

Save the Basin Reserve

1. Overview of the Flyover Proposal
2. Flyover Proposal Documents
3. Some Findings
4. Effects on Local Residents
5. What You Can Do

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A Vision for Wellington

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Technical Report 4, Basin Bridge Project: Assessment of Traffic and Transportation Effects (pg 21)
(part of the NZTA document bundle to support the proposed Basin Reserve Flyover)

How well does the Flyover Project stack up against the NZTA vision for Wellington?

An (NZTA) Vision for Wellington

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Flyover Benefits (NZTA Assessment):

BCR (<u>B</u> enefits to <u>C</u> osts <u>R</u> atio)		
<u>Benefits (2017 to 2043):</u>	\$M	%
Travel Time Benefits	51.2	61%
Congestion Relief	11.3	13%
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Auckland Central: Reaping the legacy of 20th Century Transport Thinking



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Basin Reserve – A Cultural and Heritage Icon



- First sports ground in New Zealand to receive an “Historic Area” registration
- The Museum Stand has category 2 HPT registration
- Gifted to the people of Wellington in 1861 for the purposes of cricket and recreation
- “Rated one of the top 10 cricket grounds in the world” – John Morrison (Basin Reserve Trustee and WCC Councillor/Mayoral Candidate) *

* The Wellingtonian 11 July 2013

Flyover Dwarves the Basin Reserve

Basin Bridge southbound drive



0:30 / 0:44



You Tube



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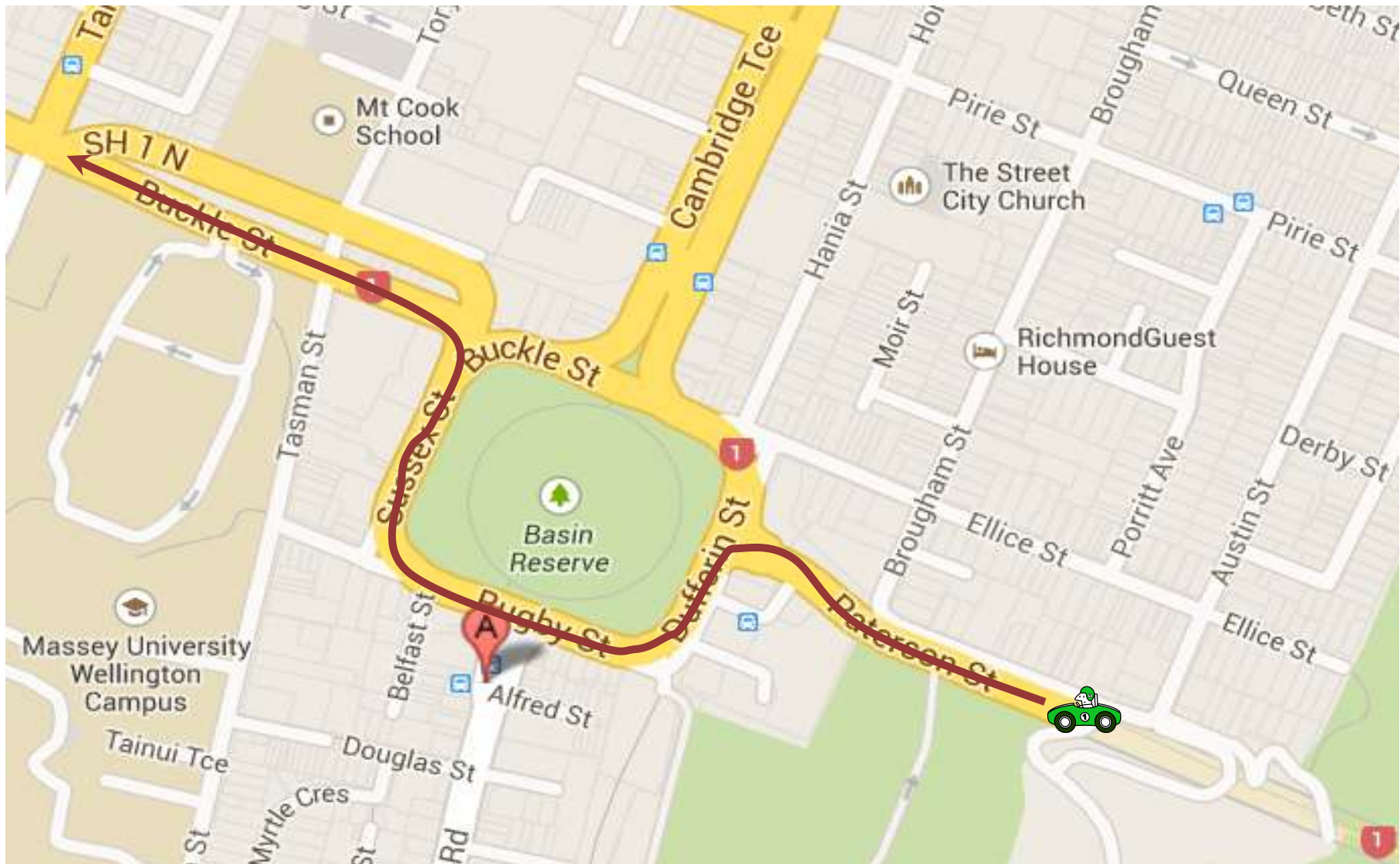
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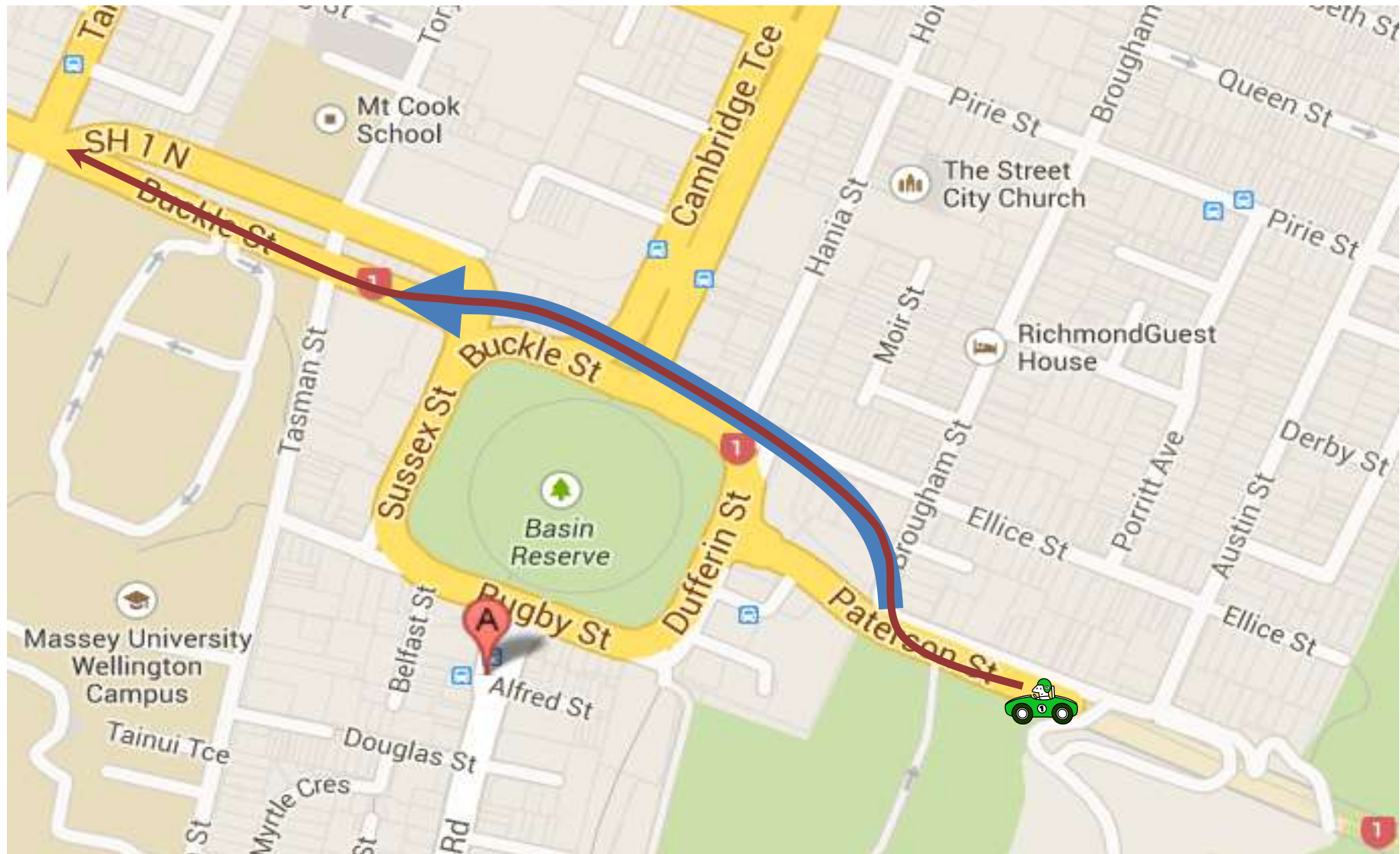
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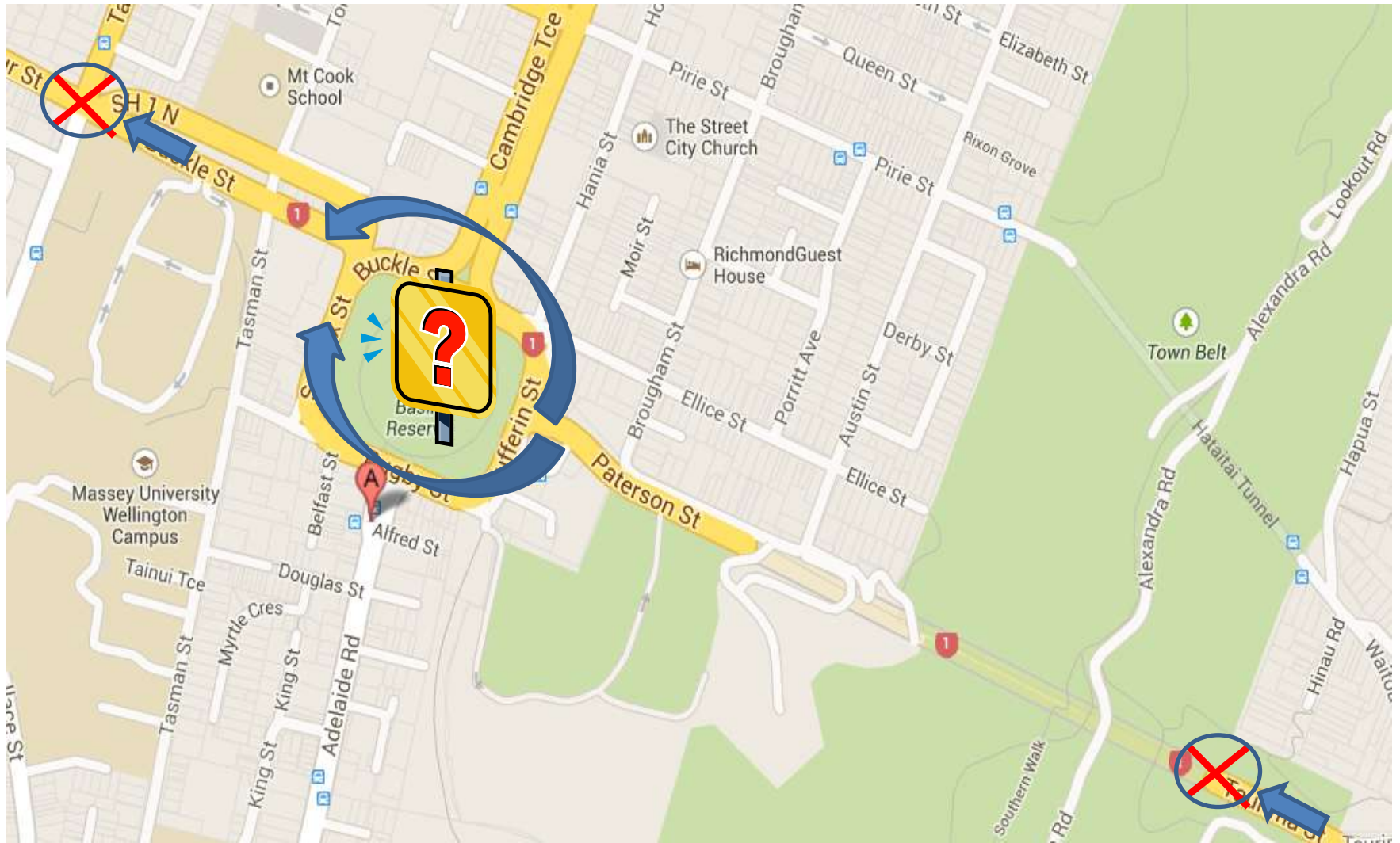
East/West Route-Current



