangers certains
3. Oppose proposed size of the carpark
4. Avoid light pollution.
5. Oppose destroying Khandallah village atmosphere.

#### Aspects of the application that you are neutral towards:

Landscaping

#### The reasons for my / our submission are:

1. Multiple entry /exits

This will increase driver confusion. Drivers have enough trouble obeying the traffic rules in the current car park. They go the wrong way. Completely ignore the double yellow lines. More space will not improve their behaviour in fact it is likely to make it worse. At least with the current layout there is a clear entry and exit. Having quite separate roads for this will create confusion and dangerous behaviour.

2. Increased road dangers

Positioning new entry exits on a blind corner of Nicholson Road is dangerous for buses, cars, bikes and pedestrians. It is narrow enough for buses to keep to just one side of the road.

There are blind corners. It is close to a school.

Students should be encouraged to walk safely to school. The idea of encouraging children to bike to school is being diminished with this plan.

This proposal will increase the heavy traffic load on Nicholson Road and further add to the load at the Dekka Street corner- where many accidents happen. This corner already provides limited view for cars coming down Nicholson Road when they are at this corner and trying to see any traffic approaching from Clutha Ave on their left hand side.

3. Proposed size of the carpark

This doesn't match the current size of the supermarket. If all the proposed carparks were taken; it would be a crush of 100 people in the current building. Existing parking is only fully utilised short periods of the day.

4. Light pollution. Increased lighting is an unwelcome intrusion into the village.

5. Keep Khandallah a village.

The village atmosphere will be destroyed and dominated by one business. Keep it that way. If residents want a bigger supermarket they can travel out of the suburb.

**The decision I / we would like Wellington City Council to make is:**

Oppose the current resource consent application. Go back and plan for a carpark with

1. reduced size

2. no egress onto Nicholson Road.

3. Avoids domination of the village.



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 1:42 pm  
**To:** BUS: Consent Submissions  
**Subject:** 38. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Suzanne  
**Last name:** Carty  
**Address:** 17 Lochiel Rd  
**Suburb:** Khandallah,  
**City:** Wellington  
**Phone:** 0274972660  
**Email:** suzanne.carty@mail.com

### Application details

**Applicant name:** Foodstuffs North Island  
**Site address:** 26 Ganges Rd, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The proposed car-park extensions to the Khandallah New World supermarket imply that Foodstuffs NI wishes, at some point in the near future, to expand the existing supermarket's footprint. That suggests a wider range of goods would be available, making trips to New World Thorndon for greater choice unnecessary.

The superficial appeal of a bigger supermarket is outweighed, however, by the downsides of the proposal.

A bigger supermarket with greater car-parking will inevitably increase traffic on what are narrow nearby residential streets, and is likely to increase commercial pressure from the supermarket itself along with any other business premises drawn to the suburb by New World's expansion, for higher-density housing close by to ensure their profitability — and higher density housing in this community is something I vehemently oppose. The amenity value of the Khandallah village with its community shops does not lend itself to medium or high-rise apartment blocks.

#### Aspects of the application that you are neutral towards:

N/A

#### The reasons for my / our submission are:

I am not persuaded that this community would benefit from a larger supermarket with considerably more car-parking.

#### The decision I / we would like Wellington City Council to make is:

I would like to see WCC decline this application.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 1:47 pm  
**To:** BUS: Consent Submissions  
**Subject:** 39. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** David  
**Last name:** Miller  
**Address:** Izard Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 64  
**Email:** david.mark.miller@icloud.com

### Application details

**Applicant name:** Foodstuff  
**Site address:** Khandallah  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I fully support this application. Additional car parking is necessary. This will take pressure of surrounding street parking. At busy times traffic is often queuing to get into the car park causing congestion and frustration on Ganges Road. Additional parking will make going to the NW supermarket a much more pleasurable experience and reduce travelling to other supermarkets at peak times to avoid the chaotic car park. This will enhance Khandallah village as a destination.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I live in Khandallah and find it off putting to use the current car park.

#### The decision I / we would like Wellington City Council to make is:

Approve the application.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 2:15 pm  
**To:** BUS: Consent Submissions  
**Subject:** 40. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Kelvin  
**Last name:** Cooper  
**Address:** 17 Lochiel Rd  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0274797638  
**Email:** kelvin.cooper@xtra.co.nz

### Application details

**Applicant name:** Foodstuffs North Island  
**Site address:** 26 Ganges Rd, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I write to oppose Foodstuffs North Island's proposed extension to its existing car-parking area attached to the existing supermarket at 26 Ganges Rd, Khandallah. I support the submission made on this proposal by Tim Mahren Brown as shown in the Khandallah Community Noticeboard Facebook page dated 15.1.2024. I agree with the eight points made in his summary of his submission. I'm happy with the Khandallah Village as it is and believe the proposal would detract from the pleasant village community that exists and would markedly increase traffic in what are narrow streets in the vicinity to the disadvantage of pedestrians and the community in general. The proposal in particular would severely affect the pleasant residential character of Nicholson Rd, which, at present, largely caters for only residential traffic. So if the car-park extension is approved, Foodstuffs NI will seek to expand the supermarket's footprint, which would mean bigger and more frequent trips by large grocery-delivery trucks in and around the area, again destroying the low-key residential character of the area at present.

#### Aspects of the application that you are neutral towards:

N/A

#### The reasons for my / our submission are:

Protection of the character of the present Khandallah Village and taking into account the narrowness of the present street system.

#### The decision I / we would like Wellington City Council to make is:

To reject entirely the expansion plans of the existing supermarket in the Village.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 3:41 pm  
**To:** BUS: Consent Submissions  
**Subject:** 41. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** margot  
**Last name:** mclean  
**Address:** 62  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0272949379  
**Email:** margotjeanmclean@live.com

### Application details

**Applicant name:** Foodstuffs North Island New Zealand Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Road safety in Nicholson Road and Dekka Street. Amenity value for Dekka Street and Nicholson Road with increased traffic.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

My mother who is 88 lives at 11 Dekka Street. She crosses Dekka Street with a walker to get to the Khandallah Village. A doubling in size of the existing carpark will result in more traffic on Dekka Street which will be dangerous for her and for the many children who cross that road beside 11 Dekka Street to walk to school. In addition I am very concerned about the carpark exit in Nicholson Road. Children walk up and down this road to get to school and cars exiting will risk accidents. In addition this is dangerous for road traffic as the proposed Nicholson Road exit is on a blind corner, and it will be tricky for cars to leave the proposed exit safely. Nicholson Road is a quiet and leafy suburban street and the additional traffic will significantly decrease the amenity value. I see no positive gains for local residents with this proposal change, and only downsides.

#### The decision I / we would like Wellington City Council to make is:

I would like WCC to reject this application. There is no benefit for local residents in this proposal. If the application is not rejected I would like to see a sidewalk created on the odd numbers (supermarket) side of Dekka

Street to increase pedestrian safety for people living at 5,7,9,11 Dekka Street, so that they do not have to cross a busy road to go to the shopping village (twice to go to the supermarket).

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 3:59 pm  
**To:** BUS: Consent Submissions  
**Subject:** 42. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Daniel  
**Last name:** Moss  
**Address:** 62 Delhi Crescent  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0221080160  
**Email:** danielpmoss@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### **Aspects of the application that you support or oppose:**

Expanding car park facilities is essential to accommodate the growing number of vehicles, ensuring convenience for users and minimizing traffic congestion. This expansion not only enhances accessibility but also contributes to local economic development by encouraging business use and attracting more visitors to the area. This will also enable the expansion of the supermarket. Important that shopping is easier than in other centres to prevent shops from closing.

#### **Aspects of the application that you are neutral towards:**

#### **The reasons for my / our submission are:**

Making clear to WCC that there are plenty of people in support for this change.

#### **The decision I / we would like Wellington City Council to make is:**

Approve.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 8 January 2024 3:30 pm  
**To:** BUS: Consent Submissions  
**Subject:** 43.Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Pete  
**Last name:** Targett  
**Address:** 19 Mandalay Terrace  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0276262341  
**Email:** peter.targett12@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

The necessity of more or less trebling the number of parking spaces when the current 37 are mostly adequate.

#### Aspects of the application that you are neutral towards:

NIL

#### The reasons for my / our submission are:

This application has nothing whatsoever to do with New World requiring 102 car parks. It is about "Land Banking", to reduce competition, and the fact that, following the Commerce Commission Market Studies report into supermarkets, they are obliged to do something about it.

The supermarket could probably do with a few more car parks but not trebling their current number. Nowhere in this plan do they specifically state that they intend to expand the supermarket building.

The timing of the consultation would appear to have been carefully managed to ensure as few people as possible are able to respond.

#### The decision I / we would like Wellington City Council to make is:

Extend the period of the consultation to February to allow people who are away on holiday to make submissions.



Either

Allow the car park to be expanded onto 3 Dekka Street site to provide an additional 26 parking spaces (a total of 64) and sell off the 31-33 Nicholson Road properties without any constraints applied to potential purchasers

Or

Submit a complete plan that includes the phased expansion of the supermarket onto the existing Ganges Road car park and the provision of 67 new parking spaces on the 3 Dekka Street and the 31-33 Nicholson Road properties.

My previous submission on the access way to Dekka Street still applies

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 4:18 pm  
**To:** BUS: Consent Submissions  
**Subject:** 44. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** James  
**Last name:** McLean  
**Address:** 178 Ohiro Road  
**Suburb:** Brooklyn  
**City:** Wellington  
**Phone:** 021512241  
**Email:** james@storyinc.co.nz

### Application details

**Applicant name:** Foodstuffs North Island New Zealand Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Increased traffic on Dekka St  
Increased traffic on Nicholson Road  
Danger to pedestrians on both streets as vehicles come in and out of the car park  
Changing the character of both streets from residential and quiet to asphalt/ busy/ car-dominated  
Turning the bottom end of Dekka St and Nicholson Road into a "traffic island"  
Encouraging vehicle use over walking  
Expansion of car park and likely future expansion of supermarket will create a supermarket that is out of scale with Khandallah village

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

My elderly mother lives in Dekka Street and her quiet enjoyment of Khandallah village would certainly be adversely affected by this development.

#### The decision I / we would like Wellington City Council to make is:

I believe WCC should just turn this down. I can't see how it can be mitigated. If it is allowed, the council should at the very least make a sidewalk up the south side of Dekka St with pedestrian priority across the entrance to the car park.

But much better to just not permit this unnecessary and negative development.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 4:36 pm  
**To:** BUS: Consent Submissions  
**Subject:** 45. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Anne  
**Last name:** McLean  
**Address:** 11 Dekka St  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 049732415  
**Email:** annedavidsonmclean@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island New Zealand Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I am 88. I have lived at 11 Dekka Street for many years. I bought the house with my husband in the early 1970s. One of the nicest things about living here is that I can walk up to the village and that everything is within easy reach. In order to avoid crossing the road outside my house I sometimes go to the supermarket round the block via Nicholson Road. The proposed new car park and entrance will make Dekka Street much busier with cars turning in and out. It will also completely change Nicholson Road from being a quiet residential street into a busy exit from the car park. I am also worried that it will change the character of Khandallah Village from a quiet and friendly local shopping village into something bigger, busier, and more soulless.

#### Aspects of the application that you are neutral towards:

None

#### The reasons for my / our submission are:

This development will personally affect me and the street - see above.

#### The decision I / we would like Wellington City Council to make is:

I think you should turn this proposal down.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 6:25 pm  
**To:** BUS: Consent Submissions  
**Subject:** 46. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Greg and Tania  
**Last name:** Smith  
**Address:** 7 Torwood Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 6421755803  
**Email:** smithgreg@xtra.co.nz

### Application details

**Applicant name:** Khandallah New World  
**Site address:** 26 Ganges Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

We oppose the proposal to shift the carpark exit from Ganges Road to Nicholson Road, significantly changing traffic flow in the area and in our view unnecessarily increasing public safety risk.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

Nicholson Road is a narrow windy road with significant blind spots for drivers and is frequently used by buses and school children and associated school traffic, as well as cyclists. The proposed location sits on a bend which in our view is not suitable for a high risk traffic and pedestrian flow area. It is one thing having a home owner with a driveway in this location but it goes to a completely different scale for a supermarket car park exit. We believe this change will significantly increase the risk of accidents and possible injury to pedestrians and cyclists, particularly children. Exiting onto Nicholson Road (when turning right) will also increase traffic crossing the complex intersection of Nicholson, Clutha and Dekka Streets, which again is frequented by buses and with other traffic is already a high potential accident risk. Traffic coming down Dekka from the current Ganges Road exit through this intersection travels in the most visible and therefore safest direction through this intersection. In our view there needs to a very careful review of the impact of this proposed change on traffic management and public safety. The current entry/exit point on Ganges road is better situated and provides easier visibility and traffic flow for the neighbourhood. We see no good reason why this should be changed.

**The decision I / we would like Wellington City Council to make is:**

To not allow the revised car park exit to be situated on Nicholson Road. Instead Council should insist on New World maintaining the existing exit point on Ganges Road.

# Submission on resource consent application

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Foodstuffs NI Limited

Site address: 31-33 Nicholson Ave 6035 Khandallah

Proposal: land use change

Service request number: 517439

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Andrew Black

Address of submitter: 35a Clutha Ave Khandallah

Phone (day): 4790210

Mobile:

Email: [andrewphilipblack@gmail.com](mailto:andrewphilipblack@gmail.com)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

Is this development needed? The carpark at new world is hardly ever full except at peak times.

I oppose the driveway on Nicholson Rd.

The driveway is going to bring more traffic to Nicholson Rd which has bad intersections. It's going to make a dangerous road more dangerous.

I have three kids who walk to St Benedict's school every day along Nicholson Rd and I feel concerned for their safety.

The intersection at the bottom of Nicholson-Clutha-Dekka and the top of Nicholson and Everest are bad. They are narrow, with poor visibility. Drivers approach the intersections too fast, can't properly see other traffic when going in to the intersection and sometimes don't notice pedestrians. Cars park all the way up the road and there's a blind corner at 31-33 Nicholson, where the new driveway will be. At that corner cars and buses cross the centre line.

There's no footpath on the opposite side of the road to the proposed driveway. Kids will be forced to cross the supermarket driveway at times when the supermarket is busy (usually at the beginning and end of school) because they don't have a footpath on the other side of the road.

All the dangers will be worse with more traffic and bigger trucks/lorries. New supermarket signs around the driveway could distract drivers (and pedestrians) with lights and promotions. It'll make things on a bad road even more unsafe.

For residents around there'll be more light and noise. They should be able to enjoy their homes without undue light and noise.

### The reasons for my submission are:

See above. I am mainly concerned about the road safety, and also effects to residents of lighting and more noise from traffic that a new driveway will bring.

### The decision I/we would like Wellington City Council to make is (include any conditions of consent you would like to see imposed):

Does this expansion have to happen? The current carpark isn't full for most of the day. If it is, does there have to be an entrance on Nicholson Rd? That seems excessive given how much the supermarket is used.

The road problems I outline above - speed, poor intersection design, lack of traffic calming or low speed zones along the approaches to the supermarket- should be fixed if the driveway goes ahead. ESPECIALLY THE LACK OF A FOOTPATH ON BOTH SIDES OF NICHOLSON RD UP TO ST BENEDICT'S SCHOOL. The downsides of noise and light should be managed - eg lights out/low wattage at night so supermarket glare doesn't disrupt residents and wildlife when supermarket isn't operating, limits on when deliveries can be made to limit noise, locked gates so the carpark isn't used after hours.

