

SUMMARY REPORT ON THE BASIN RESERVE WORKSHOP

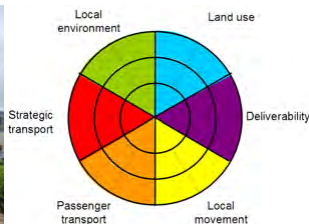
FOR NEW ZEALAND TRANSPORT AGENCY

JANUARY 2009

PREPARED BY

URBANISMLPLUS LTD

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BASIN RESERVE WORKSHOP

FOR NEW ZEALAND TRANSPORT AGENCY

This report is a comprehensive summary of the outcomes of a three day Inquiry By Design workshop. The workshop outcomes detailed within this report are to be subject to further detailed analysis during future Scheme Assessment outside of the scope of this phase of the project.

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EXECUTIVE SUMMARY

This report documents the process and outcomes a 3 day Inquiry By Design workshop held 4-6 March 2008 in Wellington, to assess and recommend transport interchange scenarios for the Basin Reserve gyratory and street approaches.

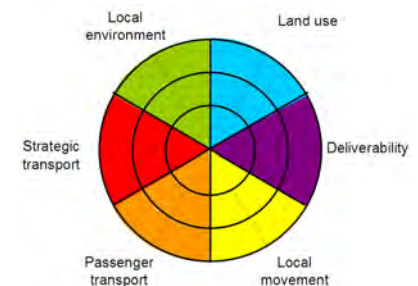
The New Zealand Transport Agency (NZTA) commissioned Urbanismplus Ltd to facilitate the Basin Reserve workshop using an integrated urban design approach to transportation design and assessment. Within a collaborative framework, the workshop involved relevant NZTA and consultant participants, Wellington City Council (WCC), Greater Wellington Regional Council (GWRC) and other key stakeholders.

Principally, the workshop shortlisted preferred scenarios to be studied in technical assessment project phases. These scenarios were found to best provide a balance between functional efficiency and responsiveness to local context.

Section 1 briefly details relevant project information including technical work completed within the Ngauranga to Airport Strategy Study, and the subsequent project feasibility reporting on grade separation and at-grade interchange options. This work provided a technically advanced starting point from which to initiate workshop investigations and engagement. Section 1 outlines the workshop objectives and frames the methodology used.

Sections 2 and 3 provide contextual and transportation related information of relevance to the Basin Reserve project. These spatial priorities are summarised in **Section 4**.

Scenario development and assessment is documented within **Sections 5 and 6** which helped to lead to the formulation of preferred scenarios. The spatial implications and visual representations of each scenario is found within **Section 6**.



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Introduction PART 1

INTRODUCTION - ABOUT THE PROJECT

1.1 Project objectives

BUILDING ON PREVIOUS TRANSPORT STUDIES

Ngauranga to Wellington Airport Corridor Plan

The Basin Reserve urban design workshop is one phase sitting within a much larger process and objective set. Improving transport management at the Basin Reserve is an identified important priority of the Ngauranga to Wellington Airport Corridor Plan developed by NZTA (formerly Transit New Zealand), GWRC and WCC. In October 2008 this Plan was adopted by the Regional Transport Committee. Refer to Figure 1-1. It is set to become part of the Regional Land Transport Programme.

Immediate priority action detailed for the Basin Reserve within the Ngauranga to Wellington Airport Corridor Plan includes:

- *Improving traffic management at the Basin Reserve to enable more reliable bus journey times, improved reliability of the ring route and improved pedestrian and cyclist facilities.* (Source: Ngauranga to Wellington Airport Corridor Plan, November 2008 pg. 1)

As a priority action, the Corridor Plan seeks to implement the Basin Reserve transport initiative within 10 years. Work includes:

- *Design and construct improvements at the Basin Reserve to improve passenger transport, walking and cycling by separating north-south flows from east-west traffic; and implement complementary bus priority measures on Kent Terrace, Cambridge Terrace and Adelaide Road.*

Timing: Investigation 2008/09 and construction 2011/12

Indicative cost: \$33 million

Responsibility: NZTA (lead), WCC, GWRC

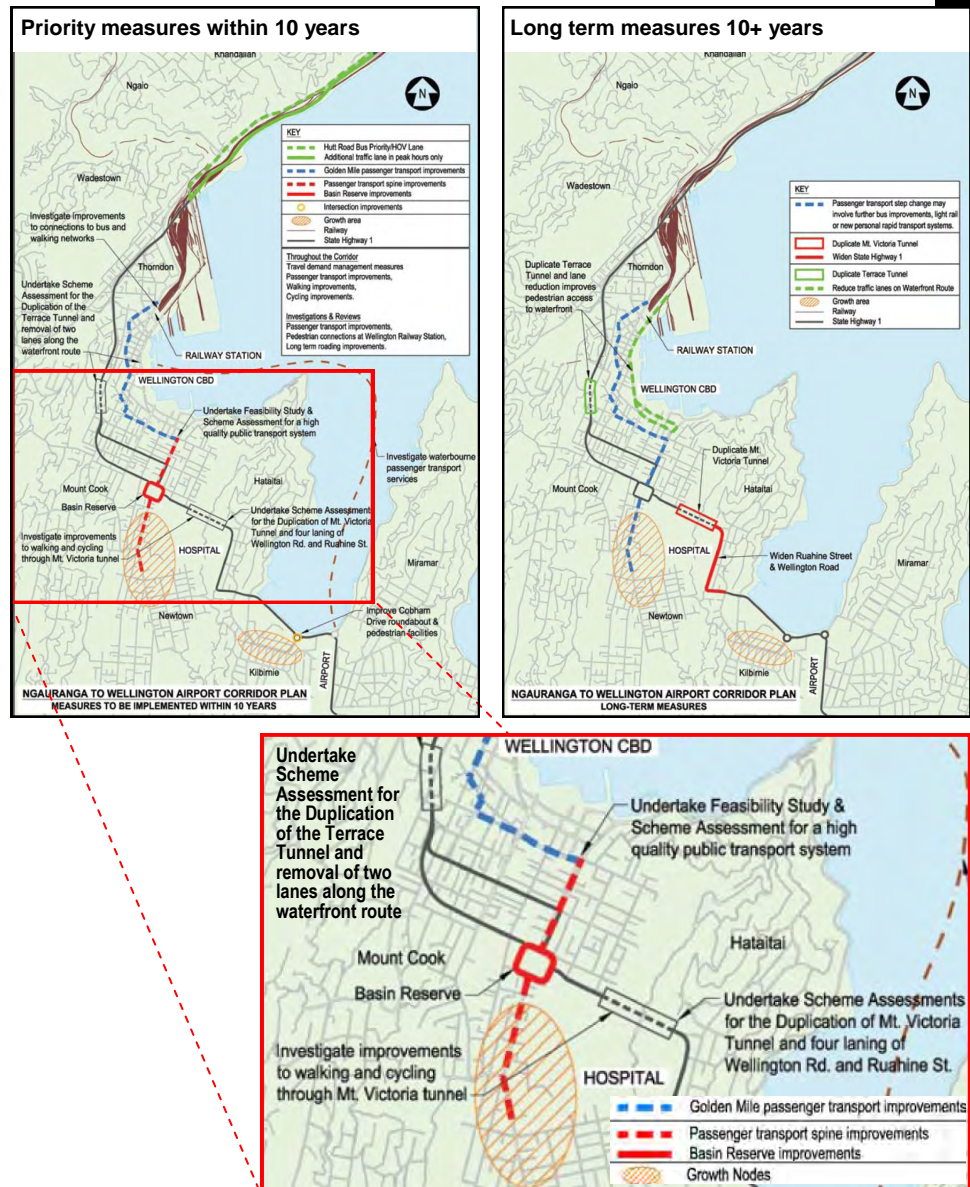
Performance measures: *More passengers carried, improved passenger transport journey times and reliability, reduces crash rates and reduced severe congestion.* (Source: Ngauranga to Wellington Airport Corridor Plan, November 2008 pg. 10)

Other immediate priority actions relevant to the wider Basin Reserve project are:

- *Implementation of bus priority measures on arterial routes including Kent / Cambridge Terrace and Adelaide Road.*
- *Investigating improvements to walking and cycle facilities in Mt Victoria Tunnel* (pg. 10)

Also relevant are longer term (10+ year) initiatives as detailed in the Corridor Plan. These primarily include:

- *Duplication of the Mt Victoria tunnel, and*
- *Improvements to the north-south passenger transport spine through giving consideration to further bus improvements, light rail or new personal rapid transport systems.* (Source: Ngauranga to Wellington Airport Corridor Plan, November 2008 pg. 12)



ABOVE FIG. 1-1: Ngauranga to Wellington Airport Corridor Plan initiatives to be implemented. Inset showing initiatives around the Basin Reserve. Source: GWRC, November 2008.

Ngauranga to Wellington Airport Strategic Study and subsequent reports

The Ngauranga to Wellington Airport Corridor Plan was informed by technical work commissioned by Transit NZ within the *Ngauranga to Wellington Airport Strategic Study* (reporting completed 2006 - May 2008).

The urban design workshop sought to build on this existing project work which had already synthesised previous studies, and advanced these into a preferred scenario for the Basin Reserve.

In summary, the Meritec *Interim Scheme Assessment Report* (December 2000) determined a preferred grade separated transport option (Option H: Paterson Buckle link, Dufferin / Sussex Route, twin overpass). Refer to Figure 1-2. This option was progressed within the *Ngauranga to Airport Strategy Study - Technical Report I* (April 2007) into three transport options (B3, B4 and B5). Preference to a grade separated interchange (Option B3) was confirmed within *Technical Report III* of the Strategy Study (May 2008). Refer to Figure 1-3.

Subsequent to this, further work relating to an at-grade vs. grade separated interchange at the Basin Reserve was commissioned by Transit NZ, (namely, the *Basin Reserve At-Grade Intersection Proposals Report* (April 2008) and the *Basin Reserve Grade Separation Project Feasibility Report* (September 2008). These reports recommend grade separation with the latter report providing comprehensive assessment of Option B3.

The recommendation of Option B3 as a developed and preferred technical scenario to progress to Scheme Assessment was acknowledged in the Basin Reserve workshop. The merits of this chosen scenario relative to: a) scale of investment; b) long term impact; and c) stakeholder commitment to the most effective, efficient and equitable long term outcome, were recognised.

The workshop sought to build on this comprehensive assessment work completed to date, and to concentrate on critiquing the preferred B3 scenario in order to produce robust, well debated and agreed scenarios to proceed with. The progression and testing of this scenario is discussed in more detail in Section 5.

