

**BEFORE THE INDEPENDENT HEARINGS PANEL AT WELLINGTON CITY I MUA NGĀ  
KAIKŌMIHANA WHAKAWĀ MOTUHAKE NGĀMOTU O TE WHANGANUI-A-TARA  
UNDER THE Resource Management Act 1991**

**IN THE MATTER OF the hearing of submissions on the Proposed Wellington City  
Plan**

**HEARING TOPIC Hearing Stream 9- Infrastructure and Transport**

**STATEMENT OF EVIDENCE OF Guardians of the Bays Inc (452)**

**7 June 2024**



**1. Introduction**

- 1.1 My name is Yvonne Weeber I am the Chair of Guardians of the Bays Inc (GOTB).
- 1.2 GOTB is an incorporated society that represents concerned Wellington residents working to reduce the adverse effects that arise from Wellington airport on the land surrounding the airport made up of predominately pre-existing residential neighbourhoods and the sea at either end of the airport runway. The bays that are referred to Evans Bay and the southern coastline from Lyall Bay to Moa Point.
- 1.3 GOTB have made submissions, further submissions and been involved in giving evidence in other hearing streams of the Proposed District Plan.
- 1.4 This statement relates to Stream 9 – Infrastructure and Transport. GOTB has reviewed most of the documents supplied online for Hearing Stream 9.

**2. Transport**

- 2.1 The Airport Zone with the Terminal Precinct and East Side Precinct create a high volume of traffic to and from the airport and within the surrounding area. Any transport plan that supports the use of public transport, pedestrian, cycling and micromobility devises is welcome. As a frequent e-bike user I can personally provide evidence that cycling from my house in Lyall Bay to the Airport is a faster and more reliable option than any other mode of transport.
- 2.2 However, its not just about supporting cycle and micromobility users with showers and lockers. Its actually about having secure bike facilities where you can park your bike and be happy in the knowledge that your bike will still be there when you come back to it after a few hours or in the airports case a few days. Unfortunately, bike thefts are an ongoing occurance in Wellington. There is even a Facebook page just for Wellington stolen bikes.
- 2.3 In the past few weeks, bike thefts have been occurring at Wellington Airports bike parking facility. One man and his angle grinder have made short work of even the strongest bike lock. I believe that there are only two D bolt type locks on the international market that will stand up to persistent angle grinder usage. While Wellington Airport bike parking has a Locky Dock bike parking facility, not all bikes can use it and there is confusion as to how to use the app or snapper card. Therefore, the need for concierge or caged bike parking to provide secure parking for bikes should be required for any public transport hubs such as Wellington Airport.

- 2.4 We support the need for road, pedestrian and cycle connections within all zones of the city including the Airport Zone e.g. Stewart Duff Drive that connects Miramar with the coast and the Airport subway that connects the Miramar and Rongotai communities.
- 2.5 There are parts of the Airport Zone that directly front local roads. Broadway, Miramar South, Rongotai Road, South Coast and West Side precincts are mentioned in *Andrew Wharton's 10 May 2024 Transport Report paragraph 315* but no mention is made of Coutts Street and Bridge Street. These streets connect to the Airport Zone and are not in the West Side Precinct. A section of the Bridge Street area is within the Airport Zone but is not in Wellington Airports designation or in any detailed master planning. Therefore, we agree that these areas should not be excluded from any trip generation provisions and standards within the District Plan as at present the plan for this land is unknown.

**Vehicle access to the Airport Zone land between Calabar Road and Miro Road**

- 2.6 The land in question is shown in *Andrew Wharton's 10 May 2024 Transport Report paragraph 358*.

*Arrow = access to the subway x= entrance to the subway*



- 2.7 This area is an important gateway to Miramar but is also the entrance of the subway for pedestrians and cyclists that goes under the airport commonly known as the 'airport subway'. This airport subway connection is an extremely important transport connection that needs to be protected and maintained. Its one of those hidden gems that many forget about and for the non-local is hard to find and understand where it goes.
- 2.8 High vehicle generating activities within and around the airport subway could make it harder for pedestrians and cyclists to access it in a safe and accessible manner.
- 2.9 There are many questions about the deletion of AIRPZ-S3.1.b as shown in [Appendix 1 - Recommended Amendments – Airport Zone](#). Will it make it impossible to restrict high vehicle trip generating commercial and retail activities around the airport subway? How is the airport subway access to and from the existing Miramar street network going to be maintained?
- 2.10 Some form of protection and consideration of the airport subway and how it is accessed by pedestrian and cyclists in a safe and accessible manner from the existing road network needs to be included in the District Plan. This is a very

important pedestrian and cycle connection between the Miramar and Rongotai communities.

### **3. Infrastructure- Coastal Environment**

- 3.1 A lot has been said in Stream 8 on the Seawall Renewal of Wellington Airport. In my evidence at that hearing I sought clarification that 'Moa Point Seawall Renewal of Wellington Airport' (Figure 1) was not actually within the continually repeated Natural Open Space Zone between Lyll Bay and Moa Point.



Figure 1 Moa Point Beach with Wellington Airport southern seawall in the distance

- 3.2 GOTB considers the wording of 'between Lyall Bay and Moa Point' captures Moa Point Beach (from Stewart Duff Drive to Moa Point) in the development of seawalls for Wellington Airport. Moa Point Beach is an important buffer between the Airport seawalls and the Outstanding Natural Feature of Hue tē Taka Peninsula / Moa Point. Moa Point Beach. Moa Point Beach should not be a piece of land that can be used and developed for Airport seawalls. This piece of land is not even adjacent to the Airport Zone.
- 3.3 On Friday 31 May, Jamie Siril, Senior Planning Advisor, District Plan emailed me with a proposed boundary and extent of an area that he has called the 'Moa Point Road Seawall Area' see Figures 2 and 3.



**Moa Point Road Seawall Area**  
 This map shows the the location and extent of seawall area at Moa Point Road  
 Date: 31/03/2024  
 Credit: City Insights GIS Team  
**Absolutely Positively Wellington City Council**  
 Base map credits: Community Maps Contributors, LINZ, State NZ, Esri, TomTom, Garmin, FourSquare, Bing, Mapbox, Mapbox



**Moa Point Road Seawall Area**  
 This map shows the the location of seawall area at Moa Point Road bordering Special Purpose Airport Zone and the extent of the coastal environment overlay.  
 Date: 31/03/2024  
 Credit: City Insights GIS Team  
**Absolutely Positively Wellington City Council**  
 Base map credits: Community Maps Contributors, LINZ, State NZ, Esri, TomTom, Garmin, FourSquare, Bing, Mapbox, Mapbox

Figure 2 and 3 – Moa Point Road Seawall Area as proposed by Jamie Siril

- 3.4 We are in agreement with this area as an appropriate area for the extent of Wellington Airports southern coast seawalls. We greatly appreciate Jamie Siril’s work into clarifying the ‘Moa Point Road Seawall Area’.
- 3.5 We are unsure if the Natural Open Space Zone seawall renewal for the Airport needs to be recorded multiple times into the Infrastructure – Coastal Environment? If it does we would appreciate the term of ‘Moa Point Road Seawall Area’ being recorded in this and other parts of the District Plan rather than the more extensive area of land between Lyall Bay and Moa Point. We do not want the majority of the extensive gravel Moa Point Beach, an important natural environment, buffer for Moa Point and local recreational area, being captured in Wellington Airports southern coast seawalls.

Yvonne Weeber

Chair of Guardians of the Bays