

14 February 2024

Urban Design Hearing Statement

1.0 Introduction

My name is Jaime Devereux. I am a Director of Urban Edge Planning Limited and work one day a week for Wellington City Council under contract as an Urban Design Advisor in the Design Review Team. In this role, my key task includes undertaking urban design assessments of resource consent applications and reviewing them against the design related provisions of the District Plan.

1.1 I have a bachelor's degree in Architecture from Victoria University of Wellington, a Master of Resource and Environmental Planning from Massey University, and a Certificate in Landscape Design from Southern Institute of Technology. I have six years of experience as an architectural designer, approximately five years as a planner, and five years of experience as an urban designer, including an urban design advisor for Councils (including Porirua City Council, Hutt City Council, Upper Hutt City Council, Kapiti Coast District Council, and Wellington City Council).

1.2 I confirm that I have read the submissions and have referenced key issues raised in the submissions within this report.

1.3 I have read, and am familiar with, the Code of Conduct for Expert Witnesses in the Environment Court of New Zealand Practice Note 2014. Unless where stated within my report, the evidence which I present is within my area of expertise.

2.0 Description of the proposal

The proposal comprises the removal of all dwellings and structures on three residentially zoned sites – 3 Dekka Street, 31 and 33 Nicholson Road, and the extension of the existing New World car park over these sites. 3 Dekka Street and 33 Nicholson Road include a new two-way vehicle access in addition to the existing access from Ganges Road.

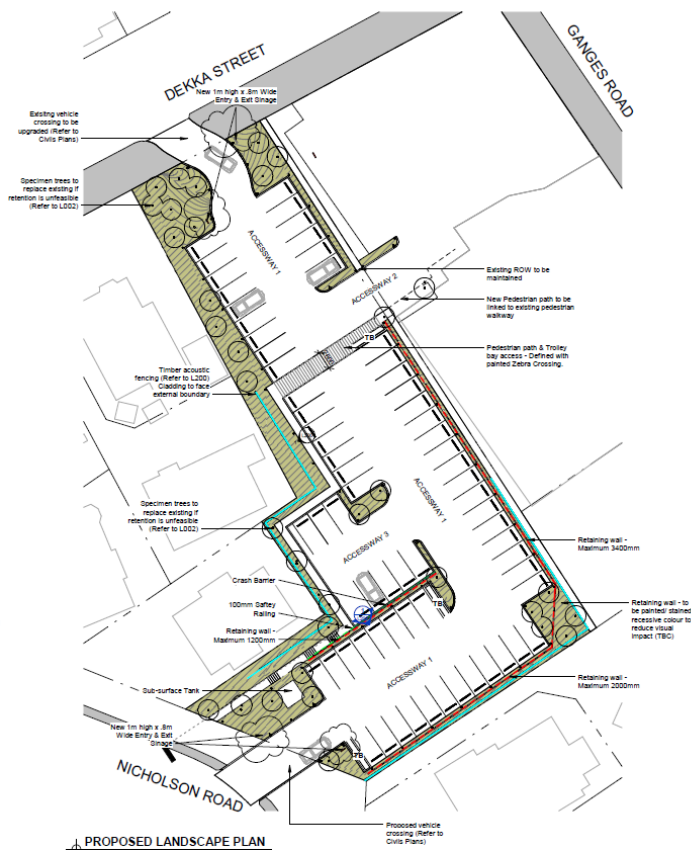
2.1 Pages 11-12 of the applicants Assessment of Environmental Effects states:

There are 38 existing car parks car parking spaces at 26 Ganges Road. Four of these spaces will be removed to provide for a connecting internal accessway between 26 Ganges Road and 3 Dekka Street. 68 new parking spaces are proposed at 3 Dekka Street and 31-33 Nicholson Road which will result in a total of 102 supermarket parking spaces.

2.2 The proposal also includes:

- 2,630m³ of earthworks
- Up to 3.5m cut heights and associated retaining walls
- Directional signage at the Dekka and Nicholson Street vehicle accesses
- The removal of existing vegetation, with the retention of some trees, and a proposed landscape plan
- Acoustic fencing at external private boundaries





Proposed landscape plan

3.0 **Urban Design consenting framework**

The site is located in the Outer Residential Area under the Operative District Plan and within the Medium Density Residential Zone of the Proposed District plan (with a proposed height control of 14m to enable higher building form than the typical Medium Density zone of 11m).

