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EXECUTIVE SUMMARY

SCOPE AND PURPOSE

The purpose of this Townscape and Visual Assessment is to identify and evaluate the townscape and visual effects of the Basin Bridge Project. The scope of the assessment covers:

(a) **Existing environment**: assessing the existing townscape/visual character of the Project Area and its context;

(b) **Visibility and viewing audiences**: assessing the visibility of the Project Area and identifying the key user groups and viewing audiences;

(c) **Townscape and visual effects**: identifying the nature and intensity of changes resulting from the Project and assessing the associated townscape and visual effects; and

(d) **Mitigation**: discussing the effectiveness of mitigation measures integral to the submitted design and identifying the need for additional mitigation where required.

POTENTIAL TOWNSCAPE AND VISUAL EFFECTS

The proposal, located within an area with a distinctive character and high visual prominence, is an infrastructure project including the construction of a bridge. The Project occurs within the footprint of the existing traffic corridor which, however, is to be expanded to accommodate the proposed grade-separation. A substantial amount of landscape work, along the edges of the expanded traffic corridor, is to be carried out as part of the Project. Both the bridge structure and the expansion of the traffic corridor will result in substantial changes to the character and visual experience of the Project Area and its surroundings. The potential townscape and visual effects arising from these changes include:

- effects on the character of the landform and existing vegetation;
- effects relating to the ‘degree of fit’ of the bridge structure to the existing street pattern;
- effects of the expanded traffic corridor & bridge structure on the street/open space character and visual amenity of adjacent areas;
- effects on the spatial context of the Basin Reserve and associated views;
- effects on the scale/character of the built context;
- effects on the visual experience of the identified viewing audiences;
- effects during construction.

ASSESSMENT METHODOLOGY

As townscape and visual effects are inter-related, the approach to assessment was to firstly identify and discuss the key townscape effects in light of the individual Project’s zone, and then assess them in more detail as part of an integrated townscape/visual amenity assessment. The latter was carried out in relation to long-distance, mid-range and close views.

The nature and magnitude of the townscape/visual effects were established through field work, familiarisation with the Project and the review of 62 representative views identified as part of the visibility analysis. To enable a more accurate assessment of the proposal 21 of 62 views were captured in photomontages and assessed individually with reference to a set of identified project-specific criteria. The integration of the Project to its context was identified as a central principle of the assessment.
The findings of the individual views assessment and the review of the draft ‘walk-through’/‘drive-through’ visual simulations provided the basis for drawing conclusions on visual effects in relation to the separate viewing audiences and on the wider townscape/visual character of the area.

The key conclusions of the assessment are summarised as follows:

**SUMMARY OF TOWNSCAPE AND VISUAL EFFECTS**

The townscape and visual effects of the Project will be largely contained and localised within a 500m radius of the Basin Reserve and will be most pronounced in the areas to the north and east of the bridge, including the intersection of Dufferin Street and Paterson Street. The townscape and visual effects on distant views will be low.

**TOWNSCAPE/VISUAL EFFECTS**

**Effects on the character of the landform and existing vegetation**

- The Project does not involve any significant changes to the existing landform. The bridge layout is designed to fit in with the existing landform, taking advantage of its undulating topography without the need for major earthworks and/or extensive retaining walls.
- Apart from a small number of trees, the Project does not involve the removal of a large amount of vegetation. It is noted that the Project includes the planting of a substantial number of new trees in close proximity to those removed.

**Effects relating to the ‘degree of fit’ of the bridge structure to the existing street pattern**

- The bridge design aims to align with the existing street grid while responding to speed limit requirements. The straight section of the bridge [to the west of the Kent Terrace/Hania Street junction] responds to the street grid and aligns with Buckle Street. The new NWM Park trees and the new building under the bridge will reinforce the sense of the alignment.
- Speed limit requirements within the eastern/curving section of the bridge have influenced its configuration, preventing the possibility of a closer [than the proposed] alignment with the existing street pattern and the shape of the Basin Reserve. As a whole, the bridge will read as generally conforming to the existing street corridor.
- The proposed alignment of the bridge will position the structure at approximately 20m from the northern edge of the Basin Reserve, allowing for the planting and growth of trees of a substantial scale. This will provide a soft edge to the bridge and will assist to visually separate it from the Basin Reserve. The part of the bridge running along the north/eastern side of the Basin Reserve is positioned 15m from the Basin Reserve. The mound and existing trees, together with the proposed new trees, will help to visually ‘compensate’ the effect of this separation distance.

**Effects of the expanded traffic corridor & bridge structure [eastern section of Project] on street character and townscape/visual amenity of adjacent area**

- To accommodate east-bound traffic as part of the grade separation, the existing traffic corridor must be expanded and re-aligned between Hania Street and Brougham Street. The realignment will erode the existing street/block structure and emphasise the presence of the infrastructure corridor and bridge in views from the adjacent residential area. The elevated walkway structure and bridge [which are separated along this section of the bridge] will enclose the street space and interrupt and reduce views to the Basin Reserve. This will affect the street character and visual amenity of the Ellice/Dufferin/Paterson Street
area as a whole, with the effects on visual amenity being most significant in relation to static views from the properties in the immediate vicinity, in which the bridge will be a dominant foreground element. The proposed planting and hard landscape work will assist to partially screen and soften the visual effects in these views, but will not be able to address the issue of proximity.

- The effect of the road widening and the complex configuration of the bridge and elevated walkway in this section of the Project are unavoidable and difficult to fully mitigate. This is due to technical requirements, the presence of carparking areas adjacent to the realigned corridor and the lack of sufficient space for planting. It is noted, however, that the existing visual amenity of the area where the road widening occurs is not high. It is also noted that the Project as a whole will help to unify the visual character of this area, through the intended consistent approach to landscape treatment throughout.

**Effects on the spatial context of the Basin Reserve, the street character of Kent/Cambridge Terraces and associated views**

- The bridge and the northern gateway building will considerably alter the spatial context of the Basin Reserve, reduce views to the Basin Reserve and affect visibility of certain townscape elements within the setting. These effects will be of greatest significance in close up views from the north and east.

- Changes to the spatial context of the Basin Reserve and associated effects on views cannot be avoided but can and have been minimised as much as practicable. This has been achieved primarily through the design of both the bridge and the northern gateway building [with reference to the 45m option], which help to reduce the visual impact/extent of obstruction on existing views. As a result, the Basin Reserve trees and the visual presence of the ground will remain legible in the ‘new’ views from Kent Terrace under the bridge. The new entrance to the ground, developed as part of the northern gateway building, will enable a view from Cambridge Terrace across the ground to the Basin Reserve’s southern entrance. Of the three options for the northern gateway building, the 45m option will generate the lowest degree of effects in relation to spatial/street character and public views to the Basin Reserve. The effect of the 55m option, although slightly greater will be generally comparable to the 45m option. The enclosing effects on views generated by the 65m option will be greatest.

- Some of the new elements/mitigation measures incorporated in the Project will help to partly ‘compensate’/mitigate some of the negative effects on views and improve certain aspects of the visual context of the Basin Reserve. Aspects of the Kent/Cambridge Terraces street character at its southern end will also be enhanced. These include:

  - the proposed continuation of the NWM Park, the new building under the bridge and the new trees within and in the vicinity of the Basin Reserve, will add to the spatial definition and visual quality of existing close-up views to the Basin Reserve;

  - the entrance plaza, together with the new entrance will enhance the approach to the Basin Reserve and the foreground of associated views. The entrance plaza will also ‘open up’ the view in the opposite direction - from the northern end of the Basin Reserve towards Kent/Cambridge Terraces, improving the visual connection of the Basin Reserve to the boulevard setting of the Terraces;

  - the proposed landscape work along Dufferin Street will complement the Basin Reserve’s setting and enhance the street character, while reducing the visual impact of the bridge;
- the proposed landscape work in the vicinity of the Adelaide Road/Rugby Street intersection and the relocation of the Dempster Gate will enhance the street character and the immediate context of views to the Basin Reserve from the south.

- the bridge will enable enhanced views to the western Town Belt and elevated views to the Basin Reserve for those moving on the bridge [whether pedestrians, cyclists or motorists].

  The visual connections to the more distant contextual elements such as the Town Belt and Mt Cook, will be reduced or lost in some of the close up views. They will re-appear in sequential views, thus remaining part of the overall visual experience when moving through the wider area.

**Effects on the character of the built context** [degree of integration between the Project’s elements and the scale/character of its surroundings]

The bridge will read as a prominent new townscape element and a major foreground feature in close up views. The Project has optimised opportunities to relate/integrate the bridge to the scale and character of its surrounding and reduce its visual effect. This is based on:

- the form, dimensions and design of the bridge [designed to reduce its visual impact] and the piers positioned to maintain key sightlines;

- the height of the bridge which maintains a generally consistent height plane around the Basin Reserve and is lower than the existing Basin Reserve trees and adjacent buildings;

- the detailed design of the bridge, which provides a sense of human scale and visual interest thus assisting in reducing its visual dominance in close up views; as well as the green treatment of the abutments and adjacent landscape areas which soften their visual impact;

- the new building under the bridge providing a scale transition between the bridge and its street context, thereby reducing its visual effect; and

- the proposed continuation of the NWM Park, the new entrance plaza, the Dufferin Street landscape, plus the consistent landscape treatment throughout the Project Area, which provide a continuous soft context for the bridge. In addition, the proposed continuation of the NWM Park will also help the integration of the Project to the wider setting of the NWM Park.

**VISUAL AMENITY EFFECTS/AS EXPERIENCED BY THE INDIVIDUAL VIEWING AUDIENCES**

**Effects on local residents** - the Project will change the visual setting of the surrounding residential areas. The main adverse visual effects will arise from the expanded traffic corridor, including the bridge/elevated walkway and its proximity to existing residential buildings. These effects will be experienced in dynamic views by the general population within the area when moving through, and in static views from properties in the nearby vicinity of the Project Area.

For most residents in the wider vicinity of the Project Area, the visual effects will not be significant, due to distance and foreground elements. However, the effects will be of much greater significance for the immediately adjacent properties which have direct views to the Project Area. The mitigation of the visual effects on nearby properties relies primarily on landscape work to screen and soften the visual effects of the Project. The proximity of the bridge to some of the buildings and/or its juxtaposition with others, however, limits mitigation options. As a result, some of the effects will not be possible to avoid or mitigate. Therefore the effects for these properties will be high.
Effects on Basin Reserve audiences - [spectators, pedestrians moving through and players, with special reference to batsmen] - the visual effects of the bridge and moving traffic on these audiences will be adequately mitigated by the proposed northern gateway building, the existing mound, and the existing and proposed new trees. It is recognised that the 65m option for the northern gateway building will provide the highest degree of screening of the bridge in views from within the ground. However, it is less successful in delivering the overall townscape ‘benefits’ which the other options could provide.

The effects of the Project will be experienced in a dynamic way by pedestrians passing through the space, in static views by spectators [mainly when their attention is diverted from the playing field], and by players during cricket matches.

Effects on pedestrians/cyclists - by creating new shared pathways and improving the existing ones the Project will make significant changes to the movement and visual experience of both pedestrians and cyclists. The visual effects of these changes will be highly variable and will be greatest in close proximity to the bridge. When considered as part of a moving experience and given the quality of design detail, overall the adverse effects on pedestrians will not be significant. In many respects the Project will improve the existing situation. This is because the sections of the routes in close proximity to and under the bridge are relatively short and will be experienced as part of a longer sequence of changing views. At the same time, the consistent design treatment of the pathways and associated planting will provide a sense of visual continuity that will soften the effects of the bridge structure and help to unify its spatial context.

The new pathway along the bridge will enable elevated views to the surrounding areas enhancing the visual connections to the Town Belt and the green landscape of the NWM Park. The street definition and activity provided by the new building under the bridge and the pedestrian oriented space of the new entrance plaza will be an improvement to the existing conditions. The detailed design of the bridge and the street furniture within the plaza space will provide a sense of human scale which will support pedestrian movement and use of the area.

Elevating the west-bound traffic will mean that the ground level pedestrian experience will also be ‘calmer’ and occurring within a visual environment with consistent landscape treatment.

Effects on motorists - the Project will completely change the experience of west-bound motorists - the changes relate to both the direction of movement and the spatial character of the views. The effects of the changes for the motorists will, in many respects, be positive as the new elevated route will provide expanded views to the green hills/Town Belt to the west, while the NWM Park will enhance the quality of visual experience. The elevated road will partly reduce visibility to the base of the Basin Reserve and affect the direct visual connection to the ground level of adjacent streets. However, visibility to the key contextual elements will largely be retained and the presence of the Basin Reserve and its tree lined edge will remain legible.

Changes to motorists’ experience in east-bound journeys will be of a lesser scale, including changes to the spatial environment of the road corridor based on road widening and associated use of low retaining walls. The effects of these changes [which will emphasise the increased scale of the road infrastructure] will be most pronounced along the east section of the Project. However, the effects will be experienced at a 50km speed in sequential views obtained when moving along a unified infrastructure corridor where the positive effects of the new building at the Kent Terrace corner, the new entrance plaza and the consistent landscape treatment will be noticeable. Given the lower view-point of motorists, views to the Basin Reserve will be retained under the bridge. Views to the Mount Victoria Town Belt will be retained, including the existing view along Ellice Street up to the Town Belt.

Effects on Town Belt users - as a whole, because of distance and foreground vegetation, the Project will not change the visual experience for people walking through the Town Belt in any significant way. While the Project will have a higher visibility from the Mount Victoria look-out, it
will be seen as a small element within a wide panoramic view and will be absorbed into the broader cityscape. In views from the vicinity of the Mount Victoria look-out, the existing planting and the proposed landscape work will assist the integration of the bridge with its immediate context and to the wider landscape setting of the NWM Park.

**Effects during construction** - the main visual effects will arise from earthworks and any vegetation clearance and the construction activity itself, including the effects of construction yards and laydown areas.

The construction effects on the visual amenity of the area will be greatest for those living in near proximity to the Project Area. However, the effects will be temporary and occur in stages. Potential construction sequencing and programming is only indicative at this stage, but it is expected that appropriate mitigation measures will assist to reduce the visual effects as much as practicable.

**SUMMARY COMMENT**

- The Project will change the character of the existing townscape and in turn affect the experience of the various audiences. The townscape/visual effects will be largely contained and localised within a 500m radius from the Basin Reserve and will be most pronounced within a distance of 200m to the north and east of the bridge structure.

- The significance of the townscape/visual effects will vary from audience to audience, but for the vast majority of the audiences, the townscape/visual effects will be experienced in a dynamic way and therefore will vary with distance and viewpoint location.

- The effects of the bridge on the ‘moving’ audiences will be softened by the proposed mitigation measures and experienced for short periods of time. Given the positive effect of some of the proposed landscape work, it can be said that in some respects the Project will improve their experience. However, for the residents/occupiers of a relatively small number of properties, the adverse visual effects will be of much greater significance and for some of these properties the effects will be high due to their proximity to the bridge and/or because of limited mitigation opportunities.

- The bridge, because of its location and scale, will be a prominent new element. While responding to the landform and generally conforming to the existing street corridor, the bridge and associated gateway building will alter the spatial character of the Basin Reserve and surrounding streets. It will reduce the extent of views and disrupt visual relationships between existing elements and, along with the realigned traffic corridor it will negatively affect the interface with the adjacent residential area. Seen as a major foreground element, the bridge will raise potential issues of visual dominance, particularly in close up views.

- Effects relating to changes in spatial structure and view reduction cannot be avoided. However, along with potential effects of visual dominance, they can be minimised, softened and reduced through careful bridge design and landscape work. The extent to which this has been achieved, along with the way the Project elements integrate to each other and to their context, underpins the visual outcome of the Project. Given the many changes introduced by the Project, including some considerable improvements, the visual integrity of the resulting environment is also relevant. So is the character and quality of the existing context, which, notwithstanding its positive attributes, is a diverse and visually fragmented environment accommodating a major traffic corridor awaiting an up-grade.

- With this in mind, and notwithstanding that not all townscape/visual effects can be mitigated or mitigated to the same extent, it can be said that the Project, in the context of a ‘bridge option’, and given the constraints of the Project Area, has:
- optimised mitigation/integration opportunities within its ‘site boundaries’;
- reduced the adverse effects of the bridge structure as much as practicable; and
- made improvements to aspects of the existing setting.

This has been achieved in a comprehensive manner through the adopted ‘integrated approach’ to mitigation based on a bridge structure designed to reduce its visual impact and on a substantial amount of landscape work aimed to maximise the ‘softening’ and integration of the built elements to the setting. The proposed package of integrated mitigation is in line with the guiding principle of ‘integration’ [identified in the ULDF and the assessment methodology], and, as a result, it will:

- contribute to a unified and visually coherent infrastructure underpinned by design integrity and consistent design quality, albeit of a larger scale;
- assist the integration of the Project with its immediate setting and the broader landscape context of NWM Park; and
- respond as much as practicable, to the specific visual effects on the various audiences.

The conclusions are drawn based on analysis of the Project’s plans and assessment of associated visual material. Achieving the results as indicated in these plans/visuals is highly dependent on the final design detail of the Project and its implementation. To this end it is critical to ensure that the positive effects of the proposed mitigation are implemented as intended. This can be addressed by appropriately formulated conditions, should consent to the Project be granted [refer to suggested Project conditions].
1 INTRODUCTION

PURPOSE AND SCOPE

The purpose of this report is to assess the effects of the proposed Basin Bridge Project in relation to townscape character and visual amenity [townscape and visual effects]. The townscape and visual assessment forms part of the overall Environmental Assessment of Effects [EAE] and has a degree of overlap with the Urban Design Assessment. The Townscape and Visual Assessment is also related to other technical reports such as those covering heritage and CPTED matters and the Urban and Landscape Design Framework.

SCOPE

This report is focused on the potential townscape and visual effects and encompasses:

(a) describing/assessing the townscape character of the Project Area and its context [section 7 of the report];

(b) assessing the visibility and visual catchment of the Project Area and identifying the main viewing audiences [section 8 of the report];

(c) describing the nature and scale of the changes resulting from the Project and assessing the associated townscape and visual effects [section 9 of the report]; and

(d) evaluating the effectiveness of mitigation measures integral to the submitted design and identifying the need for additional mitigation where required [section 10 of the report].

Note: The report assesses the effects of the proposed screening mitigation options within the Basin Reserve. The assessment of effects section of this report is based on a 45m long structure and planting of pohutakawa trees along the northern boundary of the Basin Reserve. The effects of proposed alternative screening mitigation comprising a 55m and a 65m long structure within the Basin Reserve are provided at the end of Section 7 under Basin Reserve Mitigation, and are also contained within the conclusion Section of the report.

The townscape/visual assessment is carried out according to the methodology described in section 4 of the report.

The plans and documents subject to the visual and townscap assessment are contained in Volume 5: Plan and Drawing Set. The specific plans and documents relevant to the assessment include:

- Landscape Plans;
- Basin Reserve Northern Gateway Building, Resource Consent Design Report;
- Truescape Visual Simulations; and
- Representative Views/Existing Environment [Photographic Record].

1 The Assessment of Urban Design Effects [Technical Report 9] covers the wider urban design effects relating to urban structure and land-use, accessibility and overall amenity.

2 For the purposes of the assessment ‘townscape’ is defined as the relationship between natural and built elements, features and patterns that make up the physical character of an area, including perceptual and associative aspects of the environment. Visual appearance and visual amenity and views are part of townscape.

3 Visual effects are a specific subset of the townscape effects. A visual assessment addresses the effects of the visual change of a project within the areas where it can be seen from [visual catchment] by the people who will see it [viewing audiences].
2 PROJECT DESCRIPTION

The Project proposes to construct, operate and maintain new transport infrastructure for State Highway 1 at the Basin Reserve. A key component of the proposal is a multi-modal bridge that connects Paterson Street with Buckle Street. The bridge will provide a two lane one-way carriageway for SH1 westbound road users and includes a shared walking and cycling path on its northern side.

Proposed at-grade road improvements include changes to Dufferin Street and sections of Paterson Street, Rugby Street (including the intersection with Adelaide Road), Sussex Street, Buckle Street (SH1), Taranaki Street, Vivian Street (SH1), Pirie Street, Cambridge Terrace, Kent Terrace (SH1), Ellice Street and Hania Street. The overall road layout is shown diagrammatically on Figure 10.1 below.

Figure 10.1: Project Area showing the proposed roading layout and land to be designated

The Project also provides urban design and landscape treatments. These include new landscaped open space areas, a new building under the bridge on the corner of Kent Terrace and Ellice Street, a new entrance and Northern Gateway Building to the Basin Reserve, an improved streetscape entrance to Government House and adjacent schools, a modified car park for St Joseph’s Church, dedicated bus lanes and bus stops around the Basin Reserve, as well as new walking and cycling paths.

Proposed landscaping and urban design treatments include low level plantings, raingardens, trees, terracing, architectural bridge design including sculptured piers, furniture and paving. These measures aim to contribute to the overall integration of the proposed bridge structure into the surrounding urban environment.
TRANSPORT IMPROVEMENTS

The Project proposes a grade-separated route (the bridge element) for SH1 westbound traffic on the northern side of the Basin Reserve. As a result, SH1 traffic will be removed from the local road network around the eastern, southern and western sides of the Basin Reserve.

The bridge soffit will be up to 7.3m above the ground surface and the top of the guard rail will be up to 10.5m high above the ground. The bridge is approximately 263m long or 320m long if both abutments are included. It will be supported by six sets of piers (2 are double piers) and six smaller piers to support the western end of the shared pedestrian and cycleway where it splits away from the main bridge structure. The bridge has a minimum width of approximately 11.3m and a maximum width of approximately 16.7m. There are two bridge joins, one at each end.

The Project proposes changes to the SH1 westbound route, the SH1 eastbound route, and other roads on the network where they connect with SH1, including clearways on the eastern part of SH1 Vivian Street (from Tory Street to Cambridge Terrace). These propose to improve the efficient and safe movement of traffic (including buses), pedestrians and cyclists through intersections and provide entry and exit points for SH1. Supplementary works on the existing local road network are also proposed to be undertaken to take advantage of the additional capacity created by the SH1 improvements.

The Project proposes new pedestrian and cycling routes throughout the Project area as well as improvements to existing infrastructure. The majority of the works to improve the walking and cycling routes are located on the north side of the Basin Reserve and connect with Mount Victoria suburb, Mount Victoria Tunnel and schools on Dufferin Street. These improvements will connect with the National War Memorial Park which is currently under construction and also with potential future duplication of Mount Victoria Tunnel.

A reduction in state highway traffic on the roads around the Basin Reserve allows for more efficient northbound and southbound movements from Kent and Cambridge Terrace to Adelaide Road. Accordingly, new dedicated bus lanes are proposed to provide for better public transport movements around the Basin Reserve.

The key traffic flows around the Basin Reserve following the implementation of the proposed Project are shown in Figure 10.2 below and described thereafter.

![Figure 10.2: Proposed traffic directions for the Project](image-url)
The package of transportation improvements proposed by the Project are summarised below and followed by a brief description of the works:

**SH1 westbound (from Mount Victoria Tunnel to Buckle Street)**
- The Bridge - new direct link from Paterson Street to Buckle Street via a bridge;
- Buckle Street three laning - provision of third lane along Buckle Street between Sussex Street (including minor modifications to Sussex Street) and Taranaki Street to improve capacity and accommodate the two lanes from the bridge; and
- Taranaki Street improvements – modifications to the layout of Taranaki Street and Buckle Street intersection to accommodate the three laning of Buckle Street and to increase capacity.

**SH1 eastbound (from Vivian Street – Kent Terrace - Mount Victoria Tunnel)**
- SH1 Eastbound re-alignment - realignment of SH1 eastbound between Hania Street and Brougham Street; and
- Vivian Street and Pirie Street Improvements – as part of the modifications to the intersection of Pirie Street and Kent / Cambridge Terraces and Vivian Street, clearways on Vivian Street are proposed. The combination of improvements increases the capacity of the intersection for all traffic movements including public transport.

**Improvements to roads around the Basin Reserve**
- Paterson Street / Dufferin Street intersection – layout modifications to change in priority at the signals including provision of a significant increase in priority to Dufferin Street (south bound traffic from Kent Terrace/ Ellice Street);
- Adelaide Road / Rugby Street intersection – reducing through lanes along Rugby Street from 3 lanes to 1 and allowing Adelaide Road traffic and Rugby Street traffic to flow at the same time. Pedestrian and cycling crossings will be via on-demand signals. Two lanes for access into Adelaide Road would remain with one operating as a dedicated bus lane;
- Ellice Street link – new road link from Ellice Street to Dufferin Street/Paterson Street intersection (a similar vehicular movement can currently be made between Ellice Street and Dufferin Street). A new shared pathway for pedestrians and cyclists would be provided adjacent to this link to facilitate movements between the Mount Victoria suburb, the schools on Dufferin Street, and further south toward Adelaide Road;
- Dufferin Street improvements – works to modify the layout of the road space and bus drop off zones on Dufferin Street and Rugby Street on the south east corner of the Basin Reserve and to improve vehicular access to Government House; and
- Basin Reserve Gateway – treatment to Buckle Street where it meets Kent/Cambridge Terraces, and retains an entry point to the re-aligned SH1 eastbound.

**Walking, Cycling, Public Transport (throughout the Project Area)**
- Walking and cycling path on bridge – new walking and cycling path on the bridge between Paterson Street and Buckle Street / NWM Park;
- Existing pedestrian and cycle routes – existing at-grade pathways are retained or enhanced and additional and alternative routes are provided. Additional and improved pedestrian and cycling access would be provided in the landscaped area on the corner of Cambridge Terrace and Buckle Street and between Brougham Street and Kent Terrace. These routes link to the proposed pedestrian and cyclist facilities proposed through NWM Park;
Public Transport - new dedicated bus lanes are proposed on Ellice Street, Dufferin Street and Buckle Street, and the southbound bus stop is proposed to be relocated from Adelaide Road onto Rugby Street; and

Public Transport - existing priority for buses from Kent Terrace onto Ellice Street is retained.

For further detail on the proposed transport improvements refer to Volume 3: Technical Report 4: Assessment of Transportation Effects of these documents. Details of the road design layouts are shown in Volume 5: Plan and Drawing Set.

**URBAN DESIGN AND LANDSCAPE**

Proposed urban design and landscape treatments to areas outside of the road carriageway form part of the Project works. The development of the proposed Project design has been iterative, responsive and collaborative. As such, it has been developed through an Urban Landscape and Design Framework (refer to Volume 3: Technical Report 2) to address the specific urban design principles for the Project. The Project proposes treatments to areas adjacent to the road network that would assist with the integration of the proposed bridge into the surrounding urban context.

Six zones and elements (Zones) for the Project area have been identified within which character and zone specific principles for those areas have been developed to define the design intent and to provide a framework for post RMA consenting detailed design development. The zones are shown on Figure 10.3 below.

