



February 20, 2008

Ngauranga to Airport Strategic Transport Study
Freepost 2199 (COSP01)
PO Box 12-003
Wellington

cc:
Wellington City Council
Greater Wellington Regional Council
Transit New Zealand

Mount Victoria Historical Society Inc

Name:
Phone:
Address:
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The Mount Victoria Historical Society Incorporated (MVHS) opposes the roading proposals that are included in the *Ngauranga to Airport Strategic Transport Study*. In particular, it opposes the construction of a second Mount Victoria tunnel and changes to the Basin Reserve area, such as a fly-over.

The Strategy is as disappointing as it is alarming in its failure to present any innovative or forward looking perspectives for addressing transportation and mobility needs appropriate for a modern city in the twenty-first century.

The Strategy does not make it clear why motorists rush-hour travel time savings should justify the complete and irreplaceable destruction of important and precious Wellington history and archaeological sites. The Strategy simply demands massive new roading projects while providing little meaningful analysis of the real and underlying problems of mobility through and within Wellington City.

Mount Victoria Historical Society

The Mount Victoria Historical Society is an incorporated society whose aims are to:

- Develop and promote interest in and knowledge of the Mount Victoria area;
- Research and record its history; and
- Encourage the protection of its natural and built heritage.

Impacts to Heritage

The Strategy contains proposals that would destroy irreplaceable built heritage in the historic suburb of Mount Victoria (Paterson Street) as well as compromising the heritage values of an iconic New Zealand sporting and cultural venue, loved and enjoyed by many Wellingtonians.

Wellington needs smart, innovative and forward-looking solutions to address complex transport needs that do not destroy or erode the values which contribute to the city's unique urban dynamic. Such solutions could be expected to involve less destructive roading infrastructure, encourage more efficient use of land and resources, and be consistent with the preservation of heritage values and urban form. These solutions may require approaching old problems in new ways – and likely present a tremendous challenge to the traditional, but failed, ways of the past.

Mount Victoria is a historic inner-city suburb that contains large areas of authentic and intact built heritage from the early development of Wellington city. The roading proposals contained in the Study would have an enormous destructive effect on the urban form of Mount Victoria. It would destroy a street built in 1900 and the previously undisturbed relationship between 100 year old buildings and their original sites – including archaeological sites.

Historic heritage is, under the Resource Management Act 1991, a matter of national importance to be protected from inappropriate use and development.

The Study does not demonstrate why the irreplaceable and fragile heritage values of Mount Victoria should be destroyed to make way for another road.

Paterson Street

Paterson Street, formally Lauriston Street, was constructed ca.1900 by Mr Harry Crump, a building contractor. Mr Crump went on to build many of the houses that now occupy the street today. Paterson Street contains two significant heritage items that are listed and protected by the Wellington City Council District Plan:

- 19 Paterson Street, 'Ettrick Cottage', ca.1870
- Paterson Street, Wellington East Girls' College Main Gate

In addition to these listed items are other houses forming the Paterson Street streetscape. A particularly notable example, also worthy of protection, is the 1869 mansion built for William Waring Taylor at 7 Paterson Street. This building makes a valuable contribution to the built heritage precinct of the south end of Mount Victoria.

Paterson Street is an important area of built heritage and holds significant heritage values for the following reasons:

- Intact historic streetscape
- Many of buildings built by an important Wellington builder and building contractor, Mr Harry Crump
- Some buildings date before 1900 and are deemed archaeological sites under the Historic Places Act 1993
- Contributes to the wider historic landscape of the Mount Victoria suburb – an inner city suburb that has been recognised for its built heritage values.

Limited historical research relating to Paterson Street and its surroundings exists but urgently needs to be augmented by further comprehensive studies of built heritage, objects and archaeology in the area that would be affected by the proposed second tunnel and changes to the Basin Reserve. Completion of this research ought to be prioritised and considered as a prerequisite before giving any further consideration to these proposals.

The MVHS supports transport initiatives that preserve heritage values and the urban form of Mount Victoria. Such initiatives might include:

- Bus prioritisation
- Walking and cycling initiatives
- Moving car journeys onto public transport and other modes of transport
- Traffic demand management and road-user charges
- Broader stakeholder involvement to address start times for school and work.

Basin Reserve

The Basin Reserve is registered by the Historic Places Trust as a Historic Area (register no. 7441). The proposals relating to road construction and flyovers around the Basin Reserve would have tremendous adverse effects on the heritage values of the historic Basin Reserve. These effects would not be capable of mitigation.

Process and Further Information

The MVHS would like to be kept informed and be involved in the process of the Strategy.

The MVHS would also like to request, under the Local Government Official Information and Meetings Act 1987, a copy of all documentation relating to the Strategy that has been presented to the Wellington City Council to date.

Yours sincerely

Alan Olliver
Mt Victoria Historical Society Inc