

From: [Arina Lala](#)
To: [Arina Lala](#)
Subject: Fwd: A Vision for a New Green Frame for Te Aro - Let's be bold and visionary
Date: Monday, 25 November 2024 2:59:07 PM

From: s 9(2)(a) <s 9(2)(a)@gmail.com>
Sent: Tuesday, October 8, 2024 11:03 AM
To: Nicola Willis (MIN) <@..>; Simeon Brown (MIN) <@..>; Christopher Bishop (MIN) <@..>
Subject: Fwd: A Vision for a New Green Frame for Te Aro - Let's be bold and visionary

Kia ora koutou,

When the NZTA Board considers [Wellington tunnel options](#) and potential improvements around the Basin I hope it will consider revisiting the cut/cover trench option (see my email from December last year).

Whilst more disruptive during construction than the Terrace>Kilbirnie long tunnel option, it will achieve comparable timesaving as well as urban amenity benefits at considerably less cost.



(Photo: Madrid Rio)

Let's leave a legacy for Wellington.

Ngā mihi,

s 9(2)(a)

----- Forwarded message -----

From: s 9(2)(a) <s 9(2)(a)@gmail.com>

Date: Mon, 18 Dec 2023 at 12:03

Subject: A Vision for a New Green Frame for Te Aro - Let's be bold and visionary

To: <@..>, <@..>, <@..>

Kia ora Nicola, Chris and Simeon,

I am convinced that the demise of Lets Get Welly Moving and recent announcements of a new Mt Vic tunnel and enhancements to the Basin Reserve create a window of opportunity to build something truly exceptional that will benefit Wellingtonians for generations to come.

In short, I think the Government should revisit the suboptimal existing innercity bypass and relocate East-travelling SH1 traffic from Vivian St into a cut-cover trench in both directions from the Terrace Tunnel exit, underneath Willis St, Victoria St, Cuba St, Taranaki St and Pukeahu through to where it would connect with the proposed Basin Reserve/Mt Vic tunnel development.

On top of this covered trench could be placed a landscaped park not too dissimilar from these landmark international developments:

- [Madrid Rio Park](#)
- [San Francisco Presidio Tunnel Tops Park](#)
- [Boston Rose Fitzgerald Kennedy Greenway](#)

This would allow for the creation of a unique **urban green belt** connecting Aro Valley, the Cuba Precinct, Pukeahu, the Basin Reserve and Mt Victoria. This would, among other things:

- Simultaneously function as a frame for Te Aro, bringing coherency to the layout of the city, and as a green corridor across the city for walkers, cyclists and nature
- Create a new space for community gatherings, recreation and markets, which is sorely missing from this part of the city, particularly with the recent loss of the Sunday vegetable markets on Willis St to a property development
- Remove through-traffic that carves up Te Aro, making Te Aro a destination only for those who want to go there specifically, reducing the number of private motor vehicles in the inner city and stimulating possibilities for active transport
- Allow for reinvigoration of the street edge along Vivian St and allow for 30km speed limits and other traffic calming measures across Te Aro
- Raise the potential for quality urban development along the edge of the new green frame – buildings would open themselves out to the new green space rather than trying to distance themselves from the current Buckle St roadway, as is currently the case
- Be a fantastic complementary framing to Wellington's world class waterfront precinct

LGWM did consider this option (Variant 1) but rejected it early on due to what I think was short-sighted multicriteria analysis.

With this email I have hopefully sparked a desire to revisit this option.

The currently proposed developments are going to be hugely costly and disruptive in all cases. It would be a huge shame if at the end of all this expenditure and disruption, Wellington does not have its optimal solution. I think the idea to achieve grade separation by routing traffic around the west side of the Basin is 'game-changing' and it is this that opens up the potential for the realignment of SH1. We should take this opportunity to create something truly spectacular for Wellington. Yes, it will cost a significant amount of money but over time I believe the economic, social and environmental benefits will be

there to reap.

The maxim, 'build it once and build it right' makes sense in this case, I believe.

Don't hesitate to reach out if you have any questions.

Kind regards

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Wellington

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