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Figure 10.3: Urban and landscape zones for proposed works outside of the traffic lanes
These are briefly described for the urban and landscape zones below:

- **Zone 1 Cambridge/Buckle Bridge Interface Zone** - proposed landscape treatments to land between Cambridge Terrace and the NWM Park, which includes rain gardens and wetland plantings for stormwater treatment. This landscape area has been designed as a continuation of NWM Park. The terracing in the NWM Park starts from Kent and Cambridge Terraces and are reflective of the cultural heritage of the area, as cultivation terraces. Wetland planting reflects the former Waitangi Lagoon which is now the Basin. The landscaping also provides an interface with the curtilage of the newly relocated Home of Compassion Crèche (former)4.

- **Zone 2 Kent/Cambridge Basin Gateway** - proposed landscaping between Kent/Cambridge Terrace responds to tangata whenua values in relation to the proposed historical wetland ecology and provides a safe and enlarged public access and gathering area relative to the Basin Reserve entrance. The proposed landscape aims to facilitate gathering and includes reconfigured pedestrian crossings, bus stops and Basin Reserve entrance.

- **Element 2.1 Entrance to the Basin Reserve** - proposes a combination of planting (pohutukawa trees) and a new Northern Gateway Building on the northern boundary within the Basin Reserve. The combination of new Northern Gateway Building and pohutukawa trees screen the bridge from general views from within the Basin Reserve. The new Northern Gateway Building is designed to specifically remove potential views of traffic on the bridge from the views of batsmen (facing bowlers from the north). The new Northern Gateway Building would provide space for player facilities and includes a wider entrance for visitors to the Basin Reserve that is aligned with the new entrance plaza located between Kent and Cambridge Terrace.

The new structure will occupy the space between the RA Vance Stand and the existing toilet block at the edge of the northern embankment. It will be approximately 65m long and up to 11.2m high and includes a screen above the existing player’s pavilion between the new building and the RA Vance Stand. This option is preferred by the Basin Reserve Trust.

Alternative mitigation proposals entail a 45m long structure and a 55m long structure and consequent increases in proposed tree planting have also been considered and are assessed within this report.

- **Zone 3 Kent/Ellice Street corner zone** - proposes a new building under the proposed bridge at the corner of Kent Terrace and Ellice Street which would be made available for commercial use. It is intended to re-establish the historical built / street edge in this location and the building helps incorporate the bridge into the built urban environment. A green screen is proposed to be located above the new building to provide a level of screening for the adjacent apartment building and assist to visually integrate the bridge with the buildings at this corner.

- **Zone 4 Paterson/Ellice/Dufferin Interface zone** - proposes to continue ground landscape linking from across Kent/Cambridge Terraces and additional tree planting around the Basin Reserve’s outer square.

The Project proposes works within St Joseph’s Church property using land that is currently used for car parking. Thus, the Project proposes to remove the existing building at 28 Ellice Street and to adjust the existing car park and provide landscape improvements for the Church within the remaining space. All of these works are located on land owned by the Church.

- **Zone 5 Dufferin/Rugby Streets, Schools/Church/Government House Interface zone** which serves as a vehicular and pedestrian access area serving key adjacent land uses of the

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4 The Home of Compassion Crèche (former) is being relocated as part of the National War Memorial Park project.
schools and Government House. Proposed works include the re-allocation of space in the roading corridor, layout modification and urban design and landscape treatments.

- **Zone 6 The Bridge Element** – the horizontal alignment of the Bridge has retained a close reference to the historic street pattern (the Te Aro Grid) to strengthen and define the Basin square. The vertical alignment has utilised underlying landform to achieve grade separation between north-south and east west routes. The width of the bridge has been kept to a minimum that meets safe traffic design standards for a 50km/h road. Abutments are integrated and grounded in the form and material of the landscaping. Lighting on the bridge seeks to minimise glare and spill onto surrounding areas and integrates with the bridge form and with the adjacent NWM Park. Architectural lighting is provided underneath the bridge and across the landscape, highlighting forms, surfaces and textures of the superstructure, undercroft, piers, abutments and landscape. The combination of treatments and design promote the perception of the bridge being an elevated street rather than motorway flyover.

The Project will result in a number of transport benefits for the State highway network and the local road network (including public transport and walking and cycling) as well as new buildings, structures and landscape treatments for the Basin Reserve area.

Construction of these transportation improvements is currently scheduled to start in 2014/15.

**RELATED PROJECTS**

The Project forms part of the Tunnel to Tunnel package of works that in combination would improve traffic and transportation between the Terrace Tunnel and Mount Victoria Tunnel. The Tunnel to Tunnel package also comprises of:

- the Buckle Street Underpass as part of the National War Memorial Park project by the Ministry of Culture and Heritage. This project is currently under construction and expected to be completed by the end of 2014.

Other NZTA studies of SH1 sections that are also being considered or are being progressed concurrently within Wellington:

- Duplication of Mount Victoria Tunnel (construction planned for 2017/18).
- Duplication of the Terrace Tunnel (subject to feasibility investigation in 2013/14).
- Roading improvements along Cobham Drive and Ruahine Streets (construction planned for 2017/18).

While there are linkages between these projects, each one is complex and entails a significant use of resource. As a consequence each is being progressed separately while maintaining the appropriate design standards and specifications in order to achieve the NZTAs strategic objectives for the RoNS.

### 3 RELEVANT STATUTORY & NON-STATUTORY PROVISIONS

**RESOURCE MANAGEMENT ACT 1991 [RMA]**

The key sections of the RMA regarded as relevant to the visual and townscape assessment are:

- **Part 2: Purpose:** *section 5 [2]* – including the management of the use of natural and physical resources in a way which enables people in communities to provide for their social and cultural wellbeing while avoiding remedying or mitigating any adverse effects of activities on the environment; and
Part 2: Other matters:

- **section 7[c]** - the maintenance and enhancement of amenity values; and
- **section 7 [f]** - maintenance and enhancement of the quality of the environment

The Relevant RMA Definitions:

*Environment* includes [under Part 1: Interpretation and Application]

[a] ecosystems and their constituent parts, including people and communities; and

[b] all natural and physical resources; and

[c] amenity values; and

[d] the social, economic, aesthetic and cultural conditions which affect the matters in paragraphs [a] to [c] or which are affected by those matters.

*Amenity values* means those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

**RELEVANT STATUTORY AND NON-STATUTORY DOCUMENTS**

The following statutory, non-statutory and ‘guideline/policy’ documents are considered particularly relevant to the townscape/visual assessment:

**Statutory documents.**

- Proposed Regional Policy Statement [2009]
- Wellington City Council District Plan - Central Area District Plan Change 48 with a special reference to The Central Area Urban Design Guide and its Appendix 2 Te Aro Corridor

**Non-statutory documents.**

**Wellington Regional Council documents**

- Wellington Regional Strategy [2007]

**Wellington City Council [WCC] documents**

- WCC Urban Design Strategy [July 2006]
- WCC Adelaide Rd Framework [October 2008]
- WCC Wellington 2040 Central City Framework [February 2011]

**Guideline/policy documents.**

- NZ Urban Design Protocol
- Urban & Landscape Design Framework for the Basin Reserve project
- NZTA Urban Design/Landscape Design Principles
4 METHODOLOGY

FAMILIARISATION AND FIELD WORK

Familiarisation with the Project involved participation in an initial specialist AEE ‘kick off’ workshop, a review of the Draft Scheme Assessment Report [6 March 2012] and the Draft Urban & Landscape Design Framework [ULDF] and meetings with the design team.

Field work involved a number of site visits, some undertaken with members of the design team. The aim was to establish the visibility of the Project Area at both ‘macro’ scale [distant views], as well as at a ‘local’/street level, and identify the extent of the visual catchment.

REVIEW OF DOCUMENTS

The following documents were reviewed:

- Review of other visual assessment reports relating to national and international projects [see Bibliography].
- Review of background technical reports for the Basin Reserve Project relevant to the visual assessment [e.g. heritage and urban design] and the Option Evaluation Report.
- Review of the Urban Design/Landscape Framework [ULDF] for the Basin Bridge Project.
- Review of documentation and materials on the history of the urban development of the area and the heritage significance of specific elements.
- Review of NZTA’s relevant documents, including NZTA Urban Design Policy, NZTA’s Urban Design /Landscape Design Principles; NZTA Draft Landscape and Visual Assessment Guidelines.
- Review of the NZILA Best Practice Note 10.1: Landscape Assessment and Sustainable Management.

RECEIVING/EXISTING ENVIRONMENT (BASELINE ASSESSMENT)

An assessment of the existing environment was carried out to identify the attributes and patterns underpinning its townscape character and visual experience of the area. This was informed by the work already undertaken by the ULDF and involved field-work and inspection of aerial maps. The purpose of the assessment was to outline the main elements/characteristics that are essential to the townscape character/visual amenity of the area; and assess their value/significance [in townscape and visual terms] in light of the effects resulting from the Project. The assessment covered the following matters:

- character of existing SH1 corridor and surrounds [Project Area];
- identity and sense of place;
- location and landform;
- the Basin Reserve and its role/place in the city structure
VISIBILITY/VISUAL CATCHMENT AND VIEWING AUDIENCES

Identifying the visual catchment of the Project Area and typical viewing distances - visibility is a key factor in assessing the visual effects of a proposal. Visibility is assessed on the basis of identifying the areas [visual catchment] from where the Project can be seen. These locations include both fixed point locations [e.g. lookout points, residences or other buildings, and public open spaces] which provide a static or fixed view of the Project Area; as well as linear viewing alignments [e.g streets, roads] from which views are sequential and constantly changing as one moves along. The visual catchment determines the area that will be subject to visual effects.

The broad visual catchment of the Project Area was determined by studying aerial and contour maps, and undertaking several site visits. A more detailed analysis of the visual catchment helped to establish the areas from which the Project Area will or is likely to be visible.

Identifying typical viewing distances and representative viewing points/views - this involved the following steps:

(a) To understand the visibility of the Project Area from typical angles and distances, a wide range of viewpoints [62 in total] were visited and mapped and the associated views photographed. The viewpoints included in the ULDF and those suggested by the New Zealand Historic Places Trust [NZHPT] were also visited and recorded.

(b) By mapping the viewpoints and studying the photographs two typical ‘viewing distance’ categories [viewing radii] emerged as most relevant to the assessment, including:

- 0.5m - 2km - viewing distance enabling long-distance views. A total of 20 distant views were photographed and reviewed.

- 0 - 500m - locations within this viewing radius provide mid-range [160-500m] and close-up views [0-160m]. A total of 32 mid-range and 12 close-up views were photographed and studied.

(c) The relevant viewing radii were plotted and all 62 views [and associated levels of visibility of the Project Area] reviewed to select a sample of views which would best represent the potential visual/townscape effects of the Project and will be most suitable for the preparation photomontages. Photomontages for 21 viewpoints were produced, including 1 long-distance view [due to the low visibility of the Project from a distance]; 15 mid-range and 5 close-up views.

(d) All 62 viewpoints are located in publicly assessable locations [e.g. streets, Town Belt land or other public spaces] and therefore represent typical ‘public views’. These ‘public views’ provide sufficient information to enable an assessment of the visual effects experienced from both nearby private locations as well. This is because:

- the public viewpoints chosen are indicative of the most visible conditions [i.e. the most significant effects scenario] and therefore the impact on views from private locations is anticipated to be either similar or of lesser significance; and
most of the potentially affected residential dwellings are one or two storeys high, which
means that views from their interiors and/or associated open spaces will be gained from
levels that are similar to the level of the adjacent street where the representative viewpoint
is located.

There are some exceptions, relating to taller buildings providing views that are significantly
elevated above the selected ‘street’ viewpoint. The Grandstand Apartments at 80 Kent
Terrace is the most obvious example. The visual effects on the Grandstand Apartments
and other tall apartment blocks enabling views to the Project Area were assessed based
on views of the 3-d model where necessary.

(e) The location, viewing distance and elevation [above mean sea level] of all 62 viewpoints
points are recorded in Appendix 10.A [long-distance views] and Appendix 10B [mid-range
& close-up views]. The viewpoints selected for photomontages are highlighted in the
relevant Tables. A photographic record of all 62 existing views is included in Volume 5:
Plan and Drawing Set, Visual Catchment and Representative Viewpoints/Existing Views.

Use of photos and visual simulations/photomontages - the primary purpose of a visual
simulation, or a photomontage, is to portray, as realistically as possible, a proposal and its
relationship to the existing environment. This enables a more informed and accurate
comparison between ‘existing’ and ‘proposed’. The photomontages provide a visual tool for
understanding the specific changes resulting from a proposal, and assist in evaluating its visual
effects. While produced by following best practice, the photomontages cannot replicate human
experience of the landscape/townscape. This is due to technical limitations and associated
differences in perception between photography and real human experience. Notwithstanding
these limitations, visual simulations are widely used and appropriate in the depiction and
assessment of visual effects.

For the assessment of the Project, 21 photomontages were prepared by Truescape Ltd based
on their own methodology. [Refer Volume 5: Plan and Drawing Set, Trueviews].

In addition to the photomontages, preliminary/working simulations of the key vehicle and
pedestrian journeys were also produced [by Truescape Ltd] to illustrate the ‘walk/through’,
‘drive/through’ experience. Both the photomontages and visual simulations along with the
photographic record of the existing views and the plan drawings were studied and reviewed to
inform the assessment.

Identifying viewing audiences - the various viewing audiences of the Project Area were
identified based on local knowledge, observations and data from the traffic reports. The
respective experiences of the individual audiences were described and analysed in relation to
whether the views experienced will be fixed and/or permanent or sequential and changing in a
dynamic way. The analysis of the latter relied on the photographic survey of the main vehicle
and pedestrian journeys included in the ULDF and was further assisted by the ‘walk-through’,
‘drive/through’ visual simulations prepared by Truescape Ltd.

TOWNSCAPE AND VISUAL EFFECTS

The assessment of the townscape and visual effects involved:

- identifying the nature and scale of the changes resulting from the Project; and
- assessing the specific townscape and visual effects caused by these changes.

Townscape effects - the assessment identifies the nature and scale of changes to important
townscape elements/characteristics and their consequential effect on the townscape character.
To this end the assessment is focused on effects relating to:
- changes to the landform and vegetation removal [e.g. major earthworks and potential retaining structures and removal of any significant vegetation];
- changes to street patterns [e.g. effects relating to the degree of ‘fit’ of the bridge structure and the realigned traffic corridor to the existing street pattern in terms of alignment and street character];
- changes to the built/spatial character [e.g. effects on the spatial context of the area with emphasis on the Basin Reserve; and effects relating to the degree of fit/integration between the Project elements and the scale/character of its context]; and
- changes to the overall visual amenity of the area [e.g. effects on overall visual appearance and on the character/quality of views]

Visual effects - visual effects are a subset of the townscape effects and relate to the visual change created by the Project as a whole and any consequential changes to the visual amenity [views/visual experience] of the viewing audiences. The nature and extent of visual effects is influenced by a number of factors such as viewing distance; degree of visibility/visual exposure, type/size of viewing audience; type of and duration of view [static from inside a building] or dynamic/transient [from a car or when moving around], visibility of traffic movement, the visual character of the existing environment and the degree to which the Project will fit into this character.

The visual effects were assessed in relation to both ‘fixed’ or ‘static’ views [e.g. from look-out points and/or buildings], as well as ‘dynamic’ or ‘sequential’ views [e.g. the experience of ‘moving through’].

Temporary effects during construction - the temporary visual effects associated with construction were also assessed.

ASSESSMENT METHODOLOGY

Approach to assessment - Given that townscape and visual effects are interrelated, the approach was to firstly identify and discuss the key townscape effects in light of the individual Project’s zone, and then assess them in more detail as part of an integrated townscape/visual amenity assessment. The integrated townscape/visual assessment was carried out in relation to:
- long-distance views - this part of the assessment was based primarily on analysis of existing views, and, due to the low visibility of the Project Area, involved a relatively high level assessment to identify the main effects; and
- mid-range/close up views - these were analysed in more detail and all 21 views captured in photomontages were assessed individually.

The assessment was carried out with reference to the guiding principles and assessment matters/criteria outlined below. The findings of the individual views assessment and the review of the ‘walk-through’/‘drive-through’ visual simulations provided the basis for drawing conclusions on visual effects in relation to the separate viewing audiences and on the wider townscape character and visual amenity of the area.

Assessment reference points - a set of project-specific guiding principles and assessment matters/criteria were identified to facilitate the assessment. These were derived from the analysis of the existing environment and with reference to the relevant statutory/non-statutory provisions and with special emphasis on ULDF [Project Principles & Zones Specific Principles,
sections 6.1 & 6.2] and the District Plan Central Area Design Guide’s overarching principles.

‘Visual assessment’ reports on infrastructure projects of a similar nature\(^5\) were also considered.

**Guiding principles** - as a general principle, the visual acceptability of a development proposal is largely determined by the degree of ‘fit’ or integration of the proposal with its setting. To this end, the way the Basin Reserve Project relates to fits in or integrates with the character of the existing context, is an overarching principle. This principle is clearly recognised by the ULDF [Technical Report 3], which states:

*‘The Basin Bridge Project is located within a complex urban context. In both urban design and transportation terms, the effective integration of the project into the surrounding environment will be critical to its success*\(^6\).

Further to this the ULDF identifies specific ‘integration’ principles\(^7\) and considerations.

From a visual/townscape assessment perspective successful integration rests on three primary considerations:

- **design integrity & coherence** - this relates to the form/scale and visual qualities of the Project elements [both built structures and landscape elements], the way they relate to each other and the extent to which they work together as an integrated composition;

- **relationship to context** - the particular way the Project responds to the contextual conditions of its setting\(^8\) [i.e. the way the Project’s ‘built’ and ‘landscape’ elements recognise and address the defining characteristics and patterns of the existing context]; and

- **effective mitigation [based on an integrated approach to design/mitigation]** - the extent to which the mitigation of potential townscape/visual effects has been considered as part of the overall design strategy along with any technical requirements, at the outset of the Project.

**Project-specific assessment matters/criteria** - the assessment was undertaken with reference to the following matters/criteria:

**Viewpoint/perceptual factors**

These include: proximity to the Project [viewing distance]; degree of visibility and visual exposure [extent of view]; type of view - fixed/permanent; or dynamic and temporary; and size and nature of viewing audience.

**Character/visual quality of the existing view/area**

- character/visual quality of the existing view/area and its contribution to the identity and the overall experience of the place; and

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\(^5\) See Bibliography

\(^6\) ULDF, section 1.1/page 4

\(^7\) ULDF, sections 6.1 and 6.2 pages 43-45. It is noted that the Sector Design Principles and the Zone Specific Principles in the ULDF are derived from analysis of the existing context while taking into account the relevant District Plan provisions.

\(^8\) The notions of ‘design coherence and ‘relationship to context’ are over-arching principles of the Wellington District Plan Central Area Urban Design Guide [page 6]. This Design Guide is applicable to the assessment of new buildings and structures in the Central Area.
visual absorption capability of the area [its ability to accommodate change].

**Relationship/integration to context**

The degree to which the Project responds to the existing context in terms of composition, form and scale with reference to:

- landform character [criteria: responds to existing topography; minimises earthworks and visible retaining structures and/or their visual impact;]
- vegetation character and landscape quality [criteria: minimises removal of significant planting; replaces any lost vegetation with appropriate new planting; enhances overall landscape quality]; and
- spatial structure/built form character [built form/open space character, street pattern/character and views]
  - street pattern [criteria: responds to existing street grid, respects existing street/block structure],
  - street and open space character and views [criteria: retains valued characteristics of existing streets and the Basin Reserve, including views, and/or improves streetscape and opens space conditions].
- built form character [responds to/reflects the scale(character of the surrounding built context].

**Extent/quality of views, View blockage and obstruction:**

- the degree to which the Project maintains the character/contributes to quality of key public views, as well as private views from surrounding buildings ,
- the extent to which the Project intrudes into existing views and blocks or obstructs views to particular townscape elements/features.

**Mitigation potential:**

- the extent to which the effects of the Project could be mitigated through integration into its surroundings by specific measures.

**Design integrity and visual quality**

- the degree of design integrity/visual coherence exhibited by the Project as a whole - [i.e. whether its formal composition and visual qualities have been considered as part of an integrating design concept]; and
- the extent to which the Project will contribute to the overall townscape/visual amenity and experience of the area as whole [improving existing conditions, providing visual interest and reinforcing visual continuity].

The above criteria are strongly interrelated. For this reason the assessment needs to consider the collective response of the Project to all the criteria collectively.

It is noted that the Project will be a significant change to the area - some aspects of its character will be adversely affected, others will be improved and there will be some new features and characteristics added. This will result in an overall context very different to the existing. With this in mind the assessment:

- identifies both the negative effects of the project and their mitigation as well as any positive effects, and
- assesses the overall townscape/visual character of the resulting environment, which in the context of the Basin Bridge Project, is a relevant issue.
The townscape and visual effects are evaluated against a five point scale [low, moderate-low; moderate; moderate-high; high]. The indicated rating reflects the ‘actual’ effects arising from the Project.

INPUT INTO THE DESIGN OF MITIGATION MEASURES

Input into the design of mitigation measures was provided during a number of working sessions with the design team and during the mitigation workshop [23 May 2012] involving all specialists. This included input into firming up some specific design/mitigation matters relating to the bridge and the new Basin Reserve stand/screening structure as well as aspects of the landscape treatment. Alternative options on some aspects of the design/mitigation were reviewed as part of the assessment process. These covered the following:

- a possible underpass in the vicinity of Dufferin Street/Ellice Street - exploring ways of integrating a possible underpass into the existing setting and reducing its visual impact in the vicinity of Ellice Street/Dufferin Street [the underpass idea was subsequently removed from the Project];
- alternative design options for the bridge structure - input into selecting a design option that could most effectively minimise the perceived ‘weight’ and bulk of the bridge and enhance its visual quality;
- options for the treatment of the Kent Terrace/Ellice Street corner - input into identifying solutions to effectively mitigate the impact of the bridge, while repairing/enhancing the streetscape character/quality of the Kent Terrace/Ellice Street corner [the new building at the Kent Terrace corner was confirmed as part of this process], and
- landscape work along Dufferin Street - input into discussing the importance of the landscape enhancement of Dufferin Street as a mitigation measure implemented as part of the Project.

5 EXISTING ENVIRONMENT [BASELINE ASSESSMENT]

Assessing the visual and townscape effects of a proposal is often referred to as a visual impact assessment. Visual impact is defined as a “change in the appearance of the existing landscape as a result of a development and can be positive [improvement] or negative [detraction]”. Understanding the townscape character of the existing environment is, therefore, essential for assessing the visual impact of the proposed Basin Reserve Project and critical if mitigation is to be effective.

TOWNSCAPE CONTEXT OVERVIEW

Situated at the southern end of Te Aro Flat, the Project Area has a linear form sitting at the interface between areas of a distinctly different character - the Te Aro Flat to the north, the Basin Reserve to the south and Mt Victoria Residential Area to the north/east. To the west the Project Area adjoins the extensive green landscape of the National War Memorial Park [NWM Park]. The context of the Project Area is a diverse, prominent and complex urban landscape. It

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9 The adopted rating scale follows the recommendation of NZTA Draft Landscape and Visual Assessment Guidelines, page 11.
10 ‘Actual effects’ are defined in the NZTA Draft Landscape and Visual Assessment Guidelines, page 11 [{‘Nature of Effect’ + ‘Magnitude’ - ‘Mitigation’} = ‘Actual Effect’].
11 I note that my involvement in the Project started in March 2012 after the Basin Bridge Option was selected and the initial design concepts for that option developed.
12 Definition Macaulay Institute, Scotland [http://Macalester.edu/windvisual/via.html]
has a pronounced sense of place derived from its important ‘cross-road’ location centred around the Basin Reserve, its memorable physical setting and its role in Wellington’s urban development history.

In visual, physical and historic terms, the Project Area has close associations with the National War Memorial & Carillon, the Former National Museum; Government House; the Basin Reserve and the Former Home of Compassion Crèche [the Crèche]

Many of these buildings, because of their form and scale, are perceived as landmarks standing out amongst the diverse built character of the area and enhancing its legibility and sense of place. The recreational nature and long history of the Basin Reserve as an established cricket ground and its special place in the urban structure contribute another dimension to the identity and city-wide significance of the area.

The Town Belt has a strong visual presence, providing the background to views to and from the Project Area. The Basin Reserve and surrounding streets contribute a sense of openness which enhances the visual prominence of the Basin Reserve and its setting. The Project Area is viewed as part of that setting from multiple viewpoints within both the nearby areas as well as from more distant parts of the city.

The Basin Reserve and its immediate surroundings have been transformed over time in response to the need for additional facilities within the grounds, as well as in response to increased traffic and changing land-use needs. Various buildings and structures [some of which are of a substantial scale] have been constructed, radically altering what originally was an open and uncluttered space.

The busy traffic environment around the Basin Reserve [part of SH1], the continuing traffic growth and the undeveloped areas of land awaiting the up-grade of the traffic network, have eroded the overall townscape quality of the surrounding setting, thus affecting its visual amenity and sense of coherence. Such a result reflects the inherent tension created by the ‘dual role’ of the existing SH1 corridor, on one hand as a major traffic route which has to perform a certain function, and on the other, as a pronounced element of the townscape setting of the Basin Reserve and Mt Victoria Residential Area.

The completion of the NWM Park and associated Buckle Street Tunnel will transform the existing character of Buckle Street and the broader landscape around it, thus providing a new context for the Project Area. For the purpose of the assessment this new context is taken as a given and therefore considered as a component of the existing environment.

**SUMMARY OF TOWNSCAPE ELEMENTS/CHARACTERISTICS**

**Identity and sense of place** - The context of the Project Area is a prominent and visually complex urban landscape focused around the Basin Reserve. It has a pronounced sense of place deriving from its pivotal ‘cross-road’ location, its distinctive physical setting and its long history and associated buildings and monuments that play an important part in the city’s collective memory. It is important that the Project recognises and responds positively to the specific characteristics of the area that contribute to its distinctive physical character and sense of place sense.

**Landform** - the area has a memorable landform comprised of a north-south oriented valley and the distinctive ridges of the adjacent hills - Mt Victoria to the east and Brooklyn/Kelburn to the south/west - providing the valley floor with a pronounced sense of containment. The Waitangi Stream which historically flowed down the valley runs within a large culvert.

The ridge lines shape the distant skyline of views to the east and west providing a prominent green backdrop in many views. The Basin Reserve occupies a central place within the valley
floor. The minor ridge in the vicinity of the National War Memorial emphasises further the character of the underlying landscape. The prominence of this ridge is accentuated by the vertical structure of the Carillon and its green setting. The Project Area has an undulating topography with Mount Victoria Tunnel entrance and the National War Memorial sitting at relatively similar levels. The character of the natural topography is experienced in both north-south as well as east-west movements. Responding to the topography and allowing the reading of its character are important issues to be addressed by the Project.

