

IN THE MATTER OF

The Fast-track Approvals Act 2024 ("FTAA")

AND

IN THE MATTER OF

An application for approvals by **NZ Transport Agency Waka Kotahi** to construct, operate and maintain the State Highway 1 Wellington Improvements Project

**STATE HIGHWAY 1 WELLINGTON IMPROVEMENTS PROJECT
TECHNICAL REPORT #21
SOCIAL AND RECREATION IMPACT ASSESSMENT**

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1. INTRODUCTION

1. My name is Michala Lander, and I am the Social Impact Assessment Specialist and the primary author responsible for the preparation of this Social and Recreation Impact Assessment (SRIA).
2. This report has relied on the following technical studies:
 - i. Technical Report #2 Constructability Report prepared by Hoff Consultants Limited
 - ii. Technical Report #3 Economics Assessment prepared by David Norman, Chief Economist for Australia and New Zealand at GHD
 - iii. Technical Report #5 Transport Effects prepared by Duncan Tindall, Technical Director in the Transport Planning and Traffic Engineering team at GHD
 - iv. Technical Report #6 Noise Assessment prepared by Miklin Halstead, Principal at Marshall Day Acoustics Ltd
 - v. Technical Report #7 Landscape, Urban Form and Visual Amenity prepared by Stuart Houghton, Landscape Architect at Boffa Miskell
 - vi. Technical Report #8 Historic Heritage Assessment prepared by Dr Carolyn Hill
 - vii. Technical Report #18 Air Quality Effects prepared by Andrew Curtis, a Technical Director at Pattle Delamore Partners Limited (PDP)
 - viii. Technical Report #19 Cultural Effects – Taranaki Whanui prepared by Richard Te One
 - ix. Technical Report # 20 Cultural Effects – Ngāti Toa prepared by Mokomoko Stewart

Qualifications and experience

3. I hold a Bachelor of Applied Science (Occupational Therapy) Hons from the University of Sydney and a Master of Planning from the University of New South Wales. I also hold a certificate in Public Participation from the International Association for Public Participation, now known as the Engagement Institute. I am a full member of the New Zealand Planning Institute and Recreation Aotearoa. I am a Level 3 Accredited Recreation Professional (ARPro).
4. I have 20 years' experience as a social planner, and I currently operate as a sole trader under the trading name Let's Chat. I am based in Auckland.
5. My master's dissertation explored the processes used by New South Wales Local Consent Authorities to assess the social impact of development applications.
6. My experience has included the preparation of social impact assessments as well as social and recreation infrastructure assessments. Examples of projects I have been involved in include:
 - i. Preparation of the Social Impact and Recreation Assessment for the Riverlink Consent Application in Wellington, New Zealand. This report was prepared for Waka Kotahi NZ Transport Agency, Greater Wellington Regional Council and Hutt City Council
 - ii. Preparation of the Social Impact Assessment for the consent application for Waste Futures, Green Island Landfill for Dunedin City Council
 - iii. Preparation of the Social and Recreation Impact Assessment for the consent application for the Fairfield Park Wastewater Storage Tanks for Hamilton City Council
 - iv. Technical reviewer for the Social Impact Assessment for the Ōtaki to North of Levin Highway, representing the Greater Wellington Regional Council and Horowhenua and Kāpiti Coast District Councils
 - v. Preparation of the Silverstream Recreation Assessment in response to a S92 request for the Silverstream Pipeline Replacement Project for Wellington Water

7. I undertook a site visit in March 2025 to assist in the option assessment to identify the preferred option for the SH1 corridor as part of the Investment Case Investigation. I undertook further site visits in December 2025 and February 2026 to assess potential impacts on recreation facilities and open space areas.
8. I attended the community information sessions held on 29 November 2025 and 3 December 2025 to understand the community concerns regarding the Project. I also conducted a series of interviews with regional sporting groups that regularly use Kelburn Park, Kilbirnie Park, and Hataitai Park in February 2026. The purpose of these interviews was to understand each sporting group's use of the parks during their respective on- and off-seasons, for competition and training.

Code of conduct

9. I confirm that I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note 2023. This assessment has been prepared in compliance with that code, as if it were evidence being given in Environment Court proceedings. In particular, unless I state otherwise, this assessment is within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Project description

10. In assessing the social and recreation effects of the Project during construction and operation, the SRIA has divided the Project into the following sections:
 - i. **Terrace Tunnel** - Terrace Tunnel duplication, including widening of SH1 north and south of the tunnel, and a realigned, longer Ghuznee Street overbridge
 - ii. **Te Aro** - Reconfiguration of Vivian Street to increase the capacity of the SH1 route
 - iii. **Basin Reserve** - Reconstruction of the Basin Reserve roading network to achieve grade separation between SH1 traffic and north-south local road traffic
 - iv. **Mt Victoria Tunnel** – Construction and operation of the Mt Victoria Portal and Hataitai Portal for the Mt Victoria Tunnel duplication
 - v. **Eastern Connections** - Widening of Wellington Road, and Ruahine Street, east of the Mt Victoria Tunnel to Evans Bay Parade, as well as construction of the Hataitai Connection Bridge

Scope of assessment

11. This Assessment of Social and Recreation Impacts has been prepared to inform the Assessment of Effects on the Environment (AEE) for the SH1 Wellington Improvements Road of National Significance (RoNS / Project) approvals being sought by the New Zealand Transport Agency (NZTA) under the Fast Track Approvals Act 2024 (FTAA). Specifically, this report assesses the actual and potential social and recreational impacts of the Project's construction and operation on the existing and likely future environment, and identifies the positive impacts.
12. My assessment addresses the following matters:
 - i. The methodology I have used to assess the effects of the Project
 - ii. The existing environment
 - iii. Consultation and feedback
 - iv. Benefits of the Project
 - v. Effects of the Project during operation

- vi. Effects of the Project during construction
- vii. Recommended measures to avoid, remedy or mitigate adverse effects

Assumptions and exclusions in this assessment

- 13. This SRIA considers the potential social and recreation impacts at the regional, local community and 'Project Area' scales. The SRIA has not investigated impacts at the individual/household level, particularly the socio-economic impacts of property acquisition. I understand that the NZTA is undertaking individual consultation with owners, specifically regarding property and site-specific issues, as part of the Public Works Act 1981 (PWA) process for the acquisition/lease of directly impacted properties, with discussions addressing full monetary compensation in accordance with the PWA. Given that each property will have its own acquisition agreement, this SRIA has not attempted to provide an assessment of the individual effects. Rather, the SRIA, in assessing the effects of property acquisition, has examined the impact at the local community level, including property rights, fears and aspirations, and social connectivity.
- 14. This SRIA does not cover regional or local economic impacts, except where it may potentially impact employment and, as such, people's way of life and/or ability to provide for themselves. Economics is addressed separately in the Technical Report #3 Economics Assessment prepared by David Norman.
- 15. This SRIA does not seek to assess the cultural effects of the Project, or potential impacts on mana whenua values. These have been evaluated separately in Technical Report #19 Cultural effects – Taranaki Whānui and Technical Report # 20 Cultural effects – Ngāti Toa.
- 16. Project activities in the Town Belt will be undertaken in accordance with the Wellington Town Belt Act 2016 (WTBA), which includes all requirements regarding compensation for any land required for permanent acquisition. This SRIA has not assessed the effects of potential compensation options. I understand that this will be determined in consultation with Wellington City Council (WCC) and Mana Whenua, as part of the PWA process for the acquisition of this land.

