

Strategy and Policy Committee
6.10.2011. - Tabled Information
John McGregor and Rob Philipson
reference U258/11P(d)

4 October 2011

Wellington City Council

To whom it may concern,

Personal presentation re: NZTA Cobham Drive to Buckle Street transport improvements - Public engagement document July 2011

We're presenting because we're directly affected parties living on Wellington Road, Kilbirnie. Under this proposal our homes are subject to a Public Works Act acquisition. So our homes will be required for the proposed new motorway. This will mean our houses will be demolished, and we will lose our neighbourhood.

On the 13th of June two people from NZTA came to our home and **showed us their plans for this new motorway, which would go straight through our home.** We had no inkling of there being a major motorway design for Wellington Road – and to say that we were *in a state of shock* would be an understatement! All our neighbours on the southern side of Wellington Road were in the same terrible situation. **In that moment our future was taken away.**

What's even worse they told us we're not entitled to negotiate a way forward until an *indefinite* time, because a whole lot of processes that take several months, has to happen first. They said that any definite decision could be 2, or several, years away. Where's our future? When does the wrecking ball arrive? The way we have been treated is nothing short of appalling. How do we move forward in a positive way from this point?

We are talking to you, our Councillors, because we want the WCC to include some key things in your submission to NZTA:

1. The roading proposal for Ruahine St. and Wellington Rd is excessive and based on an unconfirmed designation

This NZTA July 2011 Cobham drive to Buckle Street transport improvements Public engagement document (p15) states under the heading 'Things we considered in making this decision' that, "*In making our decision to acquire properties along Wellington Road, we considered the existing 25 metre widening designation, which ALREADY encroaches into private properties on the southern side of Wellington Road.*

Although the proposed widening will exceed this designation, we believe that its existence signals to the community a long-term intention to widen Wellington Road to the south."

We, as owners of homes on Wellington Road have **never** been officially advised of any 25 metre designation!

The only thing that appears on our legal title for our property is a **building line restriction** that states we cannot build a dwelling on space that is within 33 feet from the centre line of Wellington Road. However our home starts at over 100 feet from this notional point (i.e. **we are in fact 3 times the distance back from that line**). And this restriction appears on the titles of properties **on both northern and southern sides of Wellington Road.**

Look at the two lines on this map of our road. The YELLOW line is the existing designation of 33 feet. The pink line is what NZTA are looking to take for the new highway! There is absolutely no correlation between the two.

ACTION: this designation needs to be officially verified, and an option that falls within 33 feet from the centre line of Wellington Road should be provided as a real alternative.

2. It's inconsistent with anything that was previously put out by WCC or NZTA regarding the widening of Wellington Road.

Secondly – why has NZTA done only one extreme highway proposal when the only proposal put out in the past by WCC has only had one additional lane on either side of Wellington Road (i.e. one on the southern side and one on the northern side).

If you look at this *May 2008 Ngauranga to Airport Strategic Study Technical Report III: Recommended Strategy* document you see the technical drawings (I assume done by Opus Rooding Engineers), which has a *before* photo showing our existing Wellington Road (i.e. *before*), and then the technical drawing showing the proposed new road (i.e. *after*).

Looking at this picture it clearly shows four lanes, with a turn off lane on the northern side. It also clearly shows a tree-lined boulevard down the median strip as well as a grassed and tree-lined verge on the southern side of Wellington Road.... but more importantly it just shows 4 lanes **AS WELL AS** the verge and us retaining our property. **NO DEMOLITION** of these homes as they all appear very clearly remaining, as well as having this verge on the southern side.

What's happened to this proposal? Why aren't we looking at a 4 lane proposal, consistent with these technical drawings?

3. The NZTA proposal of a motorway with 6 or 7 lanes

Why 6 or 7 lanes? The single NZTA proposal's whole efficiency justification is based on a stated decrease of only 4 minutes for the travel through town! Show us the evidence!

We attended public meetings for the indoor rec centre (adjacent to Cobham Drive). Lots of people asked questions about the impact of the centre on traffic, and questioned what impact an estimated 320 extra traffic movements per hour would have. WCC traffic experts told everyone that this much additional traffic would not be an issue, and that with minor changes to the roundabout along Cobham Drive the roads would cope.

So how come the WCC was ok with the current roading design for Wellington Road and Cobham Drive then – but less than one month after the Rec Centre opening we suddenly need 7 lanes? Who's wrong here? Was it the WCC roading staff or NZTA?

4. The impact of this roading proposal on us – as directly affected parties

For us this is the most important part of our submission. We have lived at our home for a decade and some others 30 and 40 years. We are a close-knit community and we planned to live in this home for the rest of our lives.