Proposed East/West Route:



Bottlenecks Remain



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A Vision for Wellington

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... and the Flyover represents the barriers that will stand in its way.

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The NZTA Proposal – Documents Bundle on NZTA Web-site



Roads of national significance

Search the NZTA website

SEARCH

Basin Bridge project Application to the Environmental Protection Authority (EPA)

Part of Wellington Northern Corridor

Home

RMA forms

Assessment
of Effects

Technical reports &
supporting documents

Management
plans

Plan set

- Posted on NZTA Web-site since 17 June
- Paper copies available when the Project is publically notified

Assessment of Environmental Effects

Updated: 19 June 2013

In this section you can find out more about the possible effects of the project on the environment and the community. This includes a description about the project, assessment of the actual and potential effects, the alternatives considered, and assessment of the measures identified to avoid, remedy or mitigate the effects.



looking

Section	Title	Download
Full report	Assessment of Environmental Effects	PDF (22.54MB)
0	Table of contents	PDF (168KB)
Part A: Introduction		
1	Introduction	PDF (1.28MB)
Part B: Description of the project		
2	History and background	PDF (1.25KB)
3	Project description and operation	PDF (4.03MB)
4	Construction of the project	PDF (711KB)
Part C: Consideration of alternatives		
5	Consideration of alternatives	PDF (2.20MB)

An avalanche of documents

- 146 separate documents
- But - a good overview can be gained by reading:
 - Assessment of Environment Effects
 - Part A Section 1 (22 pages)
 - Part B Section 3 (36 pages)

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Concept drawings, layouts,
landscapes, maps, etc

Where can you access the NZTA Proposal Documents

- On line at (NZTA web-site):

<http://www.nzta.govt.nz/projects/basin-bridge-application/index.html>

(google “NZTA Basin Bridge EPA” should get you there)

- Or: paper copies (reference use only) will be available at the offices of:
 - EPA
 - NZTA
 - Wellington City Council
 - Greater Wellington Regional Council
 - Libraries:
 - Central; Newtown; Kilbirnie; Miramar;

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StB Findings from Review of Documents

- Transport Modelling
- Benefit to Cost Ratio
- Wind effects
- Northern Gateway Building

Transport Modelling

- Flaws identified in transport analysis
- Adequate capacity through the Basin Reserve
 - Problems are with the bottlenecks
- Reductions in travel times seem overstated – e.g.
 - AM Peak Goa St to Boulcott St reduced 7.5 minutes (54%)
- Analysis continuing

Benefits to Cost Ratio (BCR)

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TOTAL BENEFITS	84.5	100%
TOTAL COST *	71.6	
BCR	1.2	

* Discounted to July 2012 (8% discount rate)

- What is included in costs?