2. EXECUTIVE SUMMARY

17. The Project is located within the jurisdictional boundaries of WCC, extending from north of the Terrace Tunnel to the intersection of Wellington Road and Evans Bay Parade along SH1. The Project will connect the northern part of the City to the Central Business District, then continue east toward Wellington International Airport and Wellington Hospital. The Project involves interfaces with the WCC's roading network, the Basin Reserve, and the Wellington Town Belt. The Project is near businesses and residential areas that may be affected by its construction and operation.
18. The Project improves SH1, which traverses through seven suburbs/communities and is in proximity to other neighbouring areas that will experience changes because of the Project. A community profile has been developed for each community.
 - i. Kelburn - residential suburb next to the Terrace Tunnel, it includes Kelburn Park, the Kumutoto Forest and Victoria University
 - ii. Wellington Central - includes New Zealand's political capital and the centre of the City's commercial and civic life. The Terrace is a road alongside the Terrace Tunnel, with a number of residential properties
 - iii. Te Aro - Wellington's entertainment and hospitality hub. The area includes the Cuba Street Precinct and the School of Architecture at Victoria University. The memorial precinct connects Te Aro to the Basin
 - iv. Mount Cook - including the Basin Reserve and Pukeahu National War Memorial Park. The area has an education precinct hosting Massey University's Wellington Campus and some Victoria University facilities
 - v. Mount Victoria - residential area directly east of the Basin set against the backdrop of the Wellington Town Belt and Mount Victoria (Matairangi). The suburb has the entrance to the Mt Victoria Tunnel with Wellington East Girls' College located above the tunnel entrance. Wellington College and St Mark's College are also located in Mount Victoria alongside the Basin Reserve
 - vi. Hataitai - Established residential suburb between the city and the airport. The Wellington Town Belt bounds it on the west and Evans Bay to the east. Hataitai Kindergarten is located on Taurima Street near the entrance to the Mt Victoria Tunnel. The suburb includes Hataitai Park and Kilbirnie School (located along Moxham Avenue)
 - vii. Kilbirnie - Predominantly a residential suburb that borders Rongotai (which extends to the airport). Recreation infrastructure is a defining feature of the suburb. The area includes Kilbirnie Park, Kilbirnie Recreation Centre, Aquatic Centre and Ākau Tangi Sport Centre (ASB Sports Centre)
19. Social and recreation infrastructure of regional significance within the area studied for this assessment, and that has the potential to be impacted by the Project, includes: the Wellington Town Belt, Kelburn Park, Hataitai Park and Kilbirnie Park.
20. The Wellington Town Belt is a defining feature of Wellington; it provides a large area of open space, a scenic backdrop to the inner city, and recreational opportunities. The land within the Town Belt is subject to the provisions of the Wellington Town Belt Act 2016 (WTBA) and is managed in accordance with the Town Belt Management Plan 2018 (TBMP). Any land taken from the Town Belt must be compensated for in accordance with the provisions of the WTBA and the PWA. The Project will impact land in the Town Belt around the Mt Victoria Tunnel Portal (on the Hataitai side) and Ruahine Street.

21. Kelburn Park is classified as a subregional facility within the Wellington Regional Spaces and Places Framework. This classification means it can attract significant numbers of participants/teams/competitors from across the Greater Wellington Region for competition or training. In winter, Wellington Rugby regularly uses the fields, which are also shared with Rugby League. The western boundary of the park, which borders SH1, is woodland and includes the Kumutoto Forest and Stream.
22. Hataitai Park is located on the eastern slopes of Mount Victoria, within the Wellington Town Belt, with access from Ruahine Street. Hataitai Park is classified as a regional facility because it can host inter-regional and internal regional competitions and/or serve as a regional high-performance training hub for multiple sporting codes. It provides facilities for gymnastics, softball, netball, cycling and rugby. Along Ruahine Street, near the Hataitai Park precinct, is the Wellington Badminton Club.
23. The Kilbirnie Park and Recreation Precinct is located between Wellington International Airport and the City. WCC has classified Kilbirnie Park as a Destination Park because it attracts visitors from across the Wellington Region. Kilbirnie Park hosts the Wellington Marist AFC and the Eastern Suburbs Cricket Club in its northern part (and other clubs further south).

Benefits of the Project

24. I have assessed that the potential social benefits of the Project include:
 - i. Improved access to key destinations, such as the Wellington Central Business District, Wellington International Airport, and Wellington Hospital. I have assessed this to have a **Very High Positive Effect** of national significance
 - ii. Improved network resilience will yield more reliable trip times, which I have assessed to have a **Very High Positive Effect** of regional significance
 - iii. The improvements in journey times and reliability are expected to encourage road users to use the State Highway rather than local roads. This will enhance the amenity of these local roads for residents and active-mode users, and I have assessed it to have a **Moderate Positive Effect**
 - iv. There will be positive effects arising from construction activity, including potential employment opportunities on the Project and flow-on effects to local communities arising from local expenditure by construction workers. I have assessed this as a **High Positive Effect**
 - v. There will be improvements to the legibility and condition of the pathway across the Terrace Tunnel connecting the Terrace to Kelburn Park. I have assessed these improvements to have a **Low Positive Effect** on residents in the area who regularly travel between the City, Kelburn, and Victoria University
 - vi. The entrance to Cuba Street from Vivian Street will be reconfigured to widen the footpaths at the corner on both sides of Cuba Street. Project improvements to public space and enhancements to the pedestrian experience will align with WCC's future plans for Cuba Street. For this reason, I have assessed the reconfiguration of the kerb line and street furniture on the corner as a **Low Positive Effect**
 - vii. The change in traffic movements around the Basin Reserve will reduce congestion and create more space, improving connections between the social infrastructure that defines the area. I have assessed this to have a **High Positive Effect**
 - viii. New segregated walking/cycling facilities are proposed around the Basin Reserve, replacing existing shared-use paths in some places. The pathways will be wider, better separated from traffic, and more comfortable for all active mode users. I have assessed the changes to active travel around the Basin Reserve to have a **Moderate Positive Effect**

- ix. The Basin Reserve is an iconic Wellington venue and hosts some of the city's most significant sporting events. The visitor experience at the Basin Precinct will be improved for pedestrians accessing the Basin from the City via the new green link through the National War Memorial. Additional space will also be created in front of the Basin for events. The green link and the creation of this space are considered to have a **Moderate Positive Effect**
- x. The new Mt Victoria Tunnel includes a 3.6 m wide shared path for pedestrians and cyclists, separated from vehicular lanes. There will also be improved cycling connections on the Mt Victoria and Hataitai sides of the Tunnel. I have assessed the improvements in active travel as a **Moderate Positive Effect**
- xi. The existing footbridge into Hataitai Park will be replaced and widened for walking and cycling, making it more comfortable for shared use and improving access to the Town Belt. I have assessed this to have a **High Positive Effect**
- xii. The proposed Hataitai Connection bridge will enable easier ingress and egress for vehicles and improve accessibility for pedestrians and cyclists. It will also improve access from Hataitai Village to the City and from Hataitai to Hataitai Park. I have assessed this to have a **High Positive Effect**
- xiii. Removing the properties along Wellington Road will allow the vegetation behind them to be integrated into the road corridor, creating a green connection between Kilbirnie Park and the Town Belt / Mount Victoria. Proposed changes to the Wellington Road intersection will make it easier for pedestrians to cross from Kilbirnie to access the Town Belt. Enabling public access to this vegetated area, I have assessed as having a **High Positive Effect**
- xiv. Active travel from Evans Bay through to the Mt Victoria Tunnel will be improved along Ruahine Street and Wellington Road. These facilities include a combination of a shared pathway and service and frontage roads with contraflow cycle lanes. There will also be upgraded pedestrian/cyclist crossings at the Kilbirnie Crescent, Evans Bay Parade and Wellington Road intersections. The active travel pathways will improve connections to recreation facilities in Kilbirnie and Hataitai. I have assessed the changes to active travel as having a **High Positive Effect**

Adverse operational effects

- 25. In my assessment, I consider the potential adverse effects when the Project is in operation. The social impacts have taken into account feedback from the community received through the engagement, as well as the assessments and conclusions from other technical studies.
- 26. The second Terrace Tunnel will be located directly east of the existing tunnel. Potential social effects include impacts on residential properties east of the proposed tunnel, and on Kelburn Park and Victoria University west of it. All these properties currently experience adverse amenity effects associated with the operation of the existing tunnel. Noise, air quality, and urban form, landscape, and visual assessments have confirmed that, for the majority of these properties, including Kelburn Park and Victoria University, changes resulting from the additional tunnel is not significant. From a social perspective, the impact on amenity within the area of the Terrace Tunnel has been assessed as **Negligible**.
- 27. The proposal is to provide three lanes of traffic along the entire length of Vivian Street. The area of Vivian Street most likely to be affected is around Cuba Street, where there will be changes to parking and the pedestrian environment. This part of Vivian Street is a vibrant pedestrian area that connects to commercial shops and boutiques along Cuba Street. While widening the area with active traffic lanes on Vivian Street could impact pedestrian amenity, the proposed kerb build-outs and relocation of street furniture will provide additional pedestrian waiting areas, reducing the risk of pedestrians moving unsafely onto the road, and increasing their comfort

while they wait. I have assessed the impact on pedestrian amenity at this location on Vivian Street to be a **Low Adverse Effect**.