It's taken 2 years for Rob to painstakingly restore our home. But we look at it today and just think.... Why would we keep up any of the maintenance?? Why plant another plant in the garden, why build a neighbourhood – when it's all going to be demolished under this plan?!!! Where's our future? We're in total limbo!

Same for our neighbours – on one side they are in their 70s, and both of them have given literally thousands of hours of voluntary work to our community. Russell had a stroke about 14 years ago and relies on Beryl for his care. They put in a new wheelchair access bathroom for Russell, and they deserve to be able to plan their future, and be able to move quickly, should their circumstances change – but they have to wait for NZTA's timeline. Beryl looks out her window and just wonders if it's even worth planting anything new in her garden?! Let alone painting the house!!!

Another neighbour has her flat on the market for sale, because she had an option on a rest home apartment. But, she is now totally unable to sell! Who would buy any of our homes now that the NZTA have put leaflets in every letterbox in the Wellington region, and done this major advertising campaign that *deliberately and specifically* identifies our properties as being destined for demolition?

We're all now in a position where we have to *wade through mountains of legislation* on the Public Works and Resource Management Acts, NZTA documents and Council papers and then seek legal advice, ***all at our expense***. Plowing through these documents, reading-up on cases in the Environment Court, and having discussions with our Mayor, Councillors and local MPs have been what we've had to do, just to find out what our basic rights are!

This is something totally imposed on us, unlike NZTA who have all the expertise and money to develop this proposal, we have to do this in our spare time. Why didn't they come to us and offer to give us third party advisers and ***possible early settlement arrangements?***

5. *No future for us*

We have been placed in a position where it is now impossible to go back to where we were before this proposal was put out so widely to the greater Wellington public. After having done our research we are resigned to the fact that almost *all* NZTA Public Works Act proposals eventually go ahead. It is a sad reality that we have no choice, but to accept.

We don't have the time, money or energy to fight NZTA. We can only hope that the WCC is not so keen to receive the NZTA funding that it is prepared to railroad through any proposal to secure the funds, including leaving us out in the cold.... Over 100 of their own local Wellington citizens – to replace us with a motorway!

We were talking to an NZTA person about our situation and asked him how he'd feel? And he said not to make it personal?!!!! Is he kidding?!! **This really sums it up for us - to everyone else this is just a job or a line drawn on a map, or a promised 4 minutes faster trip into town but for us this is our home, our neighbourhood, and our future.**

We are not just a rectangle on a map with a road number attached. Where are NZTA's plans for us, to enable us to move forward? **Unarguably we are *the most affected parties in this singular proposal, and we have been given the least consideration.*** We deserve better!

In what other circumstances can a party, whose primary aim is to acquire our homes at the best possible price, have such a direct impact on the value of these homes by publishing information that makes them unsalable, over night? On top of that, they also totally control the time frame of the negotiation!

We want to look forward, and we have some specific suggestions about our situation as directly affected people and parties.

6. *Specifically we want*

- I. **Another, more moderate roading expansion option put forward by NZTA/the Tunnels Alliance for the public to consider.** One that is consistent with the 4 lane WCC proposed Wellington Road expansion presented to the public in 2008.
- II. If this is not possible, we don't want to take on the stress, heartache and additional workload of litigation, which is to surely result in a predictable fait accompli. For us, that means having a decision about what's going to happen, and not suffer a death by a thousand cuts. **We want certainty, and by that, we mean that we want NZTA to show some real consideration and compassion to us, (and others who are directly affected parties), and provide a mechanism to allow a speedy settlement.**
- III. We want to have the facility where we will **have the ability (and funds) to relocate our homes to another site, if possible within our local community.** If this proves to not be possible then we want to get on with our lives... to have a fresh start. That means that we don't want to wait until the construction phase, where our statutory rights officially kick in, but rather **we want NZTA to consider an advance purchase of our properties if we should wish to move.... at a time that we determine.... not NZTA!**

We want you, as our Councillors, to understand the very direct impact on us as people, on our health, well-being and the stress and uncertainty in our lives. This one proposal has taken away our very ability to live as part of our neighbourhood. We just want what's reasonable, and to move forward, and we want you to support us please!

Thank you for listening to us.

Home owners on Wellington Road, Kilbirnie

Wellington Road

At present

- Wellington Road between Ruahine Street and Cobham Drive is regularly congested.
- There is an existing 25 metre designation between Kilbirnie Crescent and Ruahine Street in the WCC District Plan, which signals the long-term intention to widen Wellington Road to the south.
- Unlike on Cobham Drive and the southern portion of Evans Bay Parade, there is no dedicated cycle path on Wellington Road.
- The parties to the Corridor Plan have decided that the widening of Wellington Road should be investigated.