3.1 The proposal results in a non-residential activity, not specifically provided for as Permitted, Controlled or Discretionary (Restricted) Activities. As such, the proposal is a Discretionary (Unrestricted) Activity under Rule 5.4.1 of the Operative District Plan. The Councils planner has identified Policies 4.2.3.1, 4.2.7.3, and 4.2.7.4 as having urban design relevance and requested these are included in my urban design review due to the proposal comprising a non-residential activity.

3.2 One of the methods for achieving consistency with Policy 4.2.3.1 is an assessment of the proposal against the Residential Design Guide. However, I consider this to have limited relevance

for this application as the objectives of the Residential Design Guide largely relate to achieving good quality residential development. As the proposal comprises a car park for a commercial activity and no residential structures or activities, I have only assessed the proposal against the following relevant objectives of the Design Guide which relate to urban design impacts on neighbours and the local context: O1.1, O1.2, O2.2, O4.4, and O4.5.

3.3 As this proposal involves the expansion of the existing suburban supermarket, I have included some general urban design comments about the relationship of the proposed car park with the balance of the site containing the existing supermarket and car parking. It is also acknowledged that the existing supermarket and car park is located within a Centres zone and the new car parking is proposed to act as an extension of this zone and activity. By way of general guidance, within the Centres Design Guide, Guideline G4.6 states:

Integrate servicing and car parking functions in a way that does not compromise the quality of the street edge, nor the status of the main entry to the building.

3.4 I have not assessed the proposal in detail against the following matters or concerns within the submissions, as they are outside my area of expertise:

- Pedestrian safety and traffic effects
- Lighting effects
- Air quality, odour or health effects
- Acoustic effects
- Stormwater effects
- Economic effects from the loss of housing/residential
- Impact on the supermarket use and functionality due to an increased number of visitors

4.0 **Neighbourhood character**

The proposed car park development has two new street frontages. One at 3 Dekka Street, and one at 33 Nicholson Road. 31 Nicholson Road is a rear property that adjoins these two sites and is not visible from any public spaces. The Dekka Street and Nicholson Road frontages have very different settings within the local context, as assessed below:

4.1 **Dekka Street (between Ganges Road and Nicholson Road) overview:**

- Comprises a mix of residential and commercial buildings and activities.

- The Centres zoning across the road on Dekka Street extends westwards for two sites beyond the corner site.
- Car parking between the building and front boundary is evident on centres zoned sites on Dekka Street.
- 3 Dekka Street is located adjacent the New World site on Ganges Road. While there is a narrow residentially zoned strip between the two sites, they are visually adjacent to one another.



Figure 1: existing access to 3 Dekka St on the right, with other commercial activity on the other side of the street to the left

4.2 As Dekka Street is closely visually related to the commercial centre, the extension of the car park is considered to be generally in character with the local context on this side of the site. The curved, sloping driveway to an elevated site, combined with the proposed landscaping, will result in the car parking being largely screened from the streetscape and is considered to not degrade the character of the neighbourhood along this frontage.

4.3 **Nicholson Road (between Dekka Street and Everest Street) overview:**

- The existing dwelling on 33 Nicholson Road is visible from the street. The existing dwelling on 31 Nicholson Road is on a rear site and only partially visible from the street, with the dwelling on 29 Nicholson Road largely screening this house.
- Curved road with areas of broken yellow lines on both sides of the street.
- Residential character, with all properties containing a single residential dwelling (apart from a school on 50 Nicholson Road).
- Mature planting and trees.
- Pedestrian walkway on one side of the road only for the majority of this stretch of road, with sign posts notifying drivers of walking school children.



Figure 2: the existing dwelling at 31 Nicholson Road behind the dwelling on 29 Nicholson Road



Figure 3: the existing dwelling on 33 Nicholson Road - visible from the street

4.4 The proposal proposes to rely purely on landscaping to mitigate visual impacts on the Nicholson Road streetscape. While this would assist with screening the development to some degree, particularly from adjoining properties, I disagree with the applicant that it would adequately screen the car park from the residential neighbourhood of Nicholson Road or mitigate the effects on the streetscape character.