28. Loss of parking, which is discussed in detail in Technical Report #5 Transport Effects, will impact customer experience and potentially impact business operations due to the loss of loading zones in direct proximity. I support the recommendations made in the Integrated Transport Assessment and conclude that the impact of the loss of loading zones on local businesses is a **Moderate Adverse Effect**. There is no loss of mobility parking spaces along Vivian Street, although demand for existing mobility spaces on the side streets may increase. I consider the effect of the Project on access for people with mobility impairments to be **Negligible**. Ongoing monitoring of demand for mobility parking within Te Aro would be part of WCC's general parking management, and additional mobility parking on the side streets could be allocated if it is determined necessary.
29. There are several features along Vivian Street that contribute to the sense of local character and are an important part of place identity. These have been identified in the Heritage Assessment. I support the recommendations to reinstate the awnings and street furniture to maintain the area's character and have assessed this impact as **Negligible**.
30. The most significant change to the Basin Reserve concerns traffic movements, particularly the shift from clockwise to anticlockwise circulation. Once operational, there will likely be some initial frustration among the community about the impact of these changes on their daily travel; this should be offset by the reduction in congestion enabled by the Project. In addition, the initial frustration is expected to diminish over time as the community becomes familiar with the new travel routes. I have assessed this impact on the community's way of life as **Negligible**.
31. The operation of the second Mt Victoria Tunnel will have some adverse effects on both the Mt Victoria and Hataitai sides of the tunnel. Both suburbs are predominantly residential. Changes in the road network to allow access to the tunnel portals will affect residents' regular journeys to work, education, and recreational activities. Depending on their location, some trips will become longer, but the Project's benefits in reducing congestion, particularly at peak travel times, will result in an overall decrease in journey time. There may be a small number of properties, such as in Hataitai, north of Taurima Street, that experience a slight increase in journey time and distance because they will not be able to use this entrance to the Mt Victoria Tunnel to access the City. Overall, I have assessed the impact of way of life for the Mt Victoria and Hataitai communities as having a **Low Adverse Effect**.
32. There will be a permanent loss of the Town Belt above the Hataitai Tunnel portal entrance. Although the requirements of the Wellington Town Belt Act will mitigate the overall impact on the Town Belt, there will be community concerns about permanent damage to the Town Belt, particularly its ecological and landscape values, as well as impacts on recreation activities in this area. For this reason, I have assessed the impact on the Town Belt, particularly around the Hataitai Tunnel Portal, as a **High Adverse Effect**.
33. Concerns were raised during the consultation about the Project's permanent impacts on Paterson Street and its effect on the character of the Mt Victoria suburb. The Heritage Assessment has undertaken a detailed assessment of the impact of the heritage properties along Paterson Street. I support the recommendations in Technical Report #8 Historic Heritage Effects for preserving these properties. This would mitigate the impact of the Project on the character of the suburb of Mt Victoria, so that, in my opinion, there is a **Low Adverse Effect**.
34. The Town Belt is a defining feature of Hataitai, and its upper slopes are visible from most streets and properties in the area. The Urban Form, Landscape, and Visual Assessment report

acknowledges that upon completion of the Project, the visual effects will be mitigated by the extensive areas of proposed native revegetation that will, in time, visually enclose and contain the new access road infrastructure. This would reduce the impact to moderate to low impact in the long term. Given the time required for this impact to reduce, I have assessed the social effect on character and amenity as a **Moderate Adverse Effect**.

35. Changes to the road network will increase traffic on Moxham Avenue, as detailed in Technical Report #5 Transport Effects. There have been design changes to the Project, including safety improvements on Moxham Avenue around the school. These improvements include improving visibility around the pedestrian crossing. Kerb build-outs will also be installed, reducing crossing distances for students and preventing cars from parking in a way that would obstruct views of the crossing. According to the Technical Report #5, these modifications will mitigate the effects of the increased traffic flows. The social impact regarding safe access to the school I have assessed as **Negligible**.
36. The proposed removal of the two right turns from Ruahine Street and Kilbirnie Crescent onto Wellington Road restricts access to Newtown, increasing journey time and distance from certain origins to social infrastructure such as Wellington Hospital. The intersection has been designed so that emergency services can still make right turns from Wellington Road, maintaining their route to Wellington Hospital. I agree with the Integrated Transport Assessment findings and have determined that the effect on residents' access to social infrastructure is a **Moderate Adverse Effect**.
37. The loss of 32 parking spaces along Wellington Road could affect visitors to Kilbirnie Park and the Recreation Precinct. In addition, according to the 'CBD to Miramar Parking Management Plan' and 'CBD to Miramar Parking Assessment Report', there is capacity for up to 40% reduction in off-street parking. The impact of the loss of 32 parking spaces for users of the recreation facilities within Kilbirnie has therefore been assessed as a **Negligible Effect**.

Construction effects

38. Construction will have significant (albeit temporary) environmental impacts that will affect amenity and quality of life across all suburbs in each section of the Project. Mitigation recommendations within the noise, air quality, and integrated transport assessments will be required to reduce adverse effects. Staging, as proposed by Technical Report #2 Constructability Report, will need careful consideration. The Traffic Management Plan must align with a communication plan to keep the community and stakeholders informed of changes to traffic management. Communication protocols will also be required to manage noise effects associated with night work. Overall, for construction, if the recommendations in the various technical reports are implemented, I have assessed construction impacts on amenity and quality of life as **Moderate Adverse**.
39. Construction activities will affect access to and use of social and recreation infrastructure. The SRIA provides details on the social and recreation facilities within the Local Study Area that may be affected, as well as information on their usage and recreation trends. The following provides a summary of the potential effects on social and recreation infrastructure when construction commences.
40. Changes to the road network during construction can affect emergency service access, increasing the risk of delays in responding to callouts. With sufficient notice given to emergency agencies about traffic changes, I have assessed this as a **Moderate Adverse Effect**.

