

Miriam Robertson

From: Peter & Debbie Fogarty [REDACTED]
Sent: Sunday, 6 August 2017 8:40 PM
To: NorthernCorridor
Subject: RE: Supplementary statement on consultation

Hi Miriam,

Sorry I could not reply on Friday as I had other commitments.

[REDACTED] I don't have the time, nor do I feel the need to question Ms Brock. The issue is really access to/from Unsworth Heights.

Ms Brock seems to confirm what I said in my evidence to the hearing, that the NZTA did not actually **visit** the individual tenants (the operators) at Greenwich Way shops. I also stated in my written submission that I feared for the viability of those businesses being at the end of effectively a cul de sac. Mr Kreshaw raised similar concerns in his submission attached in Ms Brocks email. As I stated at the hearing, I asked 3 of the business operators, Vero Café, Yummy Take Aways and the Model Shop if they had been visited by the NZTA. None had. Two did not even know that the project had progressed to Resource Consent Stage.

Clearly there has been a breakdown in communication. Two of the business operators claimed they knew nothing of the road closure, the Takeaway operator thinking I was asking about a petition organised by a Bluebird Residents Group some while before, aimed at getting a road bridge built over SH18. The Café operator claimed to not know about the road closure. Neither of those two had good English comprehension skills in my opinion. Only the model shop owner (European so the most reliable) knew what was going on but he said he **had not** been visited by anyone from the NZTA, but had received two letters addressed to the occupier. He thought the SH18 project was a waste of money and believed a dual lane road in each direction would work fine, but with traffic lights at Unsworth Drive and longer turning bays (especially turning right from SH18 into Caribbean Drive) so turning traffic did not block straight through traffic as happens now. Because of the language difficulty I did not bother to question other shop operators.

Why the NZTA would rely on just dealing with the Body Corporate and property owners representative I do not know, as I know the NZTA made individual visits to the actual business operators in the North Harbour Business Centre in Paul Mathews Drive.

I also have my doubts about the real reason given by the NZTA for not going ahead with a road bridge to Omega Street. I think the cost of acquiring the 3 commercial buildings at [REDACTED] Omega St required on the northern side for a bridge may have be the real reason, as at July 2014 they had a combined CV [REDACTED] with a Market Value of probably close to twice that figure. Maybe initially the NZTA just looked up [REDACTED] Omega St and got a CV of [REDACTED] thinking that was affordable, not realising there were two more properties that made up [REDACTED] I believe a road bridge from Bluebird Reserve to William Pickering is desired by most residents on the western side of Unworth Heights (who don't have a sense of belonging to the Meadowood Community Centre.) It is the most feasible route as it does not require property purchases and there is room, although on the Northern side the gradient may need to exceed 5 degrees, but this should not be an issue if a lower speed limit for the bridge is used. The reason for the 5 degree gradient is for wheeled pedestrians, but I don't believe there is the demand for a SUP at that point too, so a road bridge only would satisfy the residents and business operators. A bridge at William Pickering would not make Unsworth Heights an attractive short cut from North Harbour to Albany Highway via Unsworth Drive, so projected traffic increase in traffic using Unsworth Drive if the Omega Crossing was built would not be an issue.

When I spoke with the NZTA about the bridge in the early stages, I suggested a height bar to stop heavy traffic using the bridge and was told that was possible. So the bridge does not need to be for all traffic and could even have a design speed of 25kph.

I hope this helps,

Regards
Peter Fogarty

From: NorthernCorridor [mailto:NorthernCorridor@epa.govt.nz]
Sent: Friday, 4 August 2017 1:26 p.m.
To: [REDACTED]
Subject: NCI: Supplementary statement on consultation

Good afternoon Mr Fogarty,

Ms Brock has provided a supplementary statement following the points you raised at the hearing.

Please find attached the supplementary statement from Ms Brock.

The Board have asked if you are now wanting to ask any questions of Ms Brock as a result of her supplementary evidence?

Please let me know if you have any concerns regarding this information, or would like to question Ms Brock. It would be appreciated if you could please respond by **5pm on Friday 04 August 2017**.

There will also be a general email coming out on this topic.

Regards,
Miriam

On behalf of
Northern Corridor Improvements Proposal Team

Environmental Protection Authority • Level 10 • 215 Lambton Quay • Private Bag 63002 • Wellington 6140 • New Zealand • Tel +64 4 916 2426 • Fax +64 4 914 0433 • DDI 0800 722 667 • Follow us on Twitter [@EPAgovtnz](https://twitter.com/EPAgovtnz) • www.epa.govt.nz

This email message and any attachment(s) are intended for the addressee(s) only. The contents may be confidential and are not necessarily the opinions of EPA New Zealand. If you receive this message in error, please notify the sender and delete the message and any attachment(s).