Wind Effects



- Risk of complete overturning:
 - Pedestrians, cycles and high-sided vehicles
- No assessment of climate change effect
- Mitigation – warning signage

The Northern Gateway Building



Northern Gateway Building: 45 Mtr Option



Northern Gateway Building: 65 Mtr Option Basin Reserve Trust Preference



* The Wellingtonian, 11 July 2013

Northern Gateway Building: 65 Mtr Option Basin Reserve Trust Preference

Purpose built – for
players, officials,
and invited guests

“John Morrison said the
stand would future-
proof the Basin”*



* The Wellingtonian, 11 July 2013

Northern Gateway Building – Before



Northern Gateway Building – After*



* Possibly the 65 Mtr building but not clear

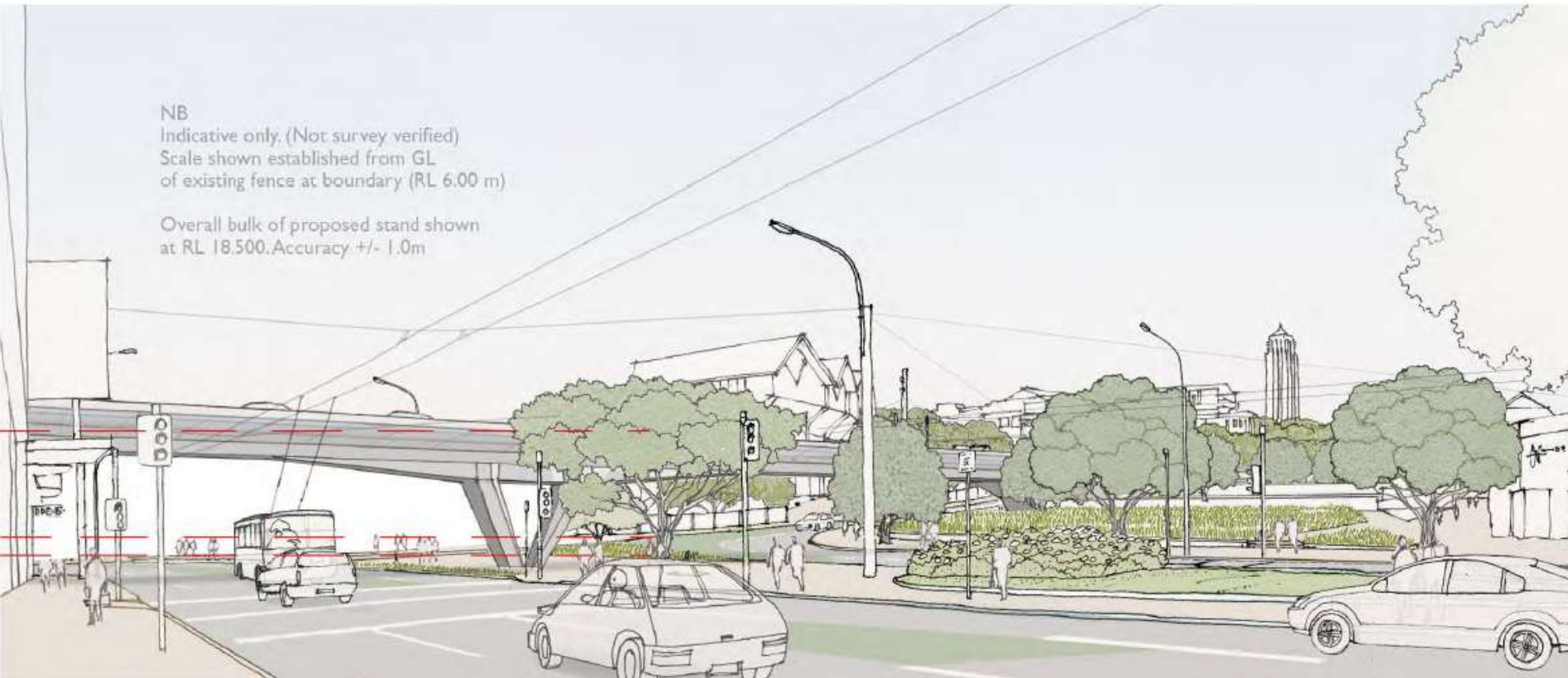
Northern Gateway Building – Before



Northern Gateway Building – After

NB
Indicative only. (Not survey verified)
Scale shown established from GL
of existing fence at boundary (RL 6.00 m)

Overall bulk of proposed stand shown
at RL 18.500. Accuracy +/- 1.0m



A Building ...