Preferred Option 'H' - Paterson Buckle link, Dufferin / Sussex Route, twin overpass (*Interim Scheme Assessment, Meritec, December 2000*)



RIGHT FIG. 1-2: Basin Reserve transport option preferred within an early Scheme Assessment Report completed 2000. Source: Meritec, December 2000.

Option 'B3' - two-way grade separation without a northbound exit-slip to Cambridge Terrace



RIGHT FIG. 1-3: Basin Reserve transport option developed within a Strategic Study report, and further assessed and preferred within a Grade Separation Project Feasibility Report completed 2008. Source: Opus, September 2008.

1.2 Workshop objectives

Urbanismplus Ltd was engaged by NZTA to facilitate the Basin Reserve Urban Design Workshop. This workshop carried out over 4-6 March 2008, was preceded by way of a 1 day scoping session in September.

KEY WORKSHOP OUTPUTS

Using an interactive inquiry-by-design process, the Basin Reserve workshop ultimately sought to:

Help facilitate development of, and agreement on, preferred transport improvement scenarios for the Basin Reserve that will most effectively balance the City and Region's transport, urban design, growth, economic development, heritage, and social wellbeing objectives.

Other broad aims relevant to the workshop were:

- To achieve a deeper understanding of the complexities of the project and in particular, the strategic passenger transport and movement demands.
- Better integration of the diverse range of relevant issues including local context and character around the Basin Reserve.
- An understanding of the time and cost implications, and value benefits of different scenarios.
- To equitably accommodate both land use and transport objectives in scenario development.
- To have strong local territorial authority and regional authority input and support.

WORKSHOP PARTICIPATION AND INPUT

The Basin Reserve workshop had representation and involvement from government agencies and consultants. Officer representatives from NZTA, Greater Wellington Regional Council and Wellington City Council formed the core stakeholder and Client group involved. Invited external consultant specialists included nominated representatives of Opus International Consultants Ltd (providing technical transport planning and engineering support to NZTA following engagement to complete Strategy Study related work).

The workshop consultant team included representatives of Urbanismplus (urban design) and Jim Higgs of TTM Consulting Pty Ltd (integrated transport specialist).

In broad terms the workshop had multi-disciplinary input from within the following broad skill sets:

- Strategic transport planning (city and region wide);
- Passenger transport planning;
- Urban design;
- Urban planning;
- Heritage planning;
- Landscape architecture.

Other key representatives involved in early workshop stages included the Basin Reserve Trust, New Zealand Historic Places Trust and Government House. Full involvement of affected parties and the community will take place during and after Scheme Assessment.

Workshop participation averaged around 20 per day. For a full list of workshop attendee's refer to Appendix 1.

1.3 Basin Reserve workshop process

THE WORKSHOP FORMAT

Briefing - critical inquiry - scenario testing - assessment - further testing - further assessment - agreement

The preferred transport scenarios evolved within an interactive Inquiry-By-Design (IBD) technical workshop format.

The workshop allowed for a high degree of active participation and debate amongst local, regional and national authority representatives and consultants. This concentrated IBD approach encouraged an efficient and inclusive design testing and assessment process to take place over the course of three days.

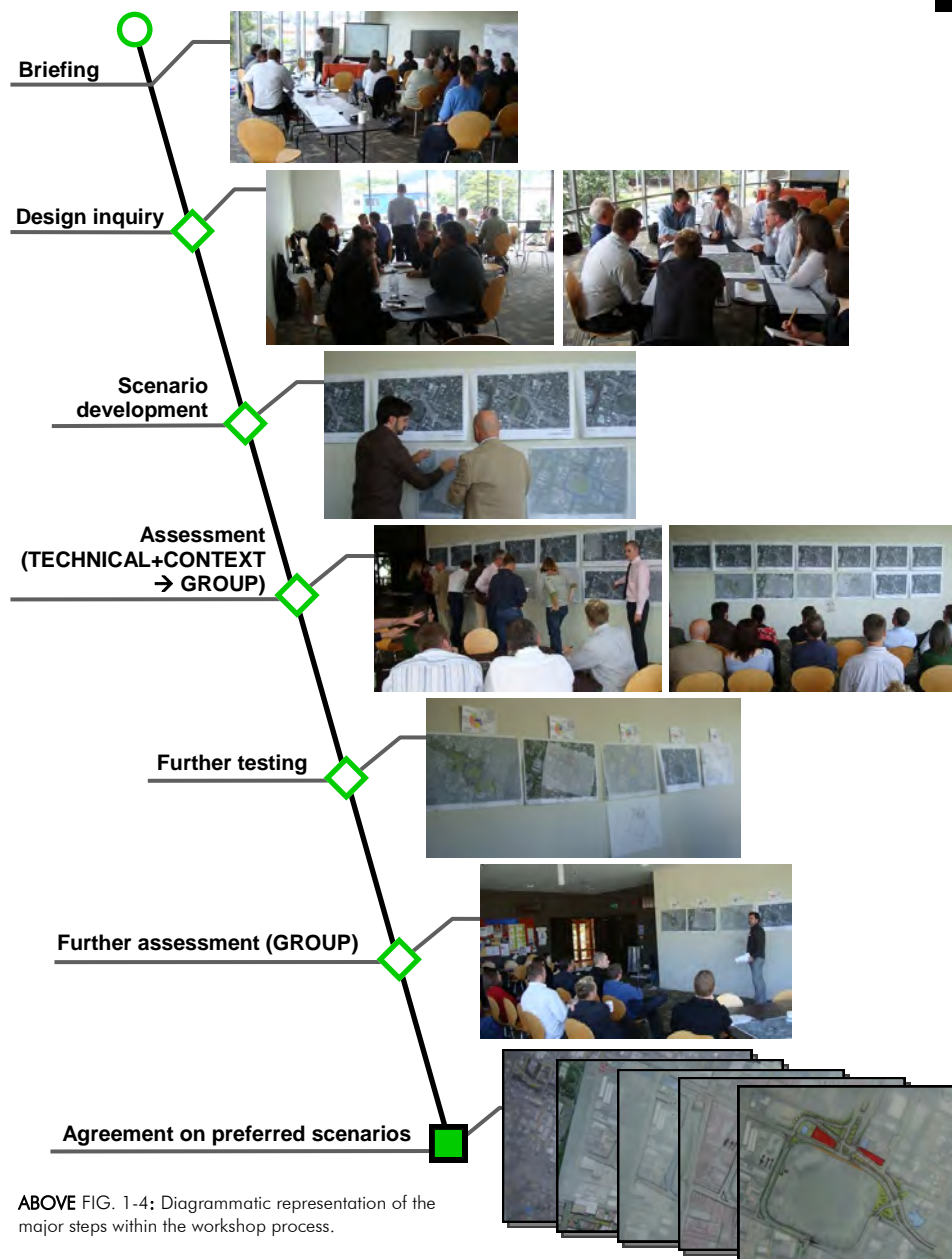
The workshop approach allowed the following to take place:

- Enabled a significant amount of information to be canvassed over a relatively short period.
- The local and technical knowledge of the workshop participants enabled in-depth understanding of the many complex issues at the Basin Reserve
- The balance of urban design and transport skills led to the development of a holistic set of design elements to be considered in transport scenario testing and assessment.
- Competing demands between different interests were able to be identified and negotiated over a shorter period.
- Produced geometrically realistic outcomes that were widely assessed and questioned from a range of interests. This allowed decisions to be made with fuller understanding of the opportunity costs and likely flow on impacts.
- Core deliverables were achieved within short timeframes as issues were able to be explored and resolved in a sequential manner.
- Achieved broad support and ownership of the preferred scenarios.

A detailed description of the workshop process is found on pages 12-14 in Section 1-3.

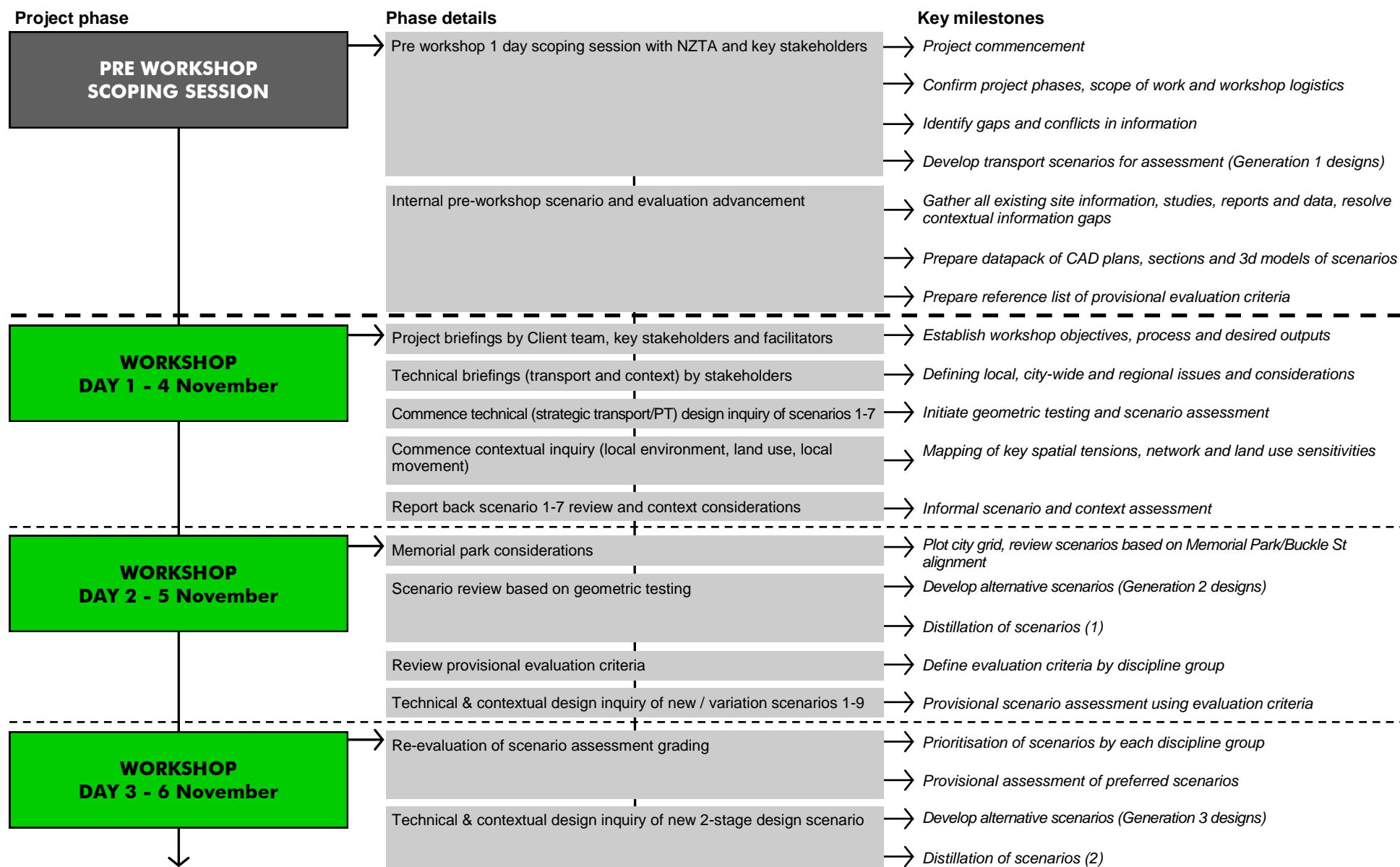
LIVE MODELLING AND DESIGN TESTING

Transport specialists on SIDRA traffic modelling and geometric road design standards were available during the workshop for live testing of scenarios.

