

Oral submission to New World consent

We object to the proposal.

It is damning that in a housing and climate crisis we see a proposal to replace housing with more car parking.

We would like to see a project like this either:

- Reduce car reliance and parking, or;
- Increase housing that is in close proximity to shops

Climate action looks different than this.

Cars create more distance than they overcome. This proposal - like so many poorly designed retail locations in New Zealand before it - are contributing to traffic generation.

The urban design pattern of building large, car dependent food and grocery shopping is a significant part of our car dependency problem. This problem is bigger than this instance in Khandallah.

The Netherlands has good integration of grocery shopping that does not require large amounts of land for car parking.

I'd like to draw attention to MRZ-P13, which includes the need to "Reduce reliance on travel by private motor vehicle". More car parking by removing housing is the opposite of this.

The proposal to create car parking for a supermarket is counter to a number of objectives the council are pursuing.

Climate action.

Parking Policy.

Healthy connected communities.

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.

People want to move about in different ways. More and more people want to go about their days without having to drive.

'Quaxing' - named after the late Dick Quax - is shopping by bike or public transport. More and more families are quaxing their groceries.

Cargobikes can easily carry a week's worth of shopping for a regular family.

Electric bikes flatten hills - even with rather large loads.

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.

The higher number of car movements being generated by providing more car parking will have a directly adverse effect on peoples' experience of riding the bikes in the area - or choosing to in the future.

Higher amounts of car movements will degrade the village area and lower health outcomes to people living in the area.

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.

Instead of creating more car journeys and using up more land in possibly the worst possible way - we suggest that the application look into getting into the development of housing close to its existing locations, such as in Khandallah. And support more street changes that enable people to reach their stores without large metal boxes.

Private car use is the most space and energy inefficient form of travel. It is incredibly space hungry. The throughput of cars on a road is very, very low, and it stands to reason that a supermarket is missing out on a lot of business if it is reliant on people operating cars and finding places to park them.

The throughput of customers on foot, on bike, etc, can be much greater, if people live in walking cycling distance, and the conditions are appealing for them to do so.

People buy food. Not cars.

By encouraging more car use, the applicant will be reducing the opportunity for greater custom and turnover if they were to instead .

People are more and more often doing their grocery shopping by bike. We need to encourage this as a city.

Across the road from us right here is a parking facility that accommodates around 60 bicycles in a space that would only fit 2 cars at most.

Up to 8 cargobikes can fit comfortably in one space used by an average of car.

We invite the applicant and council to revisit the design to be able to grow business in Khandallah while demonstrating a commitment to better outcomes for the city and its people, and the environment.

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.