

WELLINGTON CITY DISTRICT PLAN – DPC77



Submission form on publicly notified Proposed District Plan Change 77

Curtis Street Business Area

FORM 5 Clause 6 of First Schedule, Resource Management Act 1991

SUBMISSIONS CAN BE	
Posted to	District Plan Team Wellington City Council PO Box 2199 Wellington 6011
Delivered to	Ground floor reception Civic Square/101 Wakefield Street Wellington
Faxed to	801 3165 (if you fax your submission, please post or deliver a copy to one of the above addresses) Please use additional sheets if necessary.
Emailed to	district.plan@wcc.govt.nz
We need to receive your submission by 5pm, Monday 11 March 2013.	

YOUR NAME AND CONTACT DETAILS		
Full name	K. BJÖRN W RUTHERLAND	
Full address	31 PAISLEY TERRACE, KARORI, WELLINGTON 601.	
Address for service of person making submission		
Email	Phone 04 934 3400	Fax 04 934 3400

TRADE COMPETITION AND ADVERSE EFFECTS (select appropriate)
<input type="checkbox"/> I could / <input checked="" type="checkbox"/> could not gain an advantage in trade competition through this submission.
<input checked="" type="checkbox"/> I am / <input type="checkbox"/> am not directly affected by an effect of the subject matter of the submission that:
(a) adversely effects the environment, and
(b) does not relate to the trade competition or the effects of trade competitions.
Delete entire paragraph if you could not gain an advantage in trade competition through this submission.

THE SPECIFIC PROVISIONS OF PROPOSED DISTRICT PLAN CHANGE 77 THAT MY SUBMISSION RELATES TO ARE AS FOLLOWS (Please continue on separate sheet(s) if necessary.)
TRANSPORT GEOTECHNICAL & SITE CONTAMINATION NOISE

MY SUBMISSION IS THAT

(You should include whether you support or oppose the specific provisions or wish to have them amended. You should also state the reasons for your views. Please continue on separate sheet(s) if necessary.)

PLEASE SEE ATTACHED

WE SEEK THE FOLLOWING DECISION FROM THE COUNCIL *(Please give precise details.)*

THAT THE SITE NOT BE RE-ZONED TO CARTIS STREET BUSINESS AREA (I.E. PROPOSED DISTRICT PLAN CHANGE 77 IS NOT PROCEEDED WITH) OR APPROVED

PLEASE INDICATE BY TICKING THE RELEVANT BOX WHETHER YOU WISH TO BE HEARD IN SUPPORT OF YOUR SUBMISSION

I wish to speak at the hearing in support of my submissions.

I do not wish to speak at the hearing in support of my submissions.

JOINT SUBMISSIONS

If others make a similar submission, please tick this box if you will consider presenting a joint case with them at the hearing.

IF YOU HAVE USED EXTRA SHEETS FOR THIS SUBMISSION PLEASE ATTACH THEM TO THIS FORM AND INDICATE BELOW

Yes, I have attached extra sheets.

No, I have not attached extra sheets.

SIGNATURE OF SUBMITTER

(or person authorised to sign on behalf of submitter)

A signature is not required if you make your submission by electronic means.

Signature

Date

10/3/13.

Personal information is used for the administration of the submission process and will be made public. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

WELLINGTON CITY DISTRICT PLAN –DPC 77

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Appendix to FORM 5 Clause 6 of First Schedule, Resource Management Act 1991

I oppose the proposed District Plan Change 77 - Curtis Street Business Area, on the following grounds:

Transport:

Traffic assessments undertaken by the Council are confusing and hard to interpret for the lay person. They seem to have generally taken into consideration the Curtis Street/Chaytor street intersection effects, but have focussed less on the impacts on Whitehead Road from the proposed development.

I question whether the Council's estimate that on 25% of trips from the proposed Curtis St Business area would go up Whitehead Rd, and would like a reassessment of these assumptions. From my experience of living here, most vehicles down on Curtis Street that want to access Karori come up Whitehead Rd, and since Karori is the biggest suburb in NZ, it is likely that the majority will be entering Karori and not other suburbs.

Whitehead Rd is the only way in and out of Paisley Terrace for residents of Paisley Tce, and we are vitally dependent on safe and acceptable traffic flows on Whitehead Rd for daily transport by vehicle.

Whitehead Road is currently at its traffic capacity in our view, and the amount of traffic travelling along it (particularly at peak time), directly affects the ability of Paisley Terrace residents to pull out of Paisley Tce and onto Whitehead Rd, and to return to Paisley Tce from Whitehead Rd. I would like to highlight three particular issues.

Issue 1: Safety when pulling out from Paisley Tce onto Whitehead Rd.

Taking a right turn from Paisley Terrace down the hill towards Curtis St, you feel like you are taking your "life in your hands". In the mornings this is particularly bad, with traffic coming up the hill into Karori. Traffic comes up Whitehead Rd quickly, and combined with the "blind corner" for traffic coming up Whitehead Rd, it is debateable whether turning right from Paisley onto Whitehead is

even safe with the current traffic volumes. This would only worsen with the increased traffic flows up and down Whitehead Rd that would result from DPC-77.

On foot, crossing the road from Paisley Terrace to Seaforth Tce, so that you can access the footpath down to Ian Galloway Park (it is only on the opposite side of the road), is again a nerve wracking experience with young children. You have to pick your moment, and with no pedestrian crossing or safe place to cross, and depending on how quick you are to cross the road, you are somewhat reliant on the driver seeing you and reducing speed. This would only worsen with the increased traffic flows up and down Whitehead Rd that would result from DPC-77. There is a concern that this may result in a fatality, particularly in low light/wet conditions.

Issue 2: Accessing Paisley Terrace from Whitehead Rd, when travelling uphill from the Curtis Street/Whitehead Rd intersection.

When driving up Whitehead Rd to turn left onto Paisley Terrace in the afternoons, you can encounter a line of traffic that backs up down the hill past the entrance to Paisley Terrace. This line of traffic is due to the traffic lights at the top of Whitehead Rd at the intersection of Old Karori Rd with Chaytor St. When this occurs you have to wait for the traffic to dissipate before you can turn left onto Paisley Tce. This would only worsen with the increased traffic flows up Whitehead Rd that would result from DPC-77.

Issue 3: Safety walking up the footpath on Whitehead Rd.

The footpath is the only way to access Karori or Ian Galloway Park from Paisley Terrace, if you cannot use the stairs along Paisley Terrace (e.g. you have young children, children on bikes/scooters or a pram). Due to the narrowness of the footpath, vehicles travelling up Whitehead Rd pass very close to pedestrians, almost hugging the kerb, and contributing to a feeling of lack of safety. This is particularly noticeable when pushing a pram, most of which are as wide as the footpath. Added to this the odd slip onto the footpath in winter necessitate a need to walk even closer to the traffic. This would only worsen with the increased traffic flows up Whitehead Rd that would result from DPC-77.

Geotechnical and Site Contamination

Although the site is acknowledged as contaminated, it is clear that the contaminants have not been adequately identified. Therefore the potential environmental and public health risks from DPC-77 cannot be quantified at this time. This is unacceptable.

The Council's own report states that the site was used as "an unauthorised dumping ground for spoil/fill" in 1995. Furthermore the Council's Earthworks Assessment Report "does not address potential contamination". It is concerning that the disturbance of this site could result in discharge of contaminants during site works, and after completion. For residents of particular concern is the generation of airborne/dust contamination created by the earthworks during the site preparation.

This site has clearly not yet been, but needs to be urgently and adequately investigated to determine:

- What the contaminants are on site
- The public health and environmental risks resulting from the DPC-77, particularly given the close proximity of residents, a new preschool (opening winter 2013) and the Otari Wilton Bush site.

For example the source of the fill is stated to contain timber. Was the timber treated? If so it will contain copper, chromium and arsenic, all of which are toxic when released on degradation of the timber. In addition, asbestos is a common building material, and was recently found dumped at a site in Auckland (e.g. <http://tvnz.co.nz/national-news/toxic-asbestos-roofing-dumped-video-5350527>). Is there any illegally dumped Asbestos on site that needs to be encapsulated or removed carefully?

It noted that the depth of water table is 1.7 to 3.6m below ground level, and waste has been encountered to a depth below this ("to a depth below 4m below ground level, but the bottom of the waste was not identified" – presumably meaning deeper than this). If there are contaminants in this waste, this suggests that disturbance will result in leaching into the groundwater and consequent transport off site. The Council needs to reassure the surrounding residents that this risk will be adequately mitigated, and what the potential impact of any leaching will be.