What is proposed

We've investigated widening Wellington Road to the north or to the south between Ruahine Street and Kilbirnie Crescent.

We believe we should widen Wellington Road to the south. This is required to:

- Ensure that the intersections on Wellington Road operate efficiently and safely
- Accommodate a six metre wide service lane that will be shared with pedestrians and cyclists.

To complete the widening we'll need to acquire all the properties on the southern side of Wellington Road between Ruahine Street and Kilbirnie

Crescent. Between Kilbirnie Crescent and Cobham Drive, we'll need to acquire up to 1,200 square metres of Kilbirnie Park and up to 300 square metres of St Patrick's College land.

Things we considered in making this decision

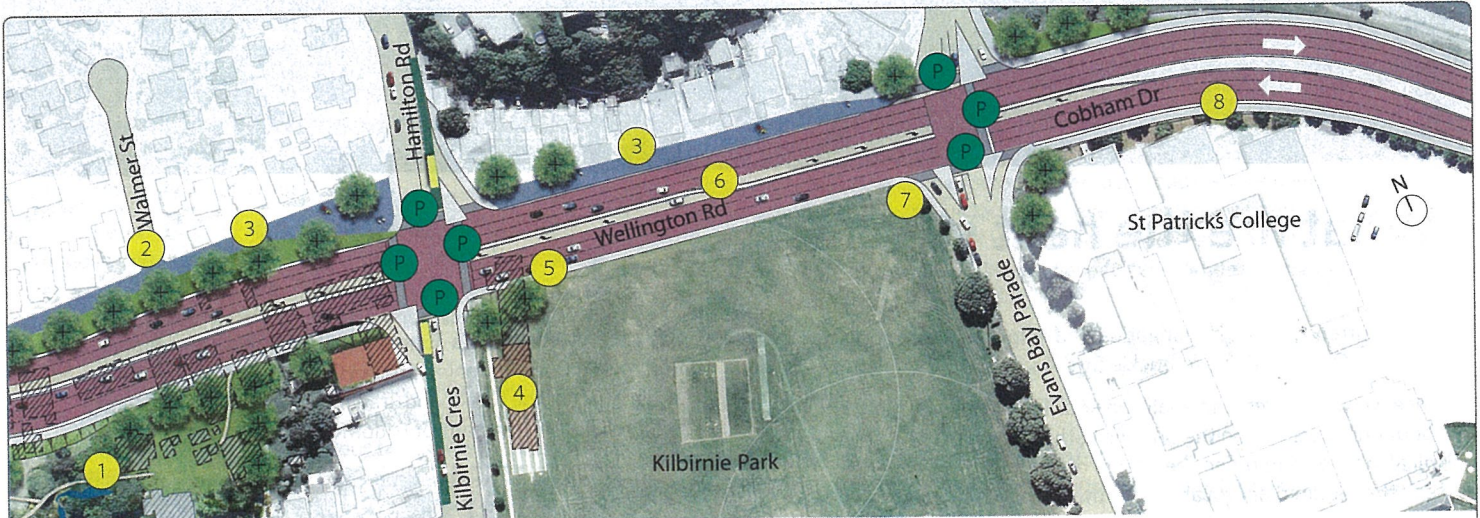
We appreciate that there may be some community concerns about the need to acquire private property for this project.

In making our decision to acquire properties along Wellington Road, we considered the existing 25 metre widening designation, which already encroaches into private properties on the southern side of Wellington Road. Although the proposed widening will exceed this designation, we believe that its existence signals to the community a long-term intention to widen Wellington Road to the south.

We also considered the potential community concerns about using land in Kilbirnie Park. While we understand these concerns, we concluded that the benefits of having a high-quality pedestrian and cycle path between Cobham Drive and the Basin Reserve justified our approach. It will also reduce the safety hazards associated with private properties having direct access to Wellington Road.

The proposed green corridor connecting the Town Belt and Kilbirnie Park, and its associated recreational benefits, will help to reduce the impacts of using this land.