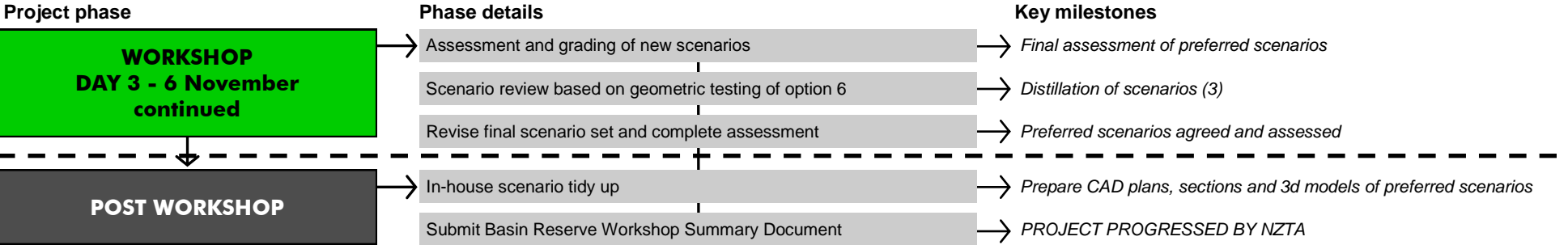


ABOVE FIG. 1-4: Diagrammatic representation of the major steps within the workshop process.

WORKSHOP PROCESS SUMMARY AT A GLANCE



CONTINUED



PRE-WORKSHOP DEVELOPMENT OF STRATEGIC SCENARIOS

The first step to advancing the Basin Reserve project, was to subject the preferred option (previously referred to as 'B3') to additional assessment. This formed the starting point of Urbanismplus' engagement. The most robust way to spatially interrogate the preferred option from both technical and contextual angles, led to the development of 6 supporting strategic scenarios (scenarios 1-7). Strategic scenarios were developed within the pre-workshop scoping session with key representatives of NZTA, GWRC, WCC, and other consultants who were later involved in the workshop.

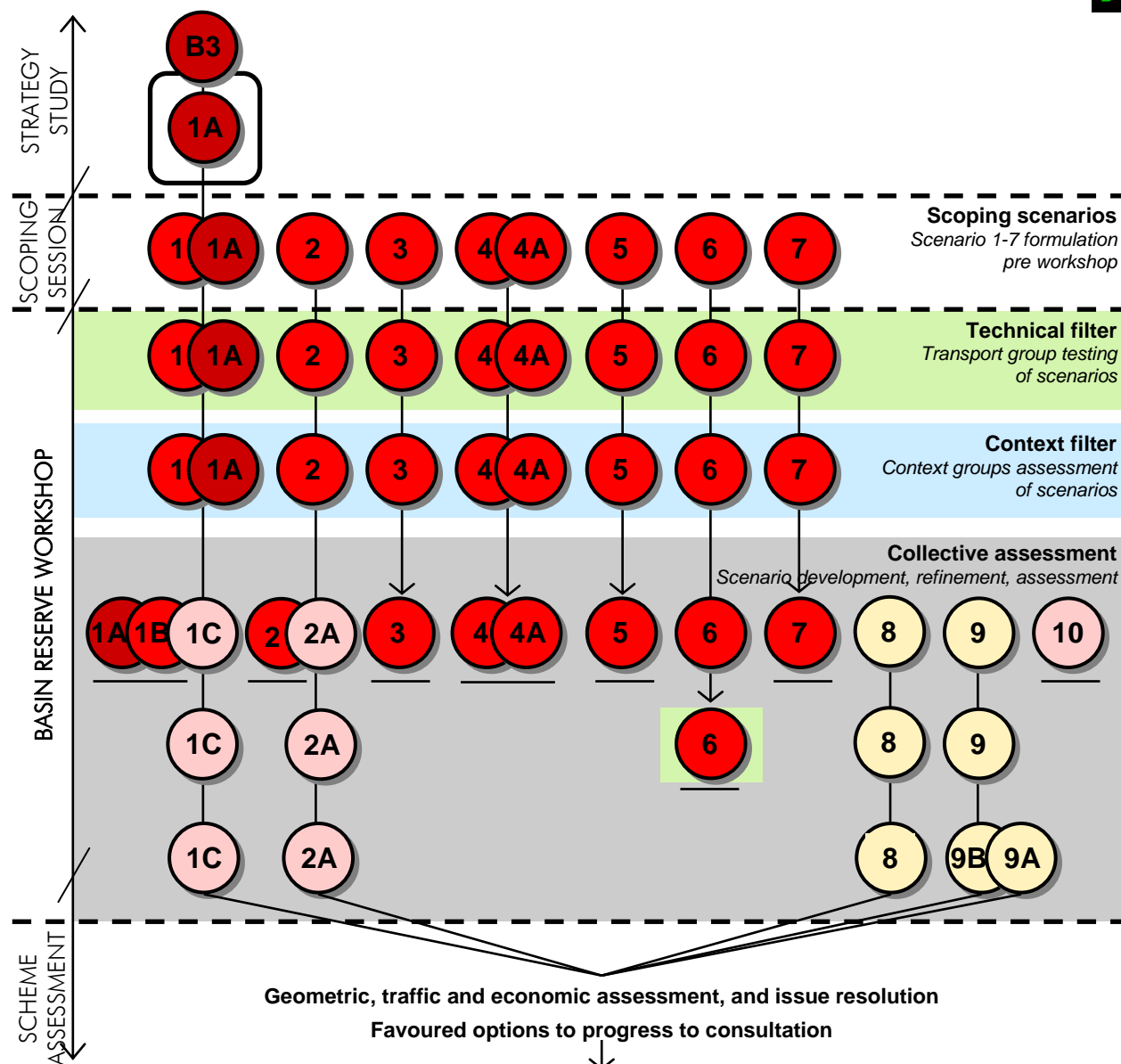
These scenarios helped participants to understand the implications of transport management on:

- strategic transport and passenger transport function; and
- local land use, environment and movement.

Ultimately, this helped to understand the legitimacy of the preferred B3 option relative to other scenarios. These scenarios and their relative merits and disadvantages are detailed in Section 5 of this report.

Points to note:

- Previous Option B3 was renamed scenario 1A at the scoping session.
- Scenarios developed at the scoping session phase which have an 'A' addition e.g. 1/1A and 4/4A are ones which have over and/or underpass switch.
- Scenarios which have a, 'A' 'B' or 'C' addition developed during collective assessment phases (gray box in Figure 1-5) within the workshop were variations of the original 7 scenarios.
- In Figure 1-5 red denotes a grade separated scenario, yellow an at-grade scenario.
- This report is concerned primarily with the progression and assessment of scenarios during the workshop.



ABOVE FIG. 1-5: Broad scenario development within the workshop phase of the wider Basin Reserve project.

WORKSHOP PROCESS DETAILS

DAY 1 - 3 November

Project and technical briefings by Client team, key stakeholders and facilitators

- Project and technical briefings by representatives of NZTA, WCC and other key stakeholders Basin Reserve Trust and Department of the Prime Minister and Cabinet (Government House). This included an introduction to the Ngauranga to Airport Corridor Plan from NZTA and WCC; the Urban Development Strategy and Adelaide Road project by WCC; and existing data on walking and cycle movements and peak am/pm flows by WCC. Brief scene setting on the location of the Basin proximate to important land use and environmental features including Government House, open space, heritage and Memorial Park occurred. Urbanism+ gave an overview of the workshop process, group, sub group and personnel divisions (transport and context) and a briefing of initial design inquiry tasks. For a copy of each briefing presentation refer to Appendix 2.

Commence technical (strategic transport/PT) design inquiry of scenarios 1-7

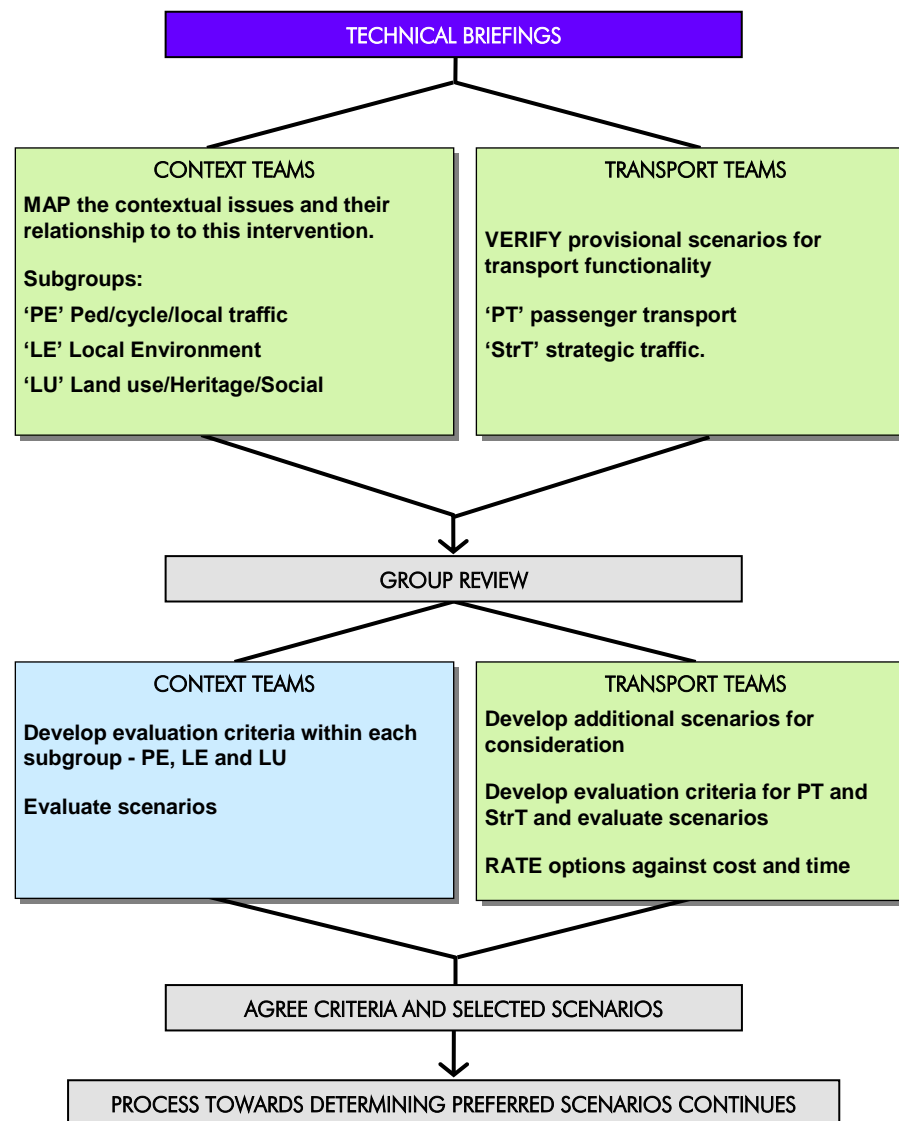
- Transport group (covering both strategic transport and passenger transport) commenced inquiry of strategic scenarios found within the workshop datapack. The group completed a preliminary collective critique to technically review and verify the workability of scenarios 1-7. A detailed summary of the outputs of this session are found in Section 5.1 and Section 4.1 of the report.