### Note: \*Select one.

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

### Oral submission at the hearing

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

Andrew Black

Date

15 January 2024

### Note:

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

### Privacy information

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

### How do you wish to be served with any correspondence

via email (please ensure you have provided your email address on page 1)

via post, ie hardcopy



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 7:36 pm  
**To:** BUS: Consent Submissions  
**Subject:** 48. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Maree  
**Last name:** Henwood  
**Address:** 36 Nicholson Rd  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 044639638  
**Email:** mareehenwood@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### **Aspects of the application that you support or oppose:**

Completely oppose a two way entrance/exit on a blind corner on Nicholson Road with barely enough space for two cars as it is. The dangers are exacerbated by the fact that there is no footpath on the opposite side of the road, and Nicholson Road is used by school children, cyclists and buses. This appears very poorly thought through and the traffic impact assessment undertaken light at best.

#### **Aspects of the application that you are neutral towards:**

Don't have an issue with New World adding parking spaces or wishing to expand. They are a great community business and support their presence.

#### **The reasons for my / our submission are:**

Major traffic and safety concerns relating to proposed Nicholson Road exit as noted above.

#### **The decision I / we would like Wellington City Council to make is:**

Change Nicholson Road exit - to either an entrance only or rethink position.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 9:34 pm  
**To:** BUS: Consent Submissions  
**Subject:** 49. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Sarah  
**Last name:** Berry  
**Address:** 8a Clutha Avenue  
**Suburb:** Khandallah, Wellington  
**City:** Khandallah, Wellington  
**Phone:** 021830103  
**Email:** sarah.berry@xtra.co.nz

### Application details

**Applicant name:** Barker & Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark)  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 6 minutes  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

We have lived at 8a Clutha Avenue for the past 11.5 years and I was born in Khandallah and raised here until I was 13. I believe that the proposed car park development will have an irreversible and negative impact of the historical character and community culture of Khandallah Village and that the proposed change will be detrimental to the wellbeing of our community and for individual local residents adjacent to the proposed new car park sites, who will be most negatively impacted by increased noise and traffic pollution. Our home is very close to the proposed site of the new car parks with site lines to Dekka Street where a new car park entrance is proposed and to the main intersection between Dekka Street, Nicholson Road and Clutha Avenue. We moved here to raise our children in a quiet, pleasant, residential neighbourhood. We understand that increasing the size of the New World supermarket car park will increase traffic at this intersection (approximately 30-40 metres from our home), and in our street, and surrounding streets increasing the risk of car and pedestrian accidents, traffic noise, emissions and impacting on the character of our quiet residential street. We shop at Khandallah New World 2-3 times most weeks, walking for most visits and using the car parking facilities every Sunday for our larger weekly shop. We have never experienced an issue getting a car park in the existing Khandallah New World car park. Given the impacts of climate change, we should be discouraging car use and encouraging walking, biking, locally sourced online orders, and the use of public transport. This supermarket is already well served by several nearby bus routes and the Johnsonville line trains. Meanwhile, our overall area is already well served with supermarkets (and related parking) including Khandallah New World as well as at least three further supermarkets within a circa 6 minute drive at Johnsonville and Crofton Downs, all of which have sizable car parking facilities. Thank you for the opportunity to provide this submission. I would be happy to speak in support of my submission, yours sincerely Sarah Berry, 8a Clutha Avenue, Khandallah, Wellington, 6035

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

**The decision I / we would like Wellington City Council to make is:**

to reject this resource consent application on the basis that this area is already well serviced with a number of supermarkets with sufficient parking and the the proposed changes would have a detrimental impact on neary residents and on the wellbeing of the Khandallah community, as outlined in my response above.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 10:19 pm  
**To:** BUS: Consent Submissions  
**Subject:** 50. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Dave and Michelle  
**Last name:** Soper  
**Address:** 25 Nicholson Rd  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0277022268  
**Email:** soper\_clan@yahoo.co.nz

### Application details

**Applicant name:** Foodstuff Properties (Wellington) Limited  
**Site address:** 26 Ganges Rd, 3 Dekka St, 31-33 Nicholson Rd, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 15 minutes  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

We oppose the character and scale of the proposed development and consent. In particular, the proposal is not of a character and scale that is appropriate and consistent with the area and the neighbourhood, and does not respect the character of the area. We consider that the adverse impact on our enjoyment of our residential property have not been sufficiently mitigated by the proposal.

Particular elements that we oppose include:

- Scale and Size. The size of the proposed carpark is unnecessary and has significant adverse effects on the residential character, visual amenity and safety of Nicholson Rd and nearby properties.
- Access to/from Nicholson Rd. The proposed two-way access onto Nicholson Road is inconsistent with the residential character and streetscape of Nicholson Rd. The two-way access to Nicholson Road is on a blind corner and unsafe, particularly for vehicles travelling downhill on Nicholson Rd trying to turn into the proposed accessway, and for cyclists and scooters using this road.
- Drainage. The proposal significantly increases the impervious areas in the stormwater catchment and will significantly increase the amount of stormwater into the public stormwater system. The stormwater main on Nicholson Rd is known to have failed and be long overdue for replacement. Additional surveys of the existing public stormwater network and its capacity to accommodate the additional volumes proposed should be undertaken prior to any consent application being determined.

These significant adverse effects could be mitigated in a way that accommodates the anticipated parking demands of

the applicant by:

- Reducing the scale and size of the proposed development (for example, to within the current footprint of 3 Dekka St or 3 Dekka St and 31 Nicholson Rd).
- Removing the vehicle access way to/from Nicholson Rd.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

The Nature of the Proposal

The proposal is described as an "extension of the existing supermarket car park to provide 67 new parking spaces together with associated site works and landscaping". It seeks to increase the number of carparks from 38 to 102. It proposes to demolish three existing dwellings and add two additional dual access ways to Dekka St and Nicholson Rd.

The land in question is Residentially zoned. It is objectively clear that the proposal is not consistent with Wellington City District Plan and the Wellington City Council Residential Design Guide. The proposal is of a scale that is not consistent with or appropriate for the area and neighbourhood.

As a matter of process it is our view that:

- The proposed development should be proportionate having regard to the needs of the community and adverse impact on the community and residents.
- In the event there is a difference of views, the reports of independent Council officers should be preferred to those provided for, and funded by, the applicant; or that further independent assessment be conducted.

The Scale of the Proposal

The proposed scale is excessive and unnecessary. It seeks to increase the size of the carpark from 38 carparks to 102 carparks. A need to increase parking to this extent is not supported by any evidence.

The Traffic Assessment Report undertaken on behalf of the applicants notes that no survey of the existing supermarket was undertaken to inform parking demand. Rather it is noted that the need for additional parking is a result of "observed issues at the site with on-site parking provisions frequently unable to accommodate parking demand".

No information relating to these 'observations' has been provided. Rather, the report has been based primarily on a survey of a different supermarket in a different community (Island Bay).

We have lived in Nicholson Rd for more than 10 years and are frequent visitors to Khandallah New World. We acknowledge that at peak times the existing carpark has been unable to accommodate demand. However, our personal observations over those 10+ years are that these peak times:

- occur 1-2 times daily for a short time period
- Typically involved a small number (3-4) of vehicles waiting at various points in the carpark for parks to come free.

There is no information to support the need for an increase in capacity from 38 to 100+ vehicles in either the immediate or intermediate future. Rather, large areas of the proposed carpark would remain unused (and potentially invite anti-social behaviour – see below).

These adverse effects, together with others noted below, could be mitigated without compromising the supply of anticipated carparks. For example, extending the carpark onto the footprint of existing 3 Dekka St (and providing for access to/from Dekka St and access from the existing carpark) would provide approximately 26 additional carparks. Including the footprint of existing 31 Nicholson Rd would provide an additional approximately 17 carparks. Increasing the carparking capacity from 38 to 60-77 (allowing for removal of some existing parks) would provide sufficient capacity

for any anticipated parking need while mitigating many of the identified adverse impacts. It would be a far more proportionate approach.

Similarly, there is no indication that the applicant has explored reasonable alternatives to the proposed development that may have a lesser impact on the residential character of the neighbourhood (for example, potentially developing a carpark underneath the existing carpark).

### Character and Urban Design

When we bought our property we intentionally bought on a quiet, residential street. There was no expectation of any commercial development as a near neighbour.

The Urban Design Assessment (SR517439) prepared by Ms Jaime Devereaux is clear in concluding that the proposal will have significant adverse impacts on the character and residential amenity of Nicholson Rd.

"A commercial car park is not consistent with the residential Wellington City Council character as it results in the absence of built form and results in significant vehicle dominance. It does not make a positive contribution to the safety, amenity and visual character of the street."

We agree. We have real concerns that the proposal will negatively impact on our residential and visual amenity, and the quiet enjoyment of our residential property.

Ms Devereaux notes further:

"As the proposed car park includes areas that are elevated from the street with limited visibility from public spaces, an assessment should be undertaken that assesses the development for Crime Prevention through Environmental Design (CPTED). A lighting plan should also be supplied with the application that demonstrates the extent and lux levels of lighting throughout the proposed car park, as well as identifying any light-spill to neighbouring properties."

We agree that these assessments should be undertaken. These should be undertaken prior to the consent application being determined and should be provided to affected and interested parties.

We agree that the proposal significantly impacts the residential character along Nicholson Road and does not sufficiently mitigate the adverse impact the car park will have on our street. The proposal does not respect the area in which it is located.

As noted above, we consider that the scale of the proposal is excessive and unnecessary. Access to/from Nicholson Rd is unnecessary. There is no suggestion that not having access via Nicholson Rd will have any impact on the business operation of Khandallah New World. The applicant acknowledges that the Nicholson Rd access will have less vehicle movements than the other accesses. The strongest this point is pitched by the applicant is that "it is important to retain this access as vehicular to ensure the carpark circulation, access and egress function optimally". There is no suggestion that the absence of access to Nicholson Rd will adversely impact on the proposal.

We agree with the summary of Ms Devereaux:

"In general, the Residential Design Guide seeks to minimise vehicle dominance, both on the streetscape and within a site. As the proposal comprises a car park, it is acknowledged that some degree of vehicle dominance is to be expected. It is also expected to result in a change of character, largely due to the proposed activity and lack of building form. However, the proposal has not sufficiently mitigated these impacts on the neighbours and streetscape, specifically on Nicholson Road for the following reasons;

- The double width vehicle access will result in the car park as being visually prominent on the streetscape;
- The proposed directional signage is not consistent with the residential character; Wellington City Council

- By virtue of the proposal comprising a car park and lack of built form, it will be inconsistent with the Nicholson Road character; and
- The extent of earthworks to create the car park results in significant combined retaining walls and fences within the site."

We support Ms Devereaux's recommendation that the Nicholson Rd vehicle access be removed. This would be a more proportionate approach. There would still be access via both Ganges Rd and Dekka St.

If an additional access is required (and there is no information to support that it is required) we agree that this should be a single access only. While this will not provide the same level of mitigation, it is preferable to the current proposal. If there is single access only, we suggest that this should be exit only access (for safety reasons as discussed in the Traffic section below).

We also support Ms Devereaux's conditions in relation to an arborist's report, a lighting plan and a crime prevention assessment. In our view these should be undertaken prior to any determination of the proposal.

### Traffic, Access and Vehicle Movements

We are concerned about the proposed use of any Nicholson Rd access (should there be one) by heavy and/or delivery vehicles. We understand that it is not proposed that any Nicholson Rd access be used by any heavy and/or delivery vehicles. This understanding is based on:

- No explicit reference to the use of Nicholson Rd access for delivery purposes or heavy vehicles;
- Figure 6 in the Traffic Assessment Report by Commute describes the Nicholson Rd access as being a 'Proposed light vehicle crossing'. There is no discussion in the report of delivery or heavy vehicles using this access.
- The Marshall Day Acoustic Report notes that its assessment was based on existing activity and that "Deliveries will predominantly be during the day (0700-1900) at the sites dedicated loading bay. However, five deliveries a week occur prior to 0700. These early morning deliveries arrive, and are unloaded, on the eastern [sic] side of the existing carpark. This is because the stores dedicated loading bay borders residential properties. This remains unchanged from the previously consented operation."
- The Marshall Day memo of August 2022 notes that heavy vehicle loading or unloading is "no longer in scope of the consent application" and that the issue of how many truck deliveries there might be in any 15 minute period is similarly "no longer in scope of the consent application".
- The proposal for any access to Nicholson Rd to be locked outside the hours of operation. This would presumably limit the ability to have deliveries (at least out of hours).

To ensure that there is certainty on this point and to ensure that adverse effects are mitigated (at least in relation to heavy vehicle access) we request that if there is Nicholson Rd access there be a condition that it is not to be used at any time for heavy or delivery vehicle purposes.

Nicholson Rd is a narrow, curving, inclined road with yellow lines on some parts of it. It is part of the bus route. St Benedict's School is further up Nicholson Rd. There is a school pedestrian crossing on Nicholson Rd at the Everest St intersection. Given the existing yellow lines, parents and caregivers frequently park on the lower part of Nicholson Rd (23-29) to escort children to and from school. The combination of existing parking and yellow lines means there is a regular need for vehicles to yield, particular if there is a bus going up Nicholson Rd.

The proposed access to/from Nicholson Rd is on a bend. While this might be placed to give adequate visibility when exiting the carpark, in our view it is unsafe for vehicles entering the carpark, in particular for vehicles and cyclists travelling down Nicholson Rd towards Dekka St. Our own observations and experience from living here for 10+ years is that there is no point on the road, when travelling downhill, where a vehicle can stop so that:

- It can see vehicles travelling up Nicholson Rd to safely enter the proposed car park; and
- It can also simultaneously be seen by vehicles and cyclists behind travelling down the hill with enough time and space to safely stop.

There are high volumes of cyclists and scooters (adults and children) using this section of Nicholson Road between St Benedict's and Dekka Street. Typically a higher volume up hill in the mornings, and downhill in the afternoons/evenings. Children on bikes and scooters can be travelling at speed down the hill on both the road and footpath, and likewise commuter cyclists having cycled up from the city via the popular Bridle Track at the top of Nicholson Road. The proposed access to/from Nicholson Road would be unsafe for both adults and children on bikes and scooters using Nicholson Road for commuting to school and work.

As stated, our preference is that there be no Nicholson Rd access for reasons of character and residential amenity, potential noise and disruption and also for safety reasons. Not having a Nicholson Rd access will minimise the number of vehicles, in particular heavy vehicles, using a residential road that is used by schoolchildren and cycle commuters.

If there is to be an access on Nicholson Rd it should be single access and direction. In our view, given the visibility and safety issues this should be exit only. If vehicle access to/from Nicholson Rd is to be considered a further independent site visit should be conducted to provide certainty as to safety.

If there is an access to/from Nicholson Rd we anticipate that additional yellow lines will be considered. At present, there are no yellow lines outside at house at 25 Nicholson Rd. While we would support yellow lines between our property and our uphill neighbours at 29 Nicholson Rd (because the space between the two driveways is in any event too short to accommodate a car and maintain clearance of the driveways) we do not support yellow lines from our House towards Dekka St. For residents such as us and our neighbours to have the use and enjoyment of street frontage diminished to accommodate the proposed development for the benefit of the applicant would be unfair, unnecessary and disproportionate.