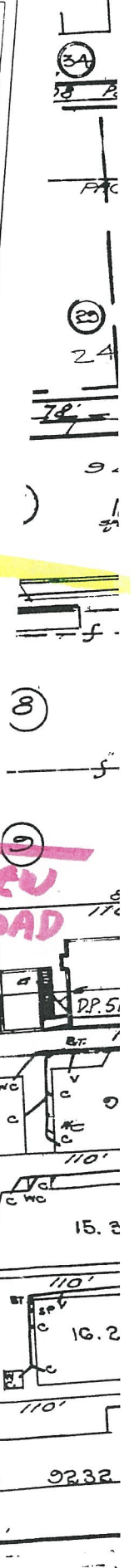
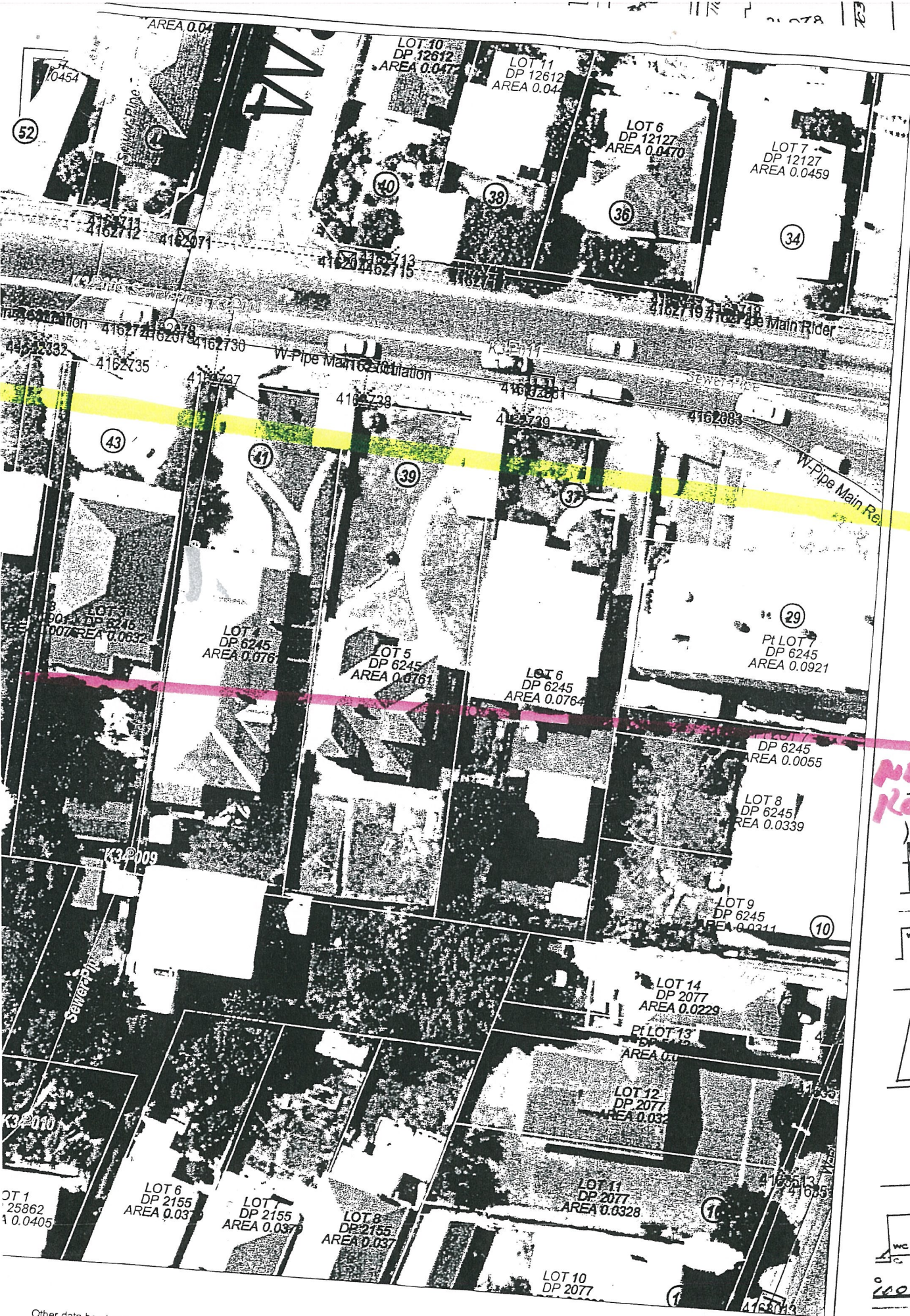
Is there anything else we should consider when developing our proposals for Wellington Road?



Key features

- 1 Land acquired by the NZTA. Potential to landscape this area to create a green corridor connecting the Town Belt and Kilbirnie Park
- 2 Walmer Street connection to Wellington Road closed, but connection to service lane provided
- 3 Six metre wide service lane for vehicle access to properties and for pedestrians and cyclists
- 4 Eastern Suburbs/Marist clubrooms to be relocated
- 5 Widened Wellington Road encroaches into Kilbirnie Park by 15 metres
- 6 Wellington Road widened to accommodate seven lanes
- 7 No encroachment into Kilbirnie Park

- 8 Cobham Drive widened into St Patrick's College land by up to five metres to provide six lanes
- SH1
- New pedestrian and cycle path
- Local streets
- Dedicated bus lane
- P Pedestrian/cycle crossing
- Buildings that will be affected



Other data has been compiled from a variety of sources and its accuracy will vary

Any contours displayed are only approximate and must not be used for detailed engineering design

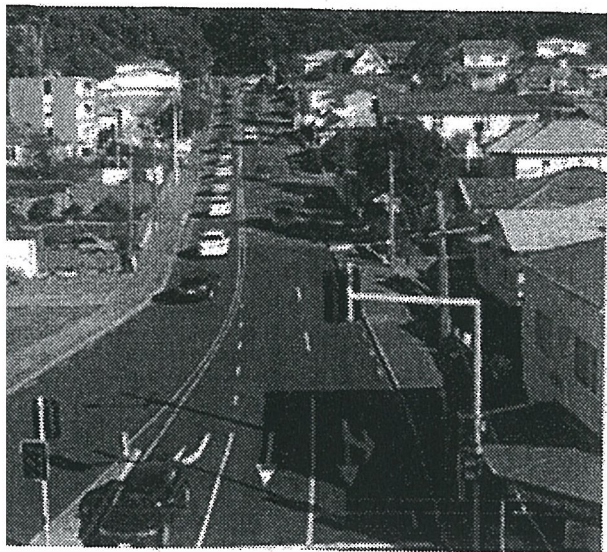
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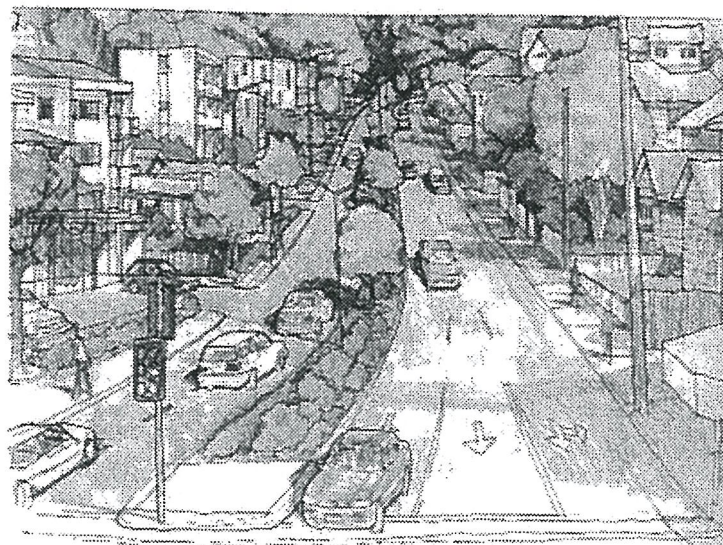
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ABSOLUTELY POSITIVELY WELLINGTON

Tumeke Poneke Wellington City Council



Before

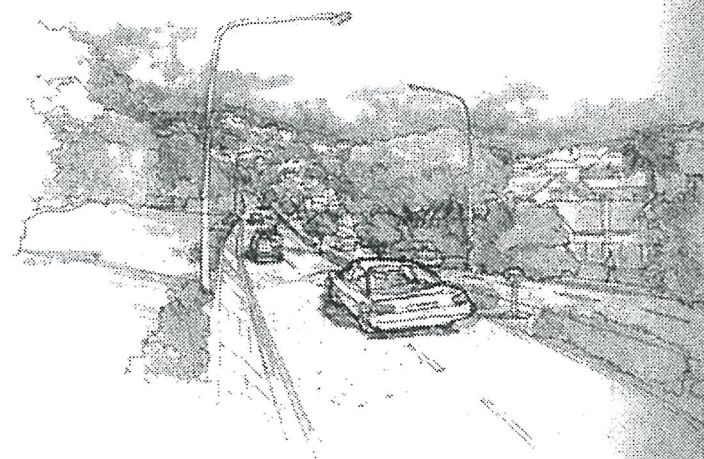


After

Figure 14.1: Wellington Road (looking west)



Before



After

Figure 14.2: Ruahine St (looking east)

10 Kilbirnie Crescent
(5 units)



29 Wgtn Rd
EVAN PARK COURT



37



39



41



43



45



47-49



53

Council owned



55



Wellington Road (South East)

57.



(2)

57A



59



61



63



65



67



69



71



(2 units)

Wellington Road (South West)

176 MOXHAM AVE



66

66A

No PHOTO



68

70
Council owned



72

Wellington Road (North West)