Commence contextual inquiry (local environment, land use, local movement)

- Concurrently, the context groups (within which sit three sub groups local environment, local movement and land use) were asked to identify, and spatially articulate elements of relevance to their interest area around the Basin Reserve. This task was designed to help all participants understand the realities of the place in which the scenarios are sitting and impacting on. A detailed summary of the outputs of this session are found in Part 2 of the report.

Report back on scenario 1-7 review and context considerations

- Group report back session on findings of transport and context group work streams. The transport group inquiry provided preliminary confirmation from a strategic point of view, that all scenarios were able to work geometrically (nb. Scenarios were not tested within a full traffic model), Some scenarios were found to offer greater network and modal benefits over others. Refer to Section 5.1 of the report.



ABOVE FIG. 1-6: Process summary showing collective and group divisions and broad inquiry tasks. The workshop alternated between periods of specialist inquiry within discipline groups, and integrated group evaluation and decision making as specific studies and design scenario tests were progressed.

DAY 2 - 4 November**Memorial park considerations**

- A collective session on how to address the future changes to Memorial Park including the location of Buckle Street relative to the future park. Workshop participants agreed to consider which Basin Reserve transport scenarios offered flexibility in terms of their ability to deliver strategic transport to either the current alignment of Buckle Street or, Buckle Street shifted north towards the boundary of Mt Cook Primary. Refer to Section 2.1 summarising the critical points of this discussion.
- A collective discussion session on the alignment of Buckle Street in relation to the projected city grid from Cuba Street east to the Basin Reserve. Workshop participants agreed to consider how scenarios would fit within the wider urban structure of the city and possible design responses. Refer to Section 4.1 summarising this discussion.

Scenario review based on geometric testing

- The transport group were asked to report on geometric scenario failures to all participants. This led to the provisional discounting of scenarios by the group which demonstrably presented greater difficulties in terms of constructability, physical dominance and community acceptance.
- All participants were given the opportunity to suggest alternative or refined scenarios factoring in contextual and transport knowledge to date. This inquiry-by-design exercise produced another 5 transport scenarios for geometric testing and sub-group assessment. For a descriptions and sketches of additional scenarios / scenario variants, refer to Section 5.2 and 5.3.

Review provisional evaluation criteria and finalise evaluation criteria

- Participants were divided back into sub-groups to review provisional evaluation criteria of relevance to their discipline area developed prior to the workshop and asked to amend / replace accordingly. For a copy of criteria developed to assess agreed scenarios refer to Appendix 4.

Technical & contextual design inquiry of new / variation scenarios 1-9, scenario review

- Collective group inquiry on all tabled scenarios and a first order distillation of scenarios using pair-wise comparison and geometric testing techniques. This task had a high degree of collective consensus as to the preferred scenarios to progress through to criteria evaluation. For a summary of the review outcomes refer to Section 5.4.

Assessment and grading of new scenarios

- Provisional grading of preferred scenarios using developed assessment criteria by transport and context sub-groups. Each scenario was rated against its ability to deliver against each criterion using a 5 step scale system to provide an initial view of scenario merits relative to each discipline area. For individual criterion grading of each scenario refer to Appendix 5.

DAY 3 - 6 November**Re-evaluation of scenario assessment grading**

- Each sub group then completed an overall evaluation of each preferred scenario based on individual criteria assessment profiles, and came to a position on a first order prioritisation of scenarios (most to least favoured). For evaluative grades assigned to each scenario by discipline area and summary of reasoning refer to Section 5.4.
- Collective group report back and interrogation of grading allocations. A majority agreement was reached between workshop participants to re-grade particular scenarios in defined discipline areas, following further discussion on their implications relative to the land use, local environmental and the cost implications of other scenarios. Critical to this step was to establish core assumptions as to the use of Hania Street and the connection to Ellice Street.

Technical & contextual design inquiry of new 2-stage design scenario and variations

- Inquiry-by-design based work to re-interrogate scenarios. The collective group was asked to determine the major shortcomings of each scenario, and to investigate further scenario refinement or alternatives which to alleviate these identified conflict areas. This exercise produced 2 additional transport scenario for geometric testing and sub-group assessment. For a description and sketch of these additional scenarios, refer to Section 5.5.

Assessment and grading of new scenarios

- Sub-group assessment and grading of additional scenarios. For evaluative grades assigned to additional scenarios refer to Section 5.5.

Scenario review based on geometric testing of option 6

- Further geometric testing of scenario 6 for workshop participants to have confidence that the scenario should be either a) retained because of its movement merits or b) discarded because of its poor land use, visual character or pedestrian access implications For a summary of this testing process and outcome refer to Section 5.5.

Revise final scenarios set

- The preferred scenarios for progression are confirmed to proceed with Scheme Assessment reporting and costing. Refer to Part 6. These scenarios are briefly presented to all workshop participants including stakeholder representatives of Government House.



Context PART 2

CONTEXT

2.1 Local environment

Basin Reserve (as a landscape feature)

- The Basin Reserve is an important landscape component both in terms of its exterior trees, banks and green space within.
- The trees around the perimeter of the Basin add to the legibility and quality of motorist and pedestrian experience.
- It is located 800m south of Waitangi Park, and 700m to the nearest playground.

For commentary on day to day and events use of the Basin Reserve, refer to Section 2.4.

Green corridor through the Basin

The National War Memorial fronting onto Buckle Street (and specifically the future Memorial Park once completed) is proposed to form an informal green corridor through the Basin Reserve to Mt Victoria and Town Belt. Refer to Figure 2.1.

View corridors in proximity to the Basin

Expansive viewing corridors are identified:

- North-south through the Basin Reserve between Adelaide Road and Kent/Cambridge Terraces;
- East-west between the Basin Reserve and Mt Victoria;
- East-west between the Museum / National War Memorial and the Basin Reserve down Buckle Street.

Refer to Figure 2.2.

Basin Reserve workshop priorities

Protecting important view shafts.

Protecting the iconic, landscape value of the Basin Reserve.

FIG. 2-1: Basin Reserve open space map

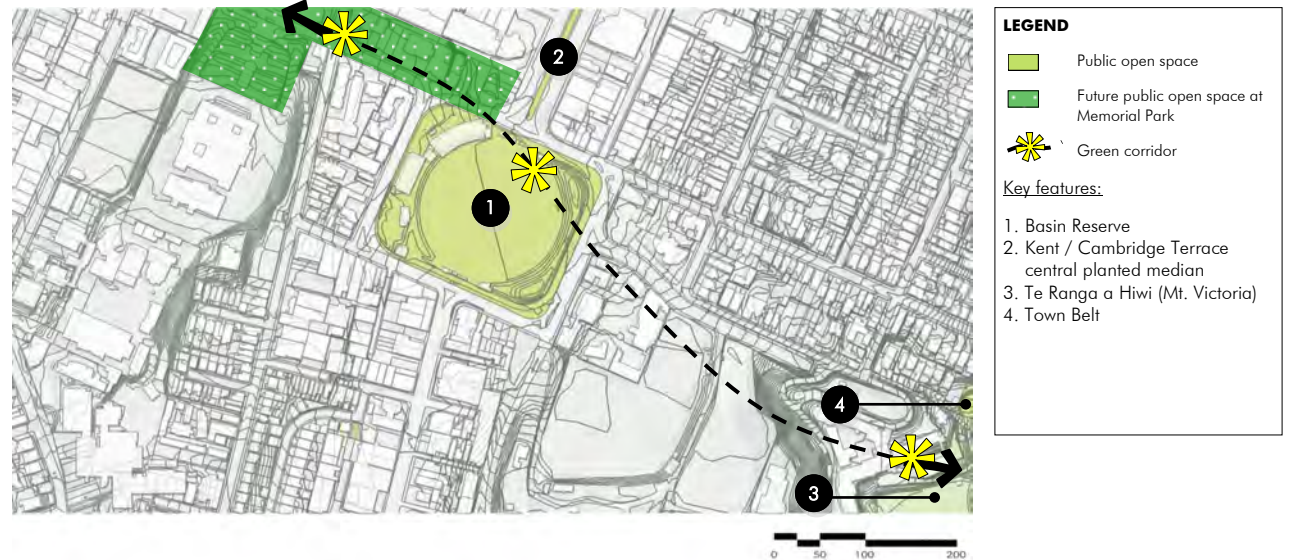
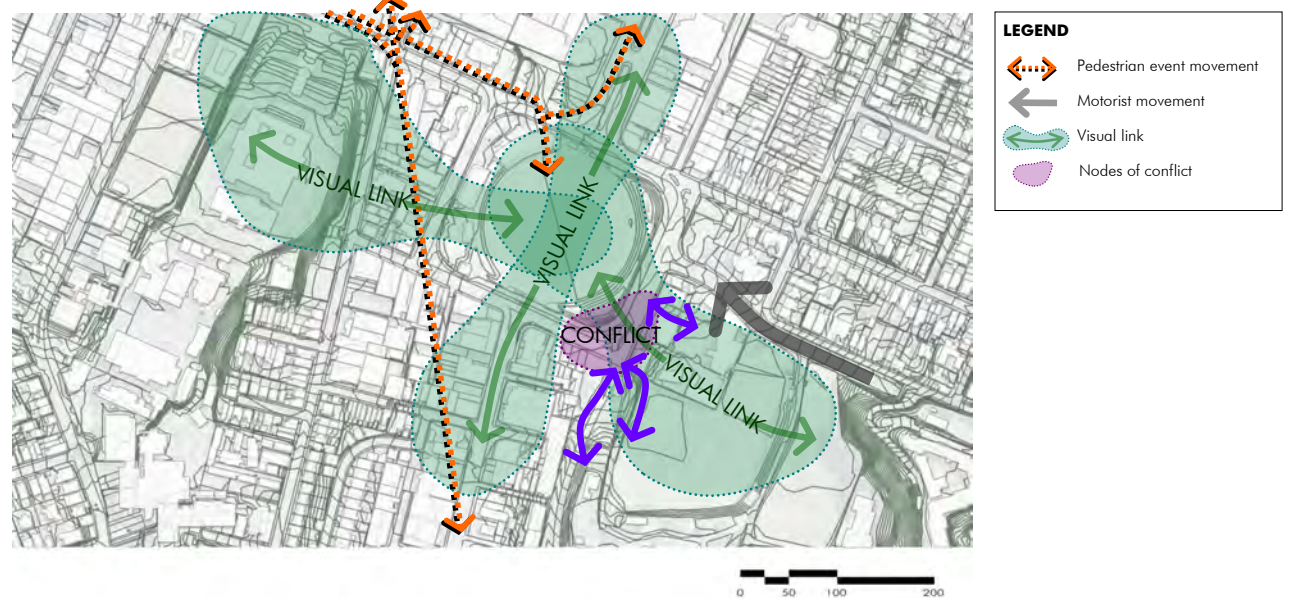