41. Construction will impact access to St Mark's and Wellington College. The Traffic Management Plan must include methods to maintain access to the schools and ensure appropriate management during school drop-off and pick-up times. I have assessed this as a **Low Adverse Effect**.
42. The construction program should take into consideration any significant events occurring at the Basin Reserve and the National War Memorial. There will need to be ongoing communication with event organisers. The Traffic Management Plan must include an event plan to manage increased pedestrian and visitor volumes at the Basin Reserve. I have assessed this as a **Moderate Adverse Effect**.
43. Vehicular access to Wellington East Girls' College will need to be maintained during construction. Pedestrian access using the stairs on Paterson St will be maintained. The Paterson St vehicle entrance will be closed to vehicles during the construction of the Mt Victoria Tunnel. All vehicles will need to be rerouted to the Austin St entrance and internally within the school. If further restrictions to vehicular movements are required, they should occur outside school terms or after school hours to minimise impacts. Access is still required during these times to enable the use of school facilities. Contractors should consider solutions such as single-lane access or, if vehicle restrictions are expected to last for an extended period, the construction of a temporary access bridge across Paterson St, as indicated in the constructability report. With vehicle access maintained and regular communication with the school regarding changes in travel movements, I have assessed the impact to be a **Moderate Adverse Effect**.
44. Construction of the Mt Victoria Tunnel will affect trails through Mount Victoria. Some parts of the Hataitai to City Walkway, as well as pathways used by mountain bike riders to access the Hataitai Zig Zag Track, will be temporarily closed. There will be a period when the Hataitai-to-City walkway is closed, coinciding with the closure of the Mt Victoria Tunnel Shared User Path. Given the cumulative effect of having potentially multiple pathways unavailable simultaneously, I have assessed the impact on recreation trails within the social and recreation facilities category as a **Moderate Adverse Effect**.
45. Temporary closure of the Mt Victoria Tunnel Shared User Path will impact pedestrians and cyclists who use the route as part of their commuter journey. I support the recommendations in Technical Report #5, to mitigate the impacts of this closure. However, even with the implementation of these recommendations, I agree with the conclusion in Technical Report #5 that, for pedestrians and cyclists who use the tunnel as part of their daily commute, this closure, with mitigations in place, will have a **Moderate Adverse Effect**.
46. Demolition of the Hataitai Kindergarten has the potential to create a loss of 42 childcare places within the Hataitai Area. I understand the Kindergarten has been investigating suitable premises within Hataitai, and it is highly likely they will be able to relocate within the suburb. If a new site can be secured within the suburb and set up as a new facility prior to the existing property being closed and demolished, it would enable a seamless transition to the new Kindergarten without a temporary loss of childcare places. If this can be undertaken, then I would assess this to have a **Negligible effect**. If a loss in childcare places occurred, this would increase to a **High Adverse Effect**. (I note that the Crown will pay full compensation under the PWA to Wellington City Council and the Kindergarten associated with taking the land on which the Kindergarten is located and associated fixtures.
47. The Hataitai Pedestrian Bridge connecting Taurima Street and Hataitai Park is an important accessway for pedestrians and cyclists to the Town Belt. The Pedestrian Bridge may need to be

closed for multiple years during the construction of the eastern portal. Although the Hataitai Connection bridge and interchange with Hataitai Park will be completed prior to the closure of the pedestrian bridge. Pedestrians and cyclists accessing Hataitai Park and the Town Belt from Hataitai and the Mt Victoria Tunnel will have a longer journey, which may change where they recreate or how they access these facilities. Temporary closure for multiple years during construction will impact access to Hataitai Park and the Mt Victoria Town Belt from Hataitai. Access will not be as direct or easy to navigate. I have assessed this as having a **Moderate Adverse Effect**.

48. The Badminton Wellington Centre on Ruahine Street, as described in paragraph 157 will need to be demolished to enable the widening of Ruahine Street. I recommend that NZTA work with Council and Badminton Wellington to identify an alternative site for a new facility, to prevent a permanent decrease in the number of competition-level badminton facilities in the Wellington City area. If a facility can be located within the region before the current facility is required for demolition, enabling a seamless transition with no net loss of competition-level courts, then I would assess this as a **Negligible Effect**. If there is a loss of all eight existing competition-level badminton courts even temporarily (such that important competitions are affected), resulting in 13 competition-level badminton courts remaining within Wellington, then I would assess the impact to be a **Very High Adverse Effect** on the region. The effect would decrease in magnitude if the loss of courts is reduced (e.g. if the new facility could accommodate seven courts, this would have a low adverse effect). I again note that full compensation under the PWA will be payable by the Crown in respect of acquiring the relevant land on which the Badminton Wellington Centre is located, which funds could be put towards positive recreational outcomes.
49. Temporary closure of vehicle access to Hataitai Park will need to be kept to a minimum. If access to the Park were closed for multiple months, I would assess the impact as **Very High Adverse**. This duration could prevent clubs from operating for an entire season, with potential longer-term impacts on club membership and participation in the sport. Closure of vehicle access to Hataitai Park for up to two weeks would have a **Moderate Adverse Effect**. The preferred timing with the least impact would be a closure between sporting seasons (August-September or March-April) or during the Christmas period. Sufficient notice of at least six months would be required so that sporting clubs can organise the competition and training schedule around the closure. In a construction scenario with vehicle access to Hataitai Park closed for hours or a day, I would assess the impact as **Low Adverse Effect**. If the closure occurs on a weekday before 3 pm, the impact could be **Negligible**.
50. Construction works in Kilbirnie Park include the removal of the concrete steps / terraced seating and realignment of Wellington Road. The clubroom facilities will need to be demolished to enable the widening of Wellington Road. Full compensation under the PWA will be payable, which could support relocation of the clubrooms further into Kilbirnie Park, alongside Toitū Poneke (and align with the Kilbirnie Park Masterplan). Consultation with Marist AFC and the Eastern Suburbs Cricket Club (and WCC) should continue to explore this. I have assessed this effect to be **Negligible**, provided the PWA process allows sufficient time for the new facility to be established prior to the demolition of the existing facility, enabling a seamless transition and preventing a temporary loss of club rooms.
51. There will be a loss of open space at Kilbirnie Park due to the widening of Wellington Road. This loss will affect the northern cricket field, reducing the available distance between the cricket pitch and the northern boundary by approximately 2 m. The reduction in available space may limit the northern cricket field's ability to meet the preferred boundary dimensions for certain levels of competition, potentially reducing the number or types of games/competitions that can

be hosted within the Park. WCC have been aware that the SH1 project has the potential to impact the use of the playing fields within Kilbirnie Park; this has been recognised in the Kilbirnie Park Masterplan. They are currently exploring options to reconfigure the playing fields at Kilbirnie Park to maximise use of the cricket fields. If this reconfiguration can be undertaken without changing the number or type of cricket games/tournaments that can be hosted in the Park, then I have assessed the decrease in open space area within the Park as **Low Adverse**.

52. Kilbirnie Park also hosts large-scale community sporting events, including the Weetbix Kiwi Kids Tryathlon and Round the Bays. Planning construction work should account for these events to ensure minimal disruption. If planned, there will still be some impacts on these events, including loss of parking and changes to access routes, but these can be minimised, and I have assessed this as having a **Moderate Adverse Effect**.

Assessment Summary

53. The Project will achieve its objective of faster and more reliable state highway journeys. This will have national benefits, including improved access to key destinations such as Wellington International Airport, Wellington Central Business District and Wellington Hospital, as well as regional benefits from improved network resilience. The Project will also deliver local benefits, including reduced congestion on residential roads and improved traffic flows around the Basin Reserve. These benefits will be experienced by members of the public generally and are therefore all highly relevant to consider through a social effects lens.
54. There will be some adverse social effects once the Project is operational. These adverse effects are predominantly assessed as **Low Adverse**; mitigation recommendations have been made to address them.
55. During construction, there is potential for some **Very High Adverse** social effects. Although these are anticipated to be temporary, most will continue throughout the anticipated multi-year construction period. With mitigations in place, it is anticipated that these adverse social effects can be reduced to **Low** or **Moderate**.
56. Overall, with the implementation of the mitigations recommended in this report, I consider that the Project, once constructed, will have social benefits at the national, regional, and local levels.

3. ASSESSMENT FRAMEWORK

Planning context

57. Several policy, strategy and plan documents are relevant to this SRIA. The section below summarises the Objectives and Policies considered in this assessment. A complete review of all relevant policy, strategy and plan documents from the Central Government, Greater Wellington Regional Council (GWRC), WCC and Nuku Ora that have informed this assessment is provided in Annexure A.

National Policy Statement

58. Objective 1 of the National Policy Statement on Urban Development (NPS-UD) states:
- New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
59. This SRIA, in assessing the impact of the Project on the social and recreation environment, has taken into consideration this objective of enabling communities to provide for their social well-being as well as their health and safety. Consideration has also been given to the following policies outlined within the National Policy Statement:
- i. Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:
 - (C) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport
 - ii. Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:
 - (B) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
 - o May detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types (...)
60. The policy of accessibility has been considered within the social impact category of access and connectivity, which has assessed how the proposal impacts how people move about an area for personal or business purposes, as well as how changes to access can affect access to and use of community services, facilities, and social networks, community cohesion, and perceptions of safety. Policy 6 has been considered within the amenity and character social impact category. This has considered the Project's potential to affect what people value about their community.