#### Drainage

It is obvious that the proposal will significantly increase impervious areas and significantly increase the amount of stormwater diverted to the public stormwater system.

The existing Nicholson Rd stormwater network is failing and not fit for purpose. Council staff have acknowledged that it is many years overdue for replacement. There is no indication in the Infrastructure Report prepared on behalf of the applicant that the existing state or capacity of the network has been considered. There is no indication that any inspection of existing conditions has been undertaken.

The Servicing Report dated 22 August 2022 prepared by Wellington Water records "Downstream the site is affected by flooding". The stormwater main runs under the front of our property. We have experienced two significant flooding events in the past 10 years due to the failure of the stormwater main (as well as minor flooding events).

- In May 2012 the stormwater main was blocked downstream from our property. This caused the main under our property to fail with significant water gushing onto our property. This got to at least 40cm deep before it got to a level when it ran across the downstream property onto Nicholson Rd then Dekka St. Once the blockage cleared the soil slumped through the broken main leaving an exposed pipe and a 3x2 m hole that was 1 metre deep. This was eventually 'repaired' by concreting a piece of broken pipe over the hole and our lawn was eventually remediated.

- In June 2022 the stormwater pipe failed again approximately 1.5m downstream in the same pipe. Water gushed through the lawn leaving a surface hole of approximately 30x30 cm, a sub-surface cavity of approximately 1m<sup>3</sup> and exposed pipe. Despite numerous requests, this was not 'remedied' until June 2023, some 12 months later. On this occasion the pipe was not repaired; rather the hole was simply filled with soil.

It is clear that the existing network is not able to manage 10-year scenarios let alone a 100-year storm event.

It is not clear to us that the proposed mitigations will provide for stormwater neutrality, particularly in light of the increasingly aged and failing nature of the stormwater network.

We note that the Servicing Report recommends a number of conditions for the stormwater management system including that the post development runoff is less than or equal to pre-development runoff and that an as-built plan



should be approved by Wellington Water. It is clear that the total volume of water entering the Nicholson Rd stormwater network would be more post-development than pre-development. In our view, the applicant, Wellington Water and the Council need to be satisfied before the determination of the proposal as to the stormwater neutrality of the proposal and that the management system and existing network can accommodate the additional volume that will be captured and diverted by the increase in impervious areas. This should include an inspection and remediation of the known weaknesses in the existing network if necessary.

The applicant, Wellington Water and the Council are on notice that should any there be any failures of the stormwater network following the granting of any consent, and our property is damaged or affected as a result, we expect there will be immediate repair, remediation and reinstatement of the affected areas.

**The decision I / we would like Wellington City Council to make is:**

A proportionate decision that accommodates realistic anticipated demand for carparking while ensuring that the development is consistent with and appropriate for the area and neighbourhood, and mitigates the significant adverse effects that would be suffered by us and other similar residents. This decision would grant an amended, scaled down proposal as follows:

1. Development of the proposed carpark on the footprint of either:

- a. Existing 3 Dekka St only; or
  - b. Existing 3 Dekka St and 31 Nicholson Rd only
- No carpark development on existing 33 Nicholson Rd.

2. if there is to be development on 33 Nicholson Rd, there should be no vehicular access to/from Nicholson Rd

- a. If there is a Nicholson Rd access, this should be single access and single direction (exit only).
- b. If there is a Nicholson Rd access, the consent should be subject to an express condition that any Nicholson Rd access should not be used for heavy and/or delivery vehicles.

3. The consent would not change the existing arrangements (timing and location) for loading and unloading of deliveries.

We request that the application should not be determined until:

1. the reports recommended by Council officers, including the lighting plan, arborist's report and crime prevention assessment have been independently completed and provided to interested parties.

2. An independent or Council inspection is undertaken to provide assurance as to the safety of vehicle entrance and exit from Nicholson Rd (if there is to be a Nicholson Rd access).

3. An independent or Council inspection and assessment is undertaken to provide independent assurance of the stormwater neutrality of the proposal and that the existing stormwater network has the capacity to accommodate the proposal.

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

**Resource Consents**

**Wellington City Council**

**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: *Barker and Associates Ltd (for Foodstuffs N.I. Ltd)*

Site address: *26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah*

Proposal: *Earth works to extend the supermarket carpark + associated signage*

Service request number: *517439*

Support the application

Oppose the application

Neutral

## Submitter details

Name of submitter: *Janet Preston*

Address of submitter: *35 Nicholson Road, Khandallah, Wellington 6035*

Phone (day): *(04) 479-2924*

Mobile: *021 2936 495*

Email: *jjprestonuk@gmail.com*

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

*See attached notes*

**The reasons for my submission are:**

See attached notes

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

See attached notes

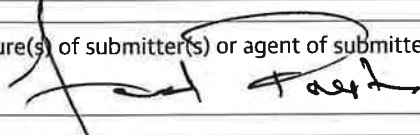
**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

15. 01. 2024

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

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- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

via email (please ensure you have provided your email address on page 1)

via post, ie hardcopy

## Submission Statement

### The aspects of the application that I oppose are:

- 1) **Increased danger for vehicles.** The proposed vehicle entry/exit point on Nicholson Road is close to the dangerous blind corner from 33 to 37 Nicholson Road which has been the site of many near-misses. Increasing the volume of traffic in this section of Nicholson Road will make the corner even more hazardous.
- 2) **Increased danger for children.** St Benedict's Primary School is not far above the proposed entry/exit point on Nicholson Road. For most of the distance from the school to Dekka Street there is a footpath only on the proposed entry/exit side of the road. Numerous children walk on this section of the road going to and from school. Young children often run down the road or go on scooters. Pre-schoolers often accompany their parents and school-aged siblings. Having a vehicle entry/exit point in this section of the street would create a danger for these children, and any children going independently to and from school. Recently deliveries are being made to New World by large articulated Pak n Save trucks. While these discharge their cargo on the Ganges Road side of New World the truck drivers seem to find it necessary to make a circuit which involves travelling up and down this section of Nicholson Road.
- 3) **Impact on neighboring residential properties.** My house (35 Nicholson Road) adjoins 33 Nicholson Road, and our bedrooms are on the side of the house closest to the proposed development. While the plans indicate acoustic fencing would be installed on the boundary it is inevitable that there will still be noise from vehicle movements and from shopping wagons being placed in the wagon return stand. I am a very light sleeper, and I would find the increased noise from this source oppressive. The applicant wants to be able to have one truck make deliveries to the New World supermarket between 11 pm and 7 am. It is unreasonable that local residents should be subject to the noise of commercial activity at this time.
- 4) **Adverse effects of construction.** The 2,500 cubic metres of earth that will need to be excavated will involve the operation of earth-moving machinery, the movement of a large number of trucks and, despite mitigation provisions, will inevitably create a dust and noise nuisances. This is particularly serious for me as I suffer from COPD which developed from repeated lung infections contracted while teaching 6 and 7 year old children over many years. Having to breathe in dust-laden air would cause a serious health problem for me. We do not have a second home to retreat to when the truck and dust problems become an issue.
- 5) **Longer term implications.** This proposal involves the demolition of three houses, at a time of a major housing shortage. Is this the full extent of Foodstuffs' intentions? The proposed parking area is huge in relation to the present scope of New World's business. The number of parking spaces will be increased to over three times the present number. While there are some parking space shortages of short duration during peak hours it is difficult to see any justification for this huge increase, unless



this proposal is just a first step towards an even more massive expansion. Khandallah's population of 8,620 doesn't need a larger supermarket. There are three other supermarkets within a few minutes' drive (one in Crofton Downs and two in Johnsonville). Is this proposal just Part I of a scheme with an undisclosed Part II that would have an even more adverse impact on the residential amenity value of this locality by drawing in customers from other suburbs, thereby increasing local traffic problems? Creating a larger supermarket in Khandallah would help destroy the village character of central Khandallah. To allow the proposal to be examined more constructively, is Foodstuffs willing to give an unequivocal explanation of its reason for the size of the increase in parking spaces and of what this might mean for the future?

**The reasons for my submission are:**

- 1) Anxiety about the increased danger to young children on the footpath near the proposed Nicholson Road entry/exit point.
- 2) Concern about the increased hazard from more traffic near the dangerous Nicholson Road blind corner.
- 3) Concern about the effects on my health during construction from the operation of trucks and excavators, and from dust.
- 4) Concern about the effects on my sleep of increased noise from vehicles and shopping trolleys.

**The decision I would like the Wellington City Council to make is:**

- 1) If the Council decides to give Resource Consent to the proposal, the approval should be subject to the conditions that:
  - (a) the Nicholson Road entry/exit point is removed from the plan,
  - (b) no delivery trucks be permitted to arrive at Khandallah New World between 11pm and 7 am on any day.
- 2) In considering the application the Council should require the applicant to justify the extraordinarily large increase in parking spaces for the New World Supermarket. If no convincing reasons can be given why Foodstuffs would spend many millions of dollars to correct a relatively minor parking shortage either (a) do not allow any increase in the number of parking places beyond the current limit of 70, or (b) decline the proposal.
- 3) A roundabout should be installed at the dangerous Nicholson Road/ Dekka Street/ Clutha Avenue intersection, to improve road safety there.



## **Submission details**

Name of applicant: Barker and Associates Ltd on behalf of Foodstuffs North Island Limited for a resource consent.

Site address: 26 Ganges Road, 3 Dekka Street and 31 -33 Nicholson Road, Khandallah.

Proposal: Earthworks to extend the supermarket carpark and install associated signage.

Service Request Number. 517439

## **Submitter details**

Name of submitter: John Alfred Preston

Address of submitter: 35 Nicholson Road, Khandallah

Phone: 479 2924 (day), 027 270 9056 (mobile)

**I oppose the application.**

## **Submission Statement**

The underlying reasons for the proposal need to be considered by the Wellington City Council to allow a balanced assessment to be made of both the near-term and longer-term impact on residents in the locality. There seems to be a small shortage of parking spaces at Khandallah New World at peak shopping hours. Most of the day there is no problem. To deal with this relatively minor limitation Foodstuffs has bought three houses and plans to demolish them, to undertake large earthworks, and to create about 70 additional parking sites. The total cost of this to Foodstuffs North Island Ltd would be many millions of dollars. It is difficult to understand why a commercial organization would want to spend this amount unless the proposal is, in reality, a first step towards a much larger project.

The proposal would more than treble the number of existing parking places and it is not credible that this number could be required by the existing supermarket in the foreseeable future.

If the proposal is a first step towards creating a considerably larger supermarket that would aim to draw in customers from nearby suburbs there would then be a significant increase in traffic volume and noise disturbance for local residents. Foodstuffs should give an unequivocal statement on its thinking for the longer term, to allow appropriate weight to be given to his.





## **The reasons for my submissions are:**

### Increased traffic hazard in Nicholson Road

The proposal envisages creating an entry/exit point at the location of 33 Nicholson Road. The section of Nicholson Road from Dekka Street to Everest Street is part of the number 25 bus route. This section includes a blind corner from numbers 33 to 37 which is a serious hazard for traffic. Increasing the volume of traffic in this part of Nicholson Road would increase the existing danger to road users significantly.

### Danger to children attending St Benedicts Primary School

A substantial number of children walk along the footpath on the side of Nicholson Road where the proposed entry/exit point would be created. In this section of Nicholson Road there is a footpath only on this side of the road.

Children use this section of the road for going to and from school, and to and from sports activities at Nairnville Park. Children are often seen running down the road, and children often ride down quickly on scooters.

The creation of a supermarket entry/exit point in this location would create a hazard for young children.

### Damage to amenity value of locality

The three houses which Foodstuffs proposes to have demolished are zoned outer residential. To convert the use this land to an activity based on a commercial activity is not in the interests of residents in the locality or the community.

## **The decision I would like the Wellington City Council to make is:**

In making its decision the Council should take account of both the short-term and longer-term impact of the proposal on the locality, i.e. after assessing what Foodstuffs has in mind as its next step for the supermarket.

If the Council did decide to grant Resource Consent to the proposal it should be subject to the following conditions:

- That the entry/exit point in Nicholson Road be deleted from the plan
- That no delivery trucks be permitted to visit the Khandallah New World site between the hours of 11 pm and 7 am on any day.



**Note**

*I do not request, pursuant to section 110A of the Act, that you delegate your functions, powers and duties to hear and decide the application to one or more hearings commissioners who are not members of the local authority.*

**Oral Submission at the hearing**

*I do not wish to speak in support of the submission.*

Signature of submitter <i>John A. Preston</i>	Date <i>15-01-2024</i>
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**How do you wish to be served with any correspondence?**

Via post, i.e. hardcopy



## Nicole Tydda

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**From:** Susan O'Donnell <susanodonnell@xtra.co.nz>  
**Sent:** Tuesday, 16 January 2024 10:09 am  
**To:** BUS: Consent Submissions  
**Subject:** 53. Khandallah New World Extension

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Whom It May Concern,

The exit and entry proposals on Nicholson Road and Dekka Street for the Khandallah New World car park is a major concern.

Both these roads are currently congested and difficult to navigate and with the addition of a busy supermarket entry and exit, it will make these roads even more difficult and dangerous. A particular concern is the safety of children and parents from St Benedict's School using Nicholson Road.

Susan O'Donnell  
40 Everest Street  
Khandallah  
027 292 6011

Sent from my iPad

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 12:12 pm  
**To:** BUS: Consent Submissions  
**Subject:** 54. Submission on notified resource consent application for SR517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Francis  
**Last name:** Fanning  
**Address:** 10 Dekka Street  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0274426255  
**Email:** francis@bethunes.co.nz

### Application details

**Applicant name:** New World Khandallah  
**Site address:** 26 Ganges Road Khandallah  
**Service request number:** SR517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 10 minutes  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

I refer to the application before the Wellington City Council for the New World supermarket situated on the corner of Dekka Street and Ganges Road to extend their carpark, and which will include a new entrance and exit onto Dekka Street utilising the property at number 3 Dekka Street, adjacent to the Metlink bus stop.

My concern both as a long-term resident in the immediate area, and also as a past bus-driver for Metlink, is that the existing bus stop which shows as continuing right up to the entrance/exit to the proposed carpark sometimes has as many as 4 buses parked or stopped there. This effectively completely blocks the carriageway as the marked bus-stop caters for 2 buses, and also totally blocks vision for any driver wishing to exit the intended access way to and from the proposed carpark.

Dekka Street is currently a 2-way street for both buses and cars, despite having a carriageway outside my house which is only 8.6 metres curb-to-curb.

Buses currently travel in both directions along the street, which when allowance is made for parked cars on both sides, is only some 4.6 metres wide.

Parking in the street is used extensively by commuters who park in the street all day, taking the bus or nearby train into town to work, as well as those attending the adjacent Khandallah Medical Center which has a team of some 8 doctors, and a carpark accommodating 7 vehicles.

Despite having a posted speed limit of 30 kilometres per hour ,in my observation many vehicles using the street appear to greatly exceed this limit.

My point regarding the proposed new development is that if it proceeds as planned the entrance and exit via 3 Dekka street will present unacceptable dangers to motorists, pedestrians and buses.

This proposed entrance/exit from the proposed new carpark should not be allowed to proceed, with the existing entrance/exit to the carpark from Ganges Road being sufficient.

My point regarding the proposed new development is that if it proceeds as planned the entrance and exit via 3 Dekka street will present unacceptable dangers to motorists, pedestrians and buses.