The Basin Reserve and the Town Belt are important townscape elements enhancing the image, identity and legibility of the city. Maintaining visual connections to these elements is, therefore, an important ‘townscape’ objective. The alignment, configuration and the form/bulk of the proposed bridge structure are the primary design issues in this regard.

The surrounding hills enable multiple elevated views into the Project Area. In these views the landscape treatment of the interface of the bridge, with its immediate context, requires careful consideration if a good level of integration with the existing setting is to be achieved.

The Basin Reserve - the Basin Reserve is a prominent element and a key determinant of the area’s townscape character. The Basin Reserve has multiple meanings and values [physical, spatial, recreational and historic] which collectively contribute to its distinctive townscape character and landmark status.

- The Basin Reserve marks the transition between the wide area of Te Aro Flat and the narrowed down/linear part of the valley that runs along Adelaide Road. At the same time the Basin’s open area acts as a ‘spatial mediator’ between several distinctive precincts or areas of very different form and character. These include:
  - the fine grain historic residential fabric of Mt Victoria to the east;
  - the large block structure of Te Aro with its mixed-use character and variable building scale to the north;
  - the open space environment of the Wellington East Girls’ College, Wellington College and Government House to the east and south/east;
  - Former National Museum/Massey University and the War Memorial’ precinct to the west; and
  - the medium rise commercial environment along Adelaide Rd.

The diverse character of the surrounding areas accounts for differences in the built context and ‘interface’ conditions around the four sides of the Basin Reserve. The Basin Reserve is immediately adjacent to the Project Area and therefore it is important that these differences are recognised and responded to appropriately by the Project.

- The extensive open area of the Basin Reserve contributes to a sense of openness emphasised by the spatial corridors of the adjacent streets. The generous street width of Kent/Cambridge Terraces, together with the open/un-built land around the Kent Terrace/Ellice Street corner and the Cambridge Terrace/Buckle Street corner accentuate the sense of space and increase the prominence of the Basin Reserve in views from the

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13 This, plus all the remaining issues/considerations identified in this section of the report have been acknowledged by the ULDF, [Section 5.2: Project Principles for the Inner City Sector; and Section 6.1: Integration and incorporated into the zone specific principles in Section 6.2: Project Zones and Elements]
north. While the openness of the Basin Reserve’s setting is a characteristic townscape attribute, the undefined street corners and the use of the area at the Cambridge Terrace/Buckle Street corner as a carpark, detract from the spatial character and visual quality of its immediate context. Improving the street edge definition of the two corners is, therefore, important from a townscape and visual amenity perspective.

- The ‘rounded’ shape of the Basin Reserve grounds and the distinctive ring of pohutukawa trees around its east and northern sides are defining ‘streetscape’ elements creating a sense of visual continuity. It is important that these elements are respected by the Project.

- Since 1873, when it was set aside as a recreational reserve, the purpose of the Basin Reserve has largely remained unchanged. However, the spatial environment and townscape image of the Basin Reserve have undergone many changes since it was established as a cricket ground in 1868. Originally developed as a flat square of open ground [surrounded by buildings of low scale along its outer edges], it now has a circular-shaped playing field defined by an embankment and trees on the eastern side and enclosed by a collection of built structures on the west. This creates a sense of containment that is particularly strong on the western side where the old Grandstand, the RA Vance Stand and other smaller buildings create a pronounced and visually diverse built edge. The large volume of the RA Vance Stand and the large score board at the southern end are prominent elements emphasising the role of the Basin Reserve as a major sports ground. However, they do not add to the character of views from the surrounding streets. Further to this, the poor state of repair of the existing boundary fence around the Basin Reserve and some of the adjacent footpaths detract from the character of the Basin Reserve and the quality of associated views.

Further to the changes within the Basin Reserve grounds, the scale, character and use of buildings in the Basin Reserve’s immediate context have been modified and many of the original buildings demolished, some being replaced with new ones of large scale. As part of SH1, the street network around the Basin Reserve has also been transformed, claiming more space to accommodate increased traffic demands. The wide corner at the Ellice Street/Dufferin Street intersection is a case in point. The busy traffic environment of SH1 with its growing needs and its immediate proximity to the Basin Reserve accounts for an inherent tension in the townscape character of the existing environment.

- While a well-established recreational/sports destination, the Basin Reserve is also a place to pass through, often being used by pedestrians as a short-cut connecting Kent/Cambridge Terraces and Adelaide Road. The role of the Basin Reserve as part of an established pedestrian route and associated visual experience are relevant to the assessment of the Project.

- The long history of the Basin Reserve and its strong association with the harbour/stream, and the early planning of the city underpin another important aspect of its city-wide significance. Structures within the Basin Reserve, such as the Pavilion, the two historic gates and William Wakefield Memorial, are an integral part of its character, promoting in visual terms the history of the place. Maintaining views to the Basin Reserve and associated historic elements is important from a townscape character perspective.

**Spatial structure, street character and views** - the spatial structure of the area is underpinned by the existing street grid. The Basin Reserve has a cross road location within this spatial structure. The way the Project’s traffic corridor and bridge respond to the underlying street grid and to the Basin Reserve are important considerations for achieving an integrated outcome.

Functioning as the city’s largest ‘roundabout’, the Basin Reserve articulates the street grid directing traffic movement along several major streets and city routes. These include:
Kent/Cambridge Terraces [a major north-south ‘axis’] - a generous tree-lined median divides this significant ‘boulevard’ into two distinct corridors - Kent Terrace on the eastern side and Cambridge Terrace on the west. Once a water canal feeding into the Basin [intended as an inland dock], this wide street has an historic association with the harbour. The Terraces enable characteristic views to the northern side of the Basin Reserve. However, the green space within the Basin Reserve cannot be directly seen. Rather its presence is implied by the openness of the grounds and the distant location of the Rugby Street/Adelaide Road buildings. Views from Kent/Cambridge Terrace are an important part of the townscape character and visual experience of the area. The variable built character of Kent/Cambridge Terraces, the contrasting height of adjacent buildings and the inconsistent street edge definition, together with the undeveloped street corners at the southern end of Kent/Cambridge Terraces, however, detract from the visual quality of present views.

Adelaide Road [a second north/south axis to the south of the Basin Reserve] - defined by the linear structure of existing commercial development, Adelaide Road provides connections to the southern suburbs as well as links to important public destinations [such as Wellington Hospital and the Wellington Zoo]. Adelaide Road enables views to the Basin Reserve from a range of distances. While these views are relevant to the assessment, they are less critical than those from Kent/Cambridge Terraces, as the visibility of the Project Area from Adelaide Road is low.

Ellice Street/Buckle Street [a strong east/west visual axis] - despite the difference in their character and topography, Ellice Street and Buckle Street link into a continuous spatial corridor providing views/vistas to the two main ridges on either end. Influenced by variations in topography, this characteristic ‘vista’ condition is an inherent part of the townscape setting that needs to be recognised.

The section of Buckle Street, between the Basin Reserve and Tory Street, is part of a processional/ceremonial route from Parliament Grounds to Government House. This assigns an additional layer of city-wide/civic significance to the Ellice Street/Buckle Street axis, a significance that is further accentuated by the War Memorial/Carillon and NWM Park. Views along the Buckle Street/Ellice Street in either direction are both important and relevant to the townscape and visual assessment of the Project.

Paterson Street - Paterson Street is a key element of the Project Area linking Mt Victoria Tunnel to the city. The street is split into an upper/steeper residential street running on the northern side; and a lower, wider and more gently sloping vehicle route linking into the Tunnel.

Views to the west when exiting the tunnel convey a strong sense of arrival. For first time visitors approaching the city from the airport these views [framed initially by the enclosure of the tunnel] create an initial impression of Wellington’s urban image. The Basin Reserve provides the immediate foreground to views from Paterson Street. Visual experience along the tunnel route in either direction and views form the upper/northern side of Paterson Street are both relevant and important in relation to the Project.

Streets around the Basin Reserve - Dufferin Street, Rugby Street and Sussex Street are integral parts of the Basin Reserve’s immediate setting. Rugby Street, due to its location will be least affected by the Project, while Dufferin Street [closely associated with the entrance to Government House] and Sussex Street are directly related to the visual context of the Project Area.

Open spaces - in addition to the Basin Reserve, the context of the Project Area contains a number of other important open spaces which are integral to its collective townscape character. These include the War Memorial/Former National Museum grounds, NWM Park,
Kent/Cambridge Terraces planted median, the open space environment of Government House and the nearby school grounds [Wellington East Girls’ College, Wellington College]. Acknowledging and managing the visual relationship between these spaces is an important consideration.

**Landmark features and elements** - the area accommodates a range of elements and features perceived as visual markers or landmarks whether from a distance or at a local level. The streetscape/townscape significance of each element is determined by its location, prominence, and relative size/height. The associative aspects and intangible qualities attributed to these elements, regardless of their physical characteristics, add to their value and level of significance. Elements and features of public/institutional/historic significance relevant to the assessment include:

- The War Memorial and Carillon;
- The Basin Reserve and associated structures/elements including:
  - RA Vance Stand - its characteristic roof form and overall scale are prominent features in the wider cityscape
  - The Basin Reserve Pavilion seen from both within and outside the Basin Reserve
  - The two historic gates - signalling the entrance points at the north and south ends of the Basin Reserve, the two gates feature in local views in the vicinity of the Basin Reserve
  - William Wakefield Memorial - in views down from Mt Victoria Tunnel, Wakefield Memorial features as a focal foreground element and can also be seen from other locations around the Basin Reserve
  - The characteristic ring of pohutukawa trees along the edges of the Basin Reserve.
- Government House - one of the capital’s landmarks features in many views from around the Project Area; and
- Former Home of Compassion Créche which features in local views.

These individual elements, while each holding a different meaning and value, are all important to the identity and townscape character of the existing setting. They enhance the legibility of the area and/or contribute a sense of history. Hence, visual connections to these key elements and their relationship to the existing context are important and relevant to the assessment.

**Overall townscape quality/visual amenity of the existing environment** - while, the context of the Project Area has a distinctive character and many positive townscape attributes, it has increasingly become a vehicle-oriented environment with intense and complex traffic patterns. Moving vehicles and on-street parking are part of the setting with pedestrians negotiating their way around and through the area. Many parts of the area have poor visual amenity and detract from the overall quality and character of the townscape setting. This is because:

- The wide traffic corridors around the Basin Reserve and the un-built areas ‘in waiting’ at the south street corners of both Kent Terrace and Cambridge Terrace weaken the street definition of the Basin Reserve’s ‘outer square’ degrading its townscape context. This, plus the lack of any significant planting along the edges of the existing traffic corridor, tends to emphasise its prominence and associated vehicle movement.
- The lack of consistent street edge definition, the variable scale and character of buildings in the immediate vicinity of the Basin Reserve and the collection of diverse built structures
within the Basin Reserve itself, create a sense of visual/spatial fragmentation reducing the quality of views and the aesthetic coherence of the environment. Existing low planting at the southern end of the Kent/Cambridge Terraces median reduces visibility to Dempster Gate, downplaying the approach to the Basin Reserve.

- Some sections along existing footpaths are poorly defined, unattractive and in need of an up-grade. Footpaths around the Kent/Cambridge Terraces corners, the footpath from the Tunnel and along the section between Paterson Street and Kent Terrace; and the ‘transitional state’ of the northern edge of Buckle Street [to the east of NWM Park] are all cases in point.
- The NWM Park contributes to the definition and amenity of Buckle Street [to the west of the Project Area] however, its connection to Kent/Cambridge Terraces and the Basin Reserve remains unresolved.

All this erodes the townscape quality and visual experience of the existing environment reflecting the inherent conflict posed by the growing needs of SH1 and the townscape character/values of the Basin Reserve. Such a conflict has and continues to be part of what makes up the character of the Project Area and its context.

6 VISIBILITY AND VIEWING AUDIENCES

VISIBILITY & VISUAL CATCHMENT

The Project Area has high visual prominence because of its cross-road location on the valley floor and its proximity to the surrounding hills/Town Belt enabling multiple views down to the valley floor.

The broad visual catchment of the Project Area [the areas from where the Project can be seen] is contained within a viewing radius of approximately 2km from the Basin Reserve [Refer Volume 5: Plan and Drawing Set, Visual Catchment and Representative Viewpoints, 7.00.M1].

To the east and west the visual catchment is contained between two major ridges. To the north it is defined by the harbour. The southern boundary extends as far as the highest point along Adelaide Road.

Visual Catchment: locations/areas from where the Project will be or is likely to be visible

While the visual catchment is wide, views to the Project Area will not be possible from every location within the catchment. This is because in many cases, topography, street orientation and layout, and/or the presence of buildings/vegetation in the foreground of potential viewpoints limit visibility or obstruct views of the Project Area. The general locations/areas from where the Project Area will be or is likely to be visible are outlined below. The typical viewing distances from which the Project Area will be experienced fall into two categories/viewing radii:

- 500m - 2km away from the Project Area - this viewing distance will enable long-distance and in most cases, panoramic views from the elevated hillside areas and the Town Belt; and
- 0 - 500m - this viewing distance will enable mid-range [160-500m] and close-up views [0-160m], which will be gained from the surrounding streets, open space and nearby buildings.

Given that visibility reduces with distance and taking in account the topography of the wider area, the primary part of the catchment, where the visual effects will be most pronounced, falls within the 500m radius with emphasis on locations approximately 200m or closer from the Project Area.
The Town Belt - the Town Belt, as a major public open space, provides numerous long-distance views across the city. However, the existing dense vegetation limits the number of viewpoints from where the Project Area can be seen.

Views to the Project Area from eastern/Mt Victoria Town Belt are gained mainly from areas clear of vegetation such as Alexandra Park, Mt Victoria Lookout, parts of Charles Plimmer Park and nearby walkways. Similarly, views to the area from the western Town Belt can be most readily obtained from spaces devoid of dense and tall planting, such as the Prince of Wales Park, the viewing platform of the Cable Car and Stellin Memorial Park lookout.

Victoria University of Wellington Campus - the parts of the Campus located to the east of Kelburn Parade enable long-distance elevated views to the Project Area. Views are possible from both outdoor spaces and from within existing buildings.

Hill-side Residential Areas - views of the Project will be possible from some streets and many residential properties within the Mt Victoria residential area, as well as from certain parts of the western suburbs of Kelburn, Vogeltown and Brooklyn. Due to the shorter viewing distances and the specific viewing angles, the visibility of the Project Area from Mt Victoria is greater than from the western suburbs.

Specific locations on Mt Victoria, from which the Project will be or is likely to be seen, include the ‘higher ground’ areas and those in very close proximity [e.g. Paterson Street/ Ellice Street /Hania Street/ Brougham Street and the vicinity of Porrit Avenue]. Direct views to the Project will be possible from the nearby apartment blocks and from St Mark’s School, St Joseph Church and Wellington East Girls’ College grounds.

Parts of the Project Area will also be seen in long-distance elevated views from the north/east parts of Mt Victoria, including the vicinity of Hawker Street, the top parts of Majoribanks Street and possibly, some of the elevated properties in the Austin Street area.

The valley floor - views to the Project Area from within the valley floor will primarily be from the major streets connecting to and running around the Basin Reserve [see comments under ‘existing environment’ assessment, section 6] and buildings in the immediate vicinity.

Visibility of the Project Area from the wider valley floor is reduced by foreground buildings and as a result it is unlikely it will feature in many views.

Former National Museum and Government House - views to the Project Area from the elevated grounds of the Former National Museum and from the Government House will not be possible due to foreground vegetation and/or buildings.

VIEWING AUDIENCES

Residents in the surrounding residential areas and occupiers/users of any non-residential buildings

Residents in the surrounding residential areas and people occupying any non-residential buildings there represent the ‘permanent’ audience. The views for that audience will be static and experienced on a daily basis. The visibility of the Project Area will vary between the various properties depending on the location and orientation of the particular building/outdoor spaces and specific window arrangement.

Residents and occupiers of buildings located in close proximity to the east and north/east of the Project Area will be most affected. These include Paterson Street, Ellice Street, south end of Hania Street, south end of Brougham Street; the apartment blocks in the vicinity of the Basin Reserve [Grandstand Apartments at 80 Kent Terrace, the apartment blocks at 9 and 9A Dufferin
Street, Massey University Basin Reserve Residential Complex at 4-18 Sussex Street, and the Apartments at 1 Tasman Street] and St Josephs Church and St Mark School.

By constructing a bridge, the currently open views towards the Basin Reserve experienced by the residential audience will be reduced and partly blocked, changing the spatial and visual character of the residential interface. The visual effects of the expanded traffic corridor are another aspect of the change which will affect the visual amenity of local residents.

Submissions received as part of the community engagement process considered that the proposed bridge will disrupt the streetscape, negatively affect the atmosphere of the city and detrimentally affect the views to and from the Basin Reserve. The residents in the Grandstand Apartments considered that the bridge will have significant visual effects on their current views.14

Motorists and Public Transport users

Motorists [drivers and passengers] and public transport users represent part of the transient audience. The experience for this user group is, and will continue to be, dynamic, unfolding sequential views to the surrounding setting to the east, north, west or south depending on the direction of movement.

The four main routes/journeys and associated visual experience of motorists have been documented in the ULDF through ‘serial vision’ photographs supplemented by brief analysis identifying key contextual elements experienced as part of each journey [Quality of Experience pages 35-37]. Drawing on the ULDF photographic records and analysis, the key features/elements that define the experience along each journey are summarised in section 6.4 of this report. The importance of these features/elements for the transient audience is that they convey a sense of place by providing visual references, termination points or edges that define the character of each route and associated views while contributing a sense of legibility.

By providing an elevated route/bridge for the west bound traffic, the Project will completely change the current experience of motorists on the ‘east to west’ journey, creating new/elevated views to the west towards the western Town Belt and NWM Park. The experience for those travelling in the other directions will also be affected, but the changes will be related primarily to changes in the alignment and spatial conditions along the edges of the existing road corridor.

Motorists and public transport users will be the largest audience experiencing the effect of the Project on a daily basis. The focus of the Project is on improving traffic movements in the city, meaning that the changes are likely to be perceived as positive from a motorist’s point of view, at least in functional terms. The visual experience along the modified routes will focus on the edges of the route and its immediate surroundings and will be influenced by the travel speed of 50km/hour, which limits the level of perceived detail.

Pedestrians/cyclists

Pedestrians/cyclists moving through the area represent another part of the transient audience. The visual experience for this audience is dynamic with constantly changing views. There are no continuous cycling lanes at present, so cyclists experience a combination of what motorists and pedestrians can see along their respective journeys.

Currently, there are several main pedestrian routes or lines of movement through the area [Refer to TR.3.01, Volume 5: Plan and Drawing Set.

14 Wellington Northern Corridor/Cobham Drive to Buckle Street Transport, Community Engagement Summary Report March 2012, page 34
A photographic record of the primary pedestrian routes is included in the ULDF [Quality of Experience pages 37-39]. The defining characteristics of the visual experience along these routes are summarised in section 6.5 of the report. The significance and meaning of the defining characteristics for pedestrians/cyclists is that they determine the perceived quality and safety of the route, as well as its legibility. Similar to the vehicle routes, pedestrian routes are experienced in sections defined by changes in the direction of the route or its setting.

The Project will change current pedestrian/cyclists experiences in both visual as well as functional terms as some of the existing connections will be amended and new ones - either elevated or at grade - are to be created. The elevated pedestrian/cycle pathway as well as the new link from Dufferin Street/Paterson Street intersection to Ellice Street/Kent Terrace corner will provide a completely new experience.

Pedestrians and cyclists will be able to appreciate a much greater level of detail present in the surrounding environment than motorists. Therefore, the form and detailed design of the bridge and associated landscape treatment are key factors influencing the visual experience for that audience.

**Basin Reserve audience**

- Basin Reserve audience/spectators - the views for the spectators will be mostly from fixed points located within the Basin Reserve’s seating areas. Therefore, the visual effects of the Project on this audience will vary depending on the specific seating location. Spectators sitting on the west side [mid-upper levels of the old Grandstand and RA Vance Stand] will be most affected as these areas allow elevated views to the Project Area [to the bridge and moving vehicles]. Those sitting on the east side will be affected to a much lesser extent.

- Players [batsman] - the potential effects on players with special reference to batsman relate primarily to movement of vehicles potentially distracting players’ attention.

- People moving through the Basin Reserve grounds - for those passing through the Basin Reserve grounds, views will be dynamic as described in the ‘pedestrian’ experience section.

The main concerns raised in the community engagement process relate to effects on views to and from the Basin Reserve, effects on cricket games, the visual impact of the bridge and its effects on the atmosphere of the Basin Reserve.

**The general public/Town Belt users**

The Project Area will be visible by people walking along public reserves and along walkways within the Town Belt. As a whole, the Project will not change the experience for this user group in any significant way. Viewing distance and foreground closure which reduce visibility of the Project Area are the two main reasons for this.

**AUDIENCES’ SENSITIVITY**

In relative terms, the residents in the surrounding areas [the ‘permanent audience’], particularly those in close proximity, will have the highest sensitivity to the Project as the changes to their views will be permanent, experienced on a daily basis and mostly from fixed viewpoints. As visibility reduces with distance, the sensitivity to the proposed changes will reduce for those living further away.

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15 Wellington Northern Corridor/Cobham Drive to Buckle Street Transport, Community Engagement Summary Report March 2012, page 32
For the ‘transient audiences’- motorists, public transport users, cyclists and pedestrians - the experience will be dynamic, the changes will be experienced for shorter periods of time, and for some people on a more occasional basis. Of the transient audiences, pedestrians will be most sensitive to the change due to the lower travel speed allowing longer close-up views of the Project’s elements.

As the primary purpose of the bridge is to improve traffic efficiency and having regard to speed, the sensitivity of the motorists to the changes resulting from the Project will be lowest.

The sensitivity of the Basin Reserve audience, although relatively high will be lower than that of the residents. The sensitivity of Town Belt users will be low and therefore this group will be least affected.

**EXISTING VEHICLE JOURNEYS/VISUAL EXPERIENCE**

The key features/elements that define the experience along each journey are summarised below:

**‘West to east’ journey** [Vivian Street, via Kent Terrace to Tunnel entrance] - starting along Vivian Street, this route is experienced in four distinctive segments defined by changes in the route alignment.

- For most of the journey the respective street edges are defined by buildings of variable height or trees. The definition starts to weaken around the Kent/Ellice Street corner and further, to and around the Paterson/Dufferin Street corner. The perception of the overall quality of environment within the last two segments of the route is poor.

- Variation in topography, around and to the east of Paterson/Dufferin Street intersection, together with the retaining walls along the tunnel’s portal are the key features experienced along the eastern-most segment of the journey. The tunnel’s portal reduces visual links to the immediate surroundings and as a whole the experience is dominated by the utilitarian nature of the road and hard surfaces of the enclosing walls.

- The main townscape elements along this route [from west to east] include Mt Victoria and the Town Belt at the background; the Basin Reserve and the pohutukawa trees, Mt Cook ridgeline at the far background; the trees along central median, the Town Belt and the entrance to the tunnel.

**‘East to west’ journey** [Mt Victoria Tunnel/Paterson St/Rugby Street around the Basin Reserve and via Sussex Street to Buckle Street]. This journey, which starts from the tunnel and has four segments, is of key importance as the principal city route from the airport. The initial view to the Basin Reserve, the Former National Museum and the Kelburn ridge beyond, framed by the enclosure of the tunnel, opens up to the west as vehicles approach the Basin Reserve.

- Key elements further along the route include the Basin Reserve with pohutukawa edge, Government House entrance, pohutukawa edge along south/east sides of the Basin Reserve, Basin Reserve Pavilion, Former Home of Compassion Crèche and the portal to the Buckle Street tunnel and NWM Park.

**‘North to south’ journey** [Kent Terrace, around the Basin Reserve to Adelaide Road] - this journey is experienced in three segments.

- The Basin Reserve and associated pohutukawa trees are seen as either a main focal point or as a ‘framing’ edge of the view. Other key elements include views to the Brooklyn ridgeline at the distant background and the vista along Ellice St terminating at the Town Belt.
Kent Terrace provides a distinctive long view corridor towards the Basin Reserve.

The weakened definition and poor edge conditions around the Kent/Ellice Street corner and further up to the east around the Paterson Street/Dufferin Street corner, will be experienced as part of the journey.

'South to north' journey [Adelaide Road, around the Basin Reserve and via Sussex to Cambridge Terrace]. The experience of the journey is in three segments and is characterised with long vistas along both Adelaide Road and Cambridge Terrace.

The view along Sussex Street terminates at the existing fence [the northern edge of Buckle Street] and the mature trees in front of it. The main elements experienced in this journey are the Basin Reserve and RA Vance Stand, the southern entry gate, the Basin Reserve’s fenced edge and the scoreboard, the western edge of the Basin Reserve, the Basin Reserve Pavilion and the former Home of Compassion Crèche.

The poor street edge quality around the Buckle Street/Cambridge Terrace corner and the monotonous fence along the Buckle Street edge are noticeable features that diminish the visual experience.

Summary observation: There are many positive townscape elements, features and landmarks that articulate the visual experience of motorists and enhance the legibility of the respective routes. However, the overall visual quality of the journeys, particularly around and through the Project Area, is degraded by the busy traffic environment, including on street parking, the inconsistent street edge definition and lack of activity, particularly around the Kent/Cambridge Terrace corners, the lack of consistent planting along the edges of the traffic corridor and the poor state of repair of some of the adjacent footpaths areas.

Maintaining current views to the positive townscape elements, while addressing the issues of improving the street edge conditions is important from a visual amenity perspective.

EXISTING PEDESTRIAN JOURNEYS/VISUAL EXPERIENCE

The key features/elements that define the experience along each journey are summarised below:

Around the east side of the Basin Reserve [between Adelaide Road and Kent/Cambridge Terraces]

South-north journey: Adelaide Road [via Rugby/Dufferin Street] to Kent Terrace - this route is used also by many students from the surrounding schools. The experience along the Rugby Street/Dufferin Street section of the route is of a higher streetscape quality defined by the Basin Reserve’s distinctive ring of trees on the west side and the building and associated planting on the east side. The edge conditions of the route to the north of the Paterson Street/Dufferin Street junction, as described in the motorists’ experience, are poor and lack a sense of activity and shelter. St Joseph’s Church is present in some views and Mt Victoria Town Belt is seen as a distant backdrop. Moving further to the north, views are directed to the Hania Street/Ellice Street junction and Kent Terrace corner. The section from Ellice Street to Kent Terrace, which cuts diagonally through the ‘temporary’ park on the Kent Terrace corner direct the view to the median trees and Cambridge Terrace.