FIG. 2-2: Basin Reserve local environment map



Memorial Park project

The Ministry of Culture and Heritage and Wellington City Council have requested tenders for Memorial Park concept designs on land fronting the National War Memorial and Buckle Street between Tory Street and east of Taranaki Street. Refer to Figure 2-3.

The concept brief for the Park seeks to create a memorial precinct which joins the adjacent National War Memorial and the Tomb of the Unknown Warrior. This project may impact on the current alignment of Buckle Street, with one option considered being to relocate the section of Buckle Street between Tory and Taranaki Street up to 40m to the north closer to Mt Cook Primary. The preferred Memorial Park design has not been selected.

There is a strong desire to integrate the Memorial Park and Basin Reserve transport project without compromising on a) the efficiency of the strategic transport route or, b) the desired amenity and vision for land fronting the National War Memorial.



ABOVE FIG. 2-3: Memorial Park concept design area fronting the National War Memorial. Source: Ministry of Culture and Heritage, 2008.

Basin Reserve workshop priorities

Provide for flexibility in scenario design to connect to either the existing alignment of Buckle Street or, Buckle Street shifted north.

2.2 Infrastructure and hazards

Flood prone area

A flood corridor exists between Adelaide Road and Waitangi Park. This may impact on the design requirements of structures and have associated construction costs.

Earthquake hazard area

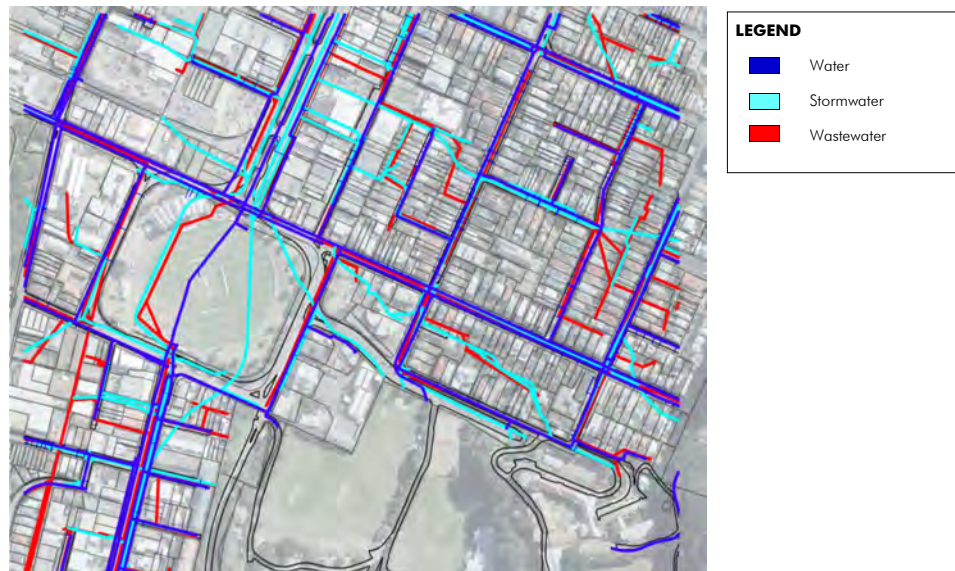
A significant portion of land including the eastern half of the Basin Reserve, Dufferin Street, Elice Street west and Rugby Street east is located within an earthquake groundshaking hazard area. This may impact on the design requirements of structures and have associated construction costs.

Refer to Figure 2-4.

FIG. 2-4: Basin Reserve hazards map



FIG. 2-5: Basin Reserve piped infrastructure map



Basin Reserve workshop priorities

Recognising the impact of hazards on the design requirements of structures and associated construction costs.

2.3 Community and social

Community and social facilities demarcated in red on Figure 2-6 have a higher direct relevance to the Basin Reserve project.

St Marks School

St Marks School and early childhood centre is located corner of Paterson and Dufferin Streets and has a roll of approximately 550 students (WCC, 2007). The school applied for consent to redevelop the site and to expand its roll to 750 students including secondary school educational facilities and a car parking building in 2007. This consent has since been withdrawn by the School Board.

The pick up and drop off point for private vehicles and buses associated with the campus is located on Dufferin Street before the corner approach to Rugby Street. The slip lane provides space for a dedicated bus lane and loading area, and a temporary (2 minute) loading bay in operation between 8-9.30am and 2.30-4pm.

St Josephs Catholic Church

St Josephs Catholic Church fronting onto Paterson Street at the confluence of the Te Aro and Newtown city grids, and entrance to the Mt Victoria tunnel is a prominent community building designed by Studio of Pacific Architecture. Land swap agreements between the Church and NZTA were negotiated during early phases of the project and the architectural design brief acknowledged future transport changes likely to take place at the doorstep of the church.

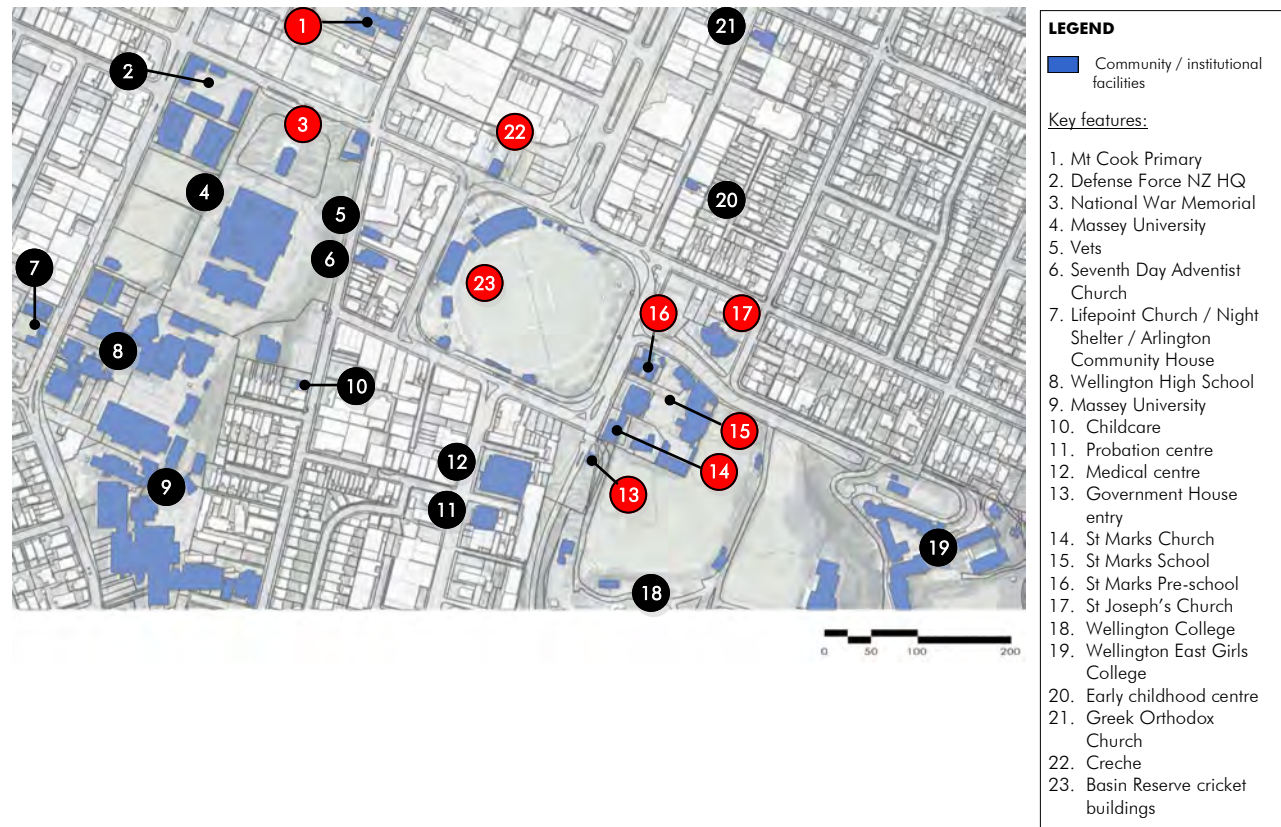
Basin Reserve buildings (refer to Basin Section 2.4)

Creche - Home of Compassion Creche (former) 1914 (refer to heritage Section 2.5)

National War Memorial / Mt Cook School (refer to open space Section 2.1)

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FIG. 2-6: Basin Reserve community and social infrastructure map