This proposed entrance/exit from the proposed new carpark should not be allowed to proceed, with the existing entrance/exit to the carpark from Ganges Road being sufficient.

Francis Fanning

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

Concern regarding the unacceptable hazards to motorists, pedestrians and buses created by allowing vehicle access to the planned carpark from number 3 Dekka Street.

**The decision I / we would like Wellington City Council to make is:**

The Dekka Street access to the proposed new carpark to be disallowed.



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 5:24 pm  
**To:** BUS: Consent Submissions  
**Subject:** 55. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Warren & Gillian  
**Last name:** Press  
**Address:** 34 Ganges Road  
**Suburb:** Khandallah  
**City:** Wellington.  
**Phone:** 0274436176  
**Email:** warren@tbl.co.nz

### Application details

**Applicant name:** Barker and Associates Ltd on behalf of Foodstuffs North Island Ltd  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31 - 33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
Traffic Management plan

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**  
Direct Neighbours to the proposed development

**The decision I / we would like Wellington City Council to make is:**

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Monday, 15 January 2024 10:35 am  
**To:** BUS: Consent Submissions  
**Subject:** 56. Submission on notified resource consent application for 517439

### Submitter details

**First name:** john  
**Last name:** andrews  
**Address:** 68 KHANDALLAH ROAD  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 021710102  
**Email:** johnlhd@gmail.com

### Application details

**Applicant name:** Khadallah New World  
**Site address:** 26 Ganges Road, 3 Dekka Street 31-33 Nicholson Road  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I support the development in general. I believe it is a good direction for the area and fits the land use around the site. A supermarket that supports other retail and community activity such as happens in this area is much better than a new, standalone facility such as we see at Crofton Downs and most other supermarkets.

I am concerned about the lack of stormwater detention on the Dekka St parking area, which has various areas shown as a catchment. This needs detention as the water flows into the stream that runs past my house. Peak flooding is an issue. I am concerned about afterhours trucks and un-authorised use of the carpark afterhours. The submission mentions gates but there is no discussion of this and it goes against the estimate of truck movements mentioned in the Marshall Day noise report. I understood there would be zero trucks as the existing loading facility is used, but there is an estimate of overnight truck movements in this car park. There needs to be a condition of closing the car park outside of shop open times.

The acoustic fence with feather boards is not serious and this must be replaced in the design by standard fence boards/palings (150x25mm) mounted in a double layer with 50% overlap. Sound needs density to be stopped and such fences are being used in the suburb for this reason.

Why are the signs not at least bi-lingual? The use of Te reo is standard now and the owners need to show respect in this manner.

I would like to see enhanced light spill suppression, ensuring the light source is not visible from any neighbours property, as well as zero cut off lighting across the site to preserve darkness. This is easy to do now and harder later, but light pollution management is increasing and new developments should lead the way.

**Aspects of the application that you are neutral towards:**

The needs of pedestrian access to the site should look to be enhanced. The new access on Dekka St is a chance to provide accessible access, and this should be added.

**The reasons for my / our submission are:**

The project enhances the Khandallah Village area, making the entire area more viable.

Stormwater needs to be well managed, and all new hard areas should have detention tanks.

Sound suppression fences need to do their job and be engineered to work as intended.

Afterhours access needs to be limited, but the application is contradictory. Gates closed after hours needs to be a consent condition.

Light spill needs to be contained at the time of installation, and high standards should be met.

The use of Te reo signage is expected from an organisation that claims to be part of the community.

**The decision I / we would like Wellington City Council to make is:**

Approve with additional conditions and changes to design and operating conditions.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 12:38 pm  
**To:** BUS: Consent Submissions  
**Subject:** 57. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Mark  
**Last name:** Kirk-Burnnand  
**Address:** 6 Te Kainga Way, Khandallah  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 021758234  
**Email:** mark@propertylogic.co.nz

### Application details

**Applicant name:** New World Khandallah  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we support the application  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### **Aspects of the application that you support or oppose:**

I support the whole application.

I have lived in Khandallah since 2011 and feel that I have a good understanding of our local issues, hence why I felt compelled to make a submission.

#### **Aspects of the application that you are neutral towards:**

only supportive

#### **The reasons for my / our submission are:**

I see a great community benefit in improving the parking availability and support all aspects of the application

#### **The decision I / we would like Wellington City Council to make is:**

approve the application in its entirety

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 2:29 pm  
**To:** BUS: Consent Submissions  
**Subject:** 58. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Lynn  
**Last name:** Cadenhead  
**Address:** 69a Cashmere Ave, Khandallah  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0273371830  
**Email:** lynn.cadenhead@xtra.co.nz

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited for a resource consent.  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 10mins  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Oppose

1. Lack of high quality water sensitive urban design. Lack of neutral or lesser stormwater runoff compared to pre-development.
2. Inadequate management of traffic crossing the footpath given the proximity to a school.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

To safeguard the hydrology and ecology of the receiving waterway it is essential to mandate neutral or lesser stormwater runoff compared with pre-development. Retention of stormwater to manage stormwater volumes to avoid flashy rainfall runoff requires an initial depth of rainfall to be captured and not allowed to discharge as stormwater. This will probably require rainfall harvest and reuse to reduce volume which is fundamental to mimic natural losses from vegetation and undeveloped soils.

#### The decision I / we would like Wellington City Council to make is:

1. Require neutral or lesser stormwater runoff compared with pre-development.
2. Management of traffic crossing the footpath to ensure that traffic gives way to pedestrians especially allowing for children running or on scooters. Very few cars currently give way to pedestrian at the existing entrance to Khandallah

New World Supermarket.

## Nicole Tydda

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**From:** Mark Roberts <markroberts2@gmail.com>  
**Sent:** Tuesday, 16 January 2024 5:06 pm  
**To:** BUS: Consent Submissions; Helen Preston  
**Subject:** 61. Submission on notified resource consent application 517439  
**Attachments:** Submission by M & H Roberts on resource consent application SR517439 - 26 Ganges Rd.pdf; M & H Roberts supporting info for submission on resource consent application for 26 Ganges Rd - Khandallah New World Carpark.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi,

As your online submission form does not allow me to attach any additional information, and I have not received any confirmation / answer to my previous email, I am resending my application using the 'full' PDF application form.

Attached is a signed copy of the 'full' application form, with additional pages of 'submission statements' in the form of the previously provided PDF document (named M & H Roberts supporting info for submission on resource consent application for 26 Ganges Rd - Khandallah New World Carpark.pdf).

I would appreciate confirmation that both documents have been received and will be submitted?

Kind regards,

Mark Roberts.

On Tue, 16 Jan 2024 at 15:33, Mark Roberts <[markroberts2@gmail.com](mailto:markroberts2@gmail.com)> wrote:

Hi,

I have just completed the following submission form for resource consent application 517439.

For this I would like to include a 9 page supplementary document that provides detailed information and photographs that support my submission.

Can you please confirm that has been received and that it will be attached / included as part of the submission I have made?

Kind regards,

Mark Roberts

----- Forwarded message -----

**From:** Wellington City Council <[noreply@alchemer.com](mailto:noreply@alchemer.com)>  
**Date:** Tue, 16 Jan 2024 at 15:03  
**Subject:** Submission on notified resource consent application 517439  
**To:** <[markroberts2@gmail.com](mailto:markroberts2@gmail.com)>

Kia ora,

We received your submission for the resource consent application 517439

A copy of your submission is attached.

**What's next?**

- If you have requested to be heard in support of your submission, we will be in touch shortly to inform you of the hearing date and other relevant details.
- If you have not requested to be heard, a copy of the decision will be sent to you.

If you have any questions, you can contact us at [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz)

Ngā mihi,

Business Support - Resource Consents Team  
Wellington City Council



# Submission on resource consent application

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notices](http://wellington.govt.nz/have-your-say/public-notices).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

### Resource Consents

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

## Submission details

Name of applicant: Barker and Associates Limited on behalf of Foodstuffs North Island Limited

Site address: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah

Proposal: Earthworks to extend the supermarket carpark and install associated signage

Service request number: 517439

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Mark and Helen Roberts

Address of submitter: 45 Ganges Road, Khandallah, Wellington 6035

Phone (day): 02102504117

Mobile: 02102504117

Email: [markroberts2@gmail.com](mailto:markroberts2@gmail.com)

## Submission statements *(use additional pages if required)*

The aspects of the application that I support/oppose are:

1. Safety of vehicles exiting the proposed new vehicle crossing on Dekka St, due to its proximity to multiple bus stops.
2. Additional light vehicle traffic on single lane sections of Dekka St, Nicholson Rd and Clutha St will significantly increase congestion during peak periods.
3. Increased light vehicle traffic will also cause more congestion and safety concerns at the intersections of Dekka St / Nicholson Rd and Nicholson Rd / Everest St, which both have sections with limited visibility or blind spots.
4. More customers and increased demand will put further pressure on the supermarket's already limited storage capacity. Resulting in: Additional / bigger delivery trucks throughout the day; Increased volumes of rubbish / recycling (which is currently stored on Ganges Rd); Higher demands on residential street parking by the extra staff required.
5. This will have a detrimental impact on Khandallah village as a local public transport hub. The additional traffic / congestion will impact the flow of buses. The new entrances on both Dekka St and Nicholson Rd will also become hazards for any buses travelling these streets.
6. Alignment with both the Operative and Proposed Wellington District Plans. The subject sites are zoned 'Outer Residential' and 'Medium Density Residential' respectively. These zones are discouraging of non-residential activities which are out of character with the surrounding residential activities.

We are providing a 9 page supplementary PDF with detailed information and photographs to support this submission.

**The reasons for my submission are:**

It is our opinion that the current proposal for the expansion of Khandallah New World will:

- have detrimental consequences for vehicle congestion and traffic safety in the area;
- impact the timeliness and reliability of buses starting from / going through Khandallah;
- likely result in the removal of on-street parking and /or costly changes to bus stops and intersections;
- exacerbate existing problems with supermarket related heavy vehicle traffic and waste; and
- significantly change the urban environment to a commercial area making it less attractive to for the local community.

**The decision I/we would like Wellington City Council to make is**  
(include any conditions of consent you would like to see imposed):

We ask the Council to reject the current proposal until the concerns raised can be adequately addressed.

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

16/1/2024

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

**Supporting information for submission on resource consent application:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark)

**Service request number:** 517439

**Submitted by:** Mark and Helen Roberts, 45 Ganges Road, Khandallah

**Date:** 16<sup>th</sup> Jan 2024

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## Overview

We would like to raise the following concerns with Wellington City Council regarding the proposed development of the Khandallah New World Carpark. A summary of these is as follows:

1. Safety of vehicles exiting the proposed new vehicle crossing on Dekka St, due to its proximity to multiple bus stops.
2. Additional light vehicle traffic on single lane sections of Dekka St, Nicholson Rd and Clutha Ave will significantly increase congestion during peak periods.
3. Increased light vehicle traffic will also cause more congestion and safety concerns at the intersections of Dekka St / Nicholson Rd and Nicholson Rd / Everest St, which both have sections with limited visibility or blind spots.
4. More customers and increased demand will put further pressure on the supermarket's already limited storage capacity. This will result in:
  - Additional / bigger delivery trucks throughout the day.
  - Increased volumes of rubbish / recycling (which is currently stored on Ganges Rd).
  - Higher demands on residential street parking by the extra staff required to support the increase in business.
5. This will have a detrimental impact on Khandallah village as a local public transport hub. The additional traffic / congestion will impact the flow of buses. The new entrances on both Dekka St and Nicholson Rd will also become hazards for any buses travelling these streets.
6. Alignment with both the Operative and Proposed Wellington District Plans. The subject sites are zoned 'Outer Residential' and 'Medium Density Residential' respectively. These zones are discouraging of non-residential activities which are out of character with the surrounding residential activities. In particular, the Proposed District Plan states that non-residential activities and buildings should only be allowed if they:
  - Support the needs of local communities;
  - Are of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone;
  - Contribute positively to the urban environment and achieve attractive and safe streets;
  - Reduce reliance on travel by private motor vehicle;
  - Maintain the safety and efficiency of the transport network; and
  - Are adequately serviced by three waters infrastructure or can address any constraints on the site.

## Increased Traffic

The Traffic Assessment Report provided by Foodstuffs North Island (Foodstuffs) has estimated traffic movements for the proposed carpark expansion, which are based on New World Island Bay. The reason provided for using these numbers in the Assessment Report is stated as “The New World Island Bay supermarket is a similar size to the New World Khandallah supermarket and therefore the Island Bay volumes have been used to estimate the New World Khandallah traffic volumes once a greater parking provision is available”.

While the square metreage of the store may be similar, a quick analysis shows that New World Island Bay has approximately 60 car park spaces, whereas the proposal for Khandallah New World has 102. This means Khandallah has the potential to receive 70% more vehicles than Island Bay. With this significant extra capacity, Khandallah New World has the potential to generate considerably more traffic during peak periods than what is forecast by the Foodstuffs report.

Most weekdays and evenings, Dekka St and Nicholson Rd are already busy, congested roads. Foodstuff’s ‘conservative’ projections suggest we will see considerable increases in traffic during peak periods (at a minimum doubling current levels of traffic). This will add significant pressure to what are effectively traffic choke points. It should also be noted that these are roads used by at least 4 bus routes, which will also be affected by the proposed expansion.

The intersection at Dekka St and Nicholson Rd is also problematic in that north bound traffic on Nicholson Rd has almost no visibility of vehicles coming up Clutha Ave. During peak periods, vehicles often need to queue on Dekka St, Clutha and both north and south sections of Nicholson Rd.

The following provides a visual overview of our main traffic concerns. Figure 1 is focused on Dekka St and the intersection of Dekka and Nicholson Rd. Figure 2 focuses on Nicholson Rd and the intersection of Nicholson and Everest St.

Figure 1: Overview of Dekka St Traffic Concerns

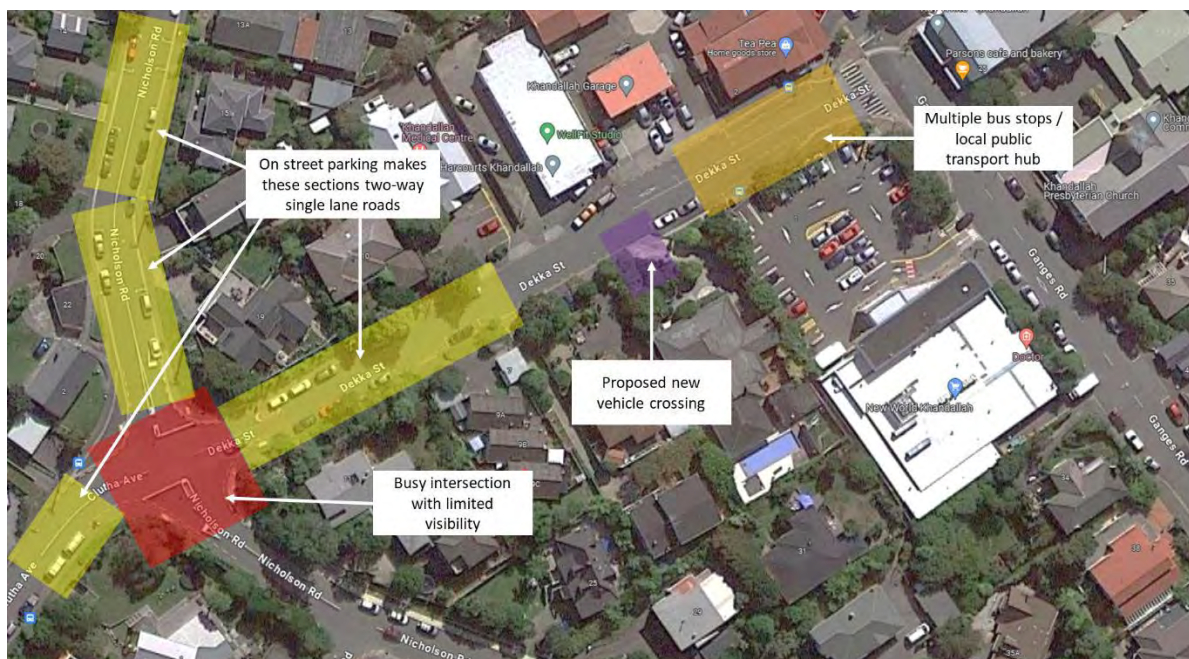


Figure 2: Overview of Nicholson Rd Traffic Concerns



Dekka St is generally a busy section of road most weekdays and early evenings. Dues to legal on street parking there are sections where it effectively becomes a single lane for much of the day. This is particularly a problem during peak periods where cars and buses need to wait for vehicles to traverse the single lane sections of the street. The following are examples of existing traffic challenges on Dekka St.