North/south journey: Kent Terrace/around the Basin Reserve to Adelaide Road - views along this route are directed towards the south along Dufferin Street, focusing on the Government House entrance, with St Joseph’s Church present in views to the east. The ring of pohutukawas is a strong visual element enhancing the Basin Reserve’s edge.
Through the Basin Reserve [between Adelaide Road and Kent/Cambridge Terraces]

South-north journey: Adelaide Road [through the Basin Reserve] to Cambridge Terrace - pohutukawa trees surrounding the Basin Reserve and the large scoreboards are dominant elements in the view at the southern end of the route. The main section of this route is through the Basin Reserve, via the southern gate and along the western side of the playing field towards the northern gate.

Moving through the Basin Reserve enhances the different conditions along its edges and emphasises the sense of containment created by the ‘solid’ built edges of the old Grandstand and the RA Vance Stand on the west side and the green escarpment and trees on the east.

The Carillon can be seen from certain points within the Basin Reserve. The Mt Victoria ridgeline is a prominent feature in the south-to-north journey.

Views outside the northern gate focus on the median trees and the planting at its southern end. The area in front of the northern gate enables views up Ellice Street to the Town Belt and down along Buckle Street [to War Memorial and Memorial Park], enhancing the sense of place.

The undefined edges of the Buckle Street/Cambridge Terrace corner exposing the existing carpark and the generally poor state of repair of the area around the northern gate noticeably weaken the visual quality of the experience.

North-south journey Cambridge Terrace/Adelaide Road - the median trees provide a distinctive green edge in views to the south seen in contrast to the undefined street corner and adjacent carpark area. Views to the northern gate are possible from the vicinity of Barker Street and reveal the Mt Cook ridgeline as a distant backdrop. The north end of the RA Vance Stand frames the view. The focus of attention when moving within the Basin Reserve is directed to the southern gate and beyond to the Adelaide Road buildings. Mt Victoria Town Belt is another element in the visual experience along the north-south journey.

The changes resulting from the Project will be experienced in both journeys.

Along the northern side of Basin Reserve [between Buckle Street/National War Memorial Park and Mt Victoria Tunnel]

East-west journey: Mt Victoria Tunnel to Buckle Street - experience along this line of movement is broken into three distinctive sections - Mt Victoria Tunnel/Kent Terrace; northern side of Basin Reserve and Buckle Street.

Mt Victoria Tunnel/Kent Terrace - relative to all routes, the pedestrian experience along the Mt Victoria Tunnel/Kent Terrace section is the most unsatisfying due its utilitarian character, particularly the section from the tunnel to the Paterson/Brougham Street intersection, with the narrow footpath constrained by the enclosing wall of the portal on one side and the moving traffic on the other. The street edge further down Paterson Street and Dufferin Street [north] lacks definition. The perception of the overall quality of the route is poor.

Sequential views along the route reveal the Basin Reserve, the ring of trees and Wakefield Memorial with the Former National Museum and Carillon at the background and Kelburn ridgeline in the far distance.

Kent Terrace/Ellice Street corner to eastern end of NW M Park - pohutukawas surrounding the Basin Reserve and northern end of RA Vance Stand are distinctive features contrasting the open edge around the Kent Terrace corner. Views around the vicinity of the Kent/Cambridge Terraces pedestrian crossing direct attention to Carillon and the green edge of the NWM Park. The open carpark at the Cambridge Terrace corner reveals the former Home of Compassion Créche.
Buckle Street /National War Memorial Park - this section of the route goes through the NWM Park. Views are directed to the Carillon and the adjacent landscape.

West-east journey: Buckle Street to Mt Victoria Tunnel - this route is experienced along the same sections as the east-to-west journey but in reverse order. Physical conditions along the route are the same, but the change in direction changes the focus and angle of views, which in turn affects the overall experience. Mt Victoria Town Belt is a prominent element along this route. Views from around Ellice Street/Hania Street junction are focused on Dufferin Street terminating at Government House entrance. The experience of the last section of the route, leading to the tunnel’s entrance, is focused on the tunnel’s entrance and the Town Belt.

Summary observation: Most of the important townscape elements in the area will be experienced by pedestrians moving through/around the area. However, the existing pedestrian routes are negatively affected by the proximity of the busy traffic corridor. As a whole they fail to provide continuity of experience due to undefined street edges, the poor state of repair of some footpaths and the utilitarian character of the tunnel portal. Further to this, the direct view of the existing carpark at the Cambridge Terrace corner [seen in views immediately to the north of the Basin Reserve] and the unattended area in front of the Basin Reserve northern gate detract from the quality of the journey.

While existing landmark features help the sense of place and orientation in the wider area, the poor treatment of the existing pedestrian routes and their edges and the lack of consistent planting do not enhance the visual context of the landmark elements and do not contribute to a visually cohesive and legible experience.

Maintaining current views to the positive townscape elements, while improving street edge conditions, are both important from a visual amenity perspective.

7 TOWNSCAPE AND VISUAL ASSESSMENT

TOWNSCAPE EFFECTS OVERVIEW

The Project has two major components:

- a roading infrastructure component - this includes a realignment/expansion of the existing SH1 traffic corridor and the construction of the bridge structure to accommodate the proposed grade-separation; and
- a landscape/mitigation component - this includes landscape areas and elements as well as built structures within the balance of the Project Area aimed to assist the relationship of the bridge into its context, while also improving certain aspects of the existing environment.

The infrastructure component of the Project, which will result in substantial changes to the existing townscape character, will be the main cause of potential adverse effects. The effectiveness of the landscape component will play a key role in mitigating these effects.

The main townscape/visual issues arising from the Project are as follows:

(a) Effects on the character of the landform - the magnitude of these effects is influenced by the extent of landform modifications, including the amount of earthworks, the extent, scale and treatment of any retaining structures; and the degree to which the reading of the underlying topography will be retained.

(b) Effects on the character of existing vegetation and landscape quality - the magnitude of these effects is influenced by the amount of removed vegetation and its character/significance and the amount and quality of proposed new landscape work.
The specific changes to each zone are described and associated effects discussed with reference to the context of each zone and the assessment matters identified above, while taking into account the ULDF zone specific principles.\(^{16}\)

**ZONE BY ZONE ASSESSMENT: TOWNSCAPE EFFECTS\(^{17}\)**

The Project Area is broken down into six zones. The bridge, which will introduce the most significant change, is a common element which traverses and connects the zones. For this reason it is useful that the discussion of the proposed changes starts with the bridge.

**The Bridge Element** [refer ULDF, pages 66- 68]

The bridge is a linear 263m long structure extending from the corner of Dufferin/Paterson Street, where its eastern abutment lands, to Buckle Street, where the western abutment is incorporated within the area to the north/east of Sussex Street. In addition to the abutments, the bridge will be supported by eight piers. The height of the bridge from the ground to soffit for most of its length will be approximately 7.3m. The straight section of bridge will be approximately 12m wide. The width will increase through the curving parts of the structure.

The ULDF ‘bridge design principles’ are focused on both the bridge structure itself as well as on the way the bridge design responds to the conditions and principles of the individual zones it traverses. The integration of the bridge to its broader context is an underpinning design objective, aimed to be achieved through the alignment of the bridge [both vertical as well as

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\(^{16}\) The ULDF zone specific principles have been developed to guide the ‘finer grain of development of specific components and elements within each zone’; and have been tailored to the specific contextual conditions and issues of each particular zone [refer Section 6: Sector Design]. These have been informed by the higher-level Inner City Sector Design Principles [refer Section 1: Design Methodology and Process] and Section 5: Corridor Design Principles.

\(^{17}\) This section of the report relies heavily on information provided in the ULDF.
horizontal], and through developing a design language [form, material, character] ensuring a consistency across the length of the structure as a single element.

The specific approach to the bridge design is underpinned by a number of design studies\textsuperscript{18} and acknowledges the potential of the bridge to generate significant adverse effects in terms of connectivity, townscape character and visual amenity. The approach has been to address these effects as much as practicable while building upon opportunities to make, where possible, a positive contribution to the existing environment in combination with the landscape work within each zone. The experience of people moving on and under bridge, as well as its visual impact from a range of distances, has also been taken into account.

The design of the proposed bridge responds to the objectives/principles through:

- **alignment** - the section of the bridge running along the northern side of the Basin Reserve is aligned with Buckle Street, while its eastern section is kept as close as practicable to the existing street corridor;
- **integration into the landform** - the bridge utilises the existing topography and will not involve any significant modification to the landform. This will assist the reading of the existing topography at both street level and when travelling on the bridge.
- **form, dimensions, design detail** - these are designed to minimise the visual impact of the structure in recognition of its local context. To this end the proposed bridge does not follow the standard NZTA approach to bridge design. This is reflected in:
  - the relatively slender form of the bridge and its specific physical parameters which allow for the use of the space under the bridge and provides for long 38-40m long spans contributing to an open and visually uncluttered groundscape;
  - the number and arrangement of the piers and their sculpted form; and the clip on pedestrian/cycle pathway and its detailed design, contributing a sense of human scale and visual interest [refer to ‘detailed design considerations’ page 67];
  - the local design integration of the bridge to the context and components of each zone - the bridge is expressed as five different sub-components reflecting the underlying context of each zone and the proposed landscape work [refer page 66].

The impact of the bridge and its integration to the existing context have been carefully addressed. However, its insertion into the existing street space will be a significant change. The adverse effects of this change will be primarily on the spatial structure, street character and visual amenity of the surrounding area [as identified in the analysis of each zone], rather than on the physical character of the underlying landscape itself. This is because the bridge structure runs within and above the street corridor and its direct physical interaction with the underlying landscape is limited to the areas where the piers/abutments meet the ground and the way they integrate into the landscape/townscape conditions of each zone. These issues are identified in the analysis of each zone.

The design of the bridge [including alignment, form/dimensions/materials/detail] is the primary mitigation tool for reducing its impact together with the proposed landscape work.

**1: Cambridge/Buckle Bridge Interface Zone** [refer ULDF, pages 48-50]

**Key characteristics** - Immediately adjacent to the Basin Reserve this zone defines the southern end of Cambridge Terrace. Its key characteristics are summarised below [a full description is provided in ULDF, page 46].

- The zone as part of the Basin Reserve area has cultural significance to tangata whenua.

\textsuperscript{18} RT_25-Bridge Alignment Study, RT_26-Bridge Design Options, and RT_28-Bridge Design Principles
Historically a combination of open space (playing fields for St Patrick’s school on its former site) and buildings associated with the Catholic Precinct, the zone comprises a sloping embankment with extensive weed cover on its steeper areas and a predominantly asphalt paved car sales yard on its flatter part. The zone accommodates the Crèche which is to be relocated westwards as part of the NWM Park project.

The zone has open character and lacks street edge definition. Its overall visual amenity is relatively low.

The edges of the zone are characterised by different contextual conditions - NWM Park to the west with the relocated Crèche bordering the west edge of the zone, Kent/Cambridge Terrace corridor to the east; and the Basin Reserve to the south.

The different contextual conditions around the zone, its topography and history are reflected in the Zone Specific Principles [ULDF page 46]. The principles focus on developing appropriate landscape interface along the edges of the zone in response to the specific contextual issues. The integration of the bridge and its western abutment with the changed landscape setting is an explicit design objective.

Proposed changes and associated effects: These include:

**Developing the sloping embankment into a publicly accessible terraced landscape** - this will involve removal of the extensive weed cover, some minor modifications to the landform and the construction of a series of low retaining walls [height of up to 1m] designed as integral elements of the open space design [refer Plan and Drawing set, LA 1.06].

The proposed space has been designed as a continuation of the NWM Park creating a continuous ceremonial space from Taranaki Street to Kent/Cambridge Terrace and enhancing the connection between NWM Park and the Basin Reserve. The proposed landscape has a number of townscape benefits - it replaces the existing carpark with a high quality open public space, defines the open street corner, creates an appropriate landscape setting for the relocated Crèche, and improves the foreground of the setting to the Basin Reserve. This contributes to the overall townscape amenity of the area without any significant adverse changes to the existing landform and/or removal of significant vegetation. The design treatment of the space reflects the former Waitangi Lagoon through a series of rising terraces with wetland terraces occupying the lower ground - this acknowledges the history of the area and enhances its sense of place.

The design of the proposed space includes a large number of trees. The tree planting is designed to reinforce formal structural and historic connections through: Pohutukawa trees reinforcing the NWM Park/Basin Reserve/Government House connection, Rata and Kowhai connecting Cambridge Terrace to the New Zealand terraces of the NWM Park and Ti Kouka/Cabbage Trees from the Wetlands to the entry of the Basin Reserve [refer to LA.1.07/Planting Strategy & LA. 3.02 Planting Palette, Plan and Drawing Set].

The overall design composition, including tree-planting, is underpinned by a specific objective of providing a complementary ‘foreground’ landscape to the bridge landing, the relocated Crèche, and the Carillon and NWM Park beyond in views from Cambridge Terrace. It is noted that during the design process a number of additional trees have been integrated to maximise the screening/integration potential of this landscape area. The contribution of the terraced landscape to the townscape character of the area and its ‘integrating’ role are illustrated and further discussed in relation to effects on street character and views from Kent/Cambridge Terrace [next section of the report]. Overall the effects of the proposed changes relating to the terraced landscape on the existing townscape character are positive. [Refer to ULDF, page 47 for a detailed description of the proposed landscape treatment].

**Modifications to existing street layout/landscape work northern end Sussex Street** - this includes new landscape treatment/amenity planting and two new Pohutukawa Street to be
planted in similar location to the removed trees as part of the NWM Park Project. The proposed treatment is designed to provide a soft interface to the bridge abutment, while extending the green treatment of the terraced landscape to the south. For these reasons the proposed change will appear as part of the overall landscape modifications to this zone. It will improve the landscape quality of this part of the zone and therefore the resulting effect will be positive.

**Insertion of the bridge into the space** - the west end of the bridge and associated abutment lands at the south/west corner of the terraced landscape. The bridge structure runs within the length of the zone and is aligned with the Buckle Street corridor, which, as part of the NWM Park project has been shifted slightly to the north. The alignment recognises the street grid and helps to keep the bridge within the street corridor. The bridge and abutment will be prominent built elements introducing a significant change to the spatial character of the zone and its interface with the Basin Reserve. This will have a negative impact on the character of views from Kent/Cambridge Terrace and Buckle Street and to a much lesser extent on views from Sussex Street. The view from the new terraced landscape to the Basin Reserve will also be affected by the bridge.

The abutment has a sculpted form and is to be planted with climbers to reduce its impact and integrate into the surrounding landscape. The height of the bridge undercroft is kept to a minimum of 2.4m to allow creating accessible circulation space adjacent to the abutment.

The bridge and associated pathway connects to the level of Buckle Street approximately 10m to the east of the relocated crèche. This separation distance enhances the street presence of the Crèche in its new location.

**2: Kent/Cambridge Basin Gateway** [refer ULDF, pages 51-56]

**Key characteristics** - this zone includes the southern end of Kent/Cambridge Terrace corridors and extends to the northern edge of the Basin Reserve playing field. The zone, as part of the Basin Reserve setting, marks the termination point of the Kent/Cambridge Terraces and associated entrance to the Basin Reserve through the Dempster Gate.

The centre of the zone is occupied by the public open space of the green median which separates the Kent and Cambridge Terrace traffic corridors. The median itself is an historic landscape element in the city. Mature large scale Pohutukawa and Golden Elm trees are characteristic for this end of the street. The street, often referred to as a boulevard, has a strong association with the harbour.

Similar to Zone 1, this zone being part of the Basin Reserve area has cultural significance to tangata whenua. The Waitangi Stream which historically ran through the area is an important cultural issue.

Location-wise Zone 2 forms part of the approach to the Basin Reserve’s northern entrance. However, the character of the zone and its defining edges, including the buildings on Kent/Cambridge Terraces and the northern side of the Basin Reserve, do not reflect the significance of this function. Dempster Gate is a small-scale feature with low visual prominence, it does not align with the axis of the terraces and the area around it is of poor streetscape quality. This, plus the curtilage of the gate, which, defined by the backs of various built structures within the Basin Reserve has, a ‘back of house’ character, detracts from the townscape significance of both the Basin Reserve and its entrance, as well as the quality of views from the north.

The design principles for this zone [page 52] build upon the key character values of the area and the opportunity to develop it as an entrance plaza to the New Zealand’s premier test cricket ground. Achieving integration between the different built and landscape elements envisaged for this zone, and their relationship to the adjacent landscapes is a clearly articulated objective. The
importance of integrating the landscape character of the new entrance plaza to any future enhancements of the median space has also been acknowledged.

**Proposed changes and associated effects:** the proposed changes to this zone relate to three main components - the bridge, the proposed northern gateway building and the development of the zone as a high quality public space/entrance plaza enhancing the approach to the Basin Reserve’s northern entrance.

**Entrance plaza** - the development of the new entrance plaza involves: the relocation of the Dempster Gate to the southern end of the Basin Reserve; and the removal of two existing Golden Elm trees\(^\text{19}\) at the southern end of the median along with the existing low planting to the north of Dempster Gate - the latter having no special landscape value and obscuring the view to the Dempster Gate [refer to LA. 1.12]. The entrance plaza occurs largely within the outline of the existing median. It is designed as a shared space with a cycle/pedestrian priority and treated primarily as a paved area with low level planting separating the space from the roads on each side. Proposed wetland planting within the centre of the space around the bridge piers, references the former Waitangi Stream. The plaza extends to the northern edge of the Basin Reserve and connects to the new entrance integrated with the design of the proposed northern gateway building. The landscape of the entrance plaza incorporates five new Pohutukawa trees, two of which are within the central median and three on the southern side of the bridge. The space layout connects well to the relocated pedestrian crossing on both sides of the road. The new plaza will improve the legibility and landscape quality of the existing approach to the Basin Reserve. The proposed new trees and the overall landscape treatment will mitigate any adverse effects associated with the removal of the existing median trees. Therefore, the effects on townscape character resulting from the development of the new entrance plaza will be positive.

**The bridge** - the bridge element runs within the length of the zone. Its alignment recognises the street grid. The bridge will be a significant element in the townscape and will alter the spatial character of the Basin Reserve. It will act as a ‘roof’ enclosure to the street space and create a horizontal frame breaking the extent and continuity of visual connections to the Basin Reserve.

The central pair of piers, which land in the centre of the median, are the only part of the bridge that interacts directly with the underlying landscape. The sculpted form of the piers integrate well with the immediate landscape context of the entrance plaza. The effects of the bridge element relating to changes in spatial character and visual amenity are discussed in detail in the integrated ‘townscape/visual amenity’ assessment in the next section of the report.

The main mitigation tools to address the effects of the bridge include its form and design, the landscape treatment of the entrance plaza and the eight additional Pohutukawa trees planted at north/east corner of the embankment to provide a green barrier between the bridge and the open space of the grounds.

**Northern gateway building** [gateway building] - the proposal incorporates the construction of a 45m long building structure along the northern edge of the Basin Reserve. The purpose of the building is to screen the view of the bridge with a particular reference to the batsman’s view to the north. The building will provide a solid edge enclosing the northern edge of the grounds, thus providing a new visual terminus of views from Kent/Cambridge Terrace. This will affect the spatial context of the Basin Reserve and impact negatively on the character/extent of associated views from the north and from within the Basin Reserve. To reduce these effects, the building footprint aligns with the eastern edge of the central median - this is to minimise impact on views from Kent Terrace and to recognise their more open character relative to views from Cambridge Terrace. The radial layout of the building reflects the shape of the grounds while

\(^{19}\) The individual arboreal value of these trees is assessed in the STEM Tree Evaluation Report prepared by Arbotech Services Ltd
facilitating the relationship to the RA Vance Stand. The open ground level incorporating a generous public entrance, together with the proposed roof form and overall massing/modelling of the building, are designed to reduce the perception of bulk and assist its integration with both the Basin Reserve ground as well as with the ‘outside’ townscape context. The building is well integrated to the entrance plaza design and will contribute to improving the ‘public face’ of the Basin Reserve’s northern entrance in a way that reflects its scale and significance [refer to pages 53-56].

The detailed design considerations [page 55] reinforce the importance of achieving a high quality outcome that integrates as much as practicable to its context.

3: Kent/Ellice Street Corner Zone [refer ULDF, pages 57-59]

The zone is located at the Kent Terrace/Ellice Street corner. Previously occupied by a row of early 1900’s two storey buildings with a recognised historic/streetscape value and recently demolished as earthquake prone structures, the zone is currently an empty lot developed as a temporary public open space. The space is defined by the southern elevation of the seven-storey Grandstand Apartments [80 Kent Terrace] and adjoins a small carpark area on the corner of Hania/Ellice Street. The temporary character of the open space and the undefined street corners of the zone reduce its streetscape quality, emphasising the contrasting height/scale relationship between the tall volume the Grandstand Apartments and its immediate surroundings. Overall, the character of the zone can be described as open and transitional, lacking street edge definition and activity. While the open space is publicly accessible the temporary character of its landscape treatment does not facilitate its active use as a public open space.

The zone specific principles aim to address existing streetscape issues and reduce the visual effects of the bridge. The ULDF principles call for repairing the street corner through a new building; incorporating the bridge into the zone; and providing a level of screening to the south facing units of the Grandstand Apartments - the latter in recognition of the effects of the bridge on the visual amenity of the apartment residents.

Proposed changes and associated effects: the changes/new elements to this zone include:

* **Realignment/widening of the existing traffic corridor** to accommodate the proposed traffic improvements - this will alter the existing street/block pattern and will involve removing the planting within the existing temporary park [refer to LA. 1.12]. Along with this, there will be street level changes to better accommodate pedestrian and cycle movements in the context of the proposed realignment. The proposed realignment/widening of the traffic corridor is, in principle, a negative change. This change is partly mitigated by the proposed corner building and partly by the integration of the realigned corridor with Buckle Street and associated tunnel and the NWM Park.

* **New building under the bridge the Kent Terrace/Ellice Street corner** - this building is to be developed in an integrated manner with the bridge and proposed street works. The building is single storey. It is designed to provide street edge definition and activity and to reduce visual effects of the bridge by breaking up its length/bulk, reducing the visual exposure of the undercroft space and incorporating one of the piers within the building interior. The building will provide a scale transition between the street space, the bridge and the adjacent Grandstand Apartments. A generous shared pedestrian/cycle lane [minimum width of 5m], defined by planting, will wrap around the building corner extending to Hania Street. The detailed design aspects of the building are described in the ULDF, page 58.

* **Vertical landscape screen to screen the bridge from the adjacent apartment units** - comprised of living green climbers supported by a high quality frame, this element is to be fully integrated with the new building under the bridge and the Grandstand Apartments. The screen, extending upwards to level 5 of the building, will be a highly prominent large scale ‘green’
element, which, if managed appropriately, is expected to be seen as a positive landscape feature. The detailed design quality of the frame and the maintenance of the planting are key implementation issues.

**Parking/service area** - this is developed largely within the footprint of the existing carpark at the Hania/Ellice Street corner. In the context of the realigned/widened traffic corridor and the bridge element, the retention of the carpark in this location reduces the mitigation potential.

**The bridge element** - the bridge structure runs through the zone with the elevated pedestrian pathway being separated from the bridge structure. The zone accommodates two of the piers - one incorporated within the new building under the bridge and the other on the edge of the carpark to the east of the building. The visible pier is positioned generally in line with the Ellice Street frontage of the building. The proposed strip planting adjacent to the pier softens its immediate context. The bridge will introduce a significant change to the existing townscape character. Similar to the other zones, the bridge will have an enclosing effect and impact negatively on the spatial context, street character and views within and around the area [as discussed in the integrated townscape/visual amenity assessment]. The key mitigation tools to address these effects include the design of the bridge and the new building. Planting opportunities as a mitigation/integration tool are limited in this zone.

4: Paterson/Ellice/Dufferin Interface Zone [refer ULDF, pages 60-62]

To the south/west the zone is defined by the Basin Reserve’s grass embankment and its tree-lined edge. The zone runs along Paterson Street, the northern half of Dufferin Street and the western end of Ellice Street. The carpark area in front of Regional Wine and Spirits and the carpark at the western end of St Joseph’s Church site are also included in the zone. The zone has an interface with the Ellice Street residential environment, St Joseph’s Church and St Mark’s School. There are several mature trees to the east of the Paterson/Dufferin Street corner and some planting at the Ellice Street/Dufferin Street corner.

The ULDF describes this area as ‘characterised by the junction of many scales and variation of adjacent activities and urban form.’ The area has poorly defined street edges [Paterson Street/northern side and Dufferin Street/eastern side] and narrow footpaths. It is dominated by traffic and its overall townscape/visual amenity is low.

The zone specific principles are focused on developing landscapes around Hania/Ellice corner, Dufferin/Ellice area and St Joseph’s Church carpark. In terms of character and design these landscapes aim to provide a continuous ground landscape running through the zone and connecting to the landscapes of the other zones to the west. The landscape treatment is also aimed to integrate with the bridge elements and enhance the amenity of proposed new pedestrian/cycle pathways. In relation to St Joseph’s Church carpark, the main objective is to improve the landscape amenity while retaining existing carparking numbers and providing screening of the bridge from St Joseph’s and nearby Ellice Street buildings.

Proposed changes and associated effects: the changes/new elements to this zone include:

**Realigning/widening of the existing traffic corridor** - the north/east edge of the existing corridor is to be realigned and widened to accommodate the east bound traffic as part of the grade separation. This will involve the removal of three large existing trees around the Dufferin/Paterson Street corner, one of which - an English Elm - is listed in the District Plan as a heritage tree30. The planting at the Ellice/Dufferin Street corner [which has no special landscape value] and some smaller trees along the northern edge of Paterson Street [refer to LA.1.13] will also be removed. Given the large number of trees proposed along the north/east edge of the new road, the effect of this change is overall low. The realignment/widening itself

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30 The arboreal value of this tree is assessed in the STEM Tree Evaluation Report prepared by Arbotech Services Ltd
will erode the existing street/block structure. However, it will occur partly over an area of relatively low townscape amenity.

**Landscape to the south of realigned traffic corridor** - this extends the wetland gardens proposed for the Kent/Cambridge zones to the south. The aim is to provide a broader cohesive landscape reflecting the historical Waitangi Lagoon ecology through which pathways and roads traverse. The bridge piers land in the wetland gardens which provide a soft context around their sculpted form.

The wetland treatment is combined with native amenity planting which acts as a transition to the green walls of the east abutment. There are five Pohutukawa trees proposed to be planted along the edges of the new vehicle and pedestrian lane connecting Ellice to Paterson Street.

The proposed landscape in this zone has an important role integrating the remodelled infrastructure with the underlying landscape, as well as providing continuity of landscape treatment along the length of the Project [the detailed treatment is described on page 61].

**New pedestrian/cycle pathways and vehicle lane** - these include a pedestrian path along the new vehicle lane between Ellice Street and Dufferin Street; new pedestrian footpath along and under the elevated pathway from Paterson Street to Ellice Street, and an elevated pedestrian/cycle pathway, which in this zone is separated from the bridge structure. These elements will be treated as an integral part of the overall traffic improvements and associated landscape work.