4.5 A commercial car park is not consistent with the residential character and does not make a positive contribution to the safety, amenity and visual character of the street for the following reasons:

- The open nature of the proposal with a lack of built form and the resulting vehicle dominance;
- lack of visual screening of the vehicle dominance when viewed from the street;

- significant increase in vehicle movements on a residentially zoned site within a residential area;
- the need for directional signage which is inconsistent with the residential nature of the area; and
- the impact on the landscape, with visibility of large retaining walls at the rear of the car park (up to a combined retaining wall and fence height of 5.2m).

4.6 With the introduction of an open car park, the extent of hardscaping on 33 Nicholson Road will be significantly more visible from the street, compared with the Dekka Street frontage. The proposal does not include any fencing along the frontage, and the proposed landscaping will not be sufficient to screen the double width vehicle access and car parking behind.

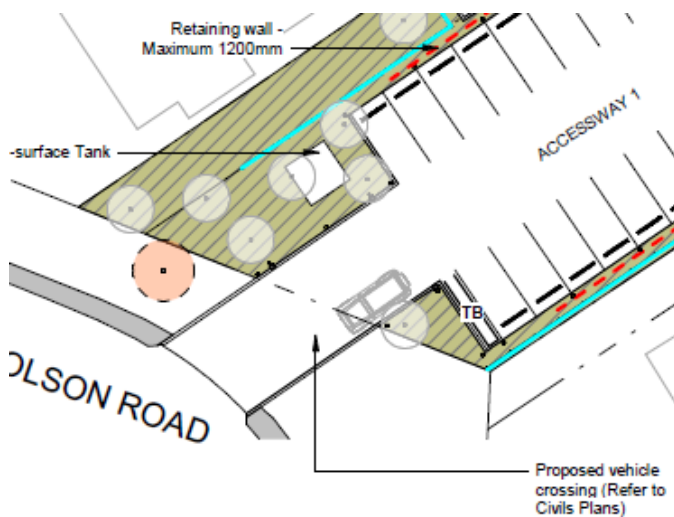


Figure 4: Double vehicle crossing proposed on Nicholson Road



Figure 5: Existing street edge along Nicholson Road

4.7 With regard to impacts on the property across the road, the applicant has stated:

...that the proposed development will not give rise to adverse privacy, amenity, acoustic or reverse sensitivity effects to persons at this neighbouring property as it is located on the opposite side of the road to the application site which creates a separation distance of approximately 15m. The dwelling at 32 Nicholson Road is setback from the street frontage by 10m.

4.8 The proposal will result in an open car park and an increase in traffic movements, directly across the road, in an area with a residential streetscape character. The traffic report that formed part of the resource consent application estimates approximately 157 traffic movements per hour

during weekday evening peak hour and 200 vehicle movements per hour in the Saturday midday peak hour. The traffic engineer estimates approximately 20% of these vehicle movements will occur at the Nicholson Road access (resulting in approximately 40 movements during the Saturday midday hour). This is a significant increase in vehicle movements when compared to the residential use of the two existing Nicholson Road driveways on the application site (31 and 33 Nicholson Road), which will further impact the use and character of Nicholson Road. As such, I disagree that the proposal will not affect this neighbour's residential amenity and conclude that the residential character of this stretch of Nicholson Road would be degraded by the proposal.

4.9 The applicant has included pedestrian access from Nicholson Road along the perimeter of the site to provide a connection to the existing car park on Ganges Road. However, this includes several sets of stairs so will not meet the requirements for full accessibility, making it only a partially positive feature for the overall site.

5.0 **Parking and Vehicle accessways**

As the proposal comprises a large open car park, it will be inconsistent with the relevant guidelines of the Residential Design Guide which seek to reduce vehicle dominance, both from the street and from within the site. The application has included a landscaping plan for the proposal, which will provide some visual amenity and softening at the external boundaries. However, the site itself will have no variation of surface treatments and minimal landscaping beyond what is proposed at external boundaries. Most of the north-eastern external boundary comprises grasses, which will provide minimal softening or visual relief.

5.1 The application site is elevated from the road and public footpath along 3 Dekka Street, with landscaping proposed on either side of the driveway, resulting in the car parking being more screened from the street. This site is also visually adjacent the existing car park when viewed from the street and is located directly opposite a number of other non-residential properties within the Centres Zone. Due to these factors, the proposal will have a less detrimental effect on the visual quality of the streetscape along Dekka Street.