Figure 3: View of Dekka St traffic congestion from Nicholson Rd / Dekka St intersection (taken 8<sup>th</sup> Dec 23)



Figure 4: View of Dekka St traffic congestion from the proposed new light vehicle crossing (taken 8<sup>th</sup> Dec 23)



Figure 5: View of Dekka St traffic congestion opposite proposed new light vehicle crossing (taken 29<sup>th</sup> Nov 23)



While Nicholson Road is less busy, there are several sections where it effectively becomes a single lane for much of the day. This is particularly a problem during school drop off / pickups, and when buses need to come up the street. The following are examples of existing traffic challenges on Nicholson Rd, which are typical of most weekdays and early evenings.

Figure 6: View of Nicholson Rd traffic congestion from the proposed new light vehicle crossing (taken 29<sup>th</sup> Nov 23)



## Safety of the proposed Dekka St Vehicle Crossing

The following is an extract from Page 13 of the Traffic Assessment Report provided by Foodstuffs. It states 30m sight distance is required and the removal of a single piece of vegetation to make this light vehicle crossing 'safe'.

Figure 6: Extract from Commute Transportation Consultants report (26 April 2012) re: Dekka St crossing.



This crossing is next to two busy bus stops, which will significantly reduce the sight distance to the east on Dekka St to less than 10m.

The following are a selection of pictures taken from the same spot shown in the report, at different times, over different days. They show typical of these bus stops and highlight the potential danger of having an entrance / exit so close.

The following set of photos shows a common scenario where two buses are waiting at the main stop next to the supermarket (this happens regularly throughout the day), which severely limits the view of any traffic coming from Ganges Rd. It should be noted that buses do not simply pick up and drop off passengers at this stop. The stop also forms the start or end of some routes, so there are often buses parked in this stop 'not in service', while the driver rests between scheduled services.

Figure 7: Buses waiting next to the proposed / new Dekka St light vehicle crossing (taken 28<sup>th</sup> Nov 23)





The following set of photos also show how easily cars can be obscured by parked buses in this location.

*Figure 8: Example of hidden car behind waiting bus - next to the proposed Dekka St light vehicle crossing (taken 28<sup>th</sup> Nov 23)*



Other perspectives of the same section of road are provided in Figure 5 (View of Dekka St traffic congestion opposite proposed new light vehicle crossing). This reinforces how busy this area of road can be from the opposite side of the street and how it can be reduced to a single hidden lane of traffic.



## Wider Community Impact

Current customer volumes already highlight the limits of the supermarkets existing storage capacity, and the proposed expansion does nothing to resolve these issues. With a 150 percent increase in carpark capacity we expect the current problems to get much worse. These include:

1. Larger delivery trucks already park over the footpath and into the street. Trucks also need to line up on the street (double parked), waiting to access the loading bay. This is a daily occurrence which neighbours and the broader community already put up with. This will only get worse if the back of shop storage is not expanded and the turnover of the supermarket grows. It is galling to see a proposal for the New World which makes no attempt at all to fix this situation.

The following photos provide examples of this. The one on the left shows how larger trucks stick out into the street – the one on the right is an example of trucks queuing on the street, waiting to access the loading bay.

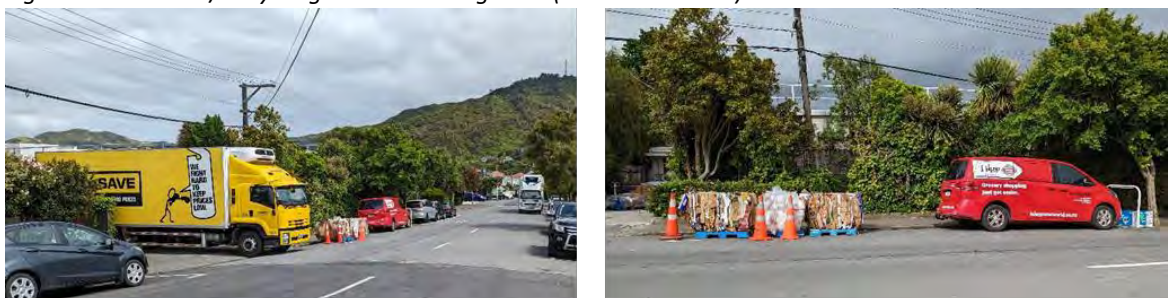
Figure 10: Loading bay issues on Ganges Rd (taken 29<sup>th</sup> Dec 23)



2. Due to the limited storage space within the current supermarket, cardboard rubbish / recycling is stored on street. This typically consumes 2 - 3 parking spaces on Ganges Rd, which could be better used to provide parking for local businesses or other local amenities (town hall, medical centre, bus stops, pick up or drop offs for the nearby kindergarten or school). This area is also often used to park the store's delivery van. When not in use this area is typically sectioned off with road cones by the supermarket to prevent other people from using it.

I am unaware of the supermarket having any permit or formal permission from the council to use these car parks for this. Should the supermarket (and its turnover of goods) grow without any commensurate expansion of its back of stop storage, this problem will only get worse. Again, it is disappointing to see that New World has acquired land to address a perceived problem with car parking, rather than address actual issues that the supermarket has had over an extended period with loading and storage space.

Figure 11: Rubbish / recycling issues on Ganges Rd (taken 8<sup>th</sup> Dec 23)

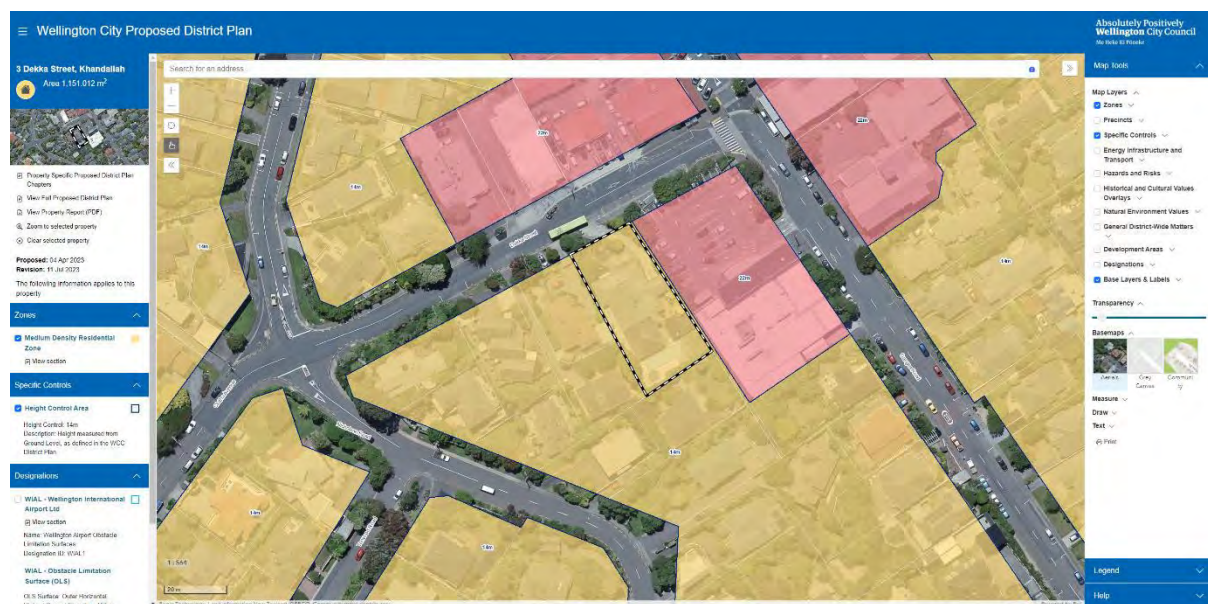


- Many of the Khandallah New World staff currently park on Ganges Rd, and typically use between 30 - 50% of the parks available on this street throughout the day. This limits the amount of street parking available to residents or people wanting to access local businesses or other amenities. This problem is exacerbated during kindergarten or school pickups and drop offs. Once again, this will only get worse with any expansion of the supermarket.

### Alignment with the Wellington District Plans

The area that Foodstuffs is currently looking to develop is zoned 'Outer Residential' in the Operative District Plan and 'Medium Density Residential' in the Proposed District Plan (see Figure 12), yet the proposed development does not meet many of the policies set out by Wellington City Council for non-residential activities in residential zones.

Figure 12 – Wellington City Proposed District Plan for Khandallah (screen capture taken 14 Jan 24))



After reviewing the relevant policies we do not believe the proposed carpark expansion:

- Will support the needs of local communities. Most residents I have spoken to are happy with the current supermarket and its operation.
- Is of an intensity, scale and design that is consistent with the amenity values anticipated for a 'Medium Density Residential Zone'.
- Contributes positively to the existing Khandallah urban environment. With the removal of trees and residential houses it will make the area less attractive. Streets will also be less safe due to the significant increase in light vehicle traffic along already congested roads, intersections, and vehicle crossings.
- Will not reduce the reliance on travel by private motor vehicle. It will instead encourage more motor vehicle traffic into Khandallah.
- Will degrade the safety and efficiency of the buses that operate out of or through Khandallah.

**Conclusion:**

It is our opinion that the current proposal for the expansion of Khandallah New World will:

- have detrimental consequences for vehicle congestion and traffic safety in the area;
- impact the timeliness and reliability of buses starting from / going through Khandallah;
- likely result in the removal of on-street parking and /or costly changes to bus stops and intersections;
- exacerbate existing problems with supermarket related heavy vehicle traffic and waste; and
- significantly change the urban environment to a commercial area making it less attractive to for the local community.

We therefore ask the Council to reject the current proposal until the concerns raised can be adequately addressed.

## Nicole Tydda

---

**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 3:04 pm  
**To:** BUS: Consent Submissions  
**Subject:** 59.Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Mark  
**Last name:** Roberts  
**Address:** 45 Ganges Road  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 02102504117  
**Email:** markroberts2@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 15mins  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

1. Safety of vehicles exiting the proposed new vehicle crossing on Dekka St, due to its proximity to multiple bus stops.
2. Additional light vehicle traffic on single lane sections of Dekka St, Nicholson Rd and Clutha St will significantly increase congestion during peak periods.
3. Increased light vehicle traffic will also cause more congestion and safety concerns at the intersections of Dekka St / Nicholson Rd and Nicholson Rd / Everest St, which both have sections with limited visibility or blind spots.
4. More customers and increased demand will put further pressure on the supermarket's already limited storage capacity. Resulting in: Additional / bigger delivery trucks throughout the day; Increased volumes of rubbish / recycling (which is currently stored on Ganges Rd); Higher demands on residential street parking by the extra staff required.
5. This will have a detrimental impact on Khandallah village as a local public transport hub. The additional traffic / congestion will impact the flow of buses. The new entrances on both Dekka St and Nicholson Rd will also become hazards for any buses travelling these streets.
6. Alignment with both the Operative and Proposed Wellington District Plans. The subject sites are zoned 'Outer Residential' and 'Medium Density Residential' respectively. These zones are discouraging of non-residential activities which are out of character with the surrounding residential activities.

We are providing a 9 page supplementary PDF with detailed information and photographs to support this submission.

#### Aspects of the application that you are neutral towards:

**The reasons for my / our submission are:**

It is our opinion that the current proposal for the expansion of Khandallah New World will:

- have detrimental consequences for vehicle congestion and traffic safety in the area;
- impact the timeliness and reliability of buses starting from / going through Khandallah;
- likely result in the removal of on-street parking and /or costly changes to bus stops and intersections;
- exacerbate existing problems with supermarket related heavy vehicle traffic and waste; and
- significantly change the urban environment to a commercial area making it less attractive to for the local community.

**The decision I / we would like Wellington City Council to make is:**

We ask the Council to reject the current proposal until the concerns raised can be adequately addressed.

## Nicole Tydda

---

**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 3:22 pm  
**To:** BUS: Consent Submissions  
**Subject:** 60. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Julie  
**Last name:** Brown  
**Address:** 8 Malda Grove  
**Suburb:** Khandallah  
**City:** Wellington 6035  
**Phone:** 021822644  
**Email:** rajuliebrown@gmail.com

### Application details

**Applicant name:** Julie Brown  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31 Nicholson Road  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

A major aspect is the loss of housing when housing is a critical issue all over NZ.  
Ongoing Earthworks will create dust dangerous to residents with bronchial issues.

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I oppose new car park development at Khandallah New World for the following reasons:

1. Khandallah Village and existing roading is not equipped to support such a major expansion. The intersections and non-arterial routes as they stand could not cope with a sudden increase in traffic. Ganges Rd, which is already problematic would become a nightmare to get through should traffic increase significantly.
2. The leisurely village nature of Khandallah would be lost which would be a great loss to inhabitants. Economic factors are never the only consideration of importance. At most such development will benefit only a few at the expense of many.
3. An increase in traffic will increase the danger to not only residents but other people-focused activities in the village environs such as schools, kindergartens, cafes and churches. The elderly and young children will be extremely vulnerable as the proposal makes no provision for their safety.
4. Current residents whose properties will back onto the proposed 101 car carpark will be sorely disadvantaged. The noise factor alone of traffic coming and going from early morning til late in the evening will destroy their current levels

of sound comfort and peace of mind. In addition the value of their properties will drop dramatically as few people would choose to live beside a supermarket car park.

4. My final reason for opposing this application for development is because it's not essentially needed. Khandallah residents have easy access to more spacious and larger supermarkets in the surrounding areas of Porirua, Johnsonville, Thornden NW and Crofton Downs should such be needed.

**The decision I / we would like Wellington City Council to make is:**

## Nicole Tydda

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**From:** Mark Roberts <markroberts2@gmail.com>  
**Sent:** Tuesday, 16 January 2024 5:06 pm  
**To:** BUS: Consent Submissions; Helen Preston  
**Subject:** 61. Submission on notified resource consent application 517439  
**Attachments:** Submission by M & H Roberts on resource consent application SR517439 - 26 Ganges Rd.pdf; M & H Roberts supporting info for submission on resource consent application for 26 Ganges Rd - Khandallah New World Carpark.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi,

As your online submission form does not allow me to attach any additional information, and I have not received any confirmation / answer to my previous email, I am resending my application using the 'full' PDF application form.