Ministry of Transport

61. The Ministry of Transport developed the Transport Outcomes Framework (2020) to help the government and the transport sector to take a strategic approach that would centre the transport system around the wellbeing of New Zealanders and the liveability of places. The framework has five outcome areas to achieve this purpose. Of relevance to this SRIA are the objectives of inclusive access and healthy and safe people.

62. The objective of inclusive access is to enable all people to participate in society through access to social and economic opportunities such as work, education and healthcare. According to the framework, the transport system must be accessible to all people in New Zealand, including those with disabilities, low-income earners and people of different ages, genders and ethnicities (Ministry of Transport, 2020). In undertaking this SRIA, consideration has been given to the Project's impact on access and connectivity, particularly economic opportunities and social infrastructure within the corridor.
63. The objective of healthy and safe people requires the transport system to protect people from transport-related injuries and harmful pollution and make physically active travel an attractive option (Ministry of Transport, 2020). The SRIA has considered the Project's impacts on environmental health, including the potential for noise and air pollution to affect quality of life. Consideration has also been given to the Project's impact on pedestrian and cycling facilities.

Greater Wellington Regional Council

64. The operative Regional Policy Statement (RPS) for the Wellington Region (2013) directs territorial authorities to give effect to significant regional issues. Community outcomes specified within the RPS, of relevance to the Project, include:
 - i. Connected community – roads and public transport systems enable us to link well with others, both within and outside the region
 - ii. Quality lifestyle – living in the Wellington region is enjoyable, and people are safe
 - iii. Sense of place – we value the region's unique characteristics
 - iv. Healthy community – our physical and mental health is protected
 - v. Prepared community – we can cope with emergency events
65. The RPS is achieved through the Greater Wellington Region's Long-Term Plan 2024-2035, which outlines the Regional Council's goals for the environment, public transport, economy and resilience to climate change. Most relevant to this Project is the goal of building connected communities. The Plan states:

"A vibrant liveable region in which people can move around on safe, sustainable and effective public transport, there is inclusive and equitable participation and our sustainable rural and urban centres are connected to each other."

Wellington City Council

66. WCC has several plans and strategies that are of relevance to this SRIA. These have been summarised in Annexure A. The following provides a high-level overview of the key documents considered in this assessment.
67. Our City Tomorrow: A Spatial Plan for Wellington City (2021) (The Spatial Plan) is the growth strategy that sets out where and how the city should grow and develop over the next 30 years. An update is now required because the new District Plan is now operative. Changes with the Let's Get Wellington Moving transportation program, the precursor to this Project, will also influence where growth will occur. The Spatial Plan sets Wellington City's vision as "A welcoming home for all." The goals underpinning the Spatial Plan have been incorporated into the SRIA assessment.

68. The Wellington City 2024 District Plan outlines the regulatory framework for achieving the vision set out in the Spatial Plan. It outlines the objectives and policies, methods, and rules for managing the city's environment, land uses, and associated activities. Strategic objectives of relevance to this SRIA are:

“CC-01 - Wellington City continues to be the primary economic and employment hub for the region

CC-02 - Wellington City is a well-functioning Capital City where:

- i. A wide range of activities that have local, regional and national significance are able to establish and thrive
 - ii. The social, cultural and economic well-being of current and future residents, and the environment is supported
 - iii. Mana whenua values and aspirations become an integral part of the City's identity;
 - iv. Urban intensification is delivered in appropriate locations and in a manner that meets the needs of current and future generations
 - v. Innovation and technology advances are promoted to maintain or enhance the quality of the environment and support the social, cultural, and economic wellbeing of existing and future residents
 - vi. Values and characteristics that are an important part of the City's identity and sense of place are identified and protected"
69. In addition to the Spatial Plan and the District Plan, the plans and strategies that govern the management and provision of open space, recreation and community facilities have been reviewed. Details of this review are provided in Annexure A. These documents have informed the development of the social and recreation audit. In addition, they have identified demographic, social, and recreational trends that may indicate actual or potential effects associated with the Project.

Wellington Town Belt

70. The Wellington Town Belt is a defining feature of Wellington; it provides a large area of open space, a scenic backdrop to the inner city, and recreational opportunities. Established in 1839, the land was set aside to provide a green, open space for the pleasure and health of Wellington citizens.
71. The land within the Town Belt is subject to the provisions of the WTBA and is managed by WCC in accordance with the Town Belt Management Plan 2018 (TBMP).
72. The WTBA and the PWA govern the process for the Crown to acquire Town Belt land, which includes allowing for compensation to be either or both monetary compensation or a grant of land (section 23(5) of the WTBA).
73. NZTA is currently in discussions with WCC and mana whenua regarding suitable compensation for land that will need to be permanently acquired for (and temporarily occupied by) the Project. The SRIA has not provided an assessment in this regard; instead, the focus has been on the Project's social and recreational impacts, including the loss of the social and recreation values of land required for acquisition, temporary land occupation during construction, and the Project's overall effects on the surrounding recreation infrastructure.

74. Mana whenua have particular interests in the Wellington Town Belt. Taranaki Whānui ki Te Upoko-o-te-Ika (Taranaki Whānui) comprise the iwi of Te Ātiawa, Ngāti Ruanui, Taranaki and Ngāti Tama. Their affairs are managed by a post-Treaty settlement governance entity, Port Nicholson Block Settlement Trust. Taranaki Whānui have historical and contemporary associations with the land comprising the Wellington Town Belt, and a legal right of first refusal over a number of adjoining properties.

NZTA technical publications or guidance documents

75. The approach and methodology for undertaking this social and recreation impact assessment have been prepared in accordance with the People, Place and Environment Series: Social Impact Guide prepared by Waka Kotahi (2016).

4. ASSESSMENT METHODOLOGY

Introduction

76. Social impact assessment (SIA) is the most accepted and recognised framework used in New Zealand and internationally to manage social impacts. The International Association for Impact Assessment defines social impact assessment as:
- ‘...the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions’ (Vanclay, 2003).*
77. A social impact is a positive or negative change to one or more of the following:
- People’s way of life – that is, how they live, work, play and interact with one another on a day-to-day basis
 - Their culture – that is, their shared beliefs, customs, values and language or dialect
 - Their community – its cohesion, stability, character, services and facilities
 - Their political systems – the extent to which people can participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose
 - Their environment – the quality of the air and water people use, the availability and quality of the food they eat, the level of hazard or risk, dust and noise they are exposed to, the adequacy of sanitation, their physical safety, and their access to and control over resources
 - Their health and wellbeing – health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity
 - Their personal and property rights – particularly whether people are economically affected, or experience personal disadvantage, which may include a violation of their civil liberties
 - Their fears and aspirations – their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children
78. A recreation impact is a positive or negative change to recreation activities, recreation facilities and/or recreation values. Recreation activities are activities people do in their leisure time. These activities are enabled by recreation facilities, including access and resources. Recreation values are the qualities and characteristics of an area that contribute to people’s appreciation of its recreation function, pleasantness, and sense of place, i.e., those factors that make recreation activities valuable or desirable. Recreation is a theme within social impact. Recreation has been given focus in this SRIA due to the potential impacts on recreation areas within the Project corridor, including the Wellington Town Belt. An investigation of recreation trends and capacity of recreation facilities within the Local Study Area has been undertaken as part of this SRIA.