**Rearrangement and landscape work of St Joseph’s Church carpark** - this involves the removal of the existing single storey dwelling at the Ellice Street frontage of the carpark, rearrangement of the parking layout and landscape work within the carpark. The effects associated with these changes are as follows - the removal of the existing dwelling will have a negative impact on the street edge definition and overall street character which is already compromised by the existing carpark. This change will affect the visual amenity of the area by increasing the visibility of the proposed bridge and the retaining wall associated with the elevated pathway running parallel to the bridge.

The re-arrangement of the carpark will occur within a reduced site area, as the north/west corner of the existing carpark is to be taken for the road realignment. The southern edge of the carpark will be defined by the retaining wall associated with the elevated pathway. The wall has a variable height of 1-3m and is to be treated as a green wall to soften its visual impact. Eight Pohutukawa trees will be planted along the edges of the carpark - this will help to delineate the street edge and provide a three-dimensional soft foreground to views from Ellice Street.

**The bridge** - the bridge element runs within the length of the zone. Its eastern abutment lands within the new landscape east of the Basin Reserve. The alignment of the bridge follows as much as practicable the alignment of the existing street. Speed requirements are a strong guiding influence for this section of the bridge, however, preventing a closer fit with the outline of the Basin Reserve. Six additional Pohutukawa trees are proposed to be planted along the edge of the Basin Reserve embankment to provide a three-dimensional separation between the bridge and the grounds. The bridge will alter the spatial character of the Basin Reserve and reduce extent of views from the east, breaking the continuity of visual connections between the Basin Reserve and the surrounding context.

The elevated pathway runs as a separate structure to the east of the realigned road corridor. This will bring it very close to some of the surrounding buildings and together with the bridge it will create a level of enclosure and complexity impacting on street character and views [both public as well as private from within buildings in close proximity of the bridge].

Overall, the combination of the road realignment, the bridge, and the separate structure of the elevated pathway and its adjacency to a carpark area, tend to intensify the townscape/visual
amenity effects of the Project in this zone. These effects are discussed further in the next section of the report.

5: Dufferin/Rugby Streets/Schools/Church/Government House Interface Zone [refer ULDF, pages 63-65]

While this zone is part of the context of the bridge the bridge itself does not traverse through it. The zone includes the southern half of Dufferin Street and the eastern half of Rugby Street, around and to the east of the Adelaide Road intersection. Historically the built edges of these streets have defined the eastern side of the Basin Reserve outer Square.

Comprised of two carriage ways [one accommodating the south bound through traffic, the other operating as a layby/drop off lane], the southern half of Dufferin Street is closely associated with St Mark’s Church and School. Three pedestrian crossings around the Paterson/Dufferin Street intersection facilitate connections in a north/south direction. The existing buildings on the east side of Dufferin Street and the Basin Reserve tree-lined edge are key townscape elements of the zone, along with the entrance to Government House located at the corner with Rugby Street.

The character of the Rugby Street, at the western side of the Adelaide Road intersection, is comprised of a mixture of shops and offices. The existing pedestrian crossing at the Adelaide Road intersection is of moderate streetscape quality, with the large score boards at the southern end of the Basin Reserve compromising direct visual connections across the grounds to the north. The Reid Gate marks the southern entrance to the Basin Reserve. Aligned with the north bound corridor of Adelaide Road, the Reid Gate is an important element of the townscape character of the zone and an integral part of the Basin Reserve’s character.

The zone specific principles [page 63] reflect the traffic oriented nature of the zone and its association with the school and acknowledge the importance of the Government House entrance. The principles aim to improve circulation patterns while enhancing the legibility and townscape character/amenity of the area in response to the site-specific issues associated with the individual parts of the zone including Dufferin Street, Rugby Street and the Rugby Street/Adelaide Road intersection respectively.

Proposed changes and associated effects: the proposed changes, underpinned by previously undertaken feasibility work [refer page 64 and associated Appendix D], aim to facilitate the integration of the zone with the broader structure of proposed landscape works extending back to Zone 5. The specific changes/new elements to this zone include:

**Median planting along the Dufferin Street** - this change, made possible by the reduction of the existing lanes [from 3 to 2], involves the planting of five Pohutukawa trees with low planting at the base. The trees provide a soft three-dimensional context to the bridge and help to screen the structure in views from the Government House entrance. The trees align with the new trees in Zone 5 to form a continuous green link along Dufferin Street that enhances the approach to Government House and complements the tree-lined edge of the Basin Reserve.

**Passenger setdown areas for buses and vehicles** - these are provided at Dufferin Street and Rugby Street respectively, along with a shared paved area connecting at the Government House and Wellington College entries.

**Changes around Rugby Street/Adelaide Road intersection** - these include new amenity planting associated with the proposed traffic improvements and the relocation of Dempster Gate from its original location at the northern end of the Basin Reserve to the southern entry point immediately to the west the Reid Gate. The relocation of the Dempster Gate is part of the development of the northern gateway building and associated new entrance. The rationale for the proposed relocation is that it will allow the Dempster Gate to retain its gateway function
while complementing the existing Reid Gate and together with it, contribute to an enhanced southern entrance.
<table>
<thead>
<tr>
<th>Effects/assessment matters/criteria</th>
<th>Assessment comments</th>
<th>Actual Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Effects on landform</strong></td>
<td>Design of the bridge works with the undulating character of the existing topography with no significant modifications to the existing landform. Retaining structures/walls are relatively small scale and treated as 'green walls' and/or integrated into areas of proposed planting. The reading of the existing topography will be retained.</td>
<td>Low</td>
</tr>
<tr>
<td>Relationship to landform: responds to existing topography, minimises earthworks and visible retaining structures and/or their impact</td>
<td></td>
<td></td>
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<tr>
<td><strong>Effects on character of existing vegetation and landscape quality</strong></td>
<td>The Project will remove a small number of large trees and some low planting of no special significance. The large number of new trees/planting, as part of the proposed landscape work, will compensate any loss and enhance the overall landscape quality of the area.</td>
<td>Low</td>
</tr>
<tr>
<td>Minimises removal of significant planting, replaces any lost vegetation with appropriate new planting, enhances overall landscape quality</td>
<td></td>
<td>Moderate positive effects of proposed landscape work</td>
</tr>
<tr>
<td><strong>Effects on spatial structure/built form character</strong> [street pattern, street character and views, open space/built form character]</td>
<td>Overall</td>
<td>Moderate to Moderate-High</td>
</tr>
<tr>
<td>Responds to existing street grid/respects existing street/block patterns</td>
<td>The west section of the bridge aligns with the street grid, east section follows as much as practicable existing street alignment. Realignment/widening of the traffic corridor along the eastern section of the Project will erode the existing street/block structure and shift it closer to the adjacent residential environment.</td>
<td>Moderate to Moderate-High</td>
</tr>
<tr>
<td>Retains valued characteristics of existing streets, including views, and/or improves streetscape and open space conditions</td>
<td><strong>Eastern section of Project</strong> - elevated pathway and bridge within eastern section of the Project will affect the street character and 'public' visual amenity of the Paterson/Ellice/Dufferin Street area as a whole, as well as the 'private' visual amenity/views from buildings in the immediate vicinity. The nature and extent of these impacts will depend on the actual investment in quality of new and replacement plantings along the proposed pathway and bridge.</td>
<td>Moderate-High</td>
</tr>
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</table>

21 Refer Section 4: Methodology, pages 32-34
| Townscape/visual amenity effects | Responds to/integrates with the scale/character of the surrounding built context | Limited ability for extensive landscape work along the edges of the realigned/widened corridor reduces mitigation potential. The Project will however, reduce the number of traffic lanes along Dufferin Street and allow for tree planting and enhancement of the approach to Government House. The proposed landscape work as a whole will help to unify the visual context of the bridge and soften its impact. Kent/Cambridge Terrace and Basin Reserve context - located in the immediate foreground of the Basin Reserve the bridge + northern gateway building will alter the spatial context of the Basin Reserve and the character of surrounding streets and impact on views to and from the Basin Reserve. These effects will be reduced as much as practicable by the design of the bridge and the northern gateway building and by the proposed landscape work. The new building under the bridge and the terraced landscape at Cambridge Terrace/Buckle Street corner will improve street definition and 'activate' the street corners at the southern end of Kent/Cambridge Terrace. This, plus the new entrance plaza, will improve the landscape quality of the Basin Reserve’s foreground. The northern gateway building will help to unify the street edge of the Basin Reserve and provide street level visual links to the south across the grounds. The terraced landscape at the Cambridge Terrace/Buckle Street will provide a new usable open space of high quality designed as a continuation of the NWM Park. Inserted within the street space as a free-standing structure, the bridge will be a major prominent new element. The form/dimensions of the bridge are designed to reduce its visual impact, as much as practicable, provide a sense of human scale and, together with proposed landscape work, to assist its integration to the surrounding environment. The design of the other two built elements - the northern gateway building and the building under the bridge - is based on a similar approach. The bridge structure responds to the scale of its urban context and surrounding larger buildings. The elevated pathway and bridge come close to some of the residential buildings within the eastern section of the Project which makes its integration to the immediately adjacent areas difficult to achieve. | Moderate-Low to Moderate |

These are assessed in detail in the next section of the report.
TOWNSCAPE/VISUAL AMENITY EFFECTS

The townscape/visual amenity effects relate to the overall change in townscape character and the quality of the resulting environment and the way it will be experienced in both ‘public’ views by transient audiences, as well in ‘private’ views from within surrounding buildings. This takes into account the extent to which characteristic local and distant views are retained and/or their quality enhanced. These include views to/from the Basin Reserve; views from the Town Belt; views from the surrounding streets as well as views from within residential buildings. The extent to which the visual prominence of identified landmark elements, such as the Basin Reserve, National War Memorial/Carillon, Government House; and Town Belt is retained is also important.

The townscape/visual amenity effects are assessed with reference to the assessment matters/criteria identified in the Assessment Methodology Section22 in relation to:

(a) long-distance views;
(b) mid-range/close-up views;
(c) visual experience along new pedestrian/cycling routes; and
(d) visual experience of motorists.

The photomontages, as well as the partial render views generated by the computer mode, the preliminary ‘walk-through’/‘drive-through’ visual simulations and the photographic record of existing views, are the primary visual materials referred to in the assessment.

LONG DISTANCE VIEWS

For the assessment of townscape/visual effects on long-distance views 19 representative views were reviewed, including 4 from the east [Mt Victoria]; 3 from the south [Adelaide Road]; 1 from the north/west [Stellin Park]; and 11 from the west [Brooklyn/Vogetown/Kelburn]23.

Character of existing long-distance views

- The viewing distances of the long-distance viewpoint range from 0.7 to 2.0 km. Most viewpoints offer wide panoramic views to the city within which the Project Area is seen as a small element within a visually complex environment.

- Views from the majority of viewpoints are partial, focusing on and revealing only certain sections of the Project Area and reducing significantly the visual exposure of the bridge structure. In some views, due to distance and/or foreground elements, the Project Area is difficult or impossible to discern [refer Plan and Drawing Set/Visual Catchment Representative Viewpoints /Existing views: 7A.05; 7A.05A; 7A.05B; 7A.06; 7A.11; 7A.12; 7A.17; and 7A.24A, B &C].

- The long-distance views are from locations elevated significantly above the Project Area, looking down into it. This tends to draw the attention to elements in the far background, which include the Town Belt and ridgelines, and in some cases the hillside residential areas.

- Long distance views focus on and accentuate the cross-road location of the Basin Reserve within the valley floor and emphasise its visual relationship to the Town Belt and

22 Refer Section 4: Methodology, pages 32-34
23 Refer Appendix 10A for a record of the long-distance viewpoints. A location map of the viewpoints is provided in Volume 5: Plan and Drawing Set, Visual Catchment/Representative Viewpoints, 7A.00.M2.
other significant open spaces such as the NWM Park, the grounds of the NWM and Former National Museum, the open grounds of Government House and surrounding schools.

- The Basin Reserve is a focal element in the majority of views. Other key features/elements which are prominent in most views include the RA Vance Stand, the War Memorial and Carillon and the Basin Reserve Pavilion [in some views]. Government House is only present in some views from the west. The Basin Reserve Pavilion and Wakefield Memorial are present only in a small number of views from the west [refer Plan and Drawing Set/Visual Catchment Representative Viewpoints /Existing views: 7A.0 8; 7A.0 9; 7A.10].

**Townscape/visual effects on long-distance views**

- The elevated position of the viewpoints and the complexity of the wide ‘visual frame’ against which the bridge structure is to be seen are factors that facilitate the absorption of the Project into the existing townscape.

- The alignment of the bridge, which largely fits into the spatial frame of the existing traffic corridors, will make it appear as part of the existing street network, particularly in views from the west and south/west, thus minimising its visual effects.

- Elevated long-distance views will focus on the upper parts of the bridge and from certain viewpoints the moving vehicles will attract attention to the bridge. The alignment of the bridge will assist in containing this effect within the existing traffic corridor, while the elevated position of the viewpoint will tend to draw attention to the elements in the distant background.

- The visual changes of the Project will be most noticeable from the east and north/east [7A.02 & 7A.03] focusing on the northern side of the Basin Reserve and particularly in the view from the Mt Victoria Lookout [7A.03]. By comparison, the degree of visual change will be much lower in views from the west [7A. 07-10 and 7A.13-15], and even lower in views from the south [7A.05/5a/5b].

- The effects on views from Mt Victoria lookout [Refer Plan and Drawing Set, Visual Simulations Trueviews, 9C.03.O] will still be generally low given the wide panoramic views opening from that location. The alignment of the bridge, its height and proposed planting, particularly the extensive area of landscape at the Cambridge Terrace/Buckle Street corner, will reduce the visual effects of the bridge and assist its relationship to the Basin Reserve and the NWM Park. In this sense the proposed landscape treatment has an integrating effect that can be appreciated from a distance.

- In distant views the bridge will remain below the ‘horizon’, and a result will not compromise current views to the Town Belt or reduce visibility of the Basin Reserve, or any other townscape features. It is recognised, however, that the prominence of the existing ring of trees on the northern and eastern sides of the Basin Reserve will be reduced in views from the north/east [7A.02-04]. Given the wider contextual frame within which the bridge will be viewed, and taking into account the proposed landscape mitigation work, such a change will not be perceived as significant.

**SUMMARY OF EFFECTS: LONG-DISTANCE EXPERIENCE**

- The visibility of the Project Area in distant views is low. In distant views, which tend to be panoramic, the bridge will be seen as a small element absorbed in the context of a wider cityscape, without compromising existing views to the Town Belt or reducing visibility of the Basin Reserve or other important features. As a result the townscape/visual effects of the Project in distant views will generally be low.

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24 The trees in all photomontages are shown at 10 year growth.
Long-distance views will not allow an appreciation of the design detail of either the bridge or any of the landscape elements. Rather the focus will be on the alignment, overall form and relative scale of the bridge. Aligning the bridge with the existing traffic corridor and keeping its height below 9m for most of the length, will assist its integration with the surrounding setting and help to minimise its visual effects. The new terraced landscape at the Cambridge Terrace/Buckle Street corner and proposed ‘large-scale’ tree planting are features that would be seen in the foreground of the bridge in the most exposed views from the east and north/east, thus assisting the relationship of the bridge to the immediate environment.

The merging of the terraced landscape at the Cambridge Terrace/Buckle Street corner into the NWMPark will help the integration of the Project into the broader urban landscape to the west.

Effect on long distance views will be experienced by two major audiences - residents in the surrounding hill side suburbs and Town Belt users. The Project will not affect the visual amenity/experience of either audience in any significant way.

Overall, townscape/visual effects on distant views will be low.

**MID-RANGE & CLOSE UP VIEWS**

For the assessment of townscape/visual effects from mid-range and close up distance a total of 43 existing views were reviewed [31 mid-range and 12 close-up views]25. Visual simulations were produced and assessed for 21 of these views26. The following is a summary of the view assessment and is carried out on a street by street basis.

**Viewpoints /Perceptual factors: Overview**

- The assessed [representative] mid-range and close-up views are from the streets located around the Project Area. Viewing distance varies between 20 and 500m. Viewing distance for the photomontage views is between 20 and 162m.

- The visibility of the Project Area and associated visual effects vary from street to street as a result of topography, street orientation and street edge conditions. For the vast majority of the audiences [pedestrians, cyclists, motorists] the experience of the Project Area will be a dynamic one involving movements along various streets/routes throughout and around the area.

- Visibility and visual effects will also vary with distance between different viewpoints along the same street. This means that the experience along each street will be based on a collection of sequential/dynamic views that will depict the Project in a slightly different way. Often elements seen in one view might be less prominent in the next sequential view and/or fully obscured in the one that follows, then they might reappear again. It is important that this is recognised in assessing the ‘blocking effect’ of the bridge on the visibility of important townscape elements as experienced in dynamic views.

- In close-up and some of the mid-range views the attention will be drawn to the detailed treatment of the Project’s elements, including design detail, texture, patterns, materials and colour. The detailed aspects of the design treatment are important as they are directly related to the visual/aesthetic quality of the Project and can influence the nature and magnitude of visual effects.

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25 Refer Appendix 10B for a record of mid-range & close-up viewpoints. A location map of the viewpoints is provided in Volume 5: Plan and Drawing Set, Visual Catchment/Representative Viewpoints, 7A.00.M4.

26 A location map of the visual simulation viewpoints is provided in Volume 5: Plan and Drawing Set, Trueviews, 7B.00.M1.
The assessment of mid-range and close-up views established that in relative terms:

- the townscape/visual effects of the Project will be most significant in views from the north [Kent/Cambridge Terraces], from the east [vicinity of Ellice Street/Paterson Street] as well as from the area around the Paterson/Dufferin Street intersection. In comparison, effects on views from the south [Adelaide Road] will be much lower; and

- effects on the visual experience from the remaining secondary streets [Dufferin Street, Sussex Street and Hania Street] will be variable, but overall will be much lower than those along the most affected streets.

**Townscape/visual effects experienced along the individual streets**


**Character of existing views** - the orientation and flat topography of Kent/Cambridge Terraces enable continuous views towards the Basin Reserve from the north. Mt Cook ridgeline and, for some views, Mt Victoria Town Belt provide the distant background to the views.

The tree-planted median divides the street into two distinctive view corridors - Cambridge Terrace and Kent Terrace. Views from Cambridge Terrace, particularly the close-up views, appear less open and of lower visual quality than the views from Kent Terrace.

Present views along the Terraces do not enable a direct view of the green space of the Basin Reserve. Rather they imply the presence of its void by transferring the attention to the south across the valley floor. While an important part of the past and present character of the area, these views are not included in the ‘Central Area Viewshafts’ of the District Plan. The visual character of the immediate foreground of the views lacks coherence - e.g. the undefined street corners, the northern edge of the Basin Reserve fragmented by variable built structures and elements and the exposed ‘back’ parts of the RA Vance Stand degrade the character of the views.

**Townscape/visual effects** - sitting in the foreground of the Basin Reserve the new bridge will be a prominent element in views from Kent/Cambridge Terraces reducing the current sense of openness around the northern side of the Basin Reserve. This will affect the spatial/visual relationship between the Basin Reserve and the Terraces, reducing the extent of views to the north and raising potential issues of visual dominance. The proposed northern gateway building28 will further reduce the view from Cambridge Terrace.

These effects, which will be most pronounced in close-up views, will be experienced mainly in a dynamic way in sequential views obtained by pedestrians, cyclists and motorists moving through the area. In this sense the bridge primarily affects the ‘public’ visual amenity of the area and its overall townscape quality. The exception to this is the apartment block at 80 Kent Terrace, where the ‘private’ views of most units will be affected.

The particular effect of reducing the sense of openness associated with views to the north [towards the Basin Reserve] cannot be avoided. However, it could be minimised and the visual prominence/dominance of the bridge reduced as much as practicable as part of the Project’s approach to mitigation. The effectiveness of such an approach is ‘measured’ by the degree of

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27 Refer to Volume 5: Plan and Drawing Set, Trueviews, 7B.00.M1 for a location map for the visual simulation viewpoints.

28 The assessment in this section of the report relates to the 45m option for the northern gateway building.
visual integration between the bridge and its context and by the extent to which visibility of important townscape features has been affected. With this in mind the comments are:

**Mid-range views** - in mid-range views from either of the Terraces the bridge will appear as a thin horizontal structure within a narrow visual corridor framed by the median trees on one side and the existing buildings on the other.

Effects on mid-range views will be largely mitigated by distance and existing foreground features [e.g. median trees, buildings, large traffic signs and streetscape elements], which together with the proposed planting will reduce the visibility of the bridge, assisting its absorption into the visual context of the view. This, plus the relatively slender form of the bridge, will reduce its perceived bulk, minimising its visual effect.

The green edge of the Basin Reserve will remain visible under the bridge in views from Kent Terrace. The view from Cambridge Terrace will be more enclosed because of the northern gateway building. However, given the viewing distance and the new trees in the foreground this change will not be highly prominent.

Views to Mt Cook ridge line will not be compromised in any significant way.

Based on the assessment it is considered that the effects on mid-range views will be in the low to moderate-low category depending on the viewpoint location.

**Close-up views** - in close-up views the prominence of the bridge structure and its visual effects will increase. In some of the immediate views the visual exposure of the bridge will be high, revealing more of its underside and piers. In such views the bridge will be a major foreground feature.

In views from Kent Terrace the bridge will be seen as a highly visible element shaping the skyline of the views. The green edge of the Basin Reserve will be seen under the bridge. In views from Cambridge Terrace the bridge will project against the built background of the RA Vance Stand and the northern gateway building.

The bridge is aligned with Buckle Street and maintains a generally consistent height plane around the Basin Reserve that is lower than the immediately adjacent buildings and the Basin Reserve trees. Similar to the mid-range views, the perception of height/bulk will be reduced by the form and design of the bridge, with emphasis on its detailed design features, and by the presence of the Grandstand Apartments and RA Vance Stand - buildings of substantial height/bulk - both located in the immediate context of the bridge. The existing and proposed trees and the new landscape treatment at the Cambridge Terrace/Buckle Street corner, together with the new building under the bridge, will assist the integration of the bridge with the street context and will strengthen the visual integrity of the foreground context. In more detail the comments are:

**Visual integration/reducing the visual impact of the bridge**

- the height of the bridge will enable the current views from Kent Terrace to the Basin Reserve trees to be retained under the bridge;
- locating the pedestrian pathway on the northern side of the bridge will reduce visibility to moving traffic and promote pedestrian presence and activity;
- the cantilevered rib structure of the pedestrian pathway and the sculpted form of the columns will provide visual interest and a sense of human scale. This will help to break up the perceived mass of the bridge and reduce effects of visual dominance as much as practicable in close-up views;
the proposed planting, hard landscape work and street furniture items within the new entrance plaza and the terraced landscape treatment at the Cambridge Terrace/Buckle Street corner will add further to the visual quality and pedestrian scale of the spaces around the bridge focussing the attention to the street level experience;

the new building under the bridge will act as a transitional volume between the bridge, the street space and Grandstand Apartments [80 Kent Terrace], while reducing the exposure of the bridge underside and providing street edge definition and activity; and

the proposed landscape work, plus existing planting, will soften the visual effects of the bridge breaking up the view of the bridge and providing a soft medium between the bridge, the Basin Reserve and the Terraces. This will help to visually unify the context of the bridge, assisting its integration with the setting.

Views/visibility of important townscape features

Existing views to Mt Cook ridgeline and parts of the view to the Mt Victoria Town Belt will be obscured in the most immediate views from viewpoints located within approximately 80m to the north of the bridge. The presence of the Basin Reserve open space will still be legible in the new ‘framed’ views under the bridge from Kent Terrace.

The proposed northern gateway building will considerably reduce the view under the bridge from Cambridge Terrace. It will also feature in the immediate views from the median and from Kent Terrace. However, the northern gateway building incorporates at its ground level a more than 20m wide open entrance, which in close up views will enable direct visual links across the Basin Reserve ground to its southern end. This will improve the existing situation, where the Dempster Gate and existing fence enclose the direct ‘ground level’ view to the ground. The gateway building and associated entrance will help to unify the Basin Reserve street edge in a consistent manner and provide a sense of street activity. The overall visual effect of the northern gateway building in views from the north needs to be discussed in the context of the new entrance plaza.

The new entrance plaza will expand the street level view to the new entrance and promote the approach to the Basin Reserve in a visually integrated manner. The entrance plaza will also assist in ‘opening up’ the view in the opposite direction - from the northern end of the Basin Reserve to the north, strengthening its visual connection to the Kent/Cambridge Terrace boulevard setting. The resultant changes will be experienced as part of an altered but visually integrated context.

Three of the proposed mitigation measures - the new building under the bridge, the proposed continuation of the NWM Park [terraced landscape at the Cambridge Terrace/Buckle Street corner], and the new entrance plaza - will make a positive contribution to the existing townscape character and the quality of associated views. They will add street edge definition and activity around the Terraces’ poorly defined corners and enhance the approach to the northern entrance of the Basin Reserve. The proposed continuation of the NWM Park will also provide screening to views of the bridge from the adjacent Mitsubishi Motors building at 77 Cambridge Terrace.

The proposed green screen, to the south of Grandstand Apartments, will assist in mitigating the visual effects of the bridge on views from its south/west facing units. However, in doing so the screen will also screen/reduce the current views from these units to the south - an outcome that is not ideal, particularly when the bridge structure is located in close proximity to the building.29 While the visual effects of the bridge/moving cars in views from the west facing units cannot mitigated, the new landscape area at the Cambridge Terrace/Buckle Street corner, designed as an continuation of the NWM Park,

29 It is noted that the District Plan building height along Kent Terrace, including the site immediately to the south of Grand Stand Apartments is 18.6m, which will allow a building of height similar to the green screen to be constructed there.
will provide a new green context to these views, thus improving the visual setting and softening the impact of the bridge.

**Visual/design integrity**

The visual change in close up views from Kent/Cambridge Terraces will be a significant departure from the existing environment. The bridge will be a major foreground feature and together with the proposed northern gateway building will interrupt existing visual connections and reduce views to the north to a much greater extent compared to the effects experienced in the mid-range views. These effects, which cannot avoided, have been reduced as much as practicable through the careful design of both the bridge and the northern gateway building, and the proposed landscape work.

Because of the integrated design approach adopted by the Project some of the negative effects on views will be partly ‘compensated’ by the positive effects of the proposed mitigation. Consequently, the changes resulting from the Project as a whole will be experienced as part of a visually integrated environment, albeit of a different spatial/visual character.