Attached is a signed copy of the 'full' application form, with additional pages of 'submission statements' in the form of the previously provided PDF document (named M & H Roberts supporting info for submission on resource consent application for 26 Ganges Rd - Khandallah New World Carpark.pdf).

I would appreciate confirmation that both documents have been received and will be submitted?

Kind regards,

Mark Roberts.

On Tue, 16 Jan 2024 at 15:33, Mark Roberts <[markroberts2@gmail.com](mailto:markroberts2@gmail.com)> wrote:

Hi,

I have just completed the following submission form for resource consent application 517439.

For this I would like to include a 9 page supplementary document that provides detailed information and photographs that support my submission.

Can you please confirm that has been received and that it will be attached / included as part of the submission I have made?

Kind regards,

Mark Roberts

----- Forwarded message -----

**From:** Wellington City Council <[noreply@alchemer.com](mailto:noreply@alchemer.com)>  
**Date:** Tue, 16 Jan 2024 at 15:03  
**Subject:** Submission on notified resource consent application 517439  
**To:** <[markroberts2@gmail.com](mailto:markroberts2@gmail.com)>



Kia ora,

We received your submission for the resource consent application 517439

A copy of your submission is attached.

**What's next?**

- If you have requested to be heard in support of your submission, we will be in touch shortly to inform you of the hearing date and other relevant details.
- If you have not requested to be heard, a copy of the decision will be sent to you.

If you have any questions, you can contact us at [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz)

Ngā mihi,

Business Support - Resource Consents Team  
Wellington City Council

# Submission on resource consent application

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

### Resource Consents

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

## Submission details

Name of applicant: Barker and Associates Limited on behalf of Foodstuffs North Island Limited

Site address: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah

Proposal: Earthworks to extend the supermarket carpark and install associated signage

Service request number: 517439

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Mark and Helen Roberts

Address of submitter: 45 Ganges Road, Khandallah, Wellington 6035

Phone (day): 02102504117

Mobile: 02102504117

Email: [markroberts2@gmail.com](mailto:markroberts2@gmail.com)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

1. Safety of vehicles exiting the proposed new vehicle crossing on Dekka St, due to its proximity to multiple bus stops.
2. Additional light vehicle traffic on single lane sections of Dekka St, Nicholson Rd and Clutha St will significantly increase congestion during peak periods.
3. Increased light vehicle traffic will also cause more congestion and safety concerns at the intersections of Dekka St / Nicholson Rd and Nicholson Rd / Everest St, which both have sections with limited visibility or blind spots.
4. More customers and increased demand will put further pressure on the supermarket's already limited storage capacity. Resulting in: Additional / bigger delivery trucks throughout the day; Increased volumes of rubbish / recycling (which is currently stored on Ganges Rd); Higher demands on residential street parking by the extra staff required.
5. This will have a detrimental impact on Khandallah village as a local public transport hub. The additional traffic / congestion will impact the flow of buses. The new entrances on both Dekka St and Nicholson Rd will also become hazards for any buses travelling these streets.
6. Alignment with both the Operative and Proposed Wellington District Plans. The subject sites are zoned 'Outer Residential' and 'Medium Density Residential' respectively. These zones are discouraging of non-residential activities which are out of character with the surrounding residential activities.

We are providing a 9 page supplementary PDF with detailed information and photographs to support this submission.

**The reasons for my submission are:**

It is our opinion that the current proposal for the expansion of Khandallah New World will:

- have detrimental consequences for vehicle congestion and traffic safety in the area;
- impact the timeliness and reliability of buses starting from / going through Khandallah;
- likely result in the removal of on-street parking and /or costly changes to bus stops and intersections;
- exacerbate existing problems with supermarket related heavy vehicle traffic and waste; and
- significantly change the urban environment to a commercial area making it less attractive to for the local community.

**The decision I/we would like Wellington City Council to make is**  
(include any conditions of consent you would like to see imposed):

We ask the Council to reject the current proposal until the concerns raised can be adequately addressed.

**Note:** \*Select one.

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

16/1/2024

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

**Supporting information for submission on resource consent application:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark)

**Service request number:** 517439

**Submitted by:** Mark and Helen Roberts, 45 Ganges Road, Khandallah

**Date:** 16<sup>th</sup> Jan 2024

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## Overview

We would like to raise the following concerns with Wellington City Council regarding the proposed development of the Khandallah New World Carpark. A summary of these is as follows:

1. Safety of vehicles exiting the proposed new vehicle crossing on Dekka St, due to its proximity to multiple bus stops.
2. Additional light vehicle traffic on single lane sections of Dekka St, Nicholson Rd and Clutha Ave will significantly increase congestion during peak periods.
3. Increased light vehicle traffic will also cause more congestion and safety concerns at the intersections of Dekka St / Nicholson Rd and Nicholson Rd / Everest St, which both have sections with limited visibility or blind spots.
4. More customers and increased demand will put further pressure on the supermarket's already limited storage capacity. This will result in:
  - Additional / bigger delivery trucks throughout the day.
  - Increased volumes of rubbish / recycling (which is currently stored on Ganges Rd).
  - Higher demands on residential street parking by the extra staff required to support the increase in business.
5. This will have a detrimental impact on Khandallah village as a local public transport hub. The additional traffic / congestion will impact the flow of buses. The new entrances on both Dekka St and Nicholson Rd will also become hazards for any buses travelling these streets.
6. Alignment with both the Operative and Proposed Wellington District Plans. The subject sites are zoned 'Outer Residential' and 'Medium Density Residential' respectively. These zones are discouraging of non-residential activities which are out of character with the surrounding residential activities. In particular, the Proposed District Plan states that non-residential activities and buildings should only be allowed if they:
  - Support the needs of local communities;
  - Are of an intensity, scale and design that is consistent with the amenity values anticipated for the Zone;
  - Contribute positively to the urban environment and achieve attractive and safe streets;
  - Reduce reliance on travel by private motor vehicle;
  - Maintain the safety and efficiency of the transport network; and
  - Are adequately serviced by three waters infrastructure or can address any constraints on the site.

## Increased Traffic

The Traffic Assessment Report provided by Foodstuffs North Island (Foodstuffs) has estimated traffic movements for the proposed carpark expansion, which are based on New World Island Bay. The reason provided for using these numbers in the Assessment Report is stated as “The New World Island Bay supermarket is a similar size to the New World Khandallah supermarket and therefore the Island Bay volumes have been used to estimate the New World Khandallah traffic volumes once a greater parking provision is available”.

While the square metreage of the store may be similar, a quick analysis shows that New World Island Bay has approximately 60 car park spaces, whereas the proposal for Khandallah New World has 102. This means Khandallah has the potential to receive 70% more vehicles than Island Bay. With this significant extra capacity, Khandallah New World has the potential to generate considerably more traffic during peak periods than what is forecast by the Foodstuffs report.

Most weekdays and evenings, Dekka St and Nicholson Rd are already busy, congested roads. Foodstuff’s ‘conservative’ projections suggest we will see considerable increases in traffic during peak periods (at a minimum doubling current levels of traffic). This will add significant pressure to what are effectively traffic choke points. It should also be noted that these are roads used by at least 4 bus routes, which will also be affected by the proposed expansion.

The intersection at Dekka St and Nicholson Rd is also problematic in that north bound traffic on Nicholson Rd has almost no visibility of vehicles coming up Clutha Ave. During peak periods, vehicles often need to queue on Dekka St, Clutha and both north and south sections of Nicholson Rd.

The following provides a visual overview of our main traffic concerns. Figure 1 is focused on Dekka St and the intersection of Dekka and Nicholson Rd. Figure 2 focuses on Nicholson Rd and the intersection of Nicholson and Everest St.

Figure 1: Overview of Dekka St Traffic Concerns

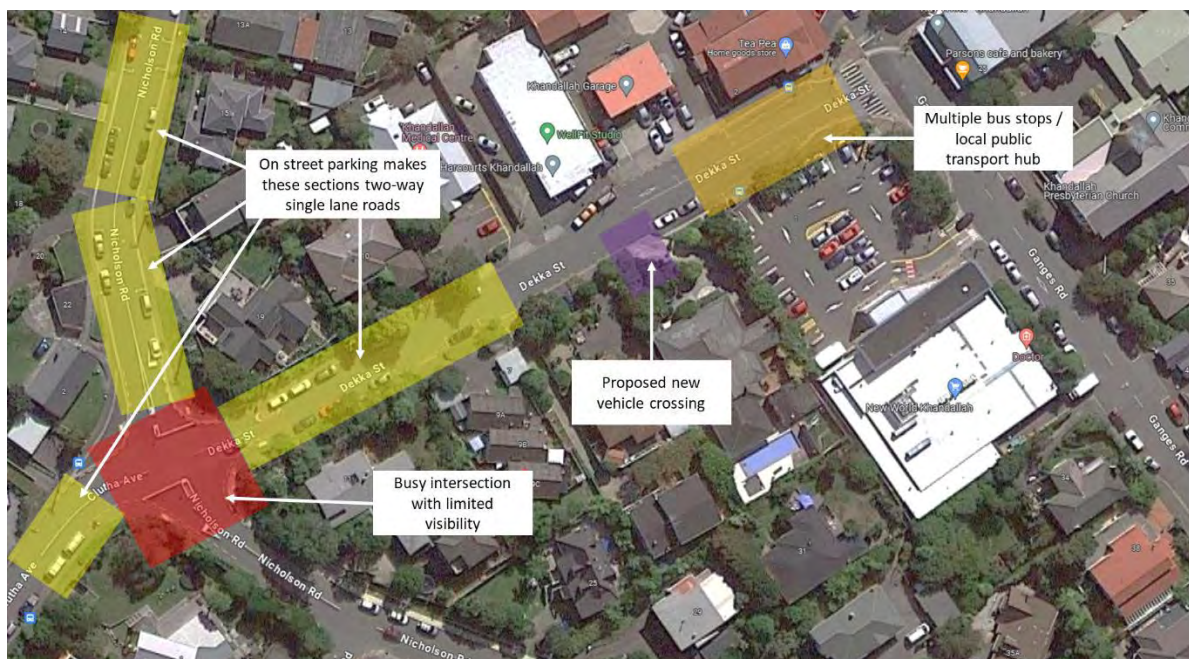


Figure 2: Overview of Nicholson Rd Traffic Concerns



Dekka St is generally a busy section of road most weekdays and early evenings. Dues to legal on street parking there are sections where it effectively becomes a single lane for much of the day. This is particularly a problem during peak periods where cars and buses need to wait for vehicles to traverse the single lane sections of the street. The following are examples of existing traffic challenges on Dekka St.

Figure 3: View of Dekka St traffic congestion from Nicholson Rd / Dekka St intersection (taken 8<sup>th</sup> Dec 23)



Figure 4: View of Dekka St traffic congestion from the proposed new light vehicle crossing (taken 8<sup>th</sup> Dec 23)



Figure 5: View of Dekka St traffic congestion opposite proposed new light vehicle crossing (taken 29<sup>th</sup> Nov 23)



While Nicholson Road is less busy, there are several sections where it effectively becomes a single lane for much of the day. This is particularly a problem during school drop off / pickups, and when buses need to come up the street. The following are examples of existing traffic challenges on Nicholson Rd, which are typical of most weekdays and early evenings.

Figure 6: View of Nicholson Rd traffic congestion from the proposed new light vehicle crossing (taken 29<sup>th</sup> Nov 23)



## Safety of the proposed Dekka St Vehicle Crossing

The following is an extract from Page 13 of the Traffic Assessment Report provided by Foodstuffs. It states 30m sight distance is required and the removal of a single piece of vegetation to make this light vehicle crossing 'safe'.

Figure 6: Extract from Commute Transportation Consultants report (26 April 2012) re: Dekka St crossing.



This crossing is next to two busy bus stops, which will significantly reduce the sight distance to the east on Dekka St to less than 10m.

The following are a selection of pictures taken from the same spot shown in the report, at different times, over different days. They show typical of these bus stops and highlight the potential danger of having an entrance / exit so close.

The following set of photos shows a common scenario where two buses are waiting at the main stop next to the supermarket (this happens regularly throughout the day), which severely limits the view of any traffic coming from Ganges Rd. It should be noted that buses do not simply pick up and drop off passengers at this stop. The stop also forms the start or end of some routes, so there are often buses parked in this stop 'not in service', while the driver rests between scheduled services.

Figure 7: Buses waiting next to the proposed / new Dekka St light vehicle crossing (taken 28<sup>th</sup> Nov 23)







The following set of photos also show how easily cars can be obscured by parked buses in this location.

*Figure 8: Example of hidden car behind waiting bus - next to the proposed Dekka St light vehicle crossing (taken 28<sup>th</sup> Nov 23)*



Other perspectives of the same section of road are provided in Figure 5 (View of Dekka St traffic congestion opposite proposed new light vehicle crossing). This reinforces how busy this area of road can be from the opposite side of the street and how it can be reduced to a single hidden lane of traffic.

## Wider Community Impact

Current customer volumes already highlight the limits of the supermarkets existing storage capacity, and the proposed expansion does nothing to resolve these issues. With a 150 percent increase in carpark capacity we expect the current problems to get much worse. These include:

1. Larger delivery trucks already park over the footpath and into the street. Trucks also need to line up on the street (double parked), waiting to access the loading bay. This is a daily occurrence which neighbours and the broader community already put up with. This will only get worse if the back of shop storage is not expanded and the turnover of the supermarket grows. It is galling to see a proposal for the New World which makes no attempt at all to fix this situation.

The following photos provide examples of this. The one on the left shows how larger trucks stick out into the street – the one on the right is an example of trucks queuing on the street, waiting to access the loading bay.

Figure 10: Loading bay issues on Ganges Rd (taken 29<sup>th</sup> Dec 23)



2. Due to the limited storage space within the current supermarket, cardboard rubbish / recycling is stored on street. This typically consumes 2 - 3 parking spaces on Ganges Rd, which could be better used to provide parking for local businesses or other local amenities (town hall, medical centre, bus stops, pick up or drop offs for the nearby kindergarten or school). This area is also often used to park the store's delivery van. When not in use this area is typically sectioned off with road cones by the supermarket to prevent other people from using it.

I am unaware of the supermarket having any permit or formal permission from the council to use these car parks for this. Should the supermarket (and its turnover of goods) grow without any commensurate expansion of its back of stop storage, this problem will only get worse. Again, it is disappointing to see that New World has acquired land to address a perceived problem with car parking, rather than address actual issues that the supermarket has had over an extended period with loading and storage space.