Guidance and scope

79. This SRIA has been prepared in accordance with the following industry-accepted guidelines. A complete reference list of documents referred to in this report is also provided in Chapter 12.
- Social Impact Assessment: Guidance for Assessing and Managing the Social Impacts of Projects, prepared by the International Association for Impact Assessment (2015)
 - Social Impact Assessment Guideline for State Significant Projects prepared by NSW Department of Planning, Industry and Environment (2021)

- iii. Environmental and Social Impact Assessment Good Practice Statements prepared by the Environment Institute of Australia and New Zealand (2013)
- iv. International Principles for Social Impact Assessment, prepared by the International Association of Impact Assessment (2003)
- v. People, Place and Environment Series: Social Impact Guide prepared by Waka Kotahi (2016)

Approach to assessing effects

80. The following assessment methodology has been used to assess the construction and operational social and recreational effects of the Project.

Review the Project Description

81. A thorough review of the Project's description and construction methodology was undertaken to determine the scope and extent of the potential social and recreation impacts. The review included understanding the Project design and activities to be undertaken during construction and operation, with reference to potential changes in people's fears and aspirations; access and connectivity; the economy, business, and employment; amenity and character; social and recreation infrastructure; people's personal and property rights; and environmental factors. This task included a review of Project documentation, including earlier business cases, specialist assessments, technical reports, and engagement reports from previous phases.

Determine the area of influence

82. The Project site and its surrounds were analysed to identify the study area. The communities that live and work in this area, as well as those who visit, are considered most likely to be impacted by the Project. It is acknowledged that social and recreational impacts are not necessarily confined to statistical or geographical boundaries, as people regularly move across the city to access facilities. For this reason, the area of influence has been divided into three areas relative to the level of impact anticipated for the collective population:
83. **Local study area** – The local study area is determined by the geographical area where the proposed Project may have the highest direct and indirect impacts on surrounding residents and community members (e.g. fears and aspirations, amenity, access and connectivity, community values, social and recreation infrastructure). For this SRIA, the surrounding suburbs are: Kelburn, Wellington Central, Te Aro, Mount Victoria, Mount Cook, Hataitai, and Kilbirnie Central. The profile of the local study area is provided in paragraph 97.
84. **District Study Area** – The district study area comprises the territorial authority of Wellington City. It has been identified because residents within the district study area are likely to be regular visitors or workers to the Local Study Area and its surrounds. The Project is being undertaken to provide an efficient and reliable state highway network for the Wellington region. Residents within the Wellington City Council Area will experience direct and indirect impacts from the Project.
85. **The Regional Study Area** – the administrative boundary of the GWRC. This represents the region's social, cultural, and economic reach. This area has been selected for the Project's purpose and its capacity to facilitate regional transport connections. It is anticipated that residents from Porirua, Lower Hutt and Upper Hutt (as well as other residents from areas further afield in the region, such as Kāpiti Coast and Wairarapa) will also experience direct and indirect impacts from the Project.

Development of the community profile

86. A community profile was prepared to understand the existing social conditions of the areas that may be affected by the Project. It provided the basis for predicting and assessing the Project's likely social and recreational effects. The community profile was developed by reviewing relevant data sources. It is described in reference to:
- i. An overview of the Local and District Study Area, including a description of the existing amenity of the area, economic and business centres, population characteristics, traffic, transport and active transport connectivity and community infrastructure. Consideration has been given to how the Project will affect the operation of, or access to, these facilities
 - ii. The demographic profile of the Local Study Area, which includes the surrounding suburbs of Kelburn, Wellington Central, Te Aro, Mount Victoria, Mount Cook, Hataitai, and Kilbirnie Central, compared to the wider Wellington City Area and the Greater Wellington Region. The profile includes analyses of population, age profile, cultural diversity, housing, income, and employment. Detailed demographic information is provided in Annexure B
 - iii. Community values which include factors such as local amenity and character, access and connectivity, and community cohesion. These have been determined through a review of Council strategy and policy documents that document community values, as well as feedback from community engagement activities, in which community members have stated what they value for the area
 - iv. Identification of social and recreation infrastructure facilities within the Local Study Area. The categories of the facilities identified in the audit are consistent with the facility definitions used in Wellington City Council's Open Space Categories (2023) and Te Awe Māpara - Community Facilities Plan (2023). A complete list of social and recreation infrastructure within the Local Study Area is provided in Annexure C
87. The potential future environment of the District Study Area. Understanding this involved analysing demographic projections, reviewing relevant Council policies, and assessing future trends in recreation. A summary of the relevant policies of WCC, GWRC and Nuku Ora is provided in Annexure A.

Community and Stakeholder Engagement

88. Community and stakeholder consultation has informed this SRIA, as outlined in Chapter 6. A complete summary of the engagement undertaken for the Project is provided in the Consultation and Engagement Chapter of the AEE. Consultation undertaken of relevance to this SRIA included the following groups and stakeholders:
- i. Directly affected landowners whose property will require full or partial acquisition
 - ii. Owners and occupiers of adjacent land
 - iii. Key stakeholders include government agencies, emergency services, social infrastructure providers such as schools, sporting groups, and community and advocacy groups
 - iv. Regional sporting groups
 - v. Wider community

Effect assessment and identification

89. This SRIA identifies and assesses the actual and potential social and recreation benefits and impacts of the Project. Potential effects have been identified and described based on an initial scoping of possible impacts, stakeholder and community consultation undertaken and a review of other technical studies and chapters prepared for the AEE.
90. The assessment of effects considers the following factors:

- i. Whether the impact will be positive or negative
 - ii. Who is impacted, particularly any potentially vulnerable groups, as well as directly or indirectly affected people
 - iii. Duration of the impact and whether it is permanent or temporary
 - iv. Likelihood of the impact occurring on a scale of almost certain to rare and improbable
 - v. Consequences of the impact range from insignificant to catastrophic
91. The assessment of effects has used the rating scale defined in Table 1, so that it is consistent with the other technical disciplines.

Table 1: Definition of effects rating

Effects Rating	Definition
Very high	Total loss of, or very major alteration to, the existing baseline conditions, such that the environment post-development will be fundamentally changed. Long-term impacts that may be irreversible.
High	Major loss or major alteration to the existing baseline conditions such that the post-development environment will be fundamentally changed compared to the pre-development environment;
Moderate	Material change from existing baseline conditions in the short, medium or long term.
Low	Minor change from existing baseline conditions. Temporary or short-term impacts, or long-term change, will be noticeable, but the environment will remain overall similar to pre-development conditions.
Negligible	Very slight change from the existing baseline conditions. Change not (or barely) discernible.

92. The assessment of social and recreation effects has identified impacts within each of the following themes from the construction and operational phases of the Project. The key themes, based on those identified by Vanclay (2003), include:
- i. **Access and connectivity** - Changes to how people move about an area for personal or business purposes. Changes to access can affect people's way of life, their access to and use of community services, facilities, and social networks, community cohesion, and perceptions of safety
 - ii. **Economy, businesses and employment** - High-level benefits and impacts on the local and regional economy, including business development and employment opportunities. Social implications of impacts to businesses resulting from changes to access and amenity. This includes how business owners, employees and customers are affected by these changes
 - iii. **Amenity and character** - Changes to amenity can impact people's way of life, and what people value about their community. This SRIA has considered the social impacts on residents and the broader community
 - iv. **Social and recreation infrastructure** – A positive or negative change to recreation activities, recreation and social facilities and/or recreation values. Recreational activities are activities people do in their leisure time. Recreation activities are enabled by recreation facilities, including access and resources
 - v. **Personal and property rights** - Changes that relate to the partial or complete acquisition of residential land. This can affect people's way of life through relocation or changes to the property boundary
 - vi. **Environment** - Changes to the acoustic, air quality or visual environment because of the Project

- vii. **Fears and aspirations** – The community's perceptions about the Project, their safety, their fears about the future of their community, and their aspirations for their future and the future of their children

5. EXISTING ENVIRONMENT

Introduction

93. This section describes the existing environment as relevant to this assessment of social and recreation impacts. It has taken into consideration the community profile, as well as social and recreation infrastructure.

Site description

94. The Project description includes an account of the site of the Project, which is not repeated here. Features of the study area relevant to this specialist assessment are included in the following environmental assessment.