The design/visual quality of this new environment is highly influenced by the detailed design of the Project elements, which in close-up views play a critical ‘mitigation’ role. This is because the detailed design of the Project elements helps to provide visual interest, sense of visual rhythm and human scale. This helps to break up the visual mass of the bridge and reduce its impact. It is important, therefore, that the detailed aspects of Project design are implemented as intended and illustrated in the Project plans and visuals.\(^\text{30}\)

It is noted that while the dimensions and spacing between the lighting poles on the bridge are intended to reduce their visual effect, they emphasise the vehicular character of the bridge and the perception of its height in some of the close up views. Replacing the proposed vertical lights with lower lighting will help to address this issue. It is understood however, that alternative lighting arrangements have been investigated and for a range of reasons the proposed vertical lights were considered the most appropriate solution.\(^\text{31}\)

Based on the assessment it is considered that the visual amenity effects as experienced in close-up ‘public’ views overall will be in the moderate category. Given the proximity of the bridge to the Grandstand Apartments, the effects on ‘private’ views from the west facing units, particularly the units at the southern end, will be high except for the top level units where the effects will be moderate-high.

**BASIN RESERVE** [Refer Plan and Drawing Set/Visual Simulations 9C.30.O; 9C.30A.O; 9C.30B.O; 9C.30E.O]

**Character of existing views** - currently the Basin Reserve ground enables extensive views to the north and east. The Basin Reserve mound and associated trees on the eastern side are part of the immediate foreground of the views. The existing buildings on the western side of the Basin Reserve contain the views to the west. The median trees and the Mt Victoria Town Belt are the main townscape elements in the present views. The existing views reveal the openness of the ground and accentuate the distinctly different spatial conditions on its west and east sides, emphasising the solid built edge on the west side and the soft green treatment on the east side. The treatment of the Basin Reserve’s northern edge and the variable built structures there create a visually fragmented foreground that does not contribute positively to the quality of present views. Views from within the Basin Reserve are not protected by the District Plan.

**Townscape/visual effects** - appearing in the immediate background of the Basin Reserve, the section of the bridge to the east of the Kent/Cambridge Terraces median will be seen as an

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\(^\text{30}\) This comment applies to the assessment of all close up views.

\(^\text{31}\) This comment applies to all close up views.
elevated horizontal structure carrying traffic. The existing mound and existing and proposed trees appearing in the foreground of the bridge will largely screen, break up and soften the view of the bridge and moving vehicles, but will not obscure it fully.

The west section of the bridge, to the west of the median’s eastern edge, will be screened by the proposed northern gateway building to be built immediately to the east of the RA Vance Stand.

The effects of the Project will be experienced primarily in static views by spectators, mainly when their attention is diverted from the playing field and in a dynamic way by the pedestrians passing through the space. In relation to effects on players, the ‘visual distraction’ effects of moving traffic on the bridge on northward facing batsmen was identified by experts as a particular issue. The screening provided by the northern gateway building is critical in this regard.

The purpose of the northern gateway building is two-fold - to screen the bridge and moving traffic in views from within the Basin Reserve with a special reference to the batsman’s view to the north, while providing sports/viewing facilities. The building, while successfully addressing its purpose, will enclose part of the northern edge of the Basin Reserve and obstruct views to the north. As a new major foreground feature, the building will be a significant change to the visual/spatial character of the Basin Reserve. However, the visual simulations show that neither the building nor the visible part of the bridge will affect the view to the Town Belt.

With this in mind the effects of the building on the open character of existing views needs to be considered in relation to context of the Basin Reserve and its role as an international cricket ground, recognising that new building structures providing sports facilities are, in principle, not ‘out-of-character’ elements - a point illustrated by the series of built structures on the west side of the grounds. The degree of visual integration of the proposed building to the Basin Reserve’s space - which is a critical issue in visual/townscape terms - will depend on the form and location of its footprint and its final form and detailed design.

The ‘radial’ building footprint reflects the curve of the ground and is aligned with the eastern edge of the Kent/Cambridge Terrace median, thus retaining the integrity of the green/un-built edge of the Basin Reserve. Consequently, the green edge will be experienced in views from within the grounds as well as in external views from Kent Terrace.

The northern gateway building is much lower than the two large buildings in the immediate context - the RA Vance Stand and Grandstand Apartments. Its overall form and visual appearance reflects its function as a contemporary addition to the existing Basin Reserve facilities. The modelling of its bulk into several volumes, differentiated by variation in setback, height and design treatment, helps to reduce the perception of bulk, while assisting the visual relationship to the adjacent RA Vance Stand. The specific modelling of the building facades and the proposed roof form will help to lighten up the visual bulk of the building, create a sense of human scale and add visual interest. Opening most of the ground level to create a new entrance to the Basin Reserve will help to further reduce the visual impact of the building, provide visual connections to Cambridge Terrace and promote the approach to the Basin Reserve. The building as whole will improve the visual integrity of the Basin Reserve edge.

Based on the findings of the above assessment it is considered that the effects of the bridge on views from within the Basin Reserve will be low to moderate-low. The northern gateway building together with the existing mound, existing and additional trees will provide an

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32 It is understood that the proposed 45m northern gateway building will adequately mitigate the effects of moving vehicles on the bridge on batsmen. Refer Appendix 3.H Basin Reserve Northern Gateway Building, RT36_Design Report, page 40, Appendix 4.
appropriate level of mitigation in relation to a batsman’s view to the north and the experience of other audiences.

ELLICE STREET [Refer Plan and Drawing Set - Visual Simulations 9C.20.O; 9C.21.O; and Visual Catchment and Representative Viewpoints/Existing Views7A.21A]

Character of existing views - sloping down to the west, Ellice Street connects to Buckle Street and together they form a continuous view corridor terminating at the Kelburn ridge line. The north/west part of the Basin Reserve [including the RA Vance Stand and the old Grandstand], the former National Museum and the Carillon are prominent elements in the Ellice Street views. The Kelburn/Brooklyn ridgeline provides the distant backdrop.

Townscape/visual effects - the main townscape/visual effects will arise from the realignment of the existing traffic corridor and the construction of the bridge and elevated pathway structure. The bridge will interrupt the Ellice Street view corridor - it will change its spatial character and reduce views to the Basin Reserve. The experience of these effects will vary with distance and will be influenced by the undulating topography. As a result, the visual effects of the Project will be most pronounced and significant in close-up views from the lower/western part of the street.

Mid-range views - running across the spatial corridor of the street, the bridge, as seen in mid-range views, will break the visual continuity of the Ellice Street/Buckle Street axis and increase the visibility of moving traffic on the bridge. These effects will be largely mitigated by distance, foreground elements, the trees at the Ellice Street/Dufferin Street corner and the landscape of NWM Park - the latter establishing a new focus to views from the upper end of the street. The alignment of the bridge with Buckle Street and the extensive greenery of NWM Park will assist the integration of the infrastructure corridor into its broader context. This is further assisted by the panoramic character of the mid-range views and the elevated viewpoint that focus the attention in the far distance.

The NWM Park trees planted along the northern edge of Buckle Street will be seen in line with the street trees and front yard planting on the northern side of Ellice Street - this will assist in re-establishing the sense of visual continuity along the Ellice Street/ view corridor.

Given the elevated location of the viewpoints from the upper parts of the street, visibility of the main townscape elements will be retained.

Most dwellings in the upper/middle parts of the Ellice Street have windows facing the street and therefore do not enable direct views to the Project Area. This will minimise the visual effects on ‘private’ views from within the residential dwellings in the upper parts of the street. The exception relates to possible views from some of the upper-most levels of the west facing units in the Apartment Block at 131 Brougham Street, particularly the units at the southern end of the building. It is noted however that their direct line of sight is off-set to the north of the Project Area.

Based on the assessment it is considered that overall the effects on mid-range ‘public’ views will range from moderate-low to moderate depending on distance. Effects on mid-range ‘private’ views will be low to moderate-low.

Close-up views - the visual/spatial context in close-up views [from the lower end of the street] will be significantly altered by of the realigned/widened traffic corridor and the proximity of the bridge and the elevated pathway. The close-up views from the lower end of the street allude to the changes in the spatial character of Buckle Street.

In close-up views, from the area around and to the east of Hania Street, the bridge/elevated pathway will be a dominant feature located close to existing buildings such as Regional Wine and Spirits and adjacent residential buildings to the east. The closeness of the bridge to these
buildings will impact negatively on their visual amenity reducing the character and extent of views to the south/west and drawing attention to the bridge.

The new building under the bridge will help to define and activate the street edge and reduce the visual exposure of the bridge in direct views to the west. The proposed landscape work around the Ellice Street crossing and under the bridge, the new trees on Dufferin Street and the new trees in front of the northern entrance of the Basin Reserve and on the mound will soften the context of the bridge in close up views form the street. However, this will not be able to break up the view of the bridge and/or mitigate the visual amenity effects arising from of the closeness of the bridge to the surrounding residential buildings.

Visibility to the Basin Reserve and Carillon from the lower end of Ellice Street/around the pedestrian crossing will be retained within the new ‘framed’ view under the bridge. However, visibility to these elements will be affected from some other viewpoints within the section of the street to the west of Brougham Street.

The proposed landscape treatment of the modified carpark for St Joseph’s Church will help to soften the immediate view of the carpark and partly screen the infrastructure corridor. It is acknowledged, however, that the tree planting cannot provide the same street edge definition and does not have the same mitigating effect as a building such as the existing building at 30 Ellice Street, which is to be removed as part of the Project. The existing tall trees to the south of the existing carpark will also be removed, but will be replaced by new trees. The new trees together with the proposed ‘greening’ of the retaining wall at the southern edge of the carpark, will help to create a soft edge along the northern side of the traffic corridor.

The visual effects in the lower part of Ellice Street will be experienced in dynamic views by people living in that area and those walking/driving down the street and in static views from those living in close proximity to the bridge. Regarding the latter, the properties to the west of Brougham Street, and particularly those at nos 17 -33 on the north side of the street and no. 32A on the south side, will be most affected.

Based on the assessment it is considered that effects on close-up ‘public’ views will be overall moderate-high. The effects on ‘private’ views will be moderate-high to high for immediately adjacent buildings.

PATERNST STREET [Refer Plan and Drawing Set - Visual Simulations 9C.22.0 and Visual Catchment and Representative Viewpoints/Existing Views7A.22A; 7A.22B; 7A.23]

Character of existing views - Paterson Street is split into street corridors - the northern ‘corridor’ is steeper and works as a local residential street, the southern corridor is the “tunnel” route linking to Mt Victoria. The two corridors are separated by a retaining wall. Although from a different angle, the views from both corridors terminate at the eastern side of the Basin Reserve and focus on the same elements - Wakefield Memorial, the old Grandstand and the upper parts of the former National Museum and Carillon. Brooklyn ridgeline forms the silhouette of the distant background.

In views from Paterson Street the eastern end of the bridge will be visible appearing as an elevated route running within the existing traffic corridor at the foreground of the Basin Reserve. Due to the curving road layout, the changes to the width of the traffic corridor will not be highly prominent from the eastern ends of the street.

Townscape/visual effects - the main visual/townscape effects relate to the increased visibility of the new traffic corridor and the bridge and the altered character of views to the Basin Reserve. The proposed realignment of the traffic corridor will affect the existing street/block pattern.
These effects will be most obvious in the vicinity of and to the west of the Brougham Street intersection. While they will be experienced by pedestrians, cyclists, motorists and residents moving through the area, the effects will be most significant for the residents of the apartment block at the corner of Paterson Street and Dufferin Street [9, 9A Dufferin Street] and the residential properties at 145A, 147A, and 151A Brougham Street, as well as for the congregation of St Joseph’s Church and for the St Mark’s School buildings facing Paterson Street.

Effects on views to the west - from both the tunnel route and adjacent footpaths the extent of the present view to the base of the Basin Reserve will be reduced but the prominence of the Basin Reserve trees will be retained. Existing views across the Basin Reserve to the National Museum, Carillon and the Brooklyn ridgeline will remain unchanged.

Northern side of Paterson Street [to the west of Brougham Street] - the new walkway and bridge structure will be apparent in the views from this section of the street. The new pedestrians/cycling pathway will improve the amenity of the existing footpath. However, the bridge structure will interrupt and reduce the existing view to the Basin Reserve, but will retain views to the south/west under the bridge.

The lack of space along the northern edge of the pedestrian pathway, adjacent to St Joseph’s Church, does not allow for extensive planting. The proposed tree planting along this edge [on Church land] will provide a sense of separation and soften the view to the west. Therefore it is important to ensure that this mitigation measure is implemented as intended.

Paterson Street/Dufferin Street junction - the ‘east’ abutment will delineate and partly enclose the traffic lanes on either side. For the ‘moving’ audiences the enclosing effect of the abutment will be experienced in dynamic views as part of a longer journey and in relation to overall landscape work within the Project Area and therefore it will not be of significant concern. For the residents of the adjacent Apartments at 9 and 9A Dufferin Street however, the effects will be significant, as the abutment will affect/block the views of the north facing units at the lower level, while the upper level units will have an immediate view of the bridge and moving traffic.

The proposed greening of the abutment will help to soften its visual effect, while the proposed landscape work in the wider vicinity will break up and partly screen the view of the bridge. While this will not resolve the blocking effect of the abutment or address the immediate view of bridge from the upper level units, the distance between bridge and the Apartment building [which is approximately 25m] will provide a good sense of separation from the bridge. The distance of the building facade to the base of the abutment is shorter [approximately 17m].

Based on the assessment, it is considered that the effects on ‘public’ views will range from moderate-low, for the area to the east of Brougham Street, to moderate for the remaining parts. Effects on ‘private’ views will be moderate to high for the identified buildings in close proximity to the bridge.

PATERSON STREET/DUFFERIN STREET/ELLICE STREET INTERFACE

In wider townscape terms, the area of the expanded traffic corridor, occupying the south/west part of the block between Ellice Street and Paterson Street, and associated bridge and elevated pathway within this section of the Project, will be difficult to fully integrate into the local context. The substantial width of the Project corridor at this point of the route, the configuration of the bridge/elevated pathway and the lack of sufficient space around the northern perimeter of the Project Area [plus the possibility for the further road widening relating to a second Mt Victoria tunnel] are key factors in this regard.

In assessing the visual effects of the Project on the lower part of the Paterson Street/Ellice Street area, the poor visual quality and car-dominated character of the existing environment
needs to be acknowledged. While the opportunities for extensive planting along the northern edge of the traffic corridor are limited, the proposed landscape work in the wider vicinity (to the north/east of the east abutment) will assist in ‘tidying up’ and unifying the visual character of that part of the Project Area through a consistent approach to design quality. The substantial landscape work around the new pedestrian pathway along Dufferin Street plays a central mitigation role in this regard.

**DUFFERIN STREET [Refer Plan and Drawing Set - Visual Simulations 9C.24.O; 9C.1.O]**

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**Character of existing views** - views to the Project Area can be obtained from either side of Dufferin Street. Framed by the Basin Reserve trees on one side and the buildings and associated planting on the other, views from Dufferin Street focus on the built context in the vicinity of the Hania Street/Ellice Street intersection.

Views from the western/Basin Reserve side of the street are wider enabling views to the Mt Victoria ridgeline. The ‘fragmented’ state of the existing environment around and to the east of the Paterson Street intersection is evident in the view.

**Townscape/visual effects** - the bridge will appear in the foreground of the views breaking up and reducing existing views to the surrounding context.

**Views from the southern end of the street/Government House entrance** - the view from the southern end of the street will be directed to the curving section of the bridge and its continuation to the north where it aligns with Dufferin Street [north]. The proposed median trees will largely obscure and effectively screen the bridge, thus significantly reducing its visual effect while also enhancing the existing street character, particularly the approach to the main entrance of Government House.

**Views from the west/Basin Reserve side of the street** - in views from the west side of the street the bridge structure and proposed trees will be prominent foreground features ‘filling in’ parts of the visual field and reducing visual connections to the north/east. The bridge structure will be seen in relation to other buildings in the wider vicinity, while its curving layout, the greening of the abutment and the proposed trees will soften its visual impact. The view to the Mt Victoria ridgeline will be retained. The tree lined edge of the new pedestrian pathway is effective in breaking up the view of the bridge and obscuring substantial part of its length in views from the western side of the street and from the vicinity of the Dufferin/Paterson Street intersection.

The proposed ‘greening’ of Dufferin Street will connect visually to the greenery of the Basin Reserve and Mt Victoria Town Belt thus assisting the integration of the bridge structure into its context.

**Views from the northern end of the street** - the bridge, some of the piers and part of the eastern abutment will feature in the foreground of views from the northern end to the street, reducing the view to the south. However, the eastern edge of the Basin Reserve and glimpses to the Dufferin/Patterson Street corner will be retained. The proposed new pedestrian path, connecting to Ellice Street and associated trees will provide a new green focus to the view. The effects of the bridge will be highest from the area around the Ellice Street intersection.

The new pedestrian crossing and the new pedestrian path, together with the proposed landscape work, will considerably improve the overall visual amenity of the existing environment and enhance the legibility of pedestrian movement.

Based on the assessment and taking into account the landscape enhancements on Dufferin Street, the effects on ‘public’ views will be overall in the moderate-low category, apart from the immediate views from the vicinity of Ellice Street intersection in which the effects will be
moderate. The effects on ‘private’ views will be most pronounced for the properties at nos. 9 and 9A [as discussed in the previous section] and to a much lesser degree for no. 11 Dufferin Street.

HANIA STREET [Refer Plan and Drawing Set - Visual Simulations 9C.20.0]

Character of existing views - Hania Street, extending to the north into Home Street, enables views to the Project Area from the north. Influenced by the variable width of Hania Street, existing views have a relatively narrow frame. They focus on the north/east end of the Basin Reserve featuring the top of the mound and associated trees. Parts of Mt Cook ridge line are seen in the far distance.

Townscape/visual effects - the horizontal structure of the bridge will appear at the end of the view in the foreground of the Basin Reserve interrupting the view to the south. Parts of the proposed green screen to the south of Grandstand Apartments will also be seen. The visual effects of the bridge will be most pronounced at the southern end of the street, in the vicinity of the Ellice Street intersection.

Mid-range views - the effects on mid-range views will be largely mitigated by distance and the variable width of the Hania/Home Street view corridor, which reduces the visibility of the bridge from the western side. The proposed planting around the Ellice Street intersection will enhance the existing green backdrop of the view.

Close-up views - in the close up views the visual effects of the bridge will be more pronounced. The bridge will reduce the openness of the view and the visibility to the distant backdrop. However, the view under the bridge will be enhanced by the additional trees on the Basin Reserve mound. Some of the proposed planting around the Ellice Street intersection will also be seen. The elevated pedestrian pathway appearing in the foreground of the bridge structure will reduce the prominence of moving vehicles and add a sense of pedestrian activity.

It is noted that the height limit at the southern end of Hania Street is 18m, which means that a potential redevelopment of the sites to the north of the new building under the bridge could reduce the visibility of the bridge.

As a whole the visual effects on the respective audiences will be not be significant. This is because: [a] the street is not a main pedestrian route; and [b] most buildings along the street are of a commercial character and face the street. The number of residential buildings with south facing windows, enabling direct views to the bridge, is limited.

Based on the assessment the effects on both ‘public’ and ‘private’ views will be overall in the moderate-low category.

ADELAIDE ROAD [Refer Plan and Drawing Set - Visual Simulations 9C.31.0 and Visual Catchment and Representative Viewpoints/Existing Views 7A.25; 7A.25A; 7A.25B]

Character of existing views - Adelaide Road provides sequential views to the Project Area when heading north. Present views, framed by the existing commercial buildings along Adelaide Road, focus on the southern end of the Basin Reserve.

Townscape/visual effects - the scoreboard and Basin Reserve trees are seen in the foreground of the views reducing visibility to the Project Area. Because of this, the visual effects of the bridge from Adelaide Road will be generally low and as a whole the experience of both pedestrians and motorists will not be affected by the bridge in any significant way.

However, in close up views, from the vicinity of the Rugby Street intersection, some changes resulting from the Project will be obvious. These changes relate to the relocation of the
Dempster Gate from its original position [on the northern side of the Basin Reserve] to the southern end immediately to the west of the JR Reid Gate. The pair of gates will terminate the view from the western footpath of Adelaide Road and will create a sense of ‘double’ entrance to the grounds. Being of similar scale and design, the two gates will enhance the southern entrance to the Basin Reserve.

The street improvements around the Rugby Street intersection and associated landscape work will help to create a soft foreground to the new double entrance, while also creating a ‘green connection’ to the Basin Reserve. In doing so, the landscape work will break up the extent of the road surface and improve the visual character of the existing view.

The visibility of the bridge in close up views from Adelaide Road/Rugby Street intersection will be limited to the section of the bridge to the east of the northern gateway building. The visible part of the bridge will be largely screened by the existing and new trees and other features in the immediate foreground.

The proposed northern gateway building will be not obvious in this view. This is because the JR Reid Gate will largely block the view to the north but also because the building will be seen partly against the built backdrop of the existing context. Overall the visual effects of the bridge and northern gateway building in this view will not be significant.

Views of the bridge might be possible from the upper levels of the limited number of existing taller buildings in the vicinity of Adelaide Road/Rugby Street. The proposed mitigation, discussed in relation to views from within the Basin Reserve, will help to screen the bridge, while the Basin Reserve’s open space, seen in the foreground of such views, will draw the attention to its open green field.

Based on the assessment, the effects on public and private views from Adelaide Road will be overall low.

**SUSSEX STREET** [Refer Plan and Drawing Set - Visual Simulations 9C.26A.0 and Visual Catchment and Representative Viewpoints/Existing Views 7A.26]

**Character of existing views** - Sussex Street, running along the western side of the Basin Reserve, is part of the north/south traffic route linking also to the west. Framed by the Basin Reserve on one side and the existing buildings on the other, Sussex Street enables views to the western end of the Project Area. The street facade of the Basin Reserve Pavilion, the existing large tree at the northern end of the street, the Crèche [the latter visible only from the northern end of the street] and parts of Mt Victoria Town Belt are the main townscape elements shaping the character of present views. The top of St Gerard’s Monastery is seen in the far distance. The ‘blank wall’/blocking effect of the extensive fence delineating the Buckle Street northern edge negatively affects the visual character of present views.

**Townscape/visual effects** - due to the undulating topography reducing the visibility of the Project Area, the visual effects of the bridge will be generally low in views from the southern half of the street. The effects will be obvious and intensify closer to the Buckle Street intersection. The visibility of the bridge structure will be limited to its western end and its effects will be largely mitigated by the proposed greening of the abutment and the landscape treatment around it.

The relocated Crèche will provide a new visual focus to the view, while also opening up and extending the existing view to the north. The landscape work at the Cambridge Terrace/Buckle Street corner will improve the visual quality of the existing setting and the character of existing views.
The bridge structure will not obscure any important townscape elements. The number and type of existing signage will remain largely unchanged.

The western end of the bridge will be visible from the Basin Reserve Students’ Accommodation units 4-18 Sussex Street/Sussex/Buckle Street corner. The visual effects of moving traffic will increase in views from the north/east facing units. These effects will be softened by the proposed landscape work in the area of the Cambridge Terrace/Buckle Street corner, while the tree planting on the southern side of Buckle Street, at the foreground of the bridge, will assist in partly screening the view of the bridge. Views to the bridge will also be possible to obtain from the upper levels of the Apartment Block at 1 Tasman Street. However, these views will be from a longer distance and be elevated above the level of the bridge.

Based on the assessment the effects on ‘public’ views will be low to moderate-low depending on viewpoint location. Effects on ‘private’ views will be in the moderate category.

BUCKLE STREET [Refer Plan and Drawing Set - Visual Simulations 9C.28A.0 and Visual Catchment and Representative Viewpoints/Existing Views 7A.27; 7A.28]

Character of existing views - Buckle Street enables direct views to the Project Area from the west. The views are in line with the bridge structure. The undulating topography of the street reduces the visibility of the Project Area from locations to the west of the War Memorial. As a result the most prominent views to the Project Area are from viewpoints around and to the east of the War Memorial.

Framed by the extensive greenery of the NWM Park on the northern side, and by the existing buildings on the southern side, the views extend along Elllice Street and terminate at the memorable backdrop of the Mt Victoria Town Belt. The NWM Park landscape, and particularly the street edge tree planning, will reduce visibility of the north/west end of the Basin Reserve in mid-range views. The visibility of the bridge will increase in close-up views from the easternmost section of Buckle Street running on the northern side of the Basin Reserve, between Cambridge Terrace and Elllice Street.

Townscape/visual effects - in mid-range views the bridge will appear as an elevated road in line with the portal of the Buckle Street tunnel in the immediate foreground. The elevation of the bridge will be emphasised by the fall of the road associated with the tunnel’s portal.

The linear landscape of the NWM Park and associated trees will create a prominent green edge flanking both sides of the tunnel portal and ‘extending’ into the Project Area through the proposed terraced landscape designed as a continuation of the NWM Park. This will widen up and unify the frame of the views, providing a new townscape context to the bridge.

The two main townscape/visual effects in views from Buckle Street relate to the increased visual prominence of the roading infrastructure and the resultant modifications to the spatial character and visual experience of the Buckle Street/Elllice Street axis. The NWM Park plays a critical role in the mitigation of these effects, particularly in mid-range views. By providing a unified ‘soft’ context for Buckle Street, the Park and its proposed continuation will act as an effective integrating device. In doing that, the Park will also help to:

- soften and screen the modified road corridor while significantly improving the townscape quality and overall visual experience of the Project’s wider setting; and
- define/frame the view to the Town Belt, ‘amending’ in this way the altered visual character of the Elllice/Buckle Street axis.

In close up views [from the easternmost section of Buckle Street] the bridge and the northern gateway building will be seen as new elements delineating and partly enclosing the view corridor, thus changing the spatial character of the street. In views from the eastern end of the
street, close to Ellice Street intersection, the Basin Reserve trees and proposed new trees will provide green foreground to and partly screen the northern gateway building. The bridge will read as a built edge to the street and its underside and piers will be seen. From the western end of the street the western end of the gateway building will be in view along with a partial view of the bridge underside. In close-up views the proposed planting will help to create a soft medium between the northern gateway building and the bridge and assist the integration of the bridge to its changed context. Similar to the other close up views, the detailed design of the bridge will help to reduce its visual impact as much as practicable, however in some of the immediate views it will be a major foreground feature. The northern gateway building will provide a unified treatment of the Basin Reserve street edge and a sense of activity. The new entrance plaza will enhance and form part of the new context of Buckle Street and associated views to the north.

The effects on views from Buckle Street will be experienced by pedestrians and cyclists, primarily from locations to the east of the War Memorial. The changes of the easternmost section of Buckle Street will be experienced by both pedestrians and motorists as part of their respective journeys through the area. The expansive landscape setting created by NWM Park will significantly improve the visual and townscape quality of the area and enhance quality of views. It will engage the attention of those moving through the Park, screen parts of the modified infrastructure and shift the focus of the view to the immediate landscape of the Park.

Based on the assessment the effects of the bridge on ‘public’ views will range from low to moderate-low for mid-range views and moderate for close-up views.