Figure 11: Rubbish / recycling issues on Ganges Rd (taken 8<sup>th</sup> Dec 23)

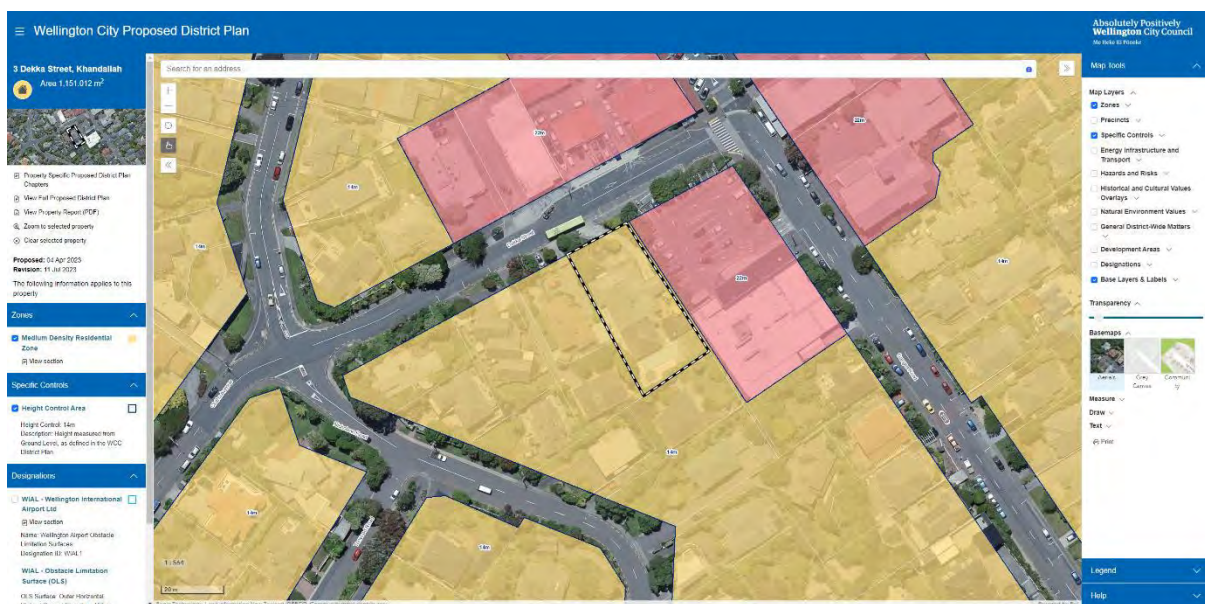


- Many of the Khandallah New World staff currently park on Ganges Rd, and typically use between 30 - 50% of the parks available on this street throughout the day. This limits the amount of street parking available to residents or people wanting to access local businesses or other amenities. This problem is exacerbated during kindergarten or school pickups and drop offs. Once again, this will only get worse with any expansion of the supermarket.

### Alignment with the Wellington District Plans

The area that Foodstuffs is currently looking to develop is zoned 'Outer Residential' in the Operative District Plan and 'Medium Density Residential' in the Proposed District Plan (see Figure 12), yet the proposed development does not meet many of the policies set out by Wellington City Council for non-residential activities in residential zones.

Figure 12 – Wellington City Proposed District Plan for Khandallah (screen capture taken 14 Jan 24)



After reviewing the relevant policies we do not believe the proposed carpark expansion:

- Will support the needs of local communities. Most residents I have spoken to are happy with the current supermarket and its operation.
- Is of an intensity, scale and design that is consistent with the amenity values anticipated for a 'Medium Density Residential Zone'.
- Contributes positively to the existing Khandallah urban environment. With the removal of trees and residential houses it will make the area less attractive. Streets will also be less safe due to the significant increase in light vehicle traffic along already congested roads, intersections, and vehicle crossings.
- Will not reduce the reliance on travel by private motor vehicle. It will instead encourage more motor vehicle traffic into Khandallah.
- Will degrade the safety and efficiency of the buses that operate out of or through Khandallah.

**Conclusion:**

It is our opinion that the current proposal for the expansion of Khandallah New World will:

- have detrimental consequences for vehicle congestion and traffic safety in the area;
- impact the timeliness and reliability of buses starting from / going through Khandallah;
- likely result in the removal of on-street parking and /or costly changes to bus stops and intersections;
- exacerbate existing problems with supermarket related heavy vehicle traffic and waste; and
- significantly change the urban environment to a commercial area making it less attractive to for the local community.

We therefore ask the Council to reject the current proposal until the concerns raised can be adequately addressed.

## Nicole Tydda

---

**From:** Virginia de Joux <virginia.dejoux@xtra.co.nz>  
**Sent:** Tuesday, 16 January 2024 4:16 pm  
**To:** BUS: Consent Submissions  
**Subject:** 62. SR 517439 \_opposition to Resource consent application  
**Attachments:** Khandallah New World - SR 517439 - VdeJ and RG oppose - Jan 2024.pdf

Greetings

Please find attached our submission opposing granting consent to the proposed New World car park extension (SR 517439).

The submission contains six points and is on your prescribed Form 13. The six points are listed below, and are elaborated under Reasons (page 2 of your form). Please let us know if any of our submission is not visible on the form as you receive it.

The six points are:

1. The proposal presents unnecessary and unacceptable road traffic hazards
2. The proposal does not meet Wellington City's objective of reducing reliance on private cars
3. The proposal flies in the face of the current climate crisis and should therefore be rejected
4. The proposal does not reflect current views on sustainable land usage and the need to increase sustainable housing
5. The proposal presents significant hazards and disruption to the community with only minimal benefits to the community and/or Foodstuffs and is unnecessary.
6. As a supplementary objection, we note the timing of the application which has resulted in consultation on the application over the holiday period.

Please also let us know if there is anything else that we are required to do to ensure this submission is considered.

Thank you  
Nga mihi

Virginia de Joux and Richard Goldsbrough  
(VdeJ 021 155 6445)

# Submission on resource consent application

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

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Send the completed submission via email to [consent.submissions@wcc.govt.nz](mailto:consent.submissions@wcc.govt.nz) or hand it in to us at:

**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Barker and Associates Limited on behalf of Foodstuffs North Island Limited

Site address: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah.

Proposal: New World Car Park

Service request number: 517439

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Virginia de Joux and Richard Goldsbrough (2 submitters)

Address of submitter: 6a Quetta St  
Ngaio  
Wellington 6005

Phone (day): 021 155 6445

Mobile: 021 155 6445

Email: [virginia.dejoux@xtra.co.nz](mailto:virginia.dejoux@xtra.co.nz)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

1. The proposal presents unnecessary and unacceptable road traffic hazards
2. The proposal does not meet Wellington City's objective of reducing reliance on private cars
3. The proposal flies in the face of the current climate crisis and should therefore be rejected
4. The proposal does not reflect current views on sustainable land usage and the need to increase sustainable housing
5. The proposal presents significant hazards and disruption to the community with only minimal benefits to the community and/or Foodstuffs and is unnecessary.
6. As a supplementary objection, we note the timing of the application which has resulted in consultation on the application over the holiday period.

### The reasons for my submission are:

1. The proposal presents unnecessary and unacceptable road traffic hazards and should therefore be rejected.
  - 1.1. The Long Term Plan 2021-2031 (LTP) acknowledges that safety is a “key potential negative effect” of any transport system. “The transport network brings pedestrians, cyclists and vehicles together, which presents hazards to users.”
  - 1.2. Khandallah Village is operating at maximum (or beyond) capacity for vehicular usage at peak times. Its traffic system simply cannot cope with more cars.
  - 1.3. There are high levels of pedestrian activity in Khandallah with many children and elderly accessing the shopping area and community facilities. Additional traffic will compromise their safety and the proposal does nothing to mitigate

### The decision I/we would like Wellington City Council to make is (include any conditions of consent you would like to see imposed):

Inform us of the date the application will be considered and invite us to the hearing.  
Reject the application

### Note: \*Select one.

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

### Oral submission at the hearing

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

16 January 2024

### Note:

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

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- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

### Privacy information

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

### How do you wish to be served with any correspondence

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

## Nicole Tydda

---

**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 4:42 pm  
**To:** BUS: Consent Submissions  
**Subject:** 63. Submission on notified resource consent application for 517439

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Submitter details

**First name:** Ray  
**Last name:** O'Hagan  
**Address:** 5 Tower Way  
**Suburb:** Crofton Downs  
**City:** Wellington  
**Phone:** 0221017169  
**Email:** raimy69@gmail.com

### Application details

**Applicant name:** Barker and Associates Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

There will be trees and vegetation removal, which is a well-documented driver of climate change and increases stormwater runoff issues. The water infrastructure is already under strain and building more concrete surfaces will only compound current issues.

Removal of trees and vegetation also increases the urban heat island effect where concreted areas are hotter than areas with trees. The carparks main purpose is to provide space for more private vehicles. Private vehicles increase pollution. We should be actively discouraging more driving.

We assert it would be better to increase active and public transport options for accessing the New World Supermarket. Parking areas for electric bikes would benefit those who would prefer to cycle to the supermarket, thus making space for those who need to drive.

New World supermarket is also poorly accessed by bus and train services, and research has shown that improvements to public services cause more people to use them. Instead of investing in the car park expansion, perhaps New World can run bus services to their store from various localities.

We also query the statistical data for the predictions for traffic movement and flow. What data can inform how traffic movement will manifest with the new car park expansion? Each community hub would respond differently and we suggest no predictions can be accurately made. This is especially important in regards to St Benedicts School which will



have a New World carpark entrance near to the entrance to the school where people park and walk to drop their children off. This potentially makes it more dangerous for pedestrians, therefore encouraging more people to drive.

There seems to be no impact assessment on the village-like feel of Khandallah village or biodiversity. This makes it impossible to make a fully informed submission.

Furthermore there is no mention of the car park expansion on the Facebook page. I suggest there is a lack of transparency regarding the project and local people may not know about the proposal.

I refer to Wellington City Council website that is encouraging active transport

<https://wellington.govt.nz/climate-change-sustainability-environment/sustainable-living/low-carbon-transport/smart-transport>

<https://wellington.govt.nz/climate-change-sustainability-environment/climate-change/what-were-doing-about-climate-change/our-climate-action-areas/action-area-transport>

Here is the Waka Kotahi webpage that states that a target is to make it easier to get around without a car

<https://www.transport.govt.nz/area-of-interest/environment-and-climate-change/climate-change/>

Instead of reinforcing what we have been doing for centuries and increasing climate change risks, we propose that New World take this as an opportunity to rethink shopping for residents and invest in new ways of acting and doing so that we can all live in safe, low emission, car free communities.

See also

Nieuwenhuijsen, M. (2020). Urban and transport planning pathways to carbon neutral, liveable and healthy cities; A review of the current evidence. Elsevier. <https://doi.org/10.1016/j.envint.2020.105661>

Stevenson, M., & Gleeson, B. (2019). Complex Urban Systems: Compact Cities, Transport and Health.

[https://doi.org/10.1007/978-3-319-74983-9\\_14](https://doi.org/10.1007/978-3-319-74983-9_14)

**Aspects of the application that you are neutral towards:**

None

**The reasons for my / our submission are:**

Encouraging more cars into a small area, creating a hostile environment for anyone not in a car, in a small, walkable suburb should not proceed.

**The decision I / we would like Wellington City Council to make is:**

The proposal should be rejected.

# Submission on resource consent application

## Notes for the applicant

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**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant:	Foodstuffs North Island Ltd
Site address:	26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandallah, Wellington
Proposal:	Earthworks to extend the supermarket carpark and install associated signage
Service request number:	517439
<input type="checkbox"/> Support the application <input checked="" type="checkbox"/> Oppose the application <input type="checkbox"/> Neutral	

## Submitter details

Name of submitter:	Andrew Fleming and Catherine McGachie		
Address of submitter:	39 Nicholson Road, Khandallah		
Phone (day):	021993265	Mobile:	021993265
Email:	duncan.cathy@gmail.com		

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

We are opposed to the Foodstuffs North Island Ltd's application for consent based on a number of factors as explained below. These factors mainly relate to the safety and wellbeing, and environmental impacts to the local residents that use the Nicholson Road and the surrounding streets.

### Factor 1: Pedestrian Pathways & Safety

The current plan does not appear to address the Nicholson Road access point in terms of the public pedestrian users that access both the commuter railway stop at Box Hill or the public bus pickup points on Dekka Street. The Commute Transportation Consultants (7 December 2022) response to the Council Request for information, Item 2 - Pedestrian Provision fails to acknowledge the wider use of the Nicholson Road pedestrian pathway that would utilize the public transportation system. Therefore the catchment of the people utilising Nicholson Road is larger than indicated in the document.

In addition to creating a barrier for safe passage to the public transport systems it also does not appear to have any data to support the claims that there are only low pedestrian numbers navigating the area of the proposed New World entrance of Nicholson Road. As a local resident we note a high level of foot traffic at peak commute times. The description of the catchment for pedestrian traffic in the Commute Transportation Consultants response to Council does not take into consideration the actual catchment that would access the public transportation network which would be much wider than that indicated in Figure 1 of their 7 December response.

The current submission takes no account of the large volumes of children and parent pedestrians at St Benedicts school on Nicholson Road, as well as the high volume of cars throughout the school day, and on occasions when events are scheduled. Currently there is a road safety sign outside our property clearly indicating the need for safer roads around a school, in this case St Benedicts School. Additionally, children are not always accompanied by their parents or caregivers leaving the child or group of children to walk up the hill to the entrance of Saint Benedict's School. As a regular user of our own road crossing we are at heightened awareness when exiting or entering our property as the movements of young children can be both unpredictable and fast. The Transportation Consultants do not take into account the type or volume of young children with or without their parents or caregivers. The safety to our community and especially our local school community is of high importance and therefore is negligent to even consider having an accessible driveway to a carpark on Nicholson Road, so near to the school.

Based on the above pedestrian information and long term experience being a local resident we do not believe that the proposed solution for a traffic access point to the New World is safe to the wider community or well thought through. We therefore reject that proposal to have a accessible car park from Nicholson Road.

#### Factor 2: Increased Traffic and Visibility

The proposed access point into New World which is located on Nicholson Road is on a complicated corner. The current public roadside parking provisions in the area, along with Nicholson road being an accessway for buses in both directions and peak traffic flows at school drop off and pick up times make for highly dangerous situation. This traffic risk, along with the pedestrian usage at peak commute times increased the potential for serious injury and as such an unacceptable risk combination.

#### Factor 3: Noise

No ambient noise records from the Nicholson Road proposed entrance location have been taken. The use of theoretical values does not take into account the impacts from the actual topography of the area surrounding the proposed entrance. Given that the land rises to the east, south, and west of the proposed entrance these topographical parameters have not been addressed through the high level theoretical evaluation. The proposed solution for attenuation of noise impacts with a 1.8m high wall does not address the fact that the site is sloping so there is a potential for this noise barrier not to be able to perform as proposed due to the relative height difference between the noise source and the adjacent properties including, and beyond, those that have been identified in the Marshall Day Acoustics report. As further explanation, and example, there is no consideration of a truck at a high topographical level as a source of noise will not have its noise attenuated by a 1.8m high fence that will be at a lower level than the truck noise source. In addition to this we do not consider a fence that could be built that would address this issue. As such we do not consider the noise control of vehicles, that may be lower and on the other side of the carpark on Nicholson Road, will ever address the noise that will be carried upward to associated properties. We reject the proposal 'Earthworks to extend the supermarket carpark and install associated signage' and associated documentation regarding the carpark.

Based on the traffic pedestrian pathways and local environment factors does not justify the addition of a new accessway onto Nicholson Road and as such we are in opposition to the current proposal.

#### Factor 4: Environmental impact

There is consistent flooding at the bottom of Nicholson Road. The increase in the non porous area created by the additional car parking will result in additional flooding at the bottom of Nicholson Road as it intersects with Dekka Street. This may result in cars and pedestrians to move to the other side of the road to avoid the flooded area. This proposal will contribute to this flooding issue that already exists and therefore will have major impact on the environment around it and increase the safety related risks for our community.

**The reasons for my submission are:**

We object to the proposed new entrance to the Khandallah New Works of Nicholson Road as we do not believe maintains the current safety levels of the neighborhood, road users, and pedestrians and that it has a negative impact for the community in general. Our objection is that the proposed solution will increase the chances of accident, injury and environmental degradation.