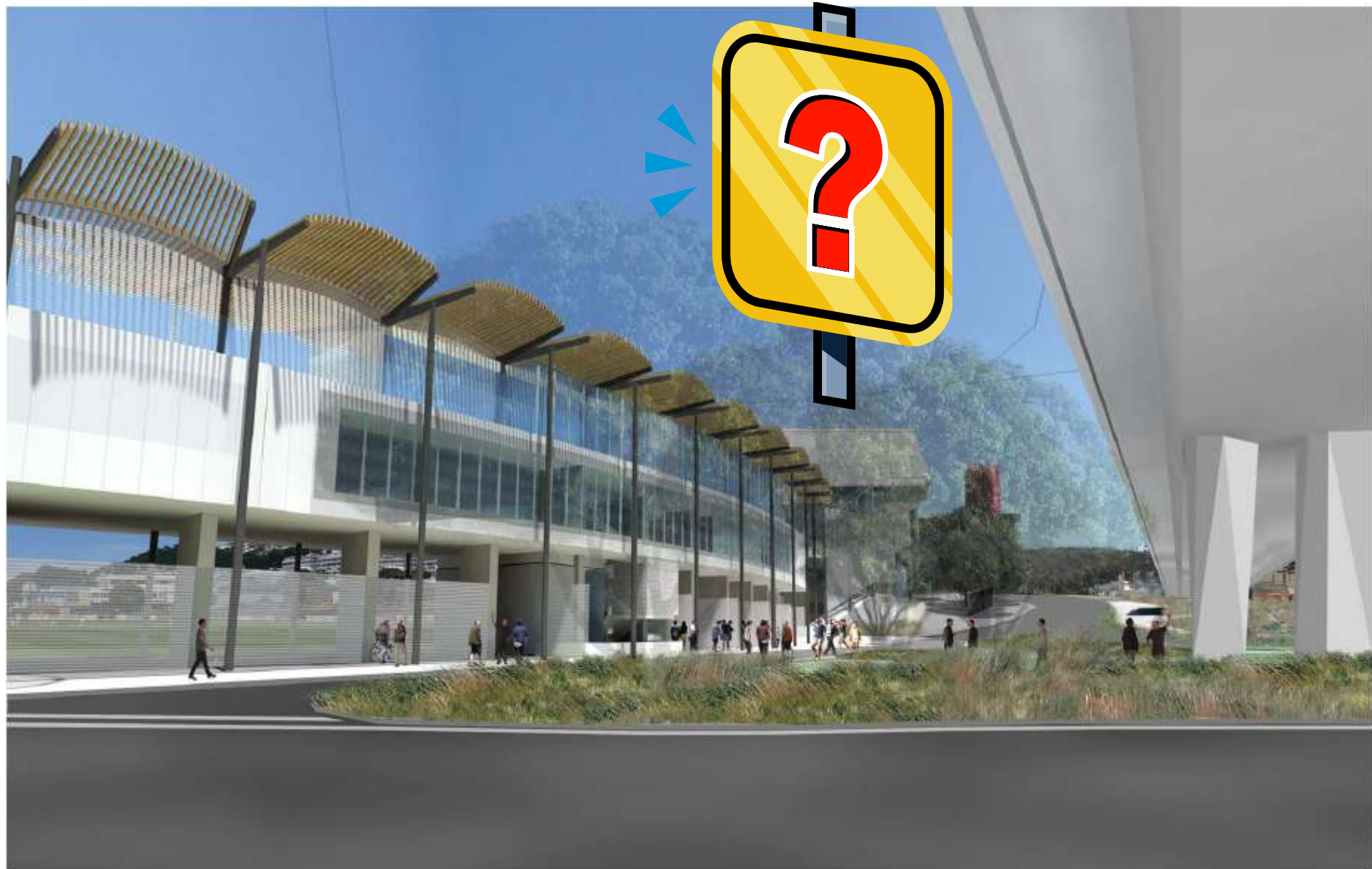
is not a Road



- NZTA spends scarce public funds ... on roads

The Northern Gateway Building

- NZTA: The Project will include “work reasonably necessary to ... avoid, remedy or mitigate adverse effects”
- NZTA documents note five possible options
 - 2 walls of varying length
 - 3 buildings of varying size from “45 Mtrs to 65 Mtrs”
- Basin Reserve Trust prefers the most expensive option
- NZTA does not provide a recommendation
- The consent authority will need to decide appropriate mitigation
 - Is a building for exclusive use of players, officials and selected guests “reasonable mitigation”?
- Can anything be “reasonable mitigation”?



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Effects on Local Residents

StB is not a NIMBY campaign

but local residents will be more affected than others:

- The Flyover fundamentally changes the Te Aro and Mt Victoria urban landscape
- The Flyover is part of a larger plan that will lead increased traffic through the BR
 - Air and noise pollution
 - Adverse effect on schools (over 4,000 children attend schools in the BR precinct)
- St Joseph's church will be hard up against SH1
- No mitigation for effects on St Mark's church school?
- Reduced access out of Ellice St: eliminates
 - left turn from Ellice St to the Mt Vic Tunnel
 - right turn from Ellice St to Hania St
- Major disruptions during construction

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Current Status of Project

- 17 June: NZTA lodged application with EPA
- 25 June: EPA recommended to MFE the application be referred to a BOI