**VISUAL EXPERIENCE ALONG NEW PEDESTRIAN/CYCLING ROUTES**

**New pedestrian/cycling pathway along the northern edge of the Paterson Street** - the Project will develop a new pedestrian/cycling pathway along the northern edge of the widened traffic corridor, creating a new visual experience for pedestrians and cyclists. The proposed tree planting along its edge will enhance its visual character. This section of the walkway will replace the currently undefined footpath and in this sense will be an improvement to the visual amenity of this part of the route. The retaining wall associated with the elevated part of the pathway will enclose part of the eastern edge of the pathway. However the proposed green treatment of the wall will soften its impact.

The visual experience along the elevated sections of the pathway, running on the northern side of the bridge, will be of a good visual quality, enhanced by views to the proposed landscape area at the Cambridge Terrace/Buckle Street corner, the landscape work around the new entrance plaza and the expansive greenery of the NWM Park - the latter framing views from the bridge and pathway to the west. The visual connections to the western Town Belt as well as Mt Victoria Town Belt will be strengthened and expanded.

**New pedestrian/cycling route connecting Patterson Street/Dufferin Street corner to Tory Street** - the Project creates a new enhanced pedestrian/cycling pathway between the Dufferin/Paterson Street intersection and the Ellice Street/Kent Terrace intersection. The new pathway links across the new entrance plaza and through the landscape area at the Cambridge Terrace/Buckle Street, extending to Tory Street. This will create a new pedestrian route which, for most of its length, will be enhanced by a consistent landscape treatment.

The sections of the route passing under the bridge will be relatively short, while the experience of the route as a whole will be varied and punctuated by spaces of distinctive character, such as the new entrance plaza and the terraced landscape at the Cambridge Terrace/Buckle Street corner. The new building under the bridge will provide street edge definition and activity supporting pedestrian movement.

**Pedestrian route to the north of the Basin Reserve** - the new entrance plaza will provide an enhanced pedestrian link from the northern entrance of the Basin Reserve to the north, with
connections to Kent Terrace and Cambridge Terrace via a new pedestrian crossings integrated into the plaza design. This will improve the visual experience along the existing south/north pedestrian journey.

**Pedestrian experience along the southern half of Dufferin Street** - pedestrian experience along the southern half of Dufferin Street, to the south of the bridge, will be improved by the proposed median tree-planting that lines up with the trees along the proposed pedestrian pathway [Dufferin Street north]. This creates a sense of visual continuity that enhances the visual character and experience of the area.

**Visibility of important townscape elements** - visibility of important townscape elements along the new pedestrian routes has been discussed in relation to the visual experience along the major streets. As a whole, while the degree of visibility to these elements will vary along the various points of the journeys, the understanding of the underlying townscape character will not be compromised as part of moving through and around the area.

Overall, effects on pedestrians/cyclists moving on the bridge will be low, with new views enhancing the experience. Effects on ‘ground-level’ pedestrian/cycling experience will vary between the different routes but for most journeys the effects will be overall in the moderate-low category, with many aspects of the experience improved by the proposed landscape work.

**VISUAL EXPERIENCE OF MOTORISTS**

**West-bound journey** - motorists’ experience along the bridge [west-bound journeys] will be significantly different to the existing experience. Instead of going down and to the south along Dufferin Street, motorists will be re-directed to the north over the curving elevated platform of the bridge and then to the west following the alignment of Buckle Street. The elevation of the road, which starts around the Dufferin Street intersection, will reduce visibility to the base of the Basin Reserve. Visibility to the remaining contextual elements will be retained.

Travelling on the bridge, motorists will be able see the surrounding setting from an elevated position. While the visual connection to the existing street level will be reduced, travelling on the bridge will enable wider and more expansive views to the western Town Belt, enhancing the relationship to the existing landscape.

The experience along the straight section of the bridge linking to the Buckle Street tunnel, will be enhanced by the landscaped area at the Cambridge Terrace/Buckle Street corner and the wider landscape of the NWM Park.

The experience for motorists heading south will be comparable to the existing experience. However, the widened traffic corridor and the elevation of the road will bring noticeable changes.

**East-bound journey** - the main changes to motorists’ experience in the east-bound journey will relate to changes in the spatial environment of the road corridor, resulting from road widening and the use of barrier elements and low retaining walls separating the east-bound from the west-bound traffic. This effect will be most pronounced in the section to the east of Kent Terrace/Ellice Street corner and around the eastern abutment. Views to the Basin Reserve tree lined edge and the continuous view along Ellice Street to the Town Belt will be retained along the journey.

The new building under the bridge, the proposed landscape work around and under the bridge and the new entrance plaza will be new positive elements experienced during the journey.
Overall, effects on motorists on the bridge will be low with experience being enhanced by new elevated views to the city. Effects for motorists at ground level will also be overall in the low category.

EFFECTS DURING CONSTRUCTION

The visual effects during construction are determined by the nature of works and activity, their visibility and duration, and the proposed mitigation measures.

The main visual effects will arise from earthworks, any vegetation clearance, and the construction activity itself, including the effects of construction yards and laydown areas to support construction activities. The anticipated construction period is between 28-34 months and construction will be phased. The precise construction phasing has yet to be determined, but the general methodology anticipates construction activities being carried out in three phases starting from the western end of the Project Area and then moving to the east.

The effects on visual amenity during the construction period will be high. The residents in the near vicinity of the Project Area, around the Ellice/Hania, Dufferin, and Paterson Streets will be most affected. The effects will be temporary, however, and occur in stages and appropriate mitigation measures will assist to reduce them as much as practicable.

Visual effects during construction are expected to the moderate-high for the moving audiences and high in relation to ‘private’ views from the surrounding buildings in the immediate vicinity.
## Summary Townscape/Visual Amenity Effects ['public views']

<table>
<thead>
<tr>
<th>Townscape/Visual amenity effects</th>
<th>Actual Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distant views [Maintains character/contributes to quality of distant views to Basin Reserve and NWM]</td>
<td>Low</td>
</tr>
<tr>
<td>Kent/Cambridge Terrace [Maintains character/contributes to quality of views towards the Basin Reserve]</td>
<td>Moderate-Low to Moderate [depending on distance]. Area south of Barker Street most affected</td>
</tr>
<tr>
<td>Basin Reserve [Maintains character/contributes to visual amenity/views from within the Basin Reserve]</td>
<td>Low to Moderate-Low</td>
</tr>
<tr>
<td>Ellice Street [Maintains character/contributes to quality of views from Ellice Street]</td>
<td>Moderate-Low to Moderate-High [depending on distance]. Area to the west of Brougham Street and in the immediately vicinity of Hania Street intersection most affected</td>
</tr>
<tr>
<td>Paterson Street [Maintains character/contributes to quality of views from Patterson Street]</td>
<td>Moderate-Low to Moderate [depending on distance]. Area at and to the west of the Brougham Street corner and around Dufferin Street intersection most affected</td>
</tr>
<tr>
<td>Dufferin Street [Maintains character/contributes to quality of views from Dufferin Street]</td>
<td>Moderate-Low for most of the street, apart from the immediate view to the south from the area close to the Ellice Street intersection where effects will be moderate.</td>
</tr>
<tr>
<td>Hania Street [Maintains character/contributes to quality of views/visual experience from Hania Street]</td>
<td>Moderate-Low for the street as whole. Effects most pronounced around the southern end of street, area close to Ellice Street intersection.</td>
</tr>
<tr>
<td>Paterson/Dufferin/Ellice Street Interface [Maintains character/contributes to visual amenity]</td>
<td>Moderate-High [Effects most pronounced around the street corners]</td>
</tr>
<tr>
<td>Adelaide Road [Maintains character/contributes to quality of views from Adelaide]</td>
<td>Low</td>
</tr>
<tr>
<td>Sussex Street [Maintains character/contributes to quality of views from Sussex Street]</td>
<td>Low to Moderate-Low [depending on distance]. Area around Buckle Street intersection most affected</td>
</tr>
<tr>
<td>Buckle Street [Maintains character/contributes to visual amenity/quality of views from Buckle Street/NWM Park]</td>
<td>Low to Moderate [depending on distance]</td>
</tr>
</tbody>
</table>
### Summary Visual Effects for Individual Viewing Audiences

<table>
<thead>
<tr>
<th>Visual effects on the individual viewing audiences</th>
<th>Actual Effects</th>
</tr>
</thead>
</table>
| Residential/permanent audience & community buildings [static private views] [Maintains existing private views/contributes to visual amenity] | Low to Moderate-Low for most residents in the wider area. Moderate to High for the following properties:  
- Residential properties on lower Ellice Street [nos 17-37 and no 32A] and St Joseph’s Church - Moderate-High to High  
- Grandstand Apartments, west facing units particularly the units at the south/west corner - High, except for the top level where effects will be Moderate-High  
- Residential buildings at nos. 9, 9A Dufferin Street - High, no. 11 Dufferin Street - Moderate  
- Residential properties at 145A, 147A; 151A Brougham Street - Moderate to Moderate-High  
- Corner units at 4-18 Sussex Street - Moderate  
- St Mark’s School buildings facing Paterson Street - Moderate-Low |
| Pedestrian/cyclists’ experience [Contributes to overall visual amenity/visual experience along major pedestrian/cycling routes] | Low for pedestrians/cyclists on the bridge, overall experience enhanced by ‘new’ elevated views to the city Moderate-Low for the overall ground level experience, with many aspects of the experience improved by proposed landscape work |
| Motorists [Contributes to overall visual amenity/visual experience along major vehicle routes] | Low [the experience for motorists on the bridge enhanced by ‘new’ elevated views to the city] |
| Basin Reserve audiences [Maintains existing views/contributes to visual experience of Basin Reserve audiences] | Low to Moderate-Low |
| Town Belt users [Maintains character/contributes to quality of distant views to Basin Reserve and NWM] | Low |
| Effects during construction | Moderate-High to High [Area in the vicinity of Ellice/Dufferin/Paterson Street and to the west of Brougham Street most affected] |
BASIN RESERVE MITIGATION OPTIONS

This section identifies the effects of alternative screening/mitigation options within the Basin Reserve, comprising a 55m or a 65m structure [northern gateway building]. The effects of the alternative mitigation options have been assessed relative to the existing environment and relative to the effects of the 45m structure option assessed in the preceding section.

The design of the 55m and 65m screening options are shown in Volume 5: Plan and Drawing Set and are further described in Technical Report 3: Urban and Landscape Design Framework. A summary of the design of each is provided Section 2: Project Description of this report.

The 55m and 65m options are both based on extending the ‘radial’ design of the proposed 45m northern gateway building 10m and 20m to the east respectively. It is expected that the design quality of both “extended” options will be the same as the 45m option. The primary purpose of the building is to screen views of the bridge from within the Basin Reserve with a special reference to the batsmen’s view to the north. The type of townscape/visual effects associated with any of the ‘extended’ options will be the same as per the 45m option, including effects on both ‘external’ views to the Basin Reserve, as well as effects on ‘internal’ views from within the Basin Reserve. More specifically the effects relate to:

- the spatial character of the Basin Reserve ground and associated views to the north and the degree of screening of the bridge in views from within the ground; and
- effects on the street character of Kent/Cambridge Terrace and Ellice Street and Buckle Street and associated views.

Effects of a 55m structure

Kent/Cambridge Terrace character & associated views - the eastern end of the building extends 10m from the eastern edge of the central median. As a result it intrudes approximately halfway into the Kent Terrace view corridor. While the 45m option is guided by maintaining the Kent Terrace view corridor, thus recognising the differences in views from Cambridge Terrace and Kent Terrace respectively, the design rationale/contextual reference for the 55m option is not so clear. The west end of the 55m option will be detected in some mid-range views from Kent Terrace, unlike the 45 m option which does not feature in these views.

That said, the 55m option will retain a large portion of the Kent Terrace view [seen under the bridge], but its impact will be slightly greater than the 45m option [Refer to Plan and Drawing Set/Visual Simulations 10C.18A.O; 10C.19A.O; 10C.19C.O; 10C.D.O; 10C.E.O].

This option, similar to the 45m building, has the potential to contribute to the visual integrity of the northern edge of the Basin Reserve and its streetscape quality and therefore on the visual amenity of the area. The ground level of the extended parts will be left open but delineated with a permanent transparent screen to allow visual connections to the southern end of the grounds.

Effects on character/views Ellice Street and Buckle Street - effects of the 55m option on mid-range views from both Ellice and Buckle Streets will not be pronounced [Refer to Plan and Drawing Set/Visual Simulations 10C.21A.O; 10C.H.O]. The building will not prominent in views from the lower end of Ellice Street either. However, the 55m option will be prominent in close up views from Kent Terrace/Ellice Street corner and from Cambridge Terrace/Buckle Street corner, where it will be seen in relation to the bridge and proposed new entrance plaza. From both directions the new building, because of its radial plan form and design treatment, will appear as a structure integrated into the Basin Reserve and the adjacent RA Vance Stand. In close-up views from both directions the building will be seen in relation to the Basin Reserve trees to the east of the building, which will be retained.
Similar to the 45m option, the western end of the 55m option, accommodating the lobby and associated physio/medical and office space is treated as a separate module with an enhanced entrance. This helps to activate the street edge and improve its streetscape quality.

The eastern end of the building, which will be most visible from Kent Terrace, is intended to integrate design detail similar to that of the 45m option. The use of transparent fencing proposed along the street edge of the western end of the building is appropriate as it provides a sense of openness and visual connections across the grounds. However, it will be preferable if the fence is treated with the same transparent material used for the entry gates. This is to enhance the visual continuity of the new street edge treatment. For the same reason it is recommended that the paving associated with the entrance plaza is extended to along the western end of the building. These recommendations relate to detailed design matters that could be addressed at the final design phase should this option be chosen.

**Spatial character of the Basin Reserve grounds and associated views** - the screening potential of this option, due to its extended length, is greater than the 45m option, and consequently the sense of enclosure created by it is greater. As a result, compared to the 45m option, it will obstruct more of the view to the north experienced from within the ground. Notwithstanding its enclosing effect, the 55m option will retain the view to the Town Belt. [Refer to Plan and Drawing Set/Visual Simulations 10C.30.O; 10C.30A.O; 10C.30B.O; 10C.30E.O]. It will also generally retain, although to a slightly lesser degree than the 45m option, the integrity of the existing green character of the eastern side of the ground.

Because of its form and design, overall this option will fit in well with the scale of existing structures within the Basin Reserve and those within the surrounding built context. The design, being very similar to the 45m option, will help to reduce the visual impact of the building and the openness of the entire ground level will promote the visual permeability of the Basin Reserve northern edge, providing visual connections north-south direction.

**Effects of a 65m building/structure**

**Kent/Cambridge Terrace character & views** - the 65m option is centred approximately on the median with the eastern end of the building aligning with the street edge of Kent Terrace. As a result the 65m option will enclose the Kent Terrace view corridor in most Kent Terrace views, including mid-range views as well. [Refer to Plan and Drawing Set/Visual Simulations 7B.18A.O; 7B.18C.O; 7B.19A.O; 7B.19C.O; 7B.D.O; 7B.E.O].

The building will require removal of one large tree to accommodate the extended/east end of the building. The linear building form will be a prominent feature changing considerably the character of the Kent Terrace view corridor providing a prominent built terminus to the views. The open ground level of the building, however, [including the entrance and the remaining edge delineated with transparent screens] will allow visual connections to the southern end of the grounds, as per the other options. The centre of the building, which is approximately in line with the median, will provide a continuous built background to the bridge in views from the central median. Views from the central median/ entrance plaza will retain visibility to the green edge of the Basin Reserve to the east of the building.

The 65m option, similar to the other options, has the potential to contribute to the visual integrity of the northern edge of the Basin Reserve and improve aspects of some of the views.

**Effects on character/views Ellice Street and Buckle Street** - the top part of the structure will be visible in views from the top end of Ellice Street, but effects on mid-range views from Ellice Street and Buckle Streets will not be pronounced. However, unlike the other two options, the 65m building will be prominent in views from the lower end of Ellice Street where it will be seen in the foreground of the RA Vance Stand. [Refer to Plan and Drawing Set/Visual Simulations...
The 65m option will be prominent in close up views from Kent Terrace/Ellice Street corner and from Cambridge Terrace/Buckle Street corner, where it will be seen in relation to the bridge and proposed new entrance plaza. Because of its extended length, the 65m option will be a dominant feature occupying the entire view and eliminating the opportunity to see the adjacent Basin Reserve trees like the other options.

From both directions the new building, because of its radial plan form and design treatment, will appear as integrated into the Basin Reserve assisting to unify its street edge. Unlike the other options, however, the 65m option will retain the existing pavilion at the northern end of the RA Vance Stand. Retaining the pavilion will prevent creating an active edge at the western end of the building and as a result, the 65m option will not provide the same ‘streetscape’/visual amenity benefits associated with the other two options.

The eastern end of the building, which will be most visible from Kent Terrace will benefit from further facade detail. The recommendation for ensuring visual continuity through the use of similar type screens along the entire building perimeter, as well as extending the paving of the plaza to the western end of the building, are relevant to the 65m option as well.

Comparative option assessment

The table below summarises the effects associated with the 45m structure option and identifies the additional effects caused by the 65m and 55m structure options.

<table>
<thead>
<tr>
<th>Assessment matters</th>
<th>Effects summary</th>
<th>Effects additional to 45m structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spatial character of the Basin Reserve and views from the ground</td>
<td>Provides a lower degree of screening of the bridge than the other options. Integrates well with the adjacent buildings, respects the integrity of the</td>
<td>Provides a higher degree of screening than the 45m option. Integrates well with adjacent buildings, generally maintains the character of the green edge along</td>
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<tr>
<td></td>
<td></td>
<td>55m structure</td>
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<td></td>
<td>65m structure</td>
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For more information, refer to Plan and Drawing Set/Visual Simulations 7B.30.O; 7B.30A.O; 7B.30B.O; 7B.30E.O.
| Kent/Cambridge Terraces character and associated views | Retains Kent Tce views towards the Basin Reserve and trees under the bridge; aligns with median/responds to character differences between Cambridge and Kent Terrace view corridors. Effects of building limited to close up views. | Retains a large part of the Kent Tce view under the bridge, slightly less responsive to character differences between Cambridge and Kent Terrace view corridors. The building will be detected in some mid-range views. | Aligns with Kent Terrace street edge and encloses the Kent Terrace view corridor towards the Basin Reserve and trees. However, retains view to the green edge of the ground in some views from the central median. Effects extended to mid-range views. Provides continuous built background to bridge. |
| Ellice Street, Buckle Street character and associated views | Not prominent in mid-range and close up views from lower Ellice Street. Views from Kent Tce/Ellice St corner and from Buckle St/Cambridge Tce corner retain the green character of the eastern half the grounds. In views from Buckle St/Cambridge Tce corner building integrates well to its context - eastern end of gateway building assists scale relationship/integration with the RA Vance Stand, provides active edge and adds to streetscape amenity. | Similar to 45m Option. [Not prominent in mid-range and close up views from lower Ellice Street]. Views from Kent Tce/Ellice St corner and from Buckle St/Cambridge Tce corner retain the green character of the eastern half the grounds. In views from Buckle St/Cambridge Tce corner building integrates well to its context - eastern end of gateway building assists scale relationship/integration with the RA Vance Stand, provides active edge and adds to streetscape amenity. | Not highly visible in mid-range views from Ellice Street, prominent in close up views from lower end of Ellice Street in which it tends to intensify the effects of the bridge. Building dominates view from Kent Tce/Ellice St corner, eliminates the Basin Reserve’s green edge from the view. View from Buckle St/Cambridge Tce corner enables a reduced view to the Basin Reserve’s green edge. The retention of the existing pavilion prevents opportunity to ‘activate’ the western end of building and compromises its integration to the RA Vance Stand - in this respect this option is less successful than the other two options. |

**Summary comment:** The difference between the options relates to building length. In addition, the 65m option is approximately 1m taller than the other two options. While there are some
variations in the exterior design treatment, the building configuration/form and the general approach to facade modelling are generally the same.

With this in mind the comparative analysis of the three options shows that in relative terms the 65m option, because of its length and overall bulk will provide the highest degree of screening of the bridge in views from within the ground. For the same reasons the 65m option will generate the highest degree of effects in relation to street character and view reduction towards/across the Basin Reserve from Kent/Cambridge Terraces, Ellice Street and Buckle Street. Relative to the other two options the 65m option will be least successful in retaining the integrity of the open/un-built character along the eastern half of the Basin Reserve. By retaining the existing pavilion, the 65m option will prevent ‘activating’ the street edge of the western end of the building and therefore will not make the same ‘streetscape’ contribution as the other two options. Retaining the pavilion will make the integration of the building with the RA Vance Stand less successful than in other options.

The overall effect of the 55m option is generally comparable with the 45m option, except that the 45m option will have a slightly lower level of effect on ‘external’ views and street character, but also provide a lesser degree of screening of the bridge in views from within the ground. From an ‘external’ visual amenity and street character perspective the 45m option is preferable. Given that the 55m option will increase the level of screening of the bridge in views from within the ground and its overall effects will be generally comparable with the 45m option, then the 55m option will provide a more balanced response to both the ‘external’ as well as the ‘internal’ visual effects of the bridge.

8 MITIGATION

MITIGATION MEASURES OVERVIEW

Mitigation measures have been discussed in detail throughout the assessment. To avoid repetition this section summarises and reinforces the key mitigation issues.

The assessment methodology established that:

- integrating/relationing the Project to its context is a pre-requisite for effective mitigation; and

- an integrated approach to mitigation, where townscape and visual effects have been considered at the outset of the Project as part of an overall design strategy [including built and landscape elements along with any technical requirements], is critical to an overall positive visual outcome.

With this in mind the key aspects of the proposed mitigation are as follows:

‘Integrated’ approach to mitigation - firstly, it is important to recognise that the changes to the road infrastructure and the associated mitigation measures have been considered in an integrated way; as a package designed to integrate the Project within the wider urban landscape and with the collective experience of the area in mind. This approach is underpinned by the Urban and Landscape Design Framework33 which was commenced early in the design process. To this end:

- The design of both built structures and landscape treatments have been developed as part of an overall composition aimed at reducing the visual effects and maximising the sense of integration between the built elements of the Project and its context. This is reflected in the form/dimensions and design of the bridge and the considerable amount of landscape

33 ULDF page 4 and page 43


The ULDF recognises that "The considered integration between elements and zones is paramount to any urban design assessment and critical to the success of the Basin Bridge Project within the city" [page 45].

- The complementary design language of the built and landscape elements and their consistent design quality will reinforce the design integrity of the Project as a whole and enhance the visual experience of the area.

- The ‘use’ of built elements, such as the new building under the bridge and the proposed northern gateway building, have been designed as mitigation, while also aiming to enhance the visual integrity of the townscape setting.

**Relationship/integration of the Project to its context - a central objective** - the integration of the bridge to its context has been recognised as a primary objective in the ULDF. The Project has addressed this objective via two primary tools - the physical/design characteristics of the bridge and the design of the proposed landscape work.

- **Physical/design characteristics of the bridge** - the design of the bridge [with reference to its alignment, form, specific design detail, positioning of the supporting columns and their treatment], helps as much as practicable to reduce the perception of visual bulk while adding the desired sense of human scale and visual rhythm. The cantilevered rib structure of the new pedestrian/cycling pathway and its transparent balustrade help to lighten up the visual bulk of the structure. The varied design of the columns adds visual interest and enhances the ground level space around and under the bridge.

- **Landscape design work** - the landscape work is intended to provide a consistent ‘soft’ context for the bridge while building on and connecting with existing landscape features such as the Basin Reserve trees, Memorial Park, and Kent/Cambridge Terrace median. This softens the visual effects of the bridge structure and helps to screen parts of the structure, while also contributing to a sense of coherence and visual continuity.

The design detail of the proposed landscape work is intended to achieve consistency with the defined language of public realm components promoted by the Wellington City Council, thus assisting the relationship of the Project into the city context. The use of wetland planting references the former Waitangi Stream, acknowledges the ‘landscape’ history of the area and enhances its sense of the place. The intended ‘art and interpretation strategy’ [ULDF, page 44] will assist the relationship of the Project to its cultural, historical and physical context.

The proposed landscape work has also addressed the visual effects on ‘private’ views from within buildings in close proximity to the bridge. Here reference is made to the green screen to the south of the Grandstand Apartments, the greening of the abutments, the terraced landscape at Cambridge Terrace/Buckle Street corner, the new landscape work along Dufferin Street, and the landscape work within the Ellice Street carpark, which assists in mitigating visual effects on static views as much as practicable.

**Positive effects of mitigation** - some of the mitigation measures, while addressing the visual effects of the Project, will make a positive contribution to the townscape quality of the existing setting. The main areas of improvement include:

- **Cambridge Terrace/Buckle Street corner landscape [continuation of the NWM Park]** - the proposed landscape treatment improves the street edge definition and provides a soft foreground to the bridge, reducing its visual dominance, while assisting the integration of the Project to the wider setting of the NWM Park.
New Entrance Plaza - located at the southern end of the Kent/Cambridge Terraces median, the new entrance plaza extends current views to the north, enhances the approach to the Basin Reserve and its relationship to the Terraces.

The new building under the bridge at Kent Terrace/Ellice Street corner - the proposed new building with its glazed frontages will provide street edge definition and activity, while acting as a transitional volume breaking up the view of the bridge and helping its integration to the street environment.

Dufferin Street - the proposed trees along the Dufferin Street median will screen the bridge in views from the south and enhance the overall amenity of the street. The street improvements around the new pedestrian crossing at the Dufferin Street/Paterson Street intersection, and the new pedestrian path and associated planting, will be an improvement to the visual amenity and pedestrian experience of the area.

Adelaide Road/Rugby Street intersection - the proposed landscape improvements plus the relocation of the Dempster Gate will improve the townscape amenity of the southern entrance to the Basin Reserve.

DETAILED ASPECTS OF PROPOSED MITIGATION

Achieving the mitigation and indicated level of integration illustrated in the assessed plans and associated visual materials will be dependent on the quality of the final design detail and the way it will be implemented. To this end it is critical to ensure that the design intent shown on the Project plans is not lost, but is carried through and strengthened in the final phases of the design process, should this be the next step.

The following elements/features of the proposed design are of particular importance:

Bridge design - the main design aspects relate to:
- the dimensions/form of the bridge;
- the design of the elevated pedestrian/cycle pathway [with reference to the cantilevered ribs, the light slots, materials and detailed treatment of the balustrade];
- column design [form and texture];
- the treatment of the bridge underside [materials and texture] and its long term maintenance strategy; and
- lighting below the bridge.

Landscape treatment - in relation to the landscape work:
- it is important that the areas set aside for landscape work are retained [not reduced]. Further, the overall concept of a continuous landscape treatment of a consistently high quality must be implemented; and
- the greening of the abutments and retaining wall to the Ellice Street carpark and the green screen to the south of the Grandstand Apartments must all be developed to a high standard and each subject to appropriate maintenance programmes.