**The decision I/we would like Wellington City Council to make is (include any conditions of consent you would like to see imposed):**

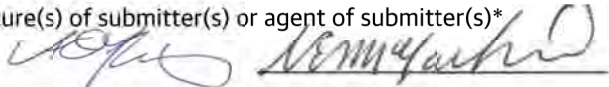
We would like to see the Wellington City Council reject the proposed entrance to New World from Nicholson Road

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing  
 I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)* 	Date 16/01/2024
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**Note:**

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- it discloses no reasonable or relevant case
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

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**How do you wish to be served with any correspondence**

via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

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**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Martin Jenkins

Site address: New World Supermarket Khandallah  
26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road

Proposal: Carpark expansion

Service request number:

Support the application       Oppose the application       Neutral

## Submitter details

Name of submitter: Friends of Khandallah

Address of submitter: 41a Simla Crescent, Khandallah

Phone (day): 027-6047329

Mobile: 027-6047329

Email: [ahdl1@outlook.com](mailto:ahdl1@outlook.com)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

We support the expansion of the carpark from 38 carpark spaces to 102 carpark spaces

### The reasons for my submission are:

Car parking in the Local Centre Zone (including the New World Supermarket) is already nearing capacity at many times of the day.

Parked cars are regularly clogging surrounding streets as commuters park then travel to work.

Additional carparking in close proximity to Ganges Road will help take the pressure off the single lane, short street.

Additional carparking in close proximity will help address the current parking and traffic safety issues in Ganges Road Dekka Street.

Khandallah has developed over the years into a thriving 'Local Centre Zone' well beyond a Neighbourhood Centre Zone (defined as less than 5 retail shops, less than \$5 million in retail turnover and with less than 15 employees in total)

### The decision I/we would like Wellington City Council to make is (include any conditions of consent you would like to see imposed):

We would like to see the Wellington City Council support the resource consent application

### Note: \*Select one.

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

### Oral submission at the hearing

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

Date

Martin Jenkins for 'Friends of Khandallah'

### Note:

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### How do you wish to be served with any correspondence

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

We support the proposed Resource Consent for the following reasons;

Car parking in the Local Centre Zone (including the New World Supermarket) is already nearing capacity at many times of the day.

Parked cars are regularly clogging surrounding streets as commuters park then travel to work. Additional carparking in close proximity to Ganges Road will help take the pressure off the single lane, short street.

Additional carparking in close proximity will help address the current parking and traffic safety issues in Ganges Road Dekka Street.

Khandallah has developed over the years into a thriving 'Local Centre Zone' well beyond a Neighbourhood Centre Zone (defined as less than 5 retail shops, less than \$5 million in retail turnover, and with less than 15 employees in total)

The health of the Commercial, Retail, Food Outlets, Medical Centre and Community Facilities will be largely influenced by the ability to park in close proximity to the facilities.

For the current supermarket to thrive they will rely on ample parking.

Ample carparking is particularly important for the 25% of the population that are 'compromised' and need use a car to shop. Ie; the very young, vision impaired, intellectually handicapped, those in rehabilitation, the elderly)

Additional carparking will create the platform for the supermarket to expand at some future date, to serve the growing population over the next 30 years and beyond.

Sufficient carparking plays a very important role in the support and development of strip retail and food-court shops. This supermarket and carpark currently plays a role like an 'anchor tenant'. This is similar to the successful combination of supermarket, retail and carparking at the Porirua Shopping Centre.

Councils should proactively promote, plan (zone), support and grow commercial, retail, food-court, commercial and community facilities to support the many residents that live in the catchment.

Commercial areas are needed to support Khandallah and the surrounding residential area residents for 'Resilience future proofing and emergency planning' (including earthquakes, 'Climate Change' storms, and pandemics)

The residential population needs to be close to food, water and clothing supplies, power and communication, medical and pharmaceutical, medical care, community facilities etc.

The Wellington Regional Emergency Management Office (WREMO) and the Wellington City Council have repeatedly reminded the Khandallah residents that in a major disaster event such as an earthquake, Wellington will be separated into '7' islands for up to 10 weeks with main roads not operating for several months. Furthermore, that the Khandallah residents and the surrounding suburb residents will be on their own, having to find food, water, medical and pharmaceutical supplies. WREMO have stated that they will be too busy looking after the 80,000 inner city residents to be able to reach the suburban population.

This is a very important reason why all of the retail, food-court, commercial, medical and community facilities must be continually supported and grown. To build resilience and to future proof the areas for the current 8,000 residents, future residents and many visitors to the area. With the Council planner's projections for Wellington, it will become even more important that there is adequate provision of food, retail, medical, community facilities supported by adequate car parking.

The New Zealand population is ageing rapidly, with 1.2 million people projected to be over the age of 65 years by 2034. Khandallah has a high proportion of older people, who can't ride a bike into the City or readily use public transport. Hence, adequate parking and strong local food shops are critically important. They rely on their food, clothing, pharmaceuticals, medical needs – all of which need to be close to where they live.

Society has a responsibility to create and maintain job opportunities for the young, so we must enhance the commercial businesses in the area, supported by adequate carparking.

Foodstuffs commitment and confidence evidenced by the planned expansion of the car park should be celebrated. After all, the provision of food supply all year round in close proximity to the 8,000+ residents is greatly appreciated by most. Furthermore, there are many visitors to the area from surrounding suburbs and further afield. In addition, they could play a significant role in a significant emergency event.



## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 9:37 pm  
**To:** BUS: Consent Submissions  
**Subject:** 66. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Jolanda  
**Last name:** Meijer  
**Address:** 37 Ngatoto st  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0212630241  
**Email:** Jolandameijer1@googlemail.com

### Application details

**Applicant name:** Barker & Assoactes  
**Site address:** 3 Dekka st & 31-33 Nicholson rd  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Opposed to enlarging the car park for New World located on Dekka St. Also, aspects, including a new entry onto Nicholson Rd.

#### Aspects of the application that you are neutral towards:

Not applicable.

#### The reasons for my / our submission are:

Car parking at New World is currently adequate  
Extending the car park will encourage more traffic in an already congested area. This will negatively impact existing public transport routes, be in close proximity to school entrances and therefore negatively impact children approaching school and make the impact of blind concerns on Nicholson Rd worse, increasing the likelihood of injuries and accidents. Extending the car park will have a negative impact on the amenity of the village and pedestrian paths through the village. This is an already compact and congested area, particularly with buses using the area as an exchange. Extending the car park will have a negative impact on the adjacent residential properties, including a noise and light pollution.

#### The decision I / we would like Wellington City Council to make is:

To decline the allocation to extend the car park, including entrances onto Nicholson Rd.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 10:16 pm  
**To:** BUS: Consent Submissions  
**Subject:** 67. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Christina  
**Last name:** Lokum  
**Address:** 45a Ganges Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0279199776  
**Email:** chris.lokum@ddsit.com

### Application details

**Applicant name:** Barker and Associates Limited on behalf of Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

I am writing to oppose the application and express concerns about the New World car park development.

Firstly, the new entrance/exit to Dekka St will be dangerous. It is designated to be situated in front of the bus stop and at busy times, there can be 3 buses queued up, including school buses, and people, including young children, running to get the bus. The road is narrow and while the speed limit is 30km, vehicles generally travel at faster speeds. The risk to the safety of pedestrians and other road users will increase.

Secondly, the new entrance proposed to Nicholson Road will be dangerous. Its on a blind bend, near the primary school, with a lot of foot traffic. Again, the risk to the safety of pedestrians and other road users will increase.

Thirdly, the car park to the supermarket is not often full. I live across the road from the supermarket and shop there most days. There are usually free car parks.

Finally, I am concerned that Foodstuffs intend to increase the footprint of the supermarket. The increase to the number of car parks is not justified given the current store footprint. A larger store, or more turnover in stock, will increase the number of staff who already park in the street, making it difficult for residents to see oncoming traffic when we emerge from our driveways. Furthermore, the noise and lights from the delivery trucks, which often starts during the early hours of the morning, will increase. Many of these trucks to queue in the street and occasionally they block the street as they jostle for position. There are always crates of cardboard on Ganges Road, awaiting collection.

#### Aspects of the application that you are neutral towards:

**The reasons for my / our submission are:**

I am concerned about the safety of residents and road users. I am concerned that traffic levels in the area will increase and become congested and I am concerned with the noise and lights from delivery vehicles.

**The decision I / we would like Wellington City Council to make is:**

My preference is for the development not to proceed.

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Tuesday, 16 January 2024 11:49 pm  
**To:** BUS: Consent Submissions  
**Subject:** 68. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Michael  
**Last name:** Hayward  
**Address:** 40 Ganges Road  
**Suburb:** Khandallah  
**City:** Wellington  
**Phone:** 0276973158  
**Email:** mikehayward@xtra.co.nz

### Application details

**Applicant name:** Foodstuffs North Island Limited  
**Site address:** 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 10 minutes  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

#### Aspects of the application that you support or oppose:

I oppose the proposed expansion of the New World carpark, any rezoning of the outer residential land at 3 Dekka Street and 31-33 Nicholson Road, and the addition of entrances to the New World carpark on Nicholson Road and Dekka Street.

#### Aspects of the application that you are neutral towards:

N/A.

#### The reasons for my / our submission are:

I oppose the proposed expansion of the New World car park as it will increase traffic in an outer residential area. The increase in parking spaces can result in induced demand, encouraging people to drive instead of using alternative transportation modes. An increase in carparks can also encourage single-occupancy vehicles as there is less incentive to car pool when there are excess car parking facilities. This is inconsistent with New Zealand and Wellington City Council plans, goals and targets to reduce climate change emissions.

The area is already well serviced by bus stops right outside the supermarket site and train links through the Box Hill Station. It is on a walking route to at least three local schools and several daycare providers. The proposed plan could not only result in increased traffic flows but these could in turn discourage walking and cycle use through both substitution for cars and from traffic safety concerns from increased traffic flows.

I oppose the addition of new entrances to the New World car park on Nicholson Road and Dekka Street as they are unnecessary, add traffic to otherwise largely residential streets, and could affect the safety of pedestrians and cyclists using these routes. The proposed new entrances are on sections of these two streets that only have foot paths on one

side of the road and could increase risks for pedestrians either using these streets as walking routes or accessing public transport.

In particular, the proposed Nicholson Road entrance is on a bend and is approximately 80 metres from St Benedict's primary school. St Benedict's school is on the western side of Nicholson Road, Nicholson Road is the sole entry point to St Benedict's school and there is no footpath on this side of the road. This means up to 320 students must cross the road and deal with the New World car park traffic travelling up and down Nicholson Road on a daily basis, with some also then having to cross the New World car park entrance as they travel down Nicholson Road.

I oppose the rezoning of outer residential dwellings at 3 Dekka Street and 31-33 Nicholson Road to expand the carpark area as this will increase the impermeable surface associated with the New World site. Increasing the impermeable surface is inconsistent with sustainable urban planning and design and undermines climate change adaptation strategies.

Increasing the impermeable surface prevents water from being absorbed into the ground, leading to increased surface runoff during rainfall. This contributes to the vulnerability of infrastructure to extreme weather events, with increased runoff overwhelming stormwater management systems leading to flooding and property damage. Impermeable surfaces can also fragment habitats and disrupt ecosystems, leading to loss of biodiversity in the area.

**The decision I / we would like Wellington City Council to make is:**

I would like the Wellington City Council to decline the application for the resource consent.

If the council decides to approve the expansion of the carpark in part or full, then I would like the council to:

1. Require the applicant to fund the full costs of creating footpaths on both sides of Nicholson Road and Dekka Street to improve safety for pedestrians and other road users (using either existing road reserve or through acquisitions under the Public Works Act).
2. Require the applicant to fund new pedestrian crossings with traffic islands on the corner of Nicholson Road and Dekka Street, and fund improvements to existing pedestrian crossings on Nicholson Road and Dekka Streets to include the likes of traffic islands.
3. Require the applicant to fund the addition of speed bumps and 30kph zones to Nicholson Road, Dekka Street, Everest Street and Ganges Road to slow down traffic in the area.
4. Require the applicant to undertake an assessment of peak loads on stormwater infrastructure over the next thirty years – taking into account anticipated impacts from climate change – and fund any required upgrades due to the proposed carpark extension.
5. Require the applicant to convert some of the car parks to bicycle and scooter stands, and incorporate safe and flat dedicated cycle pathways through to all entrance and exit points the car park.
6. Restrict any construction noise to during the hours of 0700 and 1800, and restrict the applicant to any operational noise after the car park is built to during the hours of 0700 to 2000 (that is, it is unacceptable for trucks or other vehicles to arrive prior to 0700).

## Nicole Tydda

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**From:** Website Team <noreply@alchemer.com>  
**Sent:** Wednesday, 17 January 2024 12:00 am  
**To:** BUS: Consent Submissions  
**Subject:** 69. Submission on notified resource consent application for 517439

### Submitter details

**First name:** Dave  
**Last name:** Chowdhury  
**Address:** 10 Iwi St  
**Suburb:** Ngaio  
**City:** Wellington  
**Phone:** 02102532847  
**Email:** davechowdhury1@gmail.com

### Application details

**Applicant name:** Foodstuffs North Island  
**Site address:** 26 Ganges Rd, Khandallah  
**Service request number:** 517439  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

#### Aspects of the application that you support or oppose:

Failure to provide additional bike parking, in particular e-bike infrastructure, in contravention of stated council policy for developments of this nature

#### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

This is a large expansion of the current carpark which will have considerable effects on relatively quiet and safe suburban environment. Encouraging more cars into the area invites more risk for pedestrians, cyclists, the disabled. No justification is provided by the applicant for why such a large expansion of carparking is necessary. No consideration has been given by the applicant to the likely increase in numbers of cyclists who will bike to the supermarket as an environmentally sustainable alternative to using a car. The current bike parking outside the supermarket will not cater for this increase. A modern supermarket proposal would not only provide for the expansion of cycling, it will also cater for ebikes by providing charging facilities. In this regard, the proposal fails to meet Objective 4.2.5 as stated in the AEE

#### The decision I / we would like Wellington City Council to make is:

Require the provision of additional bike parking facilities. Reduce the number of carparks by half.



021 296 2173

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Facebook: [groups/cyclewellington](https://www.facebook.com/groups/cyclewellington)

## 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark) Cycle Wellington submission

### We object to this proposal

The proposal to create car parking for a supermarket is counter to a number of objectives the council are pursuing.

In order to enable and encourage more people to take up biking for everyday journeys, common amenities, such as where we shop for food, must be welcoming and comfortable to get to and from without the need to use a car.

The designs presented are not only lacking in comfort and safety for people on bikes, the addition of more car parking will induce more traffic and actively reduce the number of people choosing active travel to shop.

At a time when we must do everything we can to combat climate change and enable people to move about Wellington by walking, cycling, and public transport to help lower emissions, it is nonsensical to keep building infrastructure and land-use that prioritises private car use and discourages people from riding bikes.

People are more and more often doing their grocery shopping by bike. We need to encourage this as a city.

We ask that the consenting team decline this application to create more car parking and to ensure that any changes include safe and comfortable cycling accommodations and secure bike parking facilities.

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### About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local

and central government, Waka Kotahi, businesses, and the community on a wide variety of cycle projects. We represent more than 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

17 January 2024