- WCC recommended MFE refer the application to the Environment Court
- 3 August – MFE directed the application referred to a BOI
- Public Notification expected 10 August
- Submissions due 4 weeks from Notification (i.e. 7 September)
- BOI to make final decision within 9 months of public notification
- BOI decision can only be appealed on a point of law

What Can You Do?

- Make a submission to the BOI
 - Written submissions due by 6 September
 - Submissions can range from
 - Evidence based; to
 - Presenting your opinions on the proposal
 - Let us know about your submission
 - Email: stoptheflyover@gmail.com
- Request to be heard at the BOI
 - Make your voice heard and ensure your submission is considered
 - Gives you more time to develop your case
 - although must be in line with the broad concerns raised in your written submission

What Can You Do?

“Save the Basin” needs your help

- We need more Expert Help:
 - Legal
 - Climate change
 - Geotechnical (earthquake impact)
 - Social impact assessment
 - Noise/AirQuality/GroundVibration/Water/Stormwater
- Critical reading and review of documents
 - Let us know your findings
- Fund raising
- Donations
- Publicity and Media
 - We need lots of leafletters; are you available?
- Letter writing; canvas your MP and City Councillor

OPPOSE the FLYOVER

The Flyover is:

- BAD urban design for a compact living city
- WILL NOT achieve the transport benefits attributed to it
- WASTEFUL use of scarce transport infrastructure funds
- OUT OF STEP with 21st Century thinking/sustainability

BUT IT WILL PROCEED

Without our Active and Vocal opposition