New building under the bridge [corner of Kent Terrace and Ellice Street] - it is critical that:
- the final building design is consistent with the intended concept of an extensively glazed building frontage which will not be compromised by any inappropriate signage structures or other inappropriate features/structures placed either inside or outside the building. Incorporating night time lighting as an integral part of the building design is recommended.
Northern gateway building - it is important that:
- the final form and design treatment are consistent with the intended design concept as illustrated on the relevant plan drawings, and that the design achieves a high standard of design quality [with reference to materials and design detail].

9 CONCLUSIONS

The Project will result in substantial changes to the existing environment. The townscape and visual effects of these changes will be largely contained and localised within a 500m radius of the Basin Reserve and will be most pronounced in the areas to the north and east of the bridge, including the intersection of Dufferin Street and Paterson Street. The townscape and visual effects on distant views will be low.

The main adverse townscape/visual effects will result from the realignment/widening of the traffic corridor and the construction of the bridge. The linear form of the bridge will be a prominent feature in the townscape. Together with the proposed northern gateway building it will affect the spatial context around the Basin Reserve, impact on views to and from the Basin Reserve and alter the character of the surrounding streets. The widened/realigned traffic corridor [along the north/east section of the Project] will erode the existing street/block structure and together with the bridge and elevated walkway will alter the interface with the adjacent residential areas and impact on their visual amenity.

It is acknowledged that some of these effects cannot be avoided or fully mitigated. They can be reduced and softened through a careful and considered approach to the design of the bridge and other built elements and the proposed landscape work. The extent to which this has been achieved, along with the way the Project elements relate to each other and to their context, and any positive effects of the landscape work, are all important to the mitigation of the visual townscape/visual effects of the Project as a whole.

With this in mind, the specific townscape/visual effects identified in the assessment are summarised below:

TOWNSCAPE/VISUAL EFFECTS

Effects on the character of the landform and existing vegetation
- The Project does not involve any significant changes to the existing landform. The bridge layout is designed to fit in with the existing landform, taking advantage of its undulating topography without the need for major earthworks and/or extensive retaining walls.
- Apart from a small number of trees, the Project does not involve the removal of a large amount of vegetation. It is noted that the Project includes the planting of a substantial number of new trees in close proximity to those removed.

Effects relating to the ‘degree of fit’ of the bridge structure to the existing street pattern
- The bridge design aims to align with the existing street grid while responding to speed limit requirements. The straight section of the bridge [to the west of the Kent Terrace/Hania Street junction] responds to the street grid and aligns with Buckle Street. The new NWM Park trees and the new building under the bridge will reinforce the sense of the alignment.
- Speed limit requirements within the eastern/curving section of the bridge have influenced its configuration, preventing the possibility of a closer [than the proposed] alignment with the existing street pattern and the shape of the Basin Reserve. As a whole, the bridge will read as generally conforming to the existing street corridor.
The proposed alignment of the bridge will position the structure at approximately 20m from the northern edge of the Basin Reserve, allowing for the planting and growth of trees of a substantial scale. This will provide a soft edge to the bridge and will assist to visually separate it from the Basin Reserve. The part of the bridge running along the north/eastern side of the Basin Reserve is positioned 15m from the Basin Reserve. The mound and existing trees, together with the proposed new trees, will help to visually ‘compensate’ the effect of this separation distance.

Effects of the expanded traffic corridor & bridge structure [eastern section of Project] on street character and townscape/visual amenity of adjacent area

To accommodate east-bound traffic as part of the grade separation, the existing traffic corridor must be expanded and re-realigned between Hania Street and Brougham Street. The realignment will erode the existing street/block structure and emphasise the presence of the infrastructure corridor and bridge in views from the adjacent residential area. The elevated walkway structure and bridge [which are separated along this section of the bridge] will enclose the street space and interrupt and reduce views to the Basin Reserve. This will affect the street character and visual amenity of the Ellice/Dufferin/Paterson Street area as a whole, with the effects on visual amenity being most significant in relation to static views from the properties in the immediate vicinity, in which the bridge will be a dominant foreground element. The proposed planting and hard landscape work will assist to partially screen and soften the visual effects in these views, but will not be able to address the issue of proximity.

The effect of the road widening and the complex configuration of the bridge and elevated walkway in this section of the Project are unavoidable and difficult to fully mitigate. This is due to technical requirements, the presence of carparking areas adjacent to the realigned corridor and the lack of sufficient space for planting. It is noted, however, that the existing visual amenity of the area where the road widening occurs is not high. It is also noted that the Project as a whole will help to unify the visual character of this area, through the intended consistent approach to landscape treatment throughout.

Effects on the spatial context of the Basin Reserve, the street character of Kent/Cambridge Terraces and associated views

The bridge and the northern gateway building will considerably alter the spatial context of the Basin Reserve, reduce views to the Basin Reserve and affect visibility of certain townscape elements within the setting. These effects will be of greatest significance in close up views from the north and east.

Changes to the spatial context of the Basin Reserve and associated effects on views cannot be avoided but can and have been minimised as much as practicable. This has been achieved primarily through the design of both the bridge and the northern gateway building [with reference to the 45m option], which help to reduce the visual impact/extent of obstruction on existing views. As a result, the Basin Reserve trees and the visual presence of the ground will remain legible in the ‘new’ views from Kent Terrace under the bridge. The new entrance to the ground, developed as part of the northern gateway building, will enable a view from Cambridge Terrace across the ground to the Basin Reserve’s southern entrance. Of the three options for the northern gateway building, the 45m option will generate the lowest degree of effects in relation to spatial/street character and public views to the Basin Reserve. The effect of the 55m option, although slightly greater will be generally comparable to the 45m option. The enclosing effects on views generated by the 65m option will be greatest.

Some of the new elements/mitigation measures incorporated in the Project will help to partly ‘compensate’/mitigate some of the negative effects on views and improve certain
aspects of the visual context of the Basin Reserve. Aspects of the Kent/Cambridge Terraces street character at its southern end will also be enhanced. These include:

- the proposed continuation of the NWM Park, the new building under the bridge and the new trees within and in the vicinity of the Basin Reserve, will add to the spatial definition and visual quality of existing close-up views to the Basin Reserve;

- the entrance plaza, together with the new entrance will enhance the approach to the Basin Reserve and the foreground of associated views. The entrance plaza will also ‘open up’ the view in the opposite direction - from the northern end of the Basin Reserve towards Kent/Cambridge Terraces, improving the visual connection of the Basin Reserve to the boulevard setting of the Terraces;

- the proposed landscape work along Dufferin Street will complement the Basin Reserve’s setting and enhance the street character, while reducing the visual impact of the bridge;

- the proposed landscape work in the vicinity of the Adelaide Road/Rugby Street intersection and the relocation of the Dempster Gate will enhance the street character and the immediate context of views to the Basin Reserve from the south.

- the bridge will enable enhanced views to the western Town Belt and elevated views to the Basin Reserve for those moving on the bridge [whether pedestrians, cyclists or motorists].

The visual connections to the more distant contextual elements such as the Town Belt and Mt Cook, will be reduced or lost in some of the close up views. They will re-appear in sequential views, thus remaining part of the overall visual experience when moving through the wider area.

**Effects on the character of the built context** [degree of integration between the Project’s elements and the scale/character of its surroundings]

The bridge will read as a prominent new townscape element and a major foreground feature in close up views. The Project has optimised opportunities to relate/integrate the bridge to the scale and character of its surrounding and reduce its visual effect. This is based on:

- the form, dimensions and design of the bridge [designed to reduce its visual impact] and the piers positioned to maintain key sightlines;

- the height of the bridge which maintains a generally consistent height plane around the Basin Reserve and is lower than the existing Basin Reserve trees and adjacent buildings;

- the detailed design of the bridge, which provides a sense of human scale and visual interest thus assisting in reducing its visual dominance in close up views; as well as the green treatment of the abutments and adjacent landscape areas which soften their visual impact;

- the new building under the bridge providing a scale transition between the bridge and its street context, thereby reducing its visual effect; and

- the proposed continuation of the NWM Park, the new entrance plaza, the Dufferin Street landscape, plus the consistent landscape treatment throughout the Project Area, which provide a continuous soft context for the bridge. In addition, the proposed continuation of the NWM Park will also help the integration of the Project to the wider setting of the NWM Park.
VISUAL AMENITY EFFECTS/AS EXPERIENCED BY THE INDIVIDUAL VIEWING AUDIENCES

Effects on local residents - the Project will change the visual setting of the surrounding residential areas. The main adverse visual effects will arise from the expanded traffic corridor, including the bridge/elevated walkway and its proximity to existing residential buildings. These effects will be experienced in dynamic views by the general population within the area when moving through, and in static views from properties in the nearby vicinity of the Project Area.

For most residents in the wider vicinity of the Project Area, the visual effects will not be significant, due to distance and foreground elements. However, the effects will be of much greater significance for the immediately adjacent properties which have direct views to the Project Area. The mitigation of the visual effects on nearby properties relies primarily on landscape work to screen and soften the visual effects of the Project. The proximity of the bridge to some of the buildings and/or its juxtaposition with others, however, limits mitigation options. As a result, some of the effects will not be possible to avoid or mitigate. Therefore the effects for these properties will be high.

Effects on Basin Reserve audiences [spectators, pedestrians moving through and players, with special reference to batsmen] - the visual effects of the bridge and moving traffic on these audiences will be adequately mitigated by the proposed northern gateway building, the existing mound, and the existing and proposed new trees. It is recognised that the 65m option for the northern gateway building will provide the highest degree of screening of the bridge in views from within the ground. However, it is less successful in delivering the overall townscape ‘benefits’ which the other options could provide.

The effects of the Project will be experienced in a dynamic way by pedestrians passing through the space, in static views by spectators [mainly when their attention is diverted from the playing field], and by players during cricket matches.

Effects on pedestrians/cyclists - by creating new shared pathways and improving the existing ones the Project will make significant changes to the movement and visual experience of both pedestrians and cyclists. The visual effects of these changes will be highly variable and will be greatest in close proximity to the bridge. When considered as part of a moving experience and given the quality of design detail, overall the adverse effects on pedestrians will not be significant. In many respects the Project will improve the existing situation. This is because the sections of the routes in close proximity to and under the bridge are relatively short and will be experienced as part of a longer sequence of changing views. At the same time, the consistent design treatment of the pathways and associated planting will provide a sense of visual continuity that will soften the effects of the bridge structure and help to unify its spatial context.

The new pathway along the bridge will enable elevated views to the surrounding areas enhancing the visual connections to the Town Belt and the green landscape of the NWM Park. The street definition and activity provided by the new building under the bridge and the pedestrian oriented space of the new entrance plaza will be an improvement to the existing conditions. The detailed design of the bridge and the street furniture within the plaza space will provide a sense of human scale which will support pedestrian movement and use of the area.

Elevating the west-bound traffic will mean that the ground level pedestrian experience will also be ‘calmer’ and occurring within a visual environment with consistent landscape treatment.

Effects on motorists - the Project will completely change the experience of west-bound motorists - the changes relate to both the direction of movement and the spatial character of the views. The effects of the changes for the motorists will, in many respects, be positive as the new elevated route will provide expanded views to the green hills/Town Belt to the west, while the NWM Park will enhance the quality of visual experience. The elevated road will partly reduce visibility to the base of the Basin Reserve and affect the direct visual connection to the
ground level of adjacent streets. However, visibility to the key contextual elements will largely be retained and the presence of the Basin Reserve and its tree lined edge will remain legible.

Changes to motorists’ experience in east-bound journeys will be of a lesser scale, including changes to the spatial environment of the road corridor based on road widening and associated use of low retaining walls. The effects of these changes [which will emphasise the increased scale of the road infrastructure] will be most pronounced along the east section of the Project. However, the effects will be experienced at a 50km speed in sequential views obtained when moving along a unified infrastructure corridor where the positive effects of the new building at the Kent Terrace corner, the new entrance plaza and the consistent landscape treatment will be noticeable. Given the lower view-point of motorists, views to the Basin Reserve will be retained under the bridge. Views to the Mount Victoria Town Belt will be retained, including the existing view along Ellice Street up to the Town Belt.

Effects on Town Belt users - as a whole, because of distance and foreground vegetation, the Project will not change the visual experience for people walking through the Town Belt in any significant way. While the Project will have a higher visibility from the Mount Victoria look-out, it will be seen as a small element within a wide panoramic view and will be absorbed into the broader cityscape. In views from the vicinity of the Mount Victoria look-out, the existing planting and the proposed landscape work will assist the integration of the bridge with its immediate context and to the wider landscape setting of the NWM Park.

Effects during construction - the main visual effects will arise from earthworks and any vegetation clearance and the construction activity itself, including the effects of construction yards and laydown areas.

The construction effects on the visual amenity of the area will be greatest for those living in near proximity to the Project Area. However, the effects will be temporary and occur in stages. Potential construction sequencing and programming is only indicative at this stage, but it is expected that appropriate mitigation measures will assist to reduce the visual effects as much as practicable.

SUMMARY COMMENT

- The Project will change the character of the existing townscape and in turn affect the experience of the various audiences. The townscape/visual effects will be largely contained and localised within a 500m radius from the Basin Reserve and will be most pronounced within a distance of 200m to the north and east of the bridge structure.

- The significance of the townscape/visual effects will vary from audience to audience, but for the vast majority of the audiences, the townscape/visual effects will be experienced in a dynamic way and therefore will vary with distance and viewpoint location.

- The effects of the bridge on the ‘moving’ audiences will be softened by the proposed mitigation measures and experienced for short periods of time. Given the positive effect of some of the proposed landscape work, it can be said that in some respects the Project will improve their experience. However, for the residents/occupiers of a relatively small number of properties, the adverse visual effects will be of much greater significance and for some of these properties the effects will be high due to their proximity to the bridge and/or because of limited mitigation opportunities.

- The bridge, because of its location and scale, will be a prominent new element. While responding to the landform and generally conforming to the existing street corridor, the bridge and associated gateway building will alter the spatial character of the Basin Reserve and surrounding streets. It will reduce the extent of views and disrupt visual relationships between existing elements and, along with the realigned traffic corridor it will negatively
affect the interface with the adjacent residential area. Seen as a major foreground element, the bridge will raise potential issues of visual dominance, particularly in close up views.

- Effects relating to changes in spatial structure and view reduction cannot be avoided. However, along with potential effects of visual dominance, they can be minimised, softened and reduced through careful bridge design and landscape work. The extent to which this has been achieved, along with the way the Project elements integrate to each other and to their context, underpins the visual outcome of the Project. Given the many changes introduced by the Project, including some considerable improvements, the visual integrity of the resulting environment is also relevant. So is the character and quality of the existing context, which, notwithstanding its positive attributes, is a diverse and visually fragmented environment accommodating a major traffic corridor awaiting an up-grade.

- With this in mind, and notwithstanding that not all townscape/visual effects can be mitigated or mitigated to the same extent, it can be said that the Project, in the context of a ‘bridge option’, and given the constraints of the Project Area, has:
  - optimised mitigation/integration opportunities within its ‘site boundaries’;
  - reduced the adverse effects of the bridge structure as much as practicable; and
  - made improvements to aspects of the existing setting.

- This has been achieved in a comprehensive manner through the adopted ‘integrated approach’ to mitigation based on a bridge structure designed to reduce its visual impact and on a substantial amount of landscape work aimed to maximise the ‘softening’ and integration of the built elements to the setting. The proposed package of integrated mitigation is in line with the guiding principle of ‘integration’ [identified in the ULDF and the assessment methodology], and, as a result, it will:
  - contribute to a unified and visually coherent infrastructure underpinned by design integrity and consistent design quality, albeit of a larger scale;
  - assist the integration of the Project with its immediate setting and the broader landscape context of NWM Park; and
  - respond as much as practicable, to the specific visual effects on the various audiences.

The conclusions are drawn based on analysis of the Project’s plans and assessment of associated visual material. Achieving the results as indicated in these plans/visuals is highly dependent on the final design detail of the Project and its implementation. To this end it is critical to ensure that the positive effects of the proposed mitigation are implemented as intended. This can be addressed by appropriately formulated conditions, should consent to the Project be granted [refer to suggested Project conditions].
10 BIBLIOGRAPHY


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Waterview Connection Project, Statement of Evidence of Stephen Brown on behalf of the NZTA

Visual Impact Assessment, California Incline Bridge Replacement Project, prepared for City of Santa Monica, Civil Engineering Division, Environmental and Public Works Management Department [October 2010]


The James Hutton Institute, Visual Impact Assessment; www.macaulay.ac.uk/ccw/task-three/via.html.
11 APPENDICES

APPENDIX 10A: REPRESENTATIVE LONG DISTANCE VIEWPOINTS

APPENDIX 10B: REPRESENTATIVE MID-RANGE & CLOSE-UP VIEWPOINTS
### APPENDIX 10A: REPRESENTATIVE LONG DISTANCE VIEWPOINTS

<table>
<thead>
<tr>
<th>VP</th>
<th>Viewpoint location</th>
<th>Distance [km]</th>
<th>Elevation [m] above mean sea level</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hawker St, northern end</td>
<td>1.2</td>
<td>56</td>
</tr>
<tr>
<td>2</td>
<td>Town Belt, walkway to north of Charles Plimmer Park</td>
<td>0.9</td>
<td>52</td>
</tr>
<tr>
<td>3</td>
<td>Mt Victoria lookout [9C.03.0]</td>
<td>1.2</td>
<td>195</td>
</tr>
<tr>
<td>4</td>
<td>Town Belt, Alexandra Park, west edge</td>
<td>0.8</td>
<td>101</td>
</tr>
<tr>
<td>5</td>
<td>Adelaide Rd/Torquay Tce</td>
<td>1.8</td>
<td>62</td>
</tr>
<tr>
<td>5a</td>
<td>Adelaide Rd/Hall St</td>
<td>1.3</td>
<td>40</td>
</tr>
<tr>
<td>5b</td>
<td>Adelaide Rd/John St</td>
<td>0.9</td>
<td>18</td>
</tr>
<tr>
<td>6</td>
<td>Brooklyn Wind Turbine</td>
<td>3.2</td>
<td>372</td>
</tr>
<tr>
<td>7</td>
<td>Connaught Tce, opposite no. 51</td>
<td>1.6</td>
<td>171</td>
</tr>
<tr>
<td>8</td>
<td>Dorkin Rd, carpad no. 32</td>
<td>1.3</td>
<td>146</td>
</tr>
<tr>
<td>9</td>
<td>Town Belt, Prince of Wales Park, Brooklyn</td>
<td>1.0</td>
<td>93</td>
</tr>
<tr>
<td>10</td>
<td>3 Washington Ave, end of parking area, interface with Town Belt</td>
<td>1.2</td>
<td>121</td>
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<tr>
<td>11</td>
<td>Nairn Park, southern end of Thompson St</td>
<td>0.9</td>
<td>72</td>
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<tr>
<td>12</td>
<td>Raroa Rd, footpath next to carpad at no. 152</td>
<td>1.9</td>
<td>102</td>
</tr>
<tr>
<td>13</td>
<td>Fairlie Tce, footpath, opposite no. 73</td>
<td>1.4</td>
<td>97</td>
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<tr>
<td>14</td>
<td>Kelburn Prd, footpath opposite no. 78</td>
<td>1.5</td>
<td>108</td>
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<tr>
<td>15</td>
<td>VUW, lawn at top of Mount Street Cemetery</td>
<td>1.5</td>
<td>110</td>
</tr>
<tr>
<td>16</td>
<td>Cable Car, top end, viewing platform</td>
<td>2.0</td>
<td>123</td>
</tr>
<tr>
<td>17</td>
<td>Wadestown, Town Belt, Stellin Memorial Park, lookout</td>
<td>2.9</td>
<td>224</td>
</tr>
</tbody>
</table>

34 Viewing distance for all representative viewpoints [distant, mid-range and close-up] is measured to the centre of Dempster Gate [northern end of Basin Reserve]. Viewing distance and elevation measurements are recorded in round figures. The views captured in visual simulations are highlighted.
## APPENDIX 10B: MID-RANGE & CLOSE-UP VIEWPOINTS/VIEWS

### MID-RANGE VIEWPOINTS

<table>
<thead>
<tr>
<th>VP</th>
<th>Viewpoint location</th>
<th>Distance [m]</th>
<th>Elevation [m] above mean sea level</th>
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</thead>
<tbody>
<tr>
<td>18</td>
<td>Cambridge Tce /Tennyson St</td>
<td>503</td>
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</tr>
<tr>
<td>18a</td>
<td>Cambridge Tce / Vivian St [9C.18A.O]</td>
<td>295</td>
<td>6</td>
</tr>
<tr>
<td>18b</td>
<td>Cambridge Tce/ Barker</td>
<td>143</td>
<td>6</td>
</tr>
<tr>
<td>18c</td>
<td>Cambridge Tce median, opposite Barker St [9C.18C.O]</td>
<td>136</td>
<td>6</td>
</tr>
<tr>
<td>19</td>
<td>Kent Tce/Elizabeth St</td>
<td>496</td>
<td>6</td>
</tr>
<tr>
<td>19a</td>
<td>Kent Tce/Pirie St [9C.19A.O]</td>
<td>295</td>
<td>6</td>
</tr>
<tr>
<td>19b</td>
<td>Kent Tce footpath opposite Barker St</td>
<td>147</td>
<td>6</td>
</tr>
<tr>
<td>19c</td>
<td>Kent Tce median, opposite Barker St [9C.19C.O]</td>
<td>139</td>
<td>6</td>
</tr>
<tr>
<td>20</td>
<td>Hania St, southern end [9C.20.O]</td>
<td>154</td>
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</tr>
<tr>
<td>21</td>
<td>Eliche St, top/east end [9C.21.O]</td>
<td>580</td>
<td>49</td>
</tr>
<tr>
<td>21a</td>
<td>Eliche St/Brougham St</td>
<td>242</td>
<td>17</td>
</tr>
<tr>
<td>22</td>
<td>Paterson St, southern footpath next to tunnel exit [9C.22.O]</td>
<td>356</td>
<td>23</td>
</tr>
<tr>
<td>22a</td>
<td>Paterson St/Brougham St corner</td>
<td>264</td>
<td>15</td>
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<tr>
<td>22b</td>
<td>Paterson St/Austin St</td>
<td>440</td>
<td>34</td>
</tr>
<tr>
<td>23</td>
<td>Wellington East Girls’ College, area above tunnel</td>
<td>434</td>
<td>35</td>
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<tr>
<td>24a</td>
<td>Government House, front lawn</td>
<td>0.7</td>
<td>35</td>
</tr>
<tr>
<td>24b</td>
<td>Government House, first level balcony</td>
<td>0.7</td>
<td>39</td>
</tr>
<tr>
<td>24c</td>
<td>Government House, second level balcony</td>
<td>0.7</td>
<td>42</td>
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<tr>
<td>25</td>
<td>Adelaide Rd/Drummond St, western footpath</td>
<td>642</td>
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<td>25a</td>
<td>Adelaide Rd/Oxford Tce, eastern footpath</td>
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</tr>
<tr>
<td>25b</td>
<td>Adelaide Rd/Douglas St, western footpath</td>
<td>307</td>
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<tr>
<td>26</td>
<td>Sussex St/Rugby St</td>
<td>188</td>
<td>13</td>
</tr>
<tr>
<td>26a</td>
<td>Sussex St, western footpath [9C.26A.O]</td>
<td>111</td>
<td>14</td>
</tr>
<tr>
<td>27</td>
<td>Arthur St, mid-point, northern footpath</td>
<td>540</td>
<td>19</td>
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<tr>
<td></td>
<td>Viewpoint location</td>
<td>Distance [m]</td>
<td>Elevation [m] above mean sea level</td>
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<td>---</td>
<td>-------------------------------------------------------------------------------------</td>
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<td>-----------------------------------</td>
</tr>
<tr>
<td>28</td>
<td>Buckle St, northern footpath, opposite War Memorial</td>
<td>283</td>
<td>20</td>
</tr>
<tr>
<td>28a</td>
<td>Buckle St/Tory St corner [9C.28A.O]</td>
<td>195</td>
<td>17</td>
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<tr>
<td>29</td>
<td>Grounds of Former National Museum, east of building</td>
<td>300</td>
<td>30</td>
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<tr>
<td>30</td>
<td>Basin Reserve, southern gate [9C.30.O]</td>
<td>158</td>
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<tr>
<td>30a</td>
<td>Basin Reserve, walkway on east side/mid-point [9C.30A.O]</td>
<td>92</td>
<td>8</td>
</tr>
<tr>
<td>30b</td>
<td>Basin Reserve, Grandstand, mid-point [9C.30B.O]</td>
<td>107</td>
<td>11</td>
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<tr>
<td>30c</td>
<td>Basin Reserve, northern gate</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>30d</td>
<td>Steps of Wakefield Memorial</td>
<td>132</td>
<td>9</td>
</tr>
<tr>
<td>30e</td>
<td>Basin Reserve central wicket [9C.30E.O]</td>
<td>85</td>
<td>6</td>
</tr>
<tr>
<td>31</td>
<td>Adelaide Rd/Rugby St, north/west corner [9C.31.O]</td>
<td>200</td>
<td>6</td>
</tr>
</tbody>
</table>

CLOSE UP VIEWPOINTS

<table>
<thead>
<tr>
<th>VP</th>
<th>Viewpoint location</th>
<th>Distance [m]</th>
<th>Elevation [m] above mean sea level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Sussex St/Buckle St corner</td>
<td>102</td>
<td>13</td>
</tr>
<tr>
<td>B</td>
<td>Cambridge Tce/Buckle St corner, pedestrian crossing</td>
<td>60</td>
<td>6</td>
</tr>
<tr>
<td>C</td>
<td>Basin Reserve in front of northern gate, looking north [9C.C.O]</td>
<td>20</td>
<td>7</td>
</tr>
<tr>
<td>D</td>
<td>Kent/Cambridge Tce median [9C.D.O]</td>
<td>63</td>
<td>6</td>
</tr>
<tr>
<td>E</td>
<td>Kent Tce, pedestrian crossing [9C.E.O]</td>
<td>80</td>
<td>6</td>
</tr>
<tr>
<td>F</td>
<td>Kent Tce/Elice St corner</td>
<td>54</td>
<td>6</td>
</tr>
<tr>
<td>G</td>
<td>Hania St/Elice St</td>
<td>115</td>
<td>6</td>
</tr>
<tr>
<td>H</td>
<td>Ellice St, lower end, northern footpath [9C.H.O]</td>
<td>140</td>
<td>7</td>
</tr>
<tr>
<td>I</td>
<td>Ellice St, lower end, northern footpath, looking west</td>
<td>167</td>
<td>9</td>
</tr>
<tr>
<td>J</td>
<td>Dufferin St, western footpath [9C.H.O]</td>
<td>162</td>
<td>9</td>
</tr>
<tr>
<td>K</td>
<td>Basin Reserve, Wakefield Memorial, top of steps</td>
<td>132</td>
<td>10</td>
</tr>
<tr>
<td>L</td>
<td>Paterson St, south footpath, close to Dufferin St corner</td>
<td>185</td>
<td>10</td>
</tr>
</tbody>
</table>