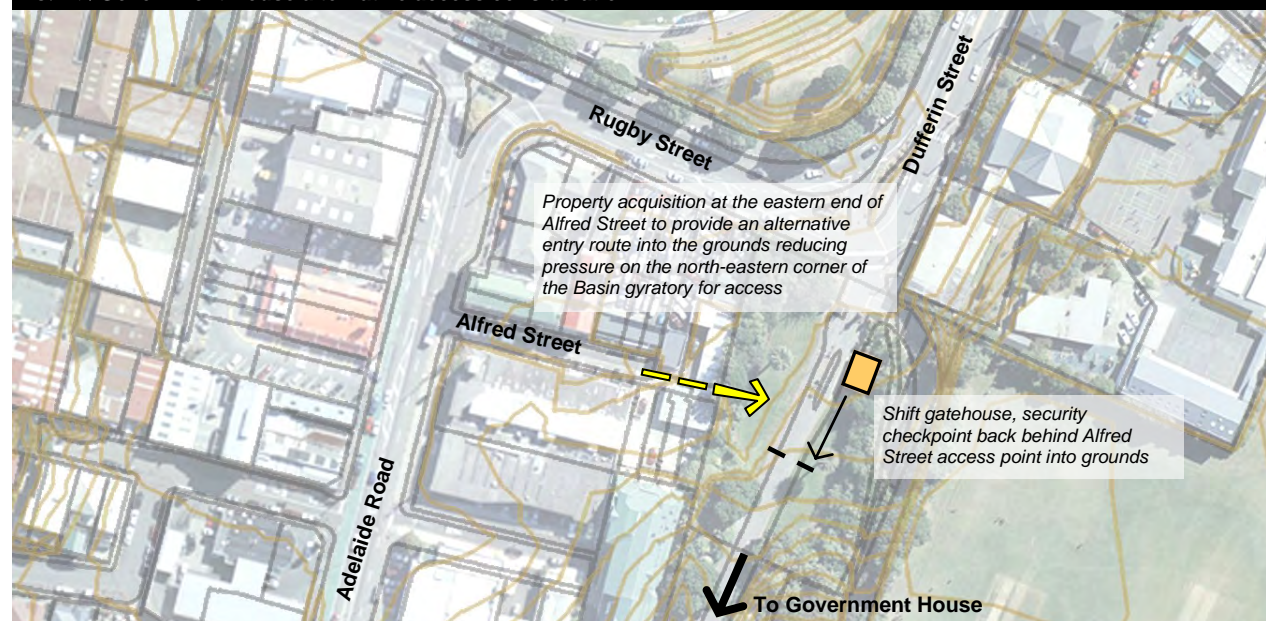


Government House

Government House has 15-20,000 visitors per year and is accessed from Rugby Street adjacent to the southern end of the St Marks School pick up and drop off zone. The entrance zone is also used by vehicles accessing the driveway to Wellington College on the lower slopes of Mt Victoria. Alternative access via Drummond Street has been considered but discounted by the Department of the Prime Minister and Cabinet. The Department has conceptual development plans to construct a public visitors centre adjacent to the gatehouse area to increase visitor numbers.

An alternative access point which could be investigated is the use of Alfred Street. Refer to Figure 2-7.

FIG. 2-7: Government House alternative access consideration



Basin Reserve workshop priorities

Avoiding local severance.

Protecting the safety of the local community and access to community / social infrastructure. Of particular importance is the safety of children and management of school related traffic.

Ensuring Government House maintains its presence and sense of address fronting to Rugby Street, is able to meet its goal of increasing visitor numbers and minimising conflicts with the driveway to Wellington College. This involves looking at other ways in which Government House is accessed.

2.4 Basin Reserve

Basin Reserve (use of the facilities)

- Use as an active space for events, 40-50 days of test cricket, 170+ practice days and other sports e.g. rugby league.
- Currently 4 public events are held at the Basin per year e.g. Carols by Candlelight.
- The eastern edge of the grounds are used for passive recreation.
- North-south local pedestrian and cycle movement between Adelaide Road and Te Aro is maintained around the perimeter of the playing oval. Public access is clearly demarcated at both northern and southern gates. Refer to Figures 2-9 and 2-10.

Basin Reserve (buildings)

- Basin Reserve Historic Area (reg. 7441). Registered items include: Museum Stand (1), R.A. Vance Stand (2), Groundman's Shed (3), Playing Oval and Picket Fence (4), Reid (5a) & Dempster Gates (5b), Former Midland St Pats Cricket Clubrooms (6), Main Fence (7), William Wakefield Fountain (8), Toilets (9), Scoreboards (10), Play Area (11), Light Towers, Bank (12). Refer to Figure 2-8.

FIG. 2-8: Basin Reserve map



ABOVE FIG. 2-9: NZTA signalised pedestrian and cycle crossing facilities across Rugby Street to the Basin Reserve from the northern end of Adelaide Road. Source: NZTA



ABOVE FIG. 2-10: Pedestrian and cycle access through the Basin Reserve. Source: WCC, 2008

Basin Reserve workshop priorities

Minimising visual and noise intrusion to spectators, to provide safe local access through the Basin, to enable efficient and safe access to the grounds and dispersal during event times.

2.5 Heritage

NZHPT registered heritage

- Basin Reserve Historic Area (reg. 7441). Refer to Section 2.4 which details the list of registered items within the Basin Reserve grounds.
- NZHPT Category 1 Historic Places (refer to table 2-12)
- NZHPT Category 2 Historic Places (refer to table 2-12)

Registered heritage buildings and features identified on Figure 2-11 are subject to confirmation by NZHPT.

District Plan listed/under investigation

The Wellington City District Plan includes a schedule of listed heritage areas, buildings, objects, trees and maori sites. Reference is also given to adopted Plan Change 53 (additions and alterations to heritage listings).

Listing heritage around the project study area include:

- District Plan listed heritage buildings (refer table 2-12)
- District Plan listed heritage objects (refer table 2-12)
- District Plan listed heritage trees (refer table 2-12)
- District Plan listed maori cultural site (refer table 2-12)

Identified buildings and areas with character or heritage value

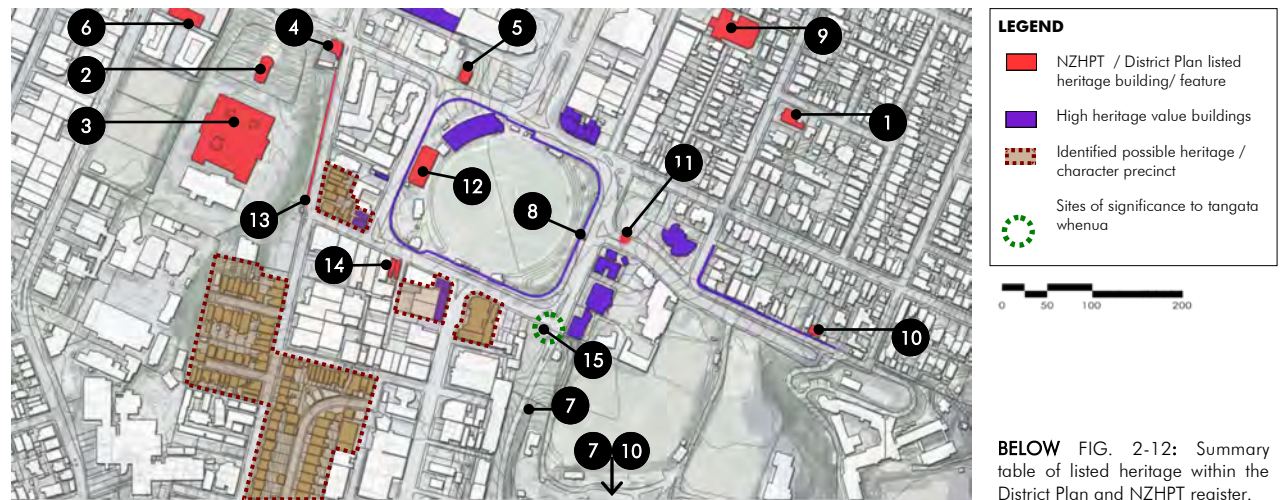
Other buildings identified as having high heritage and character value to be considered for future heritage listing within the District Plan are shown in purple on Figure 2-11.

The *Adelaide Road Planning for the Future* project also identified multiple buildings which have a group (rather than an individual heritage or character value) to be considered for future heritage / character area listing within the District Plan. Those located within close proximity to the Basin Reserve are shown in brown on Figure 2-11.

Basin Reserve workshop priorities

Seeking to avoid scenarios which reduce the rich heritage / character values of the area or destroy the heritage fabric.

FIG. 2-11: Basin Reserve heritage and character map



BELOW FIG. 2-12: Summary table of listed heritage within the District Plan and NZHPT register.

District Plan / NZ Historic Places Trust Listed Items				
Map ref	Address	Name	DP Ref	Notes
1	105 Brougham	House 1910	16/39	
2	7 Buckle	National War Memorial and Carillon 1931-32, 1960-64	16/40	NZHPT Category I
3	7 Buckle	National Museum 1933-36	16/41	NZHPT Category I
4	13 Buckle, cnr Tasman	Mt Cook Police Station and retaining wall 1894	16/43	NZHPT Category I
5	Buckle	Home of Compassion Creche (former) 1914	16/42	NZHPT Category II
6	Buckle, cnr Taranaki	Former Army Headquarters Bldg and Navy Bldg 1911-12		Plan Change 53. NZHPT Category II
	Buckle, cnr Taranaki	HMNZS Olphert, Defence Site, 1941		Plan Change 53.
7	Dufferin	Mt View Asylum Wall, Government House (object)	6/10	NZHPT Category II
8	Dufferin	Wakefield Memorial pre 1890 (object)	6/11	
9	21 Hania	Rehabilitation League 1941	16/141	
10	19 Paterson	Ettrick Cottage	16/18	
11	Paterson	Ulmus procera (English Elm)	16/204	
12	2 Rugby	Museum Stand, Basin Reserve		PC 53. NZHPT Cat II Historic Area
13	Tasman	Brick Wall c 1894 (object)	16/54	
14	53-55 Rugby	Semi detached houses		Listing under investigation
Heritage Item: Site of Significance to Tangata Whenua or Other Maori (for information only)				
15	Corner Rugby and Dufferin Street	Hauwai Cultivation Area	M69	

2.6 Land use and District Plan

Future supermarket

A proposal to develop a supermarket on the site corner Rugby and Tasman Street exists. This proposed large format retail may have implications for the future traffic demand generated around the Basin Reserve.

Grandstand apartments, 80 Kent Terrace

Unit titled in 2000, 12 units, 7 storeys. Given multiple land owners, acquisition of the Grandstand apartment block for roading designation could prove problematic.

Hania Street multi-unit residential developments

Street number	Units	Status
17	5	Nearing completion
21 (rear)	6, proposed increase to 11	Pre-application
21 (front)	11	Resource consent granted, site cleared, but no building consent applied for
33	13	Occupied
43	1?	Building info SR for dwelling in 2006, but later fitted out for commercial

Te Papa repository building

Owned fee simple by Te Papa. Recent (2007/08) additions and alteration give mention to a 15-year occupation horizon.

