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12 March, 2018

RLTP Mid-term Review  
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Submitted by email to: [info@gw.govt.nz](mailto:info@gw.govt.nz)

## **Submission on the Regional Land Transport Plan mid-term review March 2018**

### **Information on Save the Basin Campaign Incorporated (STBC)**

This submission is made on behalf of **Save the Basin Campaign Incorporated (STBC)**. The society was incorporated in 2013 and its purpose is to:

- (a) Promote, preserve and protect the historic character of the Basin Reserve area*
- (b) Promote high quality urban design and environmental management of the Basin Reserve area*
- (c) Promote an appropriate role for the Basin Reserve area in the development of a high quality, sustainable transport network, recognising the importance of the Basin to the public transport spine, and the importance of walkability and public transport for the users of the area*
- (d) Do anything necessary or helpful to the above purposes.*

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## **1. General**

STBC focus is specifically in and around the Basin Reserve and all transport projects that will directly or indirectly have implications on the Basin Reserve. As such our focus and concerns are primarily on the following transport improvement projects:

- Let's Get Wellington Moving (LGWM) Ngauranga to Airport (Proposed by New Zealand Transport Agency (NZTA), Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC))
- Adelaide Road improvements (Proposed by WCC)
- Kent and Cambridge Terrace roading improvements (Proposed by WCC)

STBC secondary transport improvement concerns focus on:

- New Bus Hubs (in and around the Basin Reserve) (Proposed by GWRC)
- Suburban Bus Priority (supporting the public transport spine ) (Proposed by WCC)
- Park and Ride developments (within Wellington City) (Proposed by GWRC)
- Wellington Demand Management (Proposed by NZTA)
- Real time information about public transport (Proposed by GRWC)
- Integrated fares and ticketing (Proposed by GWRC)
- Bus stop and shelter improvements (Proposed by GWRC)

## **2. STBC Primary transport improvement concerns**

### **2.1 Let's Get Wellington Moving**

STBC is actively involved in the Lets Get Wellington Moving consultation. We wish to continue to be actively involved in future developments in and around the Basin Reserve and any potential mass transit and light rail options.

STBC rejects the grade-separated roading/bridge/tunnel proposals around the Basin Reserve as proposed in a number of the late 2017 consultation by LGWM. Scenario B, C, and D were vague with potential bridges and many adverse impacts on the character of the Basin Reserve. Such solutions were resoundingly rejected by both the Board of Inquiry into the Basin Bridge Proposal Decision in August 2014 and the High Court Appeal against the Report and Decision of the Board of Inquiry into the Basin Bridge in August 2015.

STBC supports Scenario A (or Scenario A+ with light rail) because by giving priority to public transport and improving cycle lanes it encourages active transport and a move from the private car to public transport. An improved at-grade transport layout at the Basin Reserve can enhance traffic movement around the Basin, with minimal adverse effect on the Basin Reserve itself. Expert witnesses for STBC during the Board of Inquiry into the Basin Bridge provided ample evidence that this can be done effectively.

While STBC focus is on the Basin Reserve, our support for the LGWM Scenario A supports other Wellington groups and neighbourhoods that would suffer from the environmental degradation of Scenarios B, C and D.

## **2.2 Adelaide Road and Kent and Cambridge Terrace transport improvement projects**

STBC has grave concerns that the Adelaide Road and Kent and Cambridge Terrace roading projects should be delayed until LGWM projects have been finalized. It would appear that these “improvements” are part and parcel of the LGWM roading system.

STBC would appreciate a full briefing by Wellington City Council on what is being proposed to these major intersecting roads into the Basin Reserve.

## **3 STBC Secondary transport improvement concerns**

STBC supports:

- Suburban Bus Priority (supporting the public transport spine )
- Real time information about public transport
- Integrated fares and ticketing
- Bus stop and shelter improvements

STBC believes these projects should be given a higher ranking over car-focused transport projects.

STBC seeks further information on how the following projects may affect the Basin Reserve:

- New Bus Hubs (if they are in and around the Basin Reserve)
- Park and Ride developments (within Wellington City)

STBC has concerns in regard to:

- Wellington Demand Management

A state highway only focus on Wellington’s transport system will not provide good solutions for all users in and around the Basin Reserve.

## APPENDIX

### Background information on the Significance of the Basin Reserve

The significance of the Basin Reserve, and its surrounding area, has been conclusively acknowledged. It is a unique environmental and heritage feature, which helps define Wellington and plays an important role in collective memory and current and future recreational activities.

The Final Report and Decision of the Board of Inquiry into the Basin Bridge Proposal thoroughly investigated the significance of the Basin Reserve and analyzed the reasons why its unique values should not be compromised, so they will not be repeated in depth here. (The report can be found at: [http://old.epa.govt.nz/Resource-management/previous/Basin\\_Bridge/Final\\_Report\\_and\\_Decision/Pages/default.aspx](http://old.epa.govt.nz/Resource-management/previous/Basin_Bridge/Final_Report_and_Decision/Pages/default.aspx)) A summary of just a few of the Board's decisions highlight the importance of the Basin Reserve and surrounds:

#### Decision

#### Para No.

- |       |  |
|-------|--|
| 618   | That the heritage is of local, national and international significance was not disputed by any of the heritage experts   |
| 630   | All heritage experts acknowledged that the extent of the heritage area is “considerably larger than the designation area”  |
| 648   | All experts agreed that historic heritage values extend beyond the Basin Reserve to its surroundings and its surroundings, specifically for example Kent and Cambridge Tces  |
| 812   | Significant adverse effects arising from dominance of the new structures in a sensitive heritage setting, permanent loss of historically significant views, and severance.   |
| 859   | Pivotal component within the network of open spaces, Basin Reserve is a cricket ground and open space of international and historic significance which justifies particular consideration of any interventions in and around it. |
| 1140  | Openness of the existing environment is important.   |
| 1148  | WCC Key Issues Report emphasised the need to protect the Basin Reserve from development and “visual obstruction”.  |
| 1149  | Basin Reserve landscape and surrounding area particularly important and significant element in the Wellington landscape for historical associations, topographical setting and urban setting (followed by why)                   |
| 679   | In terms of representativeness and rarity, Basin Reserve is considered by many to NZ's premier test cricket ground, as well as being internationally unique in allowing spectators the freedom to walk all around boundary fence |
| 681   | Integrity of form of Basin Reserve is and has been a heritage value appreciated by cricket spectators and other Basin users  |
| 702-3 | Ambience of ground important to spectators and to future of test cricket – current ambience is peaceful, relaxed. View of traffic would negatively impact spectator experience   |