Future environment (without Project)

95. The Project is located within the jurisdictional boundaries of WCC, extending from north of the Terrace Tunnel to the intersection of Wellington Road and Evans Bay Parade along SH1. The Project will connect the northern part of the City to the Central Business District, then continue east toward Wellington International Airport. The Project involves an interface with the WCC's roading network, Basin Reserve, and the Wellington Town Belt. The Project is near businesses and residential areas that may be affected by its construction and operation.
96. The following sections provide an overview of the community and social infrastructure within the areas of influence as defined in paragraph 82 as:
- i. **Local study area** – the area where the Project may have the highest direct and indirect impacts. This is defined as the area within the surrounding suburbs of Kelburn, Wellington Central, Te Aro, Mount Victoria, Mount Cook, Hataitai, and Kilbirnie Central
 - ii. **District Study Area** – The district study area comprises the territorial authority of WCC. It has been identified because WCC residents are likely to be regular visitors or workers to the Local Study Area and its surrounds
 - iii. **The Regional Study Area** – the administrative boundary of the GWRC. This represents the region's social, cultural, and economic reach

Local Study Area

97. The Project improves SH1, which traverses through seven suburbs/communities and is in proximity to other neighbouring areas that will experience changes because of the Project. A community profile has been developed for each community. The community profiles include a demographic analysis using 2023 census data, an audit of social and recreational facilities, and a review of policies and plans governing the area's future. The communities are defined by the Stats NZ 2023 Census boundaries, as illustrated in Figure 1:
- i. Kelburn
 - ii. Wellington Central
 - iii. Te Aro
 - iv. Mount Victoria
 - v. Mount Cook
 - vi. Hataitai
 - vii. Kilbirnie-Rongotai



Figure 1 – Communities within the local study area, as defined by Stats NZ SA3 Boundaries

98. A description of each of these communities and key social and recreation infrastructure is outlined in Table 2. A complete list of social and recreation infrastructure within each community is provided in Annexure C. The communities have been aligned to the five Project sections defined in paragraph 10.

Table 2: Description of communities within the Local Study Area

Suburb	Description	Key social infrastructure
Terrace Tunnel		
Kelburn	Kelburn is positioned on elevated hills immediately west of Wellington's central business district, making it one of the city's closest residential suburbs to the downtown area. It borders the Terrace Tunnel section of State Highway 1, providing direct road access to the city and surrounding suburbs. The suburb has a mix of residential housing and facilities associated with Victoria University, located at its southern end. Green spaces are dispersed through the suburb and include the Wellington Botanical Gardens at its eastern edge.	Kelburn Park Wellington Cable Car, including stations at Clifton and Talavera Victoria University City to Sea walkway Kumutoto Forest

	Kelburn Park, an area of open space within the Wellington Town Belt, is directly adjacent to the Terrace tunnel. Walkways from the Park cross the tunnel to provide direct access to the City; among them is the City-to-Sea Walkway. The Wellington cable car is located at the park's corner and serves as both a transport link and a tourist attraction.	Wellington Botanical Gardens
Wellington Central	The suburb of Wellington Central is bounded on its western side by State Highway 1. The suburb includes New Zealand's political capital, with the Beehive and Parliament House, located on Bowen Street. The area forms the heart of the city's commercial and civic life. It is characterised by a dense urban fabric with high-rise office towers, retail precincts, and cultural institutions. The northern section of The Terrace, part of the heavily trafficked connection between the Parliamentary precinct at Bowen Street and the commercial hub of Lambton Quay, is home to many government departments and commercial headquarters. Apartment-based student accommodation has also become a feature, reflecting the area's importance and proximity to Victoria University. Alongside the Terrace Tunnel, opposite Kelburn Park, properties are predominantly residential. They include the 14-storey-high modernist residential tower block of Herbert Gardens, with the balance of properties comprising a mix of 2-4-storey large villas and more modern, redeveloped, or infilled residential or visitor accommodation buildings.	Bolton Street Cemetery and Memorial Park Parliamentary precinct St Mary's College (Wellington)
Te Aro Improvements		
Te Aro	Te Aro includes the Vivian Street connection from the Terrace Tunnel through to Cambridge and Kent Terrace. The suburb is Wellington's entertainment and hospitality hub, located immediately south of the CBD. It is known for its vibrant nightlife, dining precincts, and creative industries. The area has a strong mixed-use character, combining commercial spaces, apartments, and boutique retail. Cuba Street, a heritage and cultural landmark, is central to Te Aro's identity. The housing stock in the suburb is dominated by medium- to high-density apartments, reflecting its urban setting and proximity to employment centres. Infrastructure supports active transport, with cycle lanes and pedestrian-friendly streets. The southern edge of Te Aro is the Pukeahu National War Memorial precinct that provides a transition between the Central City and the Southern Suburbs. The Commonwealth Walkway descends through the memorial precinct, connecting Te Aro and the City to the Basin Reserve.	Memorial Precinct School of Architecture - Victoria University Whitireia Performance Centre Tory Street Facility, Museum of New Zealand, Te Papa Wellington City Archives Compassion Creche
Basin Reserve Upgrades		
Mount Cook	The suburb of Mount Cook includes the Basin Reserve and the Pukeahu National War Memorial Park. It is recognised as one of the city's most iconic areas. The suburb is located south of the CBD and extends to Newtown. It is an educational precinct that hosts Massey University's Wellington Campus and some Victoria University facilities. The area has a mixed residential character, with older villas alongside student housing and apartment developments. Mount Cook has good transportation connections from the CBD through to the southern suburbs of Wellington, including Wellington Hospital.	Pukeahu National War Memorial Park Massey University Wellington Campus Basin Reserve Cricket Oval and Cricket Museum Wellington Seventh-day Adventist Church
Mount Victoria	The suburb of Mount Victoria lies directly east of the Basin and includes the entrance to the Mt Victoria Tunnel. It is a historic residential district characterised by Victorian-era villas, set against the backdrop of the Wellington Town Belt and Matakairangi/Mt Victoria. The elevated terrain provides panoramic views of the city and harbour, while the adjacent Town Belt offers extensive green space and recreational opportunities. The suburb's heritage character is strongly protected, with many properties subject to conservation controls. Wellington East Girls' College is located above the entrance to the Mt Victoria Tunnel, with its grounds incorporated into the edge of the	NZ Government House St Mark's Church School (Mt Victoria) Wellington College St Joseph's Church Wellington East Girls' College

	Town Belt. Wellington College occupies the mid-slopes between the Girls' College and St Mark's School and Preschool, which occupy much of the constrained block of land bound by SH1 on both Paterson Street and Dufferin Street, opposite the Basin Reserve. Residents of the suburb strongly value its heritage homes and character streetscapes. The Mount Victoria Residents Group is an active community group that advocates and works with WCC to reflect the aspirations of the local community.	Mount Victoria Town Belt (Matairangi), including associated walking trails
Second Mt Victoria Tunnel and Hataitai Connections		
Hataitai	Hataitai is an established residential suburb located on the eastern slopes of Mount Victoria, positioned between Wellington's central city and the airport. The Wellington Town Belt bounds it to the west and Evans Bay to the east, providing both green space and coastal access. Its location provides convenient access to the CBD via the Mt Victoria Tunnel and to Wellington Airport via key arterial routes. A mix of early-20th-century villas and bungalows characterises Hataitai. The streetscape is defined by narrow, winding roads that follow the natural contours of the hills. Social infrastructure includes local shops, cafes, and community facilities clustered around Hataitai Village. Hataitai Park is at the western boundary of the suburb within the Wellington Town Belt. This is a major recreational asset for the city, featuring sports fields, tennis courts, and playgrounds that support a wide range of community activities and organised sports.	Hataitai Park Hataitai to City Walkway Evans Bay Park (Cog Park) Wellington Badminton Centre
Kilbirnie Connections		
Kilbirnie Central	Kilbirnie is in Wellington's east between the Town Belt and the coastline. It is strategically located along major transport routes that connect the city centre to the airport. Recreation infrastructure is a defining feature of the suburb. The area includes Kilbirnie Park and the Kilbirnie Recreation Centre and Aquatic Centre. It caters to a wide range of activities, including swimming and indoor sports. The suburb is close to Evans Bay, which offers opportunities for water-based recreation. The suburb has a diverse housing stock, including early-20th-century villas and bungalows, mid-century homes, and more recent infill developments. Increasingly, medium-density housing, such as townhouses and low-rise apartments, is emerging near the commercial core to accommodate population growth and improve access to services.	Kilbirnie Park Ākau Tangi Sport Centre (ASB Sports Centre) Kilbirnie Recreation Centre Toitu Poneke Community & Sports Centre Wellington Regional Aquatic Centre St Patrick's College Evans Bay Park St Catherine's College (Kilbirnie).

District Study Area

99. The District Study Area has been defined as the Wellington City Council Area. Wellington, as the capital, serves as a significant political, economic, and cultural hub for New Zealand. The region is a significant contributor to New Zealand's economy, accounting for 12.3% of the national Gross Domestic Product (GDP) in 2024 (Statistics New Zealand, 2025). Most Wellingtonians live outside of the city, but travel to the city centre to work, play and access key destinations.
100. Located at the southern tip of the North Island, Wellington is a nationally significant gateway for travel by road, rail, sea and air. It features several nationally and regionally significant destinations for travel, listed below and located in Figure 2, including:
 - i. The Central Business District (CBD)
 - ii. Centreport – a freight and logistics hub located next to Aotea Quay and Waterloo Quay
 - iii. The ferry terminals that provide connections between the North and South Islands;

- iv. Wellington Cruise Ship Port
 - v. The Wellington Regional Hospital
 - vi. Wellington International Airport – New Zealand’s third busiest airport
 - vii. Tertiary Education, including Victoria University and Massey University
 - viii. Museum of New Zealand, Te Papa Tongarewa
 - ix. Sky Stadium
 - x. Waitangi Park and the Wellington Waterfront
101. The SH1 corridor connects all these destinations while also catering for significant volumes of commuter traffic, particularly from the residential areas to the north and the wider Wellington Region. Access to these facilities is often time-sensitive, with a heavy reliance on the roading network to move both freight and people. These destinations are critical to the region's economic and social well-being, and well-designed transport corridors with efficient, reliable connections must support them. Keeping people and goods moving is, and will continue to be, a key driver of economic growth.

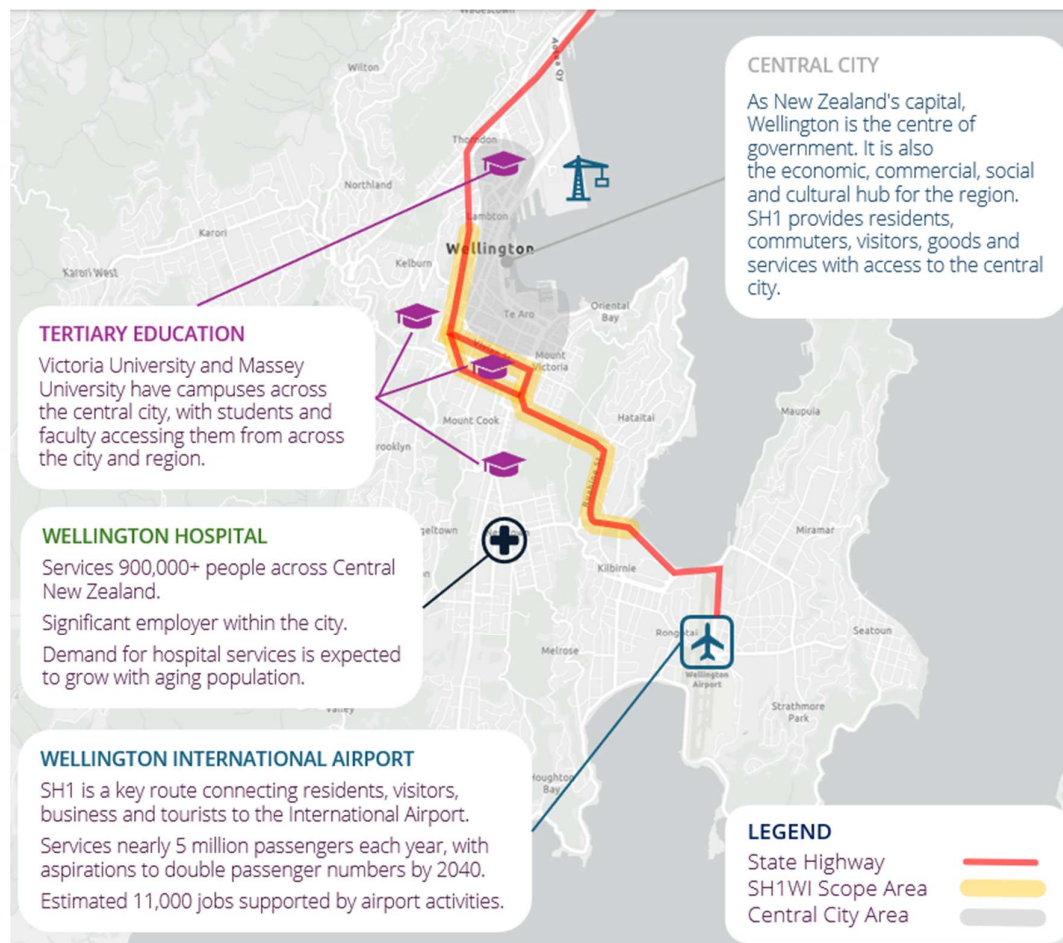


Figure 2 – Overview of significant destinations within the District Study Area

Regional Study Area

102. The Regional Study Area has been defined as the GWRC's administrative boundary. It covers an area of approximately 8,049 km², including, as depicted in Figure 3, the council areas of

Kapiti Coast, Wairarapa, Upper Hutt, Porirua, Lower Hutt and Wellington. This broader area has been included to reflect the Project's social, cultural, and economic reach. GWRC is responsible for managing the natural environment, including water treatment, regional parks, and public transport within this area. It is anticipated that there will be direct and indirect impacts on residents across the Greater Wellington Region, particularly in Porirua, Lower Hutt, and Upper Hutt.



Figure 3 – Regional Study Area as defined by the Greater Wellington Regional Council boundary

Demographic profile

103. The following section compares demographic statistics across the local, district, and regional study areas to understand community characteristics and values. The demographic data were obtained from Stats NZ 2023 Census place summaries and are based on the usual resident population. Annexure B includes the demographic data used to develop the social profiles.

Table 3: Population and area of the local, district and regional areas of social impact

Area of impact	NZ Statistical Area (2023 Census)	Area (km ²)	Population	Density (people per km ²)
Local	Kelburn (SA3)	1.43	4,340	3,034
	Wellington Central (SA3)	0.56	3,160	5,642
	Te Aro (SA3)	1.28	13,250	10,351
	Mount Victoria (SA3)	1.08	4,600	4,259
	Mount Cook (SA3)	1.05	6,990	6,657
	Hataitai (SA3)	1.49	6,630	4,449
	Kilbirnie Central (SA2)	0.70	2,613	3732

District	Wellington City	289.01	209,900	724
Regional	Wellington Region	8,049.44	528,000	67

Current population

104. The suburbs of Kelburn, Wellington Central, and Te Aro all have median ages much younger than those of the Wellington City Statistical Area and the Wellington Region Statistical Area, as illustrated in Figure 4. It is expected that this is due to the substantial student population and the presence of young professionals living and working in the city. In Te Aro, only 3.5% of the population is under 15 years old, which is significantly lower than in Wellington City (17.2%). The median age increases towards the outer suburbs. Kilbirnie has the highest median age (37.5). This is due to a high proportion of residents aged 65 years and over (19.1%), which is much higher than Wellington City's 11.7% and the Wellington Region's 15.5%.