Future Government House entrance redevelopment (refer to community Section 2.3)

St Marks School resource consent (refer to Section 2.3)

Pre 1930's demolition rules

Mt Victoria contains large numbers of older buildings which collectively are important to the identity of Wellington City as a whole. To help protect the value of these buildings to the streetscape the demolition or removal of pre 1930 buildings has been made a Discretionary (Restricted) Activity. The focus of this rule is the contribution of the buildings to the streetscape.

FIG. 2-13: Basin Reserve land development (existing and future) considerations

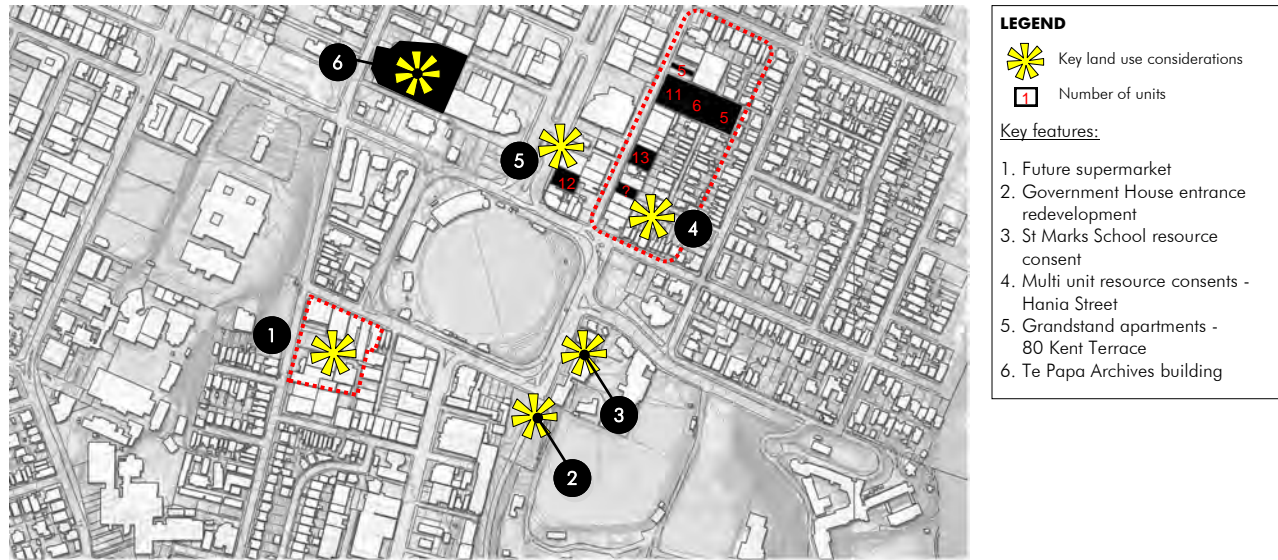
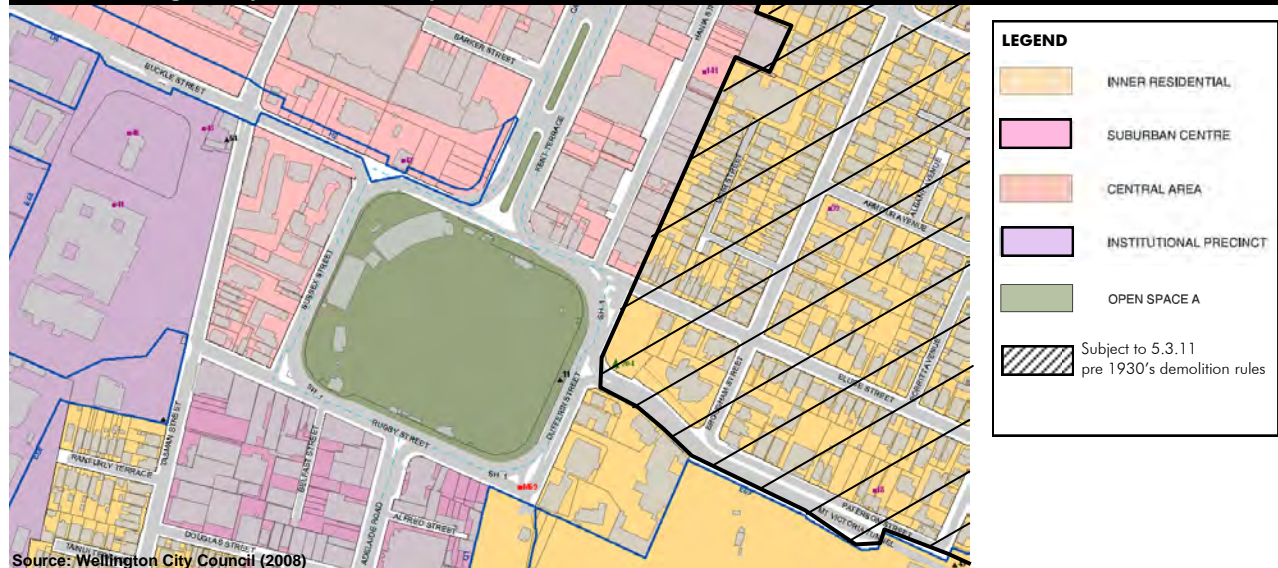


FIG. 2-14: Wellington City District Plan map



Land use sensitivity, edge and development potential analysis

Strong and weak edges around the Basin

Existing land uses and features provide mostly strong edges to the Basin Reserve gyratory. From north-east to north-west this includes:

- Heritage / character value buildings fronting Ellice Street and Kent Terrace;
- NE bank, mature trees and fence line of the Basin Reserve grounds;
- St Marks School and residential properties fronting to Dufferin Street;
- Caledonian Pub fronting Rugby Street and Adelaide Road;
- Southern fenceline and gates of the Basin Reserve;
- Pre and post war commercial buildings fronting Rugby Street and Adelaide Road;
- SW and western fence line and Museum stand of the Basin Reserve grounds;
- Heritage / character value buildings fronting Rugby and Sussex Streets;
- Back of the RA Vance stand and mature pohutukawa trees on the NW corner of the Basin Reserve grounds.

The weakest edge identified around the Basin Reserve fronts Sussex Street and comprises of: Awhina House Massey University student housing complex; Marksman Motor Inn and church parking lot. This edge has lower amenity and less active frontage.

Development potential

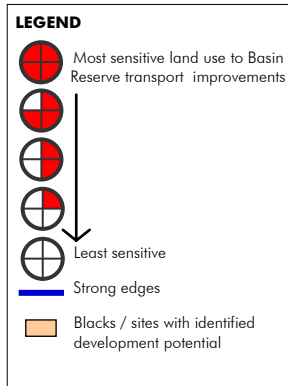
Many sites / blocks around the Basin have redevelopment potential. Refer to orange areas on Figure 2-15.

Basin Reserve workshop priorities

Protecting stronger land use edges around the Basin and improving where possible under redevelopment.

Avoiding where possible, transport scenarios which impact on sensitive and valued land uses including: heritage and character, employment activities, community / public facilities

FIG. 2-15: Basin Reserve land use map



MOST SENSITIVE to transport	MEDIUM - HIGH SENSITIVE	MODERATELY SENSITIVE	LOW - MODERATE SENSITIVE	LEAST SENSITIVE
1. Memorial Park 9. Heritage 53-55 Rugby St 16. St Josephs 18. St Marks School 21. Government House	2. Heritage creche 6. Cnr Sussex / Rugby Streets 11. Character cnr Adelaide Rd / Rugby St 12. Heritage 83-87 Kent Tce 3-9 Ellice St 17. pre-1930's housing Paterson Street north	7. SW Basin Reserve edge 14. NE Basin Reserve edge 19. SE Basin Reserve edge 20. Caledonian pub	3. NE Basin Reserve edge	5. Massey Uni student flats 8. Future supermarket site 10. Cnr Belfast / Rugby Streets 13. Corner Hania / Ellice Streets 15. Car park

ABOVE FIG. 2-16: Summary of land use sensitivity to transport improvements around the Basin Reserve. Source: Basin Reserve workshop, 2008

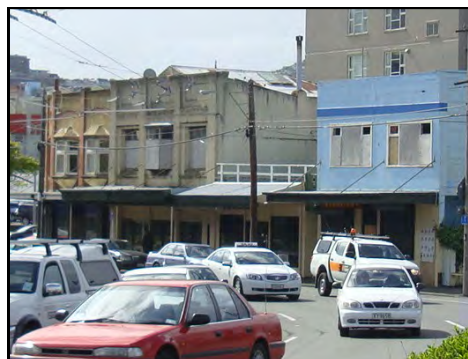
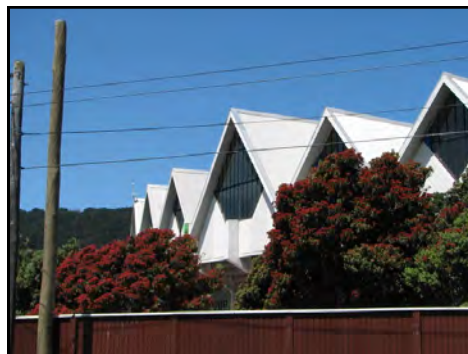
Urban design definition of edges

The spatial relationship between the public space i.e. the street and the buildings or element fronting it. Edges should make a positive contribution to the streetscape by providing definition and connection. Edges depicted in **Figure 2-16** have been assessed against the:

- expression of bulk, mass, enclosure and openness;
- quality and nature of façade / frontage;
- degree of external active frontage;
- nature of access.

Nb. Edges can be built e.g. buildings or fences, or natural e.g. lines of mature vegetation.

Stronger edges around the Basin Reserve



Weaker edges around the Basin Reserve



ABOVE FIG. 2-17: Examples of edges around the Basin Reserve gyratory. Source: B. Duffield, WCC and Urbanism+ (2008)

2.7 Local movement

Local directional movement

Main local movement flows are considered to be:

- North - south between the southern suburbs and:
 - Buckle / Tory streets through to Lambton Quay and CBD or;
 - Kent / Cambridge Terrace to Waitangi Park and NE or NW.
- South-east to north-west connection between the eastern suburbs through Mt Victoria tunnel to Te Aro and beyond.

Destinations

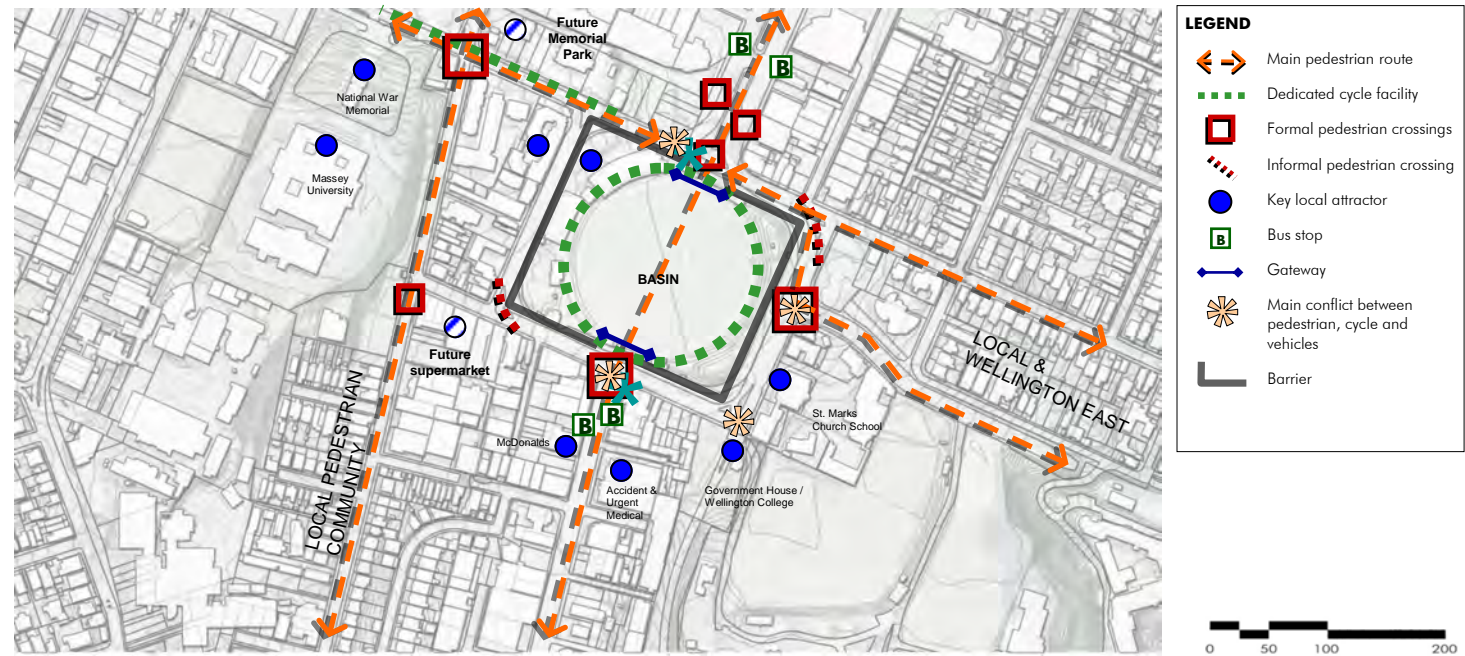
Existing local attractors in the immediate environs of Basin Reserve include:

- Schools, tertiary providers, Government House, Basin Reserve, National War Memorial, after hours accident and urgent medical on Adelaide Road.

Future local attractors include:

- Memorial Park and the proposed supermarket.

FIG. 2-18: Basin Reserve local movement map



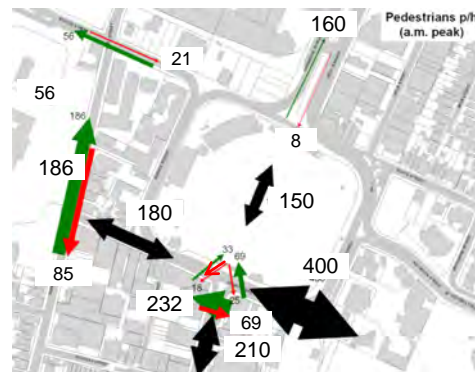
Basin Reserve workshop priorities

Improve mid block connections and intersections for pedestrians / cyclists. This includes:

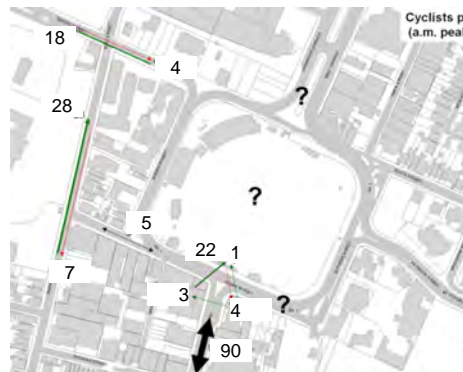
- School and Government House traffic and high numbers of children and secondary students in the south eastern crescent
- Intersection Adelaide Rd / Rugby St
- Intersection Paterson / Dufferin Street
- Intersection of Buckle St / Cambridge Tce

Continue to provide for north-south and south-east to north-west local movement.

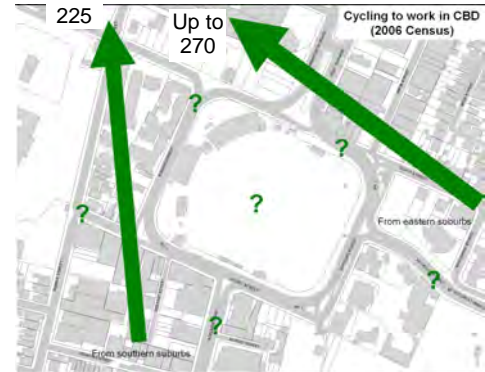
BELOW FIG. 2-19: Pedestrian am peak hour movements



BELOW FIG. 2-20: Cyclist am peak hour movements



BELOW FIG. 2-21: Daily cycle to work in CBD (2006 Census)



Source: Summary provided by WCC. Data sources: TDG Adelaide Road Strategic Study, December 2007; Adelaide / Dufferin / Rugby intersection study, September 2005; Census data, 2006; WCC cordon count data, May 2008.

Adelaide Road - Planning for the Future

In November 2008, Wellington City Council adopted the Adelaide Road Framework. This framework provides a long term vision (20+ years) for the northern Adelaide Road area between John Street and the Basin Reserve.

Shorter term and longer term movement concepts for the Adelaide Road corridor have been established. The corridor upgrade seeks to:

- “enhance the capacity of Adelaide Road and the passenger transport function of the corridor by widening and reconfiguring the roadway and key intersections” and
- “ensure new road configurations/designs provide flexibility to cater for future public transport initiatives”.

The short term corridor initiative has an estimated cost of \$4.8-6.8 million excluding land acquisition costs for road widening. Some funding for bus priority measures and streetscaping exists.

Shorter term transport scenario for Adelaide Road



ABOVE FIG. 2-22: Adelaide Road shorter term corridor initiative. Source: Urbanism+ Adelaide Road workshop summary report, 2008

Longer term transport scenario for Adelaide Road



ABOVE FIG. 2-23: Adelaide Road longer term corridor initiative with bus acting as a tram in the centre of the road. Source: Urbanism+ Adelaide Road workshop summary report, 2008

Basin Reserve workshop priorities

The Adelaide Road project sought to retain the Rugby Street / Adelaide Road intersection similar to its current configuration with the proviso of being subject to the outcomes of the Basin Reserve project.

As the southern approach to the Basin, corridor reconfiguration along Adelaide Road will impact on the supply of traffic to the Basin Reserve gyratory.



Transport PART 3

TRANSPORT

3.1 Strategic transport function

The strategic transport issues associated with the Basin Reserve have been comprehensively addressed and summarised within the following reports:

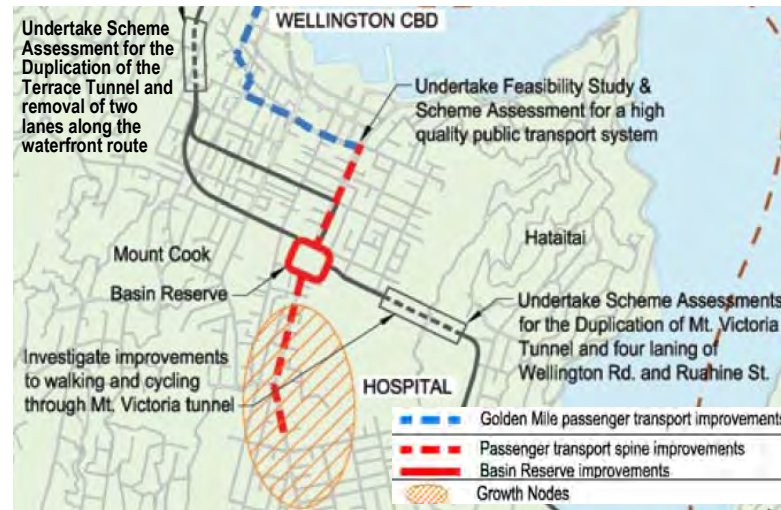
- *Meritec Interim Scheme Assessment Report*, December 2000
- *Ngauranga to Wellington Airport Corridor Plan*, November 2008 (NZTA, GWRC, WCC)
- *Ngauranga to Wellington Airport Strategic Study* (reporting completed 2006 - May 2008). This work includes:
 - *Problem framing report*, August 2006
 - *Phase 1 consultation report*, July 2006
 - *Golden Mile Capacity Assessment report*
 - *Technical report 1: Description of Options*, April 2007
 - *Technical report 2 and Phase 2 Consultation Report*
 - *Technical report 3: Recommended Strategy*, May 2008
- *Basin Reserve At-Grade Intersection Proposals Report*, April 2008
- *Basin Reserve Grade Separation Project Feasibility Report*, September 2008

For a summary of Basin Reserve strategic transport priorities refer to Section 1 of this report.

3.2 Passenger transport function

The passenger transport issues associated with the Basin Reserve have been comprehensively addressed and summarised within the *Ngauranga to Wellington Airport Corridor Plan*, November 2008 (NZTA, GWRC, WCC).

For a summary of Basin Reserve passenger transport priorities refer to Section 1 of this report.



ABOVE LEFT FIG. 3-1: Ngauranga to Airport Corridor Plan map showing transport initiatives around the Basin Reserve and its environs. Source: GWRC, November 2008.

ABOVE RIGHT: Photo of the Basin Reserve gyratory looking south from Cambridge Terrace. Source: NZTA, November 2008.



Basin Reserve workshop priorities: Strategic transport

To reduce congestion and improve network capacity at the Basin Reserve and Mt Victoria Tunnel.

Accommodating anticipated transport supply around the Basin Reserve.

Basin Reserve workshop priorities: Passenger transport

- Providing for a high quality north-south passenger transport corridor between Adelaide Road and Kent / Cambridge Terrace.

Improving the reliability and efficiency bus journey times.

Allowing for future flexibility in the longer term PT delivery vision e.g. dedicated bus and light rail.

Making walking, cycling and PT use attractive. This includes the provision of bus priority measures and safe PT stops, mid block crossings and intersections.



Spatial priorities PART 4

SPATIAL PRIORITIES

4.1 Conflict synthesis summary

