

**Before the Independent Hearings Panel
For Wellington City Council
SR471670**

Under the Resource Management Act 1991

In the matter an application for resource consent for an extension to the existing car parking area of the Khandallah New World supermarket at 26 Ganges Road, 3 Dekka Street, 31-33 Nicholson Road, Khandallah

**Speaking notes summary of evidence of Cameron Wallace on behalf
of Foodstuffs North Island Limited – Urban Design and Character**

Date: 1 May 2024



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INTRODUCTION

- 1 My name is Cameron Wallace. I am a Partner and lead the urban design team at Barker & Associates (B&A). I provided urban design and character evidence, dated 15 April 2024, on behalf of Foodstuff North Island's (FSNI) application to expand the existing carpark at New World Khandallah.

- 2 My qualifications and experience are set out in my evidence in chief.

- 3 I had no involvement in the initial design and development of the proposal. I was engaged to provide urban design advice to FSNI in early 2024. My role included a review of the original proposal, various submissions and subsequent Council reporting. This has also included making recommendations on design amendments in response to submissions and to address potential urban design and character effects that could arise from the proposal.

- 4 Since my initial engagement on the application, a number of changes to the scheme have been made in response to matters raised by Council, submitters and myself as part of my review. These changes have included:
 - 4.1 The removal of a carpark along the Nicholson Road frontage with additional landscaping area provided in lieu;

 - 4.2 Increases in specimen tree planting throughout the car park;

4.3 Incorporation of a raised table and surface change at the Nicholson Road access; and

4.4 Development of a detailed lighting plan and incorporation of this within the landscaping plans.

5 My reading of the s42A report and supporting memos from Council experts indicates that there is general agreement that the proposal's interface with Dekka Street is appropriate. As such, I do not intend to comment on this matter further. Of relevance to my evidence the key issues which remain in contention are:

5.1 General residential amenity (e.g. aural, visual) issues from the carpark to neighbouring properties; and

5.2 Streetscape character effects of the proposed interface of the carpark with Nicholson Road (including signage).

KEY ISSUES

General Residential Amenity

6 Several submitters have raised concerns around impacts on residential amenity that could arise from the proposal. Ms Camilleri and Ms Devereux have also raised similar concerns.

7 Approaches to managing residential amenity (in a residential zone) include noise and light limits, building setback controls, building coverage controls and landscaping (including fencing). In this regard I note the applicant has undertaken investigations which demonstrate compliance with the applicable noise and lighting standards.

- 8 In terms of visual effects, a number of measures have been incorporated into the design, which alongside existing contextual factors, ensure that any adverse effect of the application is appropriate in urban design terms. These include the incorporation of acoustic fencing, generous landscaping areas with specimen tree planting which help to both screen and break down the parking area, and the retention of some existing mature vegetation. In addition, existing vegetation on neighbouring properties along with topographical changes external to the site and as part of the proposed cut within the site further reduces impact. To help better demonstrate this I worked with Ms Cook and wider design team to help develop the cross-sections directed by the Panel as part of Minute 3. I have also identified these contextual factors in Figure 3 of my EiC.
- 9 I have undertaken a review of the proposal against the relevant design guidelines related to car parking contained within the various Design Guidelines appended to both the Operative and 2024 District Plan. In my opinion, the proposal has implemented a number of the guidelines of most relevance to the application before you. Overall, I am of the opinion that the proposal has incorporated a number of positive design measures which mean that

Streetscape Character

- 10 Several submitters and Ms Deveraux on behalf of Council have also raised concerns around streetscape impacts on Nicholson Road.
- 11 To help understand potential issues I worked with One to One Hundred to prepare a series of visual simulations. As stated in my

EiC it was challenging to find representative views of the proposal site due to the geometry of Nicholson Road, existing vegetation, fencing and parked cars. Viewpoint 1 (taken approximately 15m north of the site) and Viewpoint 3 (taken approximately 23m south of the site) help to demonstrate this fact. Based on these observations I am of the opinion that views of the carparking for the majority of viewers will be transitory, peripheral views from people moving past the site. The overall effect on streetscape character of this is, in my opinion, low.

- 12 Ms Deveraux in her addendum comments dated 22 April notes that Viewpoint 2 helps to demonstrate her position that the proposal is inappropriate. It should be noted that Viewpoint 2 was taken from the gutter / kerb outside the driveway to 38 Nicholson Road, looking directly into the site from an area where no public footpath exists. It is important to remember the viewpoints provided don't not reflect how one would typically experience the site in a real-world situation given the proposed carparking is setback approximately 20m from the footpath. In my opinion, Viewpoint 2 when viewed in its full context clearly demonstrates the strong landscape response of the design in relation to the Nicholson Road frontage (noting that landscaping shown is the estimated size at 5 years following planting). In time, it could be expected that specimen trees (and associated canopies) along with climbers proposed along retaining walls will further increase the highly landscaped design response proposed. In my opinion, the proposal represents an enhancement to the street environment of Nicholson Road from what currently exists.
- 13 The approach to landscaping with this application can also be clearly contrasted with the historic design of supermarket

carparking in commercial locations across the Wellington region (see for example supermarkets in Miramar, Kilbirnie or Tawa).

CONCLUSION

- 14 In conclusion, I acknowledge that the proposed extension of the existing supermarket carpark will represent an obvious change to the existing environment in this location. However, areas of at-grade carparking within a residential zone are clearly anticipated by both the Operative and 2024 District Plans and a number of design techniques and measures are identified for such a situation within the relevant design guidelines which accompany the district plan. These techniques and measures have been incorporated into the design to ensure that potential adverse urban design effects on visual amenity, character, privacy and safety can be appropriately avoided or mitigated.
- 15 Overall, I consider that the application can be supported on urban design grounds.

Date 1 May 2024



Cameron Wallace