

Aidan Hill - Submitter 126399

East West Link Board of Inquiry Hearing

4th September 2017

Introduction

- My name is Aidan Hill
- I'm a resident of Onehunga
- As a member of the Onehunga community my family and I actively use the coastline of Onehunga and will be impacted by the proposal
- I don't live in close proximity to the proposed project so I'm not directly impacted
- I'm not a member of any local community group
- I have taken an interest in understanding if other people from my local community feel they would be impacted by the proposal
- Today I'm going to talk you through those findings, and then Rod Oram (who also has a keen interest in the outcome of this review) will expand on this submission.

I seek the following decision

Based on my submission and after reviewing the evidence added during the hearing, I wish to make a submission in **opposition** to the proposed East West Link design option and the coastal route.

I call on the Board of Inquiry to **decline** the consent application.

In the event of NZTA's application being declined, I call on the Board of Inquiry to instruct NZTA to properly engage and take feedback from the local community to address the issues raised in my submission and also by other submitters.

As part of the delivery of the East West Link project, I would like a positive outcome for my community. I firmly believe any future design process should be community-led and -focused.

East West Link - Community Survey

I undertook a survey in May 2017 with the aim of understanding the views of local people on the proposed design of the East-West Link.

The survey had two key objectives:

- Understand if people in the community felt the proposed design had a negative impact on the following aspects:
 - access to the coastline
 - the aesthetic value of the surrounding area
 - any future plans to regenerate the area.
- Find out if there was a demand in the community for an alternative design.

Survey Methodology

| ASPECT | DESCRIPTION |
|-----------------------|--|
| Develop survey | I chose to use a structured survey using closed “yes/no” questions as this was the most time-efficient method for participants and it could increase response rate. In developing the survey I consulted a Lecturer in Human Geography at the University of Auckland. I also consulted a local community advocate who had previous success in community surveys. |
| Online survey | I noticed TOES had a good presence on social media in the local area and the Local Board also promoted meetings through them. TOES agreed to place the survey on Facebook and the TOES website. (I am not a member of TOES) |
| Timeframe | The survey opened in 23/05/2017 and was open for four months. |
| Responses | The survey received a total of 646 responses. |

What the community said

We need to get this right there's no going back. We're the ones who live in this great community

Please please please listen to the local people

I would like Onehunga to be a vibrant and liveable suburb for me and my family for years to come. We want to be able to enjoy the foreshore and the bay just like well heeled people in Mission Bay

I am by no way opposed to development of roading projects as it is needed for Auckland's survival. But these plans need to firstly serve the community well and enhance our living environment long term

Our family regularly bike, run, sun, get fresh salt air around the old Mangere Bridge area. In future with all the high density housing about to smother us we need areas where we can get a change of scenery such as the wharf/waterfront areas not looking at clusters of roofs etc. The area is great now but imagine when it's fully functional...I don't mean cafes and shops .. recreational health and well being activities, family and friends time.

It's important that the NZTA don't get away with overriding the Onehunga community wishes.

I do not want to see the foreshore destroyed by the NZTA. Once areas like this are gone, the community will lose it forever. Nobody wants to live in a concrete jungle.

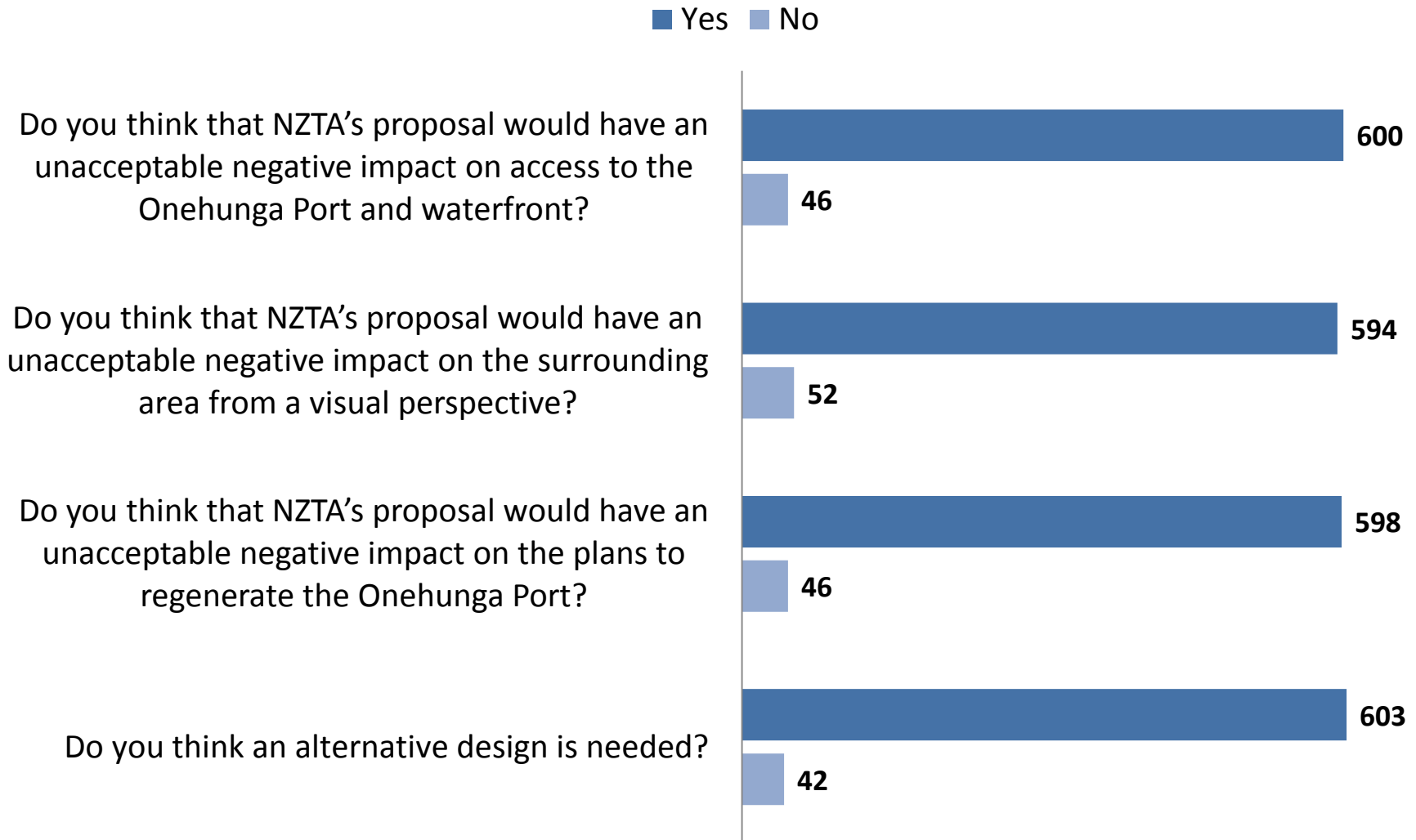
Beyond the immediate impacts to Onehunga town centre.... who in 2017 reclaims a harbour foreshore, permanently disconnecting the community from its waterfront to build an expressway that benefits southbound truck movements to SH1?

I think NZTA should be left alone to improve the roads.

I support the decision for the East West link. It will improve transport links and give cyclists and pedestrians better safer access.

Just build the road & do not worry about it all as you have good people doing the good job cheers

Results of the survey



Results of the survey

| Social impact | Result of community survey |
|--------------------------|--|
| Severance | 93% of 646 people surveyed think NZTA's proposed East-West Link would have an unacceptable negative impact on access to the coastline. |
| Visual amenity | 92% of 646 people surveyed think NZTA's proposed East-West Link would have an unacceptable negative impact on the landscape and visual amenity of the area |
| Future proofing | 93% of 644 people surveyed think NZTA's proposed East-West Link would have an unacceptable negative impact on any future plans to regenerate the coastline and Onehunga Port |
| New design needed | 93% of 645 people surveyed think an alternative design is needed |

Community-led and focused design process

If the BOI decline the application, I firmly believe a future design process should be community-led and -focused.

As a member of the community I found NZTA were not open nor transparent and were not focused on community outcomes:

- I approached the **NZTA EWL Engagement Team** during the community engagement pre-lodgement explaining that the birds-eye drawings were inadequate in understanding the impact of the proposed design. I was advised that NZTA were not willing to share any 3D renders until the application was lodged.
- I attended an **NZTA public consultation in Onehunga Library** following lodgement of the application. I had one question to ask about landscape impacts around Gloucester Park Interchange and was told that the landscape expert was not able to provide any information as they did not have knowledge of that sector of the project. The landscape expert for the Onehunga township end of the project was absent from the Onehunga public consultation.
- **Misleading images.** As experts in road building, I relied on the simulations and images provided by the NZTA. However, it was discovered during the hearing that some key images presented to the community and other stakeholders were fundamentally inaccurate.

Rod Oram

- Severance
- Future-proofing
- Collaborative design & international best practice







Harbor Drive, Portland, OR



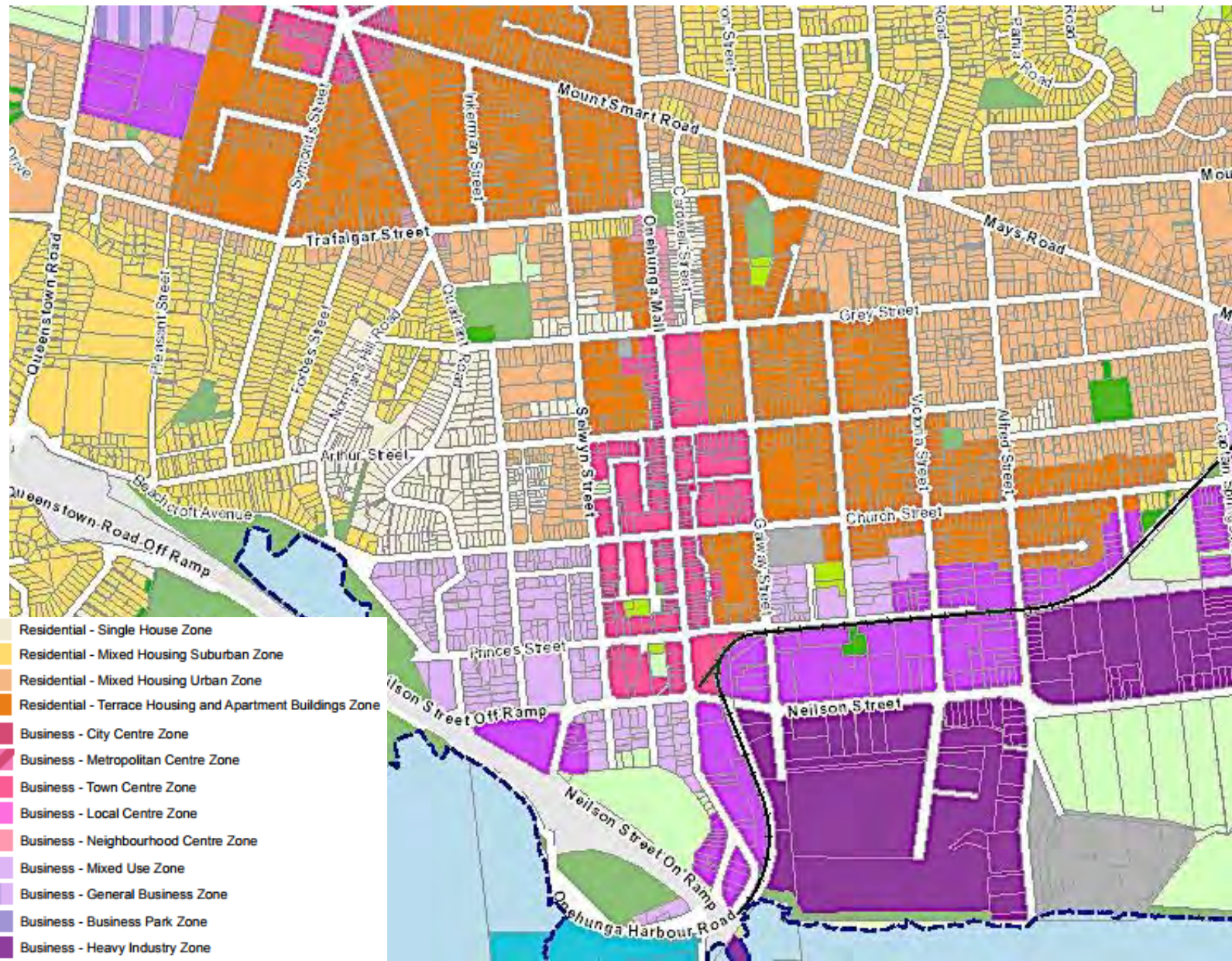
Harbor Drive today



Rod Oram

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Planning for future community needs





City making

“At its best, good city-making leads to the highest achievements of human culture.

A cursory look at the globe reveals the names of cities old and new.

Their names resonate as we think simultaneously of their physical presence, their activities, their cultures and their people and ideas.”

- Charles Landry, *The Art of City Making*, 2006

People

“Cities are the absence of physical space between people and companies. They are proximity, density and closeness.”

“Human capital, far more than physical infrastructure, explains why cities succeed.”

— Edward Glaeser, *The Triumph of Cities* , 2011

Transforming cities

“We need to better understand the capacity and the capability of our existing infrastructure and see if by maximising that existing infrastructure we can accommodate that growth.

If you have already invested in it, you may as well take advantage of it. It's not about rebuilding cities, it's about transforming them.”

— Rob Adams, Director of Design, City of Melbourne

Rod Oram

- Severance
- Future-proofing
- **Collaborative design
& international best practice**

we want to TRANSFORM THE CITIES and make them better for PEOPLE

why ??

people

want to be part of the decision making of the transformation of

THEIR CITIES

for this they need guidance and inspiration

cities

today are favoring segregation and prioritizing the use of

CARS

making them unsustainable, pedestrian unfriendly and insecure

the population

is giving more importance to the

QUALITY OF LIFE

in their cities

new ways

of "city making" are more participatory and

SHARED

there is need for guidance and motivation

we want to...

INSPIRE



CREATE AWARENESS



DEMOCRATIZE



ENGAGE



TRANSFORM



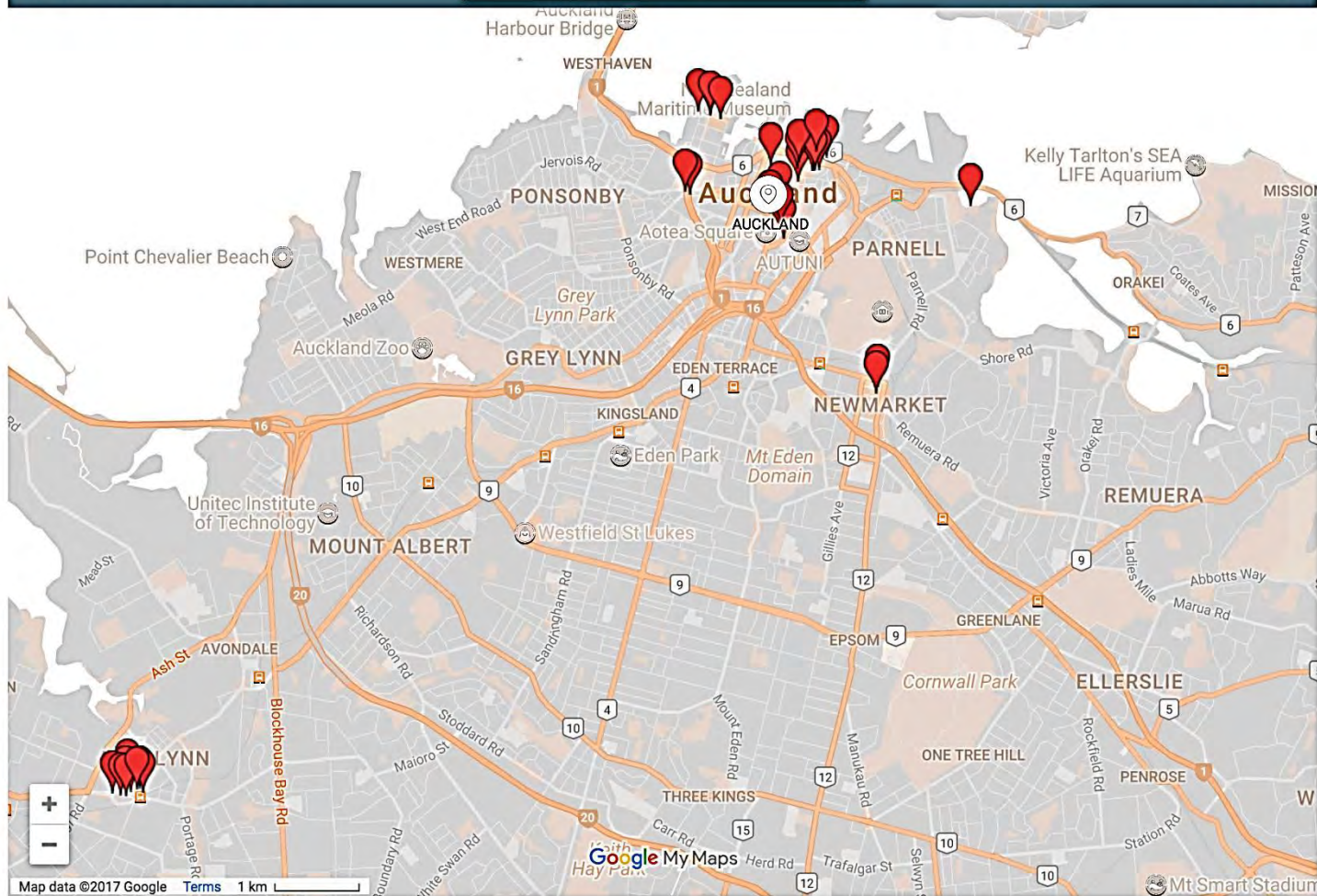
NEW ZEALAND

IMAGES: 40 | CITIES: **AUCKLAND** >>



Urb-i - Before | After ★

VIEW IMAGES



all images: Urb-i / Google Streetview (unless otherwise stated)





VIC PARK TUNNEL PROJECT

NZTA Motorway Proposal 2006

Resource Consent Proposal 2006





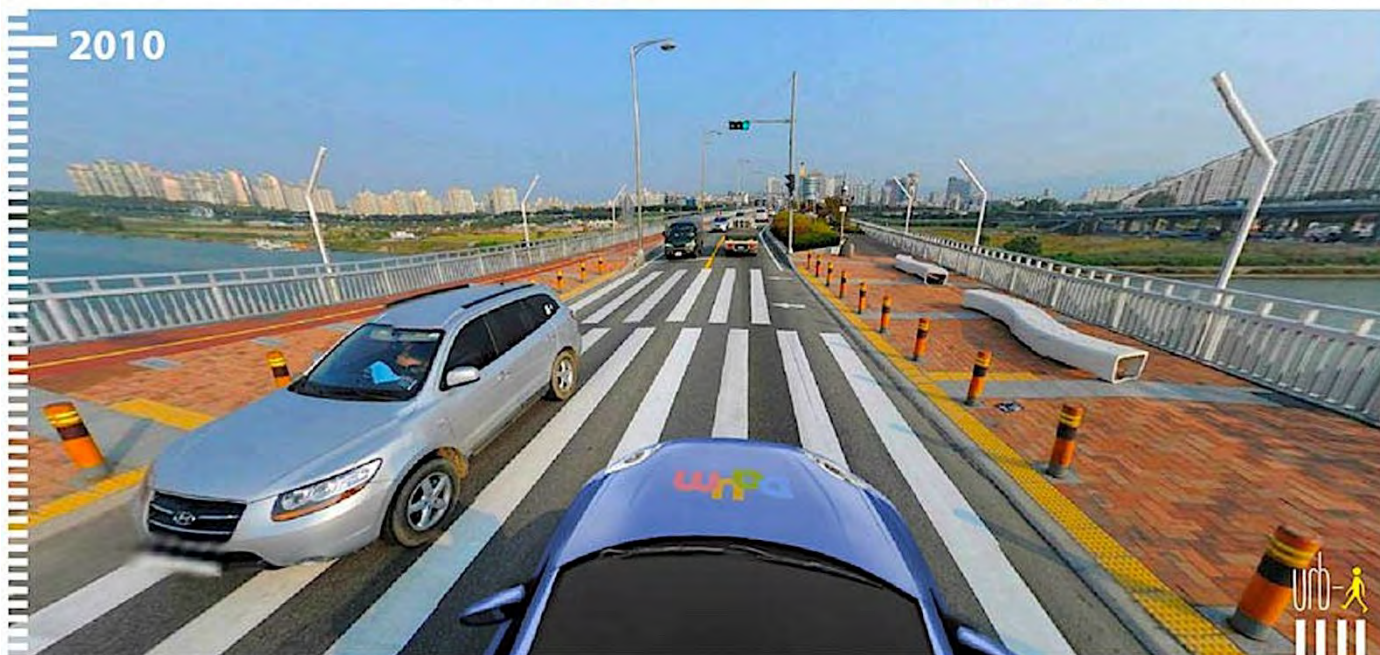
- Birdcage Hotel, Victoria Park



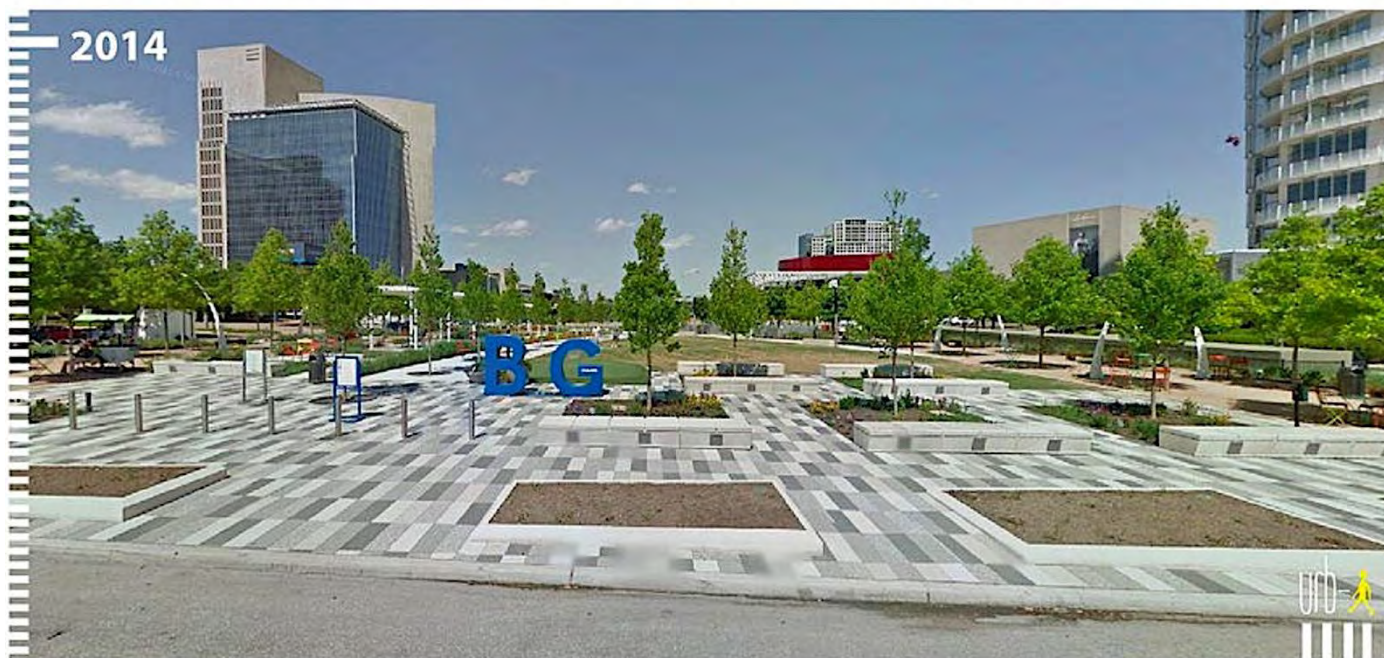
Urb-i
Rue Garibaldi, Lyon, France.



Urb-i
Ferenciek tere, Budapest, Hungary.



Urb-i
Gwangjingyo, Seoul, South Korea.



Urb-i
Klyde Warren Park, Dallas, TX, USA.



Urb-i
Noordwal, The Hague, The Netherlands.

“It had already become
a fixed belief with us
that on the shores of
the wonderful isthmus
across which we had walked
that day,
a future great town
must someday rise.”

“...the shore of a magnificent
sheet of water...
the harbour of Te Manukau.”