5.2 The existing access from Nicholson Road has a gentler slope, however the proposal still includes earthworks to create a level car park that will result in cut heights of up to 3.5m at the rear/south-eastern boundary. The retaining structures for these cuts, and the 1.8m high acoustic fence on top will be visible from Nicholson Road, up the driveway. This streetscape is very different from Dekka Street, with a residential character, and established planting and

trees. There are no Centres Zone or commercial buildings along this portion of Nicholson Road, and it is sign posted as being a main access route to the local primary school. The roads are relatively narrow and curving, with broken yellow lines on both sides of the road.

5.3 While a pedestrian accessway has been included from Nicholson Road to link this street to the existing supermarket site to create a positive linkage, the double width vehicle access and directional signage will be the dominant features on the streetscape. The proposal includes a planting area at the front of the boundary, either side of the proposed access. However, the double width nature of the access will provide direct views into the car park, which will result in uncharacteristic dominance of both vehicles and the retaining walls required to create the car park when viewed from the street. As such, given the residential character of this portion of Nicholson Road, the proposal is considered to result in vehicle dominance and therefore compromise the quality of the street edge and neighbourhood character, which is considered to be a poor urban design outcome. The proposed pathway is acceptable, in that it provides a pedestrian link from Nicholson Road to the existing New World site, however if it provided step-free access for mobility scooters, prams, and similar modes of transport/accessit would be a further improved outcome.

5.4 The existing car park for the supermarket already has a double-width access from Ganges Road and the existing parking and new parking are proposed to be linked. The proposal also adds another vehicle access point on Dekka Street. Ideally, the Nicholson Road side of the site would not have a vehicle access, with access limited to pedestrians and cyclists and other non-car transport via a fully accessible design. However, if a vehicle access in this location is considered necessary, a single width one-way driveway would be considered more in keeping with the residential character of Nicholson Road. Whether this is best as an exit or entry only access can be determined by a qualified traffic engineer.

5.5 The proposal also misses the opportunity to consider better integration of a car park extension with the balance of the of the overall site, particularly:

- Provision of more and better located bicycle parking
- Outlining where the accessible parking spaces will be provided, since they are currently located in the area of the joining ramp
- Provision of additional accessible parking spaces due to the increase in overall parking numbers

- Including clear pedestrian access through the existing car park and linking this with pedestrian routes in the new parking area
- Taking a more comprehensive view to addressing overall circulation within the whole parking area that could possibly also improve constrained conditions for pedestrians, bikes and trolleys around the entry area to the supermarket

5.6 Addressing these comprehensively along with the added car park area would most likely create a much better relationship of this use to its setting.

5.7 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 demonstrates the extent and lux levels of lighting throughout the proposed car park, as well as identifying any light-spill to neighbouring properties. These are matter that could be required via a conditions on the consent, if it was granted.

6.0 **Landform and vegetation**

Some existing boundary vegetation, comprising good quality tree species that contribute towards the quality of the neighbourhood is proposed to be retained where possible. Given the extent of vegetation removal and the proposed hardscaping, an arborists report should be provided prior to construction to ensure every measure is undertaken to support the survival of the trees as a priority. In the event that any existing tree identified for retention does not survive, a replacement tree should be planted, with a minimum height of 1.5m at the time of planting for immediate visual effect and integration.

6.1 31 Nicholson Road is a rear site, with a small degree of cut and fill proposed to create a flat platform (no more than 0.5m measured vertically from existing ground level). Any works within this site, will not be visible from the street or wider area.

6.2 Retaining walls of up to 3.4m in height are proposed along the rear, eastern boundary of the site. These are shown as timber retaining walls in the engineering plans. The applicants AEE talks about stability effects as a result of earthworks but omits an assessment on the visual impact the earthworks and associated retaining walls will have. Once an acoustic fence is located on top of the highest retaining walls, there will be a combined wall height of up to 5.2m. The applicant has proposed the addition of Star Jasmine and Pouhuhue at the top and base of the retaining wall. This will provide some visual softening over time, through the creation of a green

wall. However, as this will take some time to establish before it provides any meaningful greening (approximately 2-3 years with good maintenance), more substantial planting such as trees or a terraced wall would have been preferred to provide more immediate screening and reduce the visual impact of earthworks and retaining.

7.0 **Landscaping**

A landscaping plan has been provided for the development, which includes a range of species that should be relatively low maintenance and hardy. With the exception of areas previously mentioned that would be improved with more planting (rear retaining walls and Nicholson Road frontage), the landscaping is considered appropriate. However, this should not be considered to compensate for, or override the more substantive urban design concerns raised such as residential character, especially on Nicholson Road, and visual mitigation of the retaining wall discussed above.

8.0 **Signage**

The proposal includes directional signage at both vehicle accessways. These will be located within the site, and not in road reserve. They are 1m high by 0.8m wide (with a similar size and scale to the photo below – figure 6). These are not considered to be visually obtrusive along the Dekka Street entrance, as they are not large and are consistent with a commercial activity – noting the location of the Dekka Street entrance is considered suitable from an urban design perspective.

8.1 Given the residential nature of Nicholson Road, the addition of these signs is considered to be out of character with the street, visually obtrusive (due to the colour and activity in a residential area) and is not considered to be appropriate at the Nicholson Road frontage.

8.2 There is a preference for there to be no vehicle access in or out of the Nicholson Road frontage, in which case only a pedestrian sign would be required. In the event the Council planner is able to support vehicle access on Nicholson Road, I would recommend this is limited to only a single width access, which will also reduce the number of signs required at the frontage.



Figure 6: an example of directional signage that would be used on this site

9.0 **Objectives and Policies of the Operative District Plan**

When assessing the development for quality urban design outcomes, the following objectives and policies have been identified as having urban design relevance:

Activities:

Objective 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.*

Policy 4.2.7.3 *Provide for a range of non-residential activities within Residential Areas, provided character and amenity standards are maintained, and any adverse effects are appropriately avoided, remedied, or mitigated.*

Policy 4.2.7.4 *Ensure that non-residential activities in Residential Areas do not compromise the role and function of centres.*

9.1 **Urban Form:**

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.*

Policy 4.2.3.1 *Ensure that new developments in the Inner and Outer Residential Areas acknowledge and respect the area in which they are located.*

- 9.2 As discussed in this report, the proposal is considered to impact the residential character along Nicholson Road and the proposal has not been considered to sufficiently mitigate the visual impact the car park will have on this street. On that basis, the proposal is also not considered to respect the area in which it is located.
- 9.3 Given the visual proximity to the existing car park and supermarket site, the entrance to and from Dekka Street is considered to be consistent with the character of the area, with the car parking being largely screened from the street.
- 9.4 The aim of the proposal is to support the growing demands of an existing commercial activity with no centres zone adjacent the site to extend into. While the proposed new car park is located in the Outer Residential zone, it will extend the role and function of the centres zone. An expansion of the car park supports the improved use of the supermarket, which services the wider community, where a car park could potentially be supported. However, the impact of the car park on the character of Nicholson Road results in poor urban design outcomes and therefore does not meet these objectives. The proposal also misses an opportunity to improve the existing car park or encourage sustainable transport options that would better support the wider residential area. Pedestrian access through the new car park is adequate, although an improved outcome would be to include a pedestrian link through the existing car park to the supermarket building and provide for a range of accessibility needs.
- 9.5 For the above reasons, the proposal is considered to not align well with the above policies when considered from an urban design perspective.

10.0 **Submissions**

Of the 68 submissions received, 30 of the submissions are considered to include relevant urban design concerns. These urban design matters are included in the following submissions:

10.1 **Character Effects:**

- Stephen Williams – 98 Nicholson Rd
- Ben McPheat – 38 Nicholson Rd
- Margot McLean
- Kevin and Marie Pugh
- Amanda and Tm O'Brien – 28 Nicholson Rd
- Antony and Jennifer Cornelius – 48 Nicholson Rd

- Timothy Brown – 14a Indira Pl
- Susan Wright – 12 Indus St
- Kelvin Cooper – 17 Lochiel Rd
- James McLean – 178 Ohiro Rd, Brooklyn
- Anne McLean – 11 Dekka St
- Sarah Berry – 8a Clutha Ave
- Dave and Michelle Soper – 25 Nicholson Rd
- John Preston – 35 Nicholson Rd
- Mark Roberts – 45 Ganges Rd

I have assessed the character effects in part 5 of this report and agree with many of the submissions that a car park is not consistent with the residential character along Nicholson Road. However, due to the visual proximity to the supermarket and commercial properties across the street, in addition to the topography and proposed landscaping treatments, I do not believe the character of Dekka Street will be significantly compromised.

Some of the submissions point out the village or boutique nature of the Khandallah shops and the desire to maintain this. When reviewing how the proposal respects the character of the area, I have not focused my assessment on maintaining a boutique feel, but whether the proposal significantly compromises the residential character in which the site is zoned.

10.2 Residential Amenity and Privacy Effects on Neighbouring Properties:

- Kevin and Marie Pugh
- Jolanda Meijer – 37 Ngatoto St

Kevin and Marie Pugh, and Jolanda Meijer raise concerns over noise and light pollution to their sites. Given both of these matters are measurable, I defer detailed assessment of these matters to the Councils acoustic and lighting engineers. The applicant has specified 1.8m high acoustic fences at external private boundaries and have recommended a lighting assessment is provided demonstrating the extent and intensity of lighting, ensuring it does not create light spill nuisance to neighbouring properties. I am satisfied that these matters can be suitably addressed.

Kevin and Marie Pugh have also raised privacy concerns. Given the proposal includes 1.8m high perimeter fencing and no building structures that could overlook neighbouring sites, I am satisfied that reasonable privacy can be maintained.

10.3 Vehicle Dominance:

- James McLean – 178 Ohiro Rd, Brooklyn
- Fiona Calderwood – 31 Ranui Cres

Vehicle dominance has been addressed within section 5 of my report. Both submissions largely relate to the vehicle dominance when viewed from the street and the resulting increase in car use on the adjacent streets. I have addressed the vehicle dominance when viewed from the street and maintain my view that Nicholson Road will be impacted, with Dekka Street being suitably screened/visually mitigated.

10.4 Lack of Permeability:

- Brenda Vale – 42 Ganges Rd
- Dave and Michelle Soper – 25 Nicholson Rd
- Michael Hayward – 40 Ganges Rd
- Robert Vale – 42 Ganges Rd
- Dave and Michelle Soper – 25 Nicholson Rd

Submissions relating to permeability include impacts from stormwater runoff and the response to climate change. I agree with the submissions that such a large degree of impermeable surfacing in a residential zone is a poor urban design outcome. However, I also note that the existing sites have a high percentage of impermeable surfaces. An improved urban design response would be to increase landscaping and/or include permeable surface treatments, which is a matter that could be included in a consent condition if desired. I defer detailed assessment of stormwater runoff (or quality) to Wellington Water's experts.

10.5 Lack of sustainable transport options such as bikes, e charging, etc or encouraging car use:

- Timothy Brown – 14a Indira Pl
- Sarah Berry – 8a Clutha Ave
- Michael Hayward – 40 Ganges Rd
- Patrick Radomski – 20 Crofton Rd
- Nicola Molloy – 4 Maldive St
- Dr David Tripp
- Kenneth Dixon – 98 Pinehaven Rd, Pinehaven
- Robert Vale – 42 Ganges Rd

- Ray O’Hagan – 5 Tower Way, Crofton Downs
- Friends of Khandallah – 41a Simla Cres
- Dave Chowdhury – 10 Iwi St

A number of submissions have raised concerns over the lack of climate change response, with vehicles and car parking being promoted over more sustainable modes of transport such as bikes, e-cars and walking. After going back on site to assess the existing New World car parking arrangements, I observed limited bike parking (which is currently located off-site within road reserve) and two mobility car parks which will need to be removed to create the link to the car park extension.

I am in agreement that more should be done to improve and promote sustainable modes of transport, with an increased number of suitably located and secure bike parking facilities ideally being provided on site. I would also recommend the applicant includes some car parks with e-charging capability.

Based on the submissions and subsequent site visit, I am of the view that the existing car park is to be included in the final proposed plan set, with provision for mobility parking. In the event, future plans include the expansion of the New World building, provision for mobility parking, bike parking and e-charging should be suitably accommodated and located for both scenarios at this stage in the planning.

10.6 Screening of rubbish:

- Mark Roberts – 45 Ganges Rd

I was unaware of rubbish being stored and collected from the public road until seeing this submission from Mark Roberts. Given the ability to allow for more space for screened rubbish and storage of goods on-site, I would recommend a condition of consent to have a suitably sized and screened area for storage and waste collection to be included in the final design, or as a condition of consent.

10.7 Insufficient Crime Prevention Measures or information:

- Craig Moore – 40a Nicholson Rd
- Dave and Michelle Soper – 25 Nicholson Rd

I am satisfied that the proposed landscaping, and the provision for a lighting plan and CPTED assessment as a condition of consent should be sufficient to address safety and security concerns that have been raised.

10.8 Removal of existing vegetation:

- Ray O’Hagan – 5 Tower Way, Crofton Downs

Ray O’Hagen has raised climate change concerns, including the removal of trees and inclusion of concreted areas which contribute to the urban heat island effect. This is not an urban design consideration within the District Plan or Residential Design Guide. As such, I have not assessed this matter. However, I have recommended the removal of the vehicle crossing at the Nicholson Street frontage and increasing the landscaping in this portion of the site.

11.0 Conclusion

Overall, I am of the view that there are unacceptable character effects on the Nicholson Road and the proposal is inconsistent with the Residential Design Guide objectives and guidelines. The level of inconsistency with the Residential Design Guide and relevant objectives of the District Plan means that the proposal does not have urban design support.

Note: If the Nicholson Road vehicle access was removed and replaced with adequate screening and meaningful landscaping (landscaping that provides screening immediately after planting) at the road frontage to screen the car park from the streetscape, the proposal could have urban design support. Additionally, it would be appropriate for this frontage to have a pedestrian access only, noting the desirability of this being designed to full accessibility standards.

11.1 If the commissioner is of a mind to grant the application, the following matters should be resolved in a revised set of plans or addressed by consent conditions in order to lift the quality of the development to a standard where better amenity outcomes are achieved.

Suggested conditions:

- a) Before construction commences on the site an updated Landscape Plan must be submitted to, and certified by, the Council’s Compliance Monitoring Officer. The Landscape Plan must include:
 - Hard surface treatments, including pedestrian accessways and any semi-permeable surfaces.

- Fence and retaining wall heights and materials.
 - Location of accessible car parking, bike parking and e-charging facilities (if/where applicable).
 - Rubbish storage area that ensures that rubbish can be adequately contained within the site and screened from the street.
 - Existing trees and vegetation that will be retained and proposed replacement trees for any trees identified on the submitted landscape plan that can no longer be retained as per the arborists report.
 - The individual location and species (with both scientific and common names).
 - PB size at time of installation.
 - A maintenance plan/schedule.
- b) The Landscape Plan, approved under condition (a) above, must be completed by the consent holder within 3 months of completion of construction. The plantings must be monitored for 18 months from time of planting in order to allow for plant establishment to the satisfaction of the Council's Compliance Monitoring Officer. Within this period monitoring includes the removal of weeds within the vicinity of the plantings and the replacement of plants that die, or are removed unlawfully, with plants of the same species and original size. Any plants that fail must be replaced at the expense of the consent holder. All plantings must continue to be maintained by the consent holder thereafter.
- c) Prior to works commencing, a Council-approved consulting arborist (Project Arborist) must be engaged by the applicant. Refer to the list in the following link:

<https://www.nzarb.org.nz/find-an-approved-contractor>.

The Project Arborist must prepare an Arboriculture Impact Assessment in accordance with AS 4970 - 2009 Protection of Trees on Development Sites. As part of this assessment the Project Arborist will identify the trees that are to be pruned or retained as part of the project. This information must be submitted to, and certified by, the Council's Compliance Monitoring Officer prior to works commencing. Any trees identified on the landscaping plan for retention, that cannot be retained for whatever reason, is to be replaced with a similar tree with a minimum height of 1.5m for immediate visual effect.

- d) Prior to completion of the work, the consent holder must install a suitable system of lighting, to operate from dusk to dawn, within all areas where the public will be given access including the new and existing car park, and the pedestrian access through the site.

This condition is imposed to provide a suitable level of pedestrian safety and accessibility to all publicly accessible areas.

The lighting must be in accordance with the requirements of the AS/NZS 1158.3.1, Pedestrian Area lighting. The lighting must also comply with the AS/NZS 4282 to control the obtrusive effects of outdoor lighting.

- a) As the proposed car park includes areas that are elevated from the street with limited visibility from public spaces, an assessment should be undertaken by a suitably qualified professional that demonstrates to the satisfaction of the Urban Design Team that development achieves safe conditions for Crime Prevention through Environmental Design (CPTED).
- b) If the consent is approved with single-lane vehicle access from Nicholson Road, a condition limiting any signage to one non-illuminated sign of 1.0m high by 0.8m wide.

Prepared by:



Jaime Devereux

Peer reviewed by:



Sarah Duffell