



February 20, 2015

Draft RLTP Submissions 2015  
Freepost No. 3156  
Greater Wellington Regional Council  
PO Box 11646  
Wellington 6142

(Submitted online to: info@gw.govt.nz)

## **Submission on Draft Regional Land Transport Plan 2015**

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This submission is made on behalf of an organisation, **Mt Victoria Historical Society Inc.**

It is an incorporated society with the aims of researching and sharing the history of the suburb of Mt Victoria and promoting interest in, and preservation of, its unique heritage.

We would like the opportunity to speak to our submission.

Contact: Joanna Newman  
[contact details removed]

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**This submission relates specifically to the Ngauranga to Airport Corridor Strategy.**

In this submission we express our concern about, or opposition to, elements of this strategy, as set out below.

### **Objectives and Outcomes**

We are concerned that the Objectives and Outcomes in the Draft RLT Plan (pg 33) are expressed only as transport “problems” and the “strategic objectives” and “outcomes sought” as purely transport or movement-related.

The GWRC and Regional Transport Committee have a responsibility under the Resource Management Act to recognize and provide for the protection of historic heritage, and to have particular regard to the maintenance and enhancement of amenity values.

We would like to see insertion of wording acknowledging this in the objectives and outcomes.

## **Basin Reserve Improvements**

We note that the consultation brochure for the Draft RLT Plan states:

A solution to traffic and congestion issues at the Basin Reserve intersection is still crucial for a safe, effective and efficient transport system through Wellington City.

Potential solutions at the Basin Reserve will be re-visited after the High Court releases its decision on the appeal relating to the bridge.

A solution is likely to be found in 2015 and will require a variation to the regional programme

We believe that the Final Report and Decision of the Board of Inquiry into the Basin Bridge Proposal, August 2014 must be accepted and acted upon by all parties involved in the Ngauranga to Airport Corridor development. The Report is clear on the reasons for the Board's decision, reached after exhaustive enquiry and analysis. A solution which respects the heritage and landscape of the Basin Reserve, and its significance to Wellington and New Zealand, must be found. This does not include a flyover.

We are concerned that Greater Wellington Regional Council still apparently supports NZTA position that a flyover should be constructed at the Basin Reserve and strongly oppose this stance.

We also urge that finding a good alternative solution not be rushed. The wording in the Draft RLT Plan brochure, indicating that a solution is likely to be found in 2015, implies that this will be possible in the three months after a High Court Appeal decision is announced. This is far too short a time to allow careful planning, design and consultation.

## **Mt Victoria tunnel duplication**

Our specific concerns are as follows:

- Up to 20 houses and apartments, including the whole of Paterson Street, parts of Brougham Street, Austin Street and Austin Terrace could be lost or severely affected by construction of another tunnel. These properties are an important part of Mount Victoria's built heritage and the urban form, quite apart from being loved residences.
- Construction of another Mount Victoria tunnel would result in the loss or relocation of further original housing on the southern boundary (on Paterson, Brougham and Austin Streets) of the historically significant suburb of Mount Victoria.
- The area includes the historically important Waring Taylor house, built in 1869 for a notable citizen and one of the only large houses of its era remaining in Wellington; Ettrick Cottage (19 Paterson Street) built between 1871 and 1874 and a Category II registered Historic Place; a number of significant two-storey wooden Victorian/Edwardian villas built by Harry Crump between 1901 and 1909.

We oppose the loss, relocation or 're-arrangement' of the original housing in this area.

## **Widening of Ruahine Street/Wellington Road**

Mt Victoria Historical Society (MVHS) opposes this project because:

- There will be a loss of at least 1.6 hectares of Town Belt land. NZTA already has a designation allowing it to cut 25m into the Town Belt along Ruahine Street and seeks a further 10 m. The Town Belt is a gift to the people of Wellington in perpetuity – it was not given to the Wellington City Council or to the Government. Up to 50% of Town Belt land has already been eroded by development. It is a unique gift to the people of Wellington that should not be taken for roading purposes.
- There is no indication in this document that full heritage assessments have yet been carried out on the houses in Hataitai that will be affected by the roading proposals for widening Ruahine Street. The current plans for a shared slip lane and at least 6 lanes of traffic will also have significant noise impacts, create more pollution, loss of land and amenity values.
- There is no indication in this document that full heritage assessments have yet been carried out on the houses that will be destroyed for widening of Wellington Road. The built-heritage form of the housing along Wellington Road contributes to the heritage of Hataitai and Kilbirnie. The loss of houses on both sides of Wellington Road will be detrimental to the character and urban form of these suburbs and to Wellington. Many of the houses are the original homes built on the sections that were developed in the first decades of the 20<sup>th</sup> century.
- Relocation of the Marist clubrooms on Kilbirnie Park was proposed in earlier documents issued by GWRC and there is no indication in this document that this plan has changed. This should be avoided and seems unnecessary when there is currently road space for four lanes.

## **Conclusion**

Mt Victoria Historical Society urges the GWRC to respect the Board of Inquiry decision and work with other parties towards a people-centric outcome for the Basin Reserve area, which respects its built and landscape heritage.

Mt Victoria Historical Society opposes proposals for Mt Victoria tunnel duplication which will negatively impact on Mt Victoria heritage, and proposals for Ruahine St/Wellington Road that will cause damage to the Town Belt, Hataitai and Kilbirnie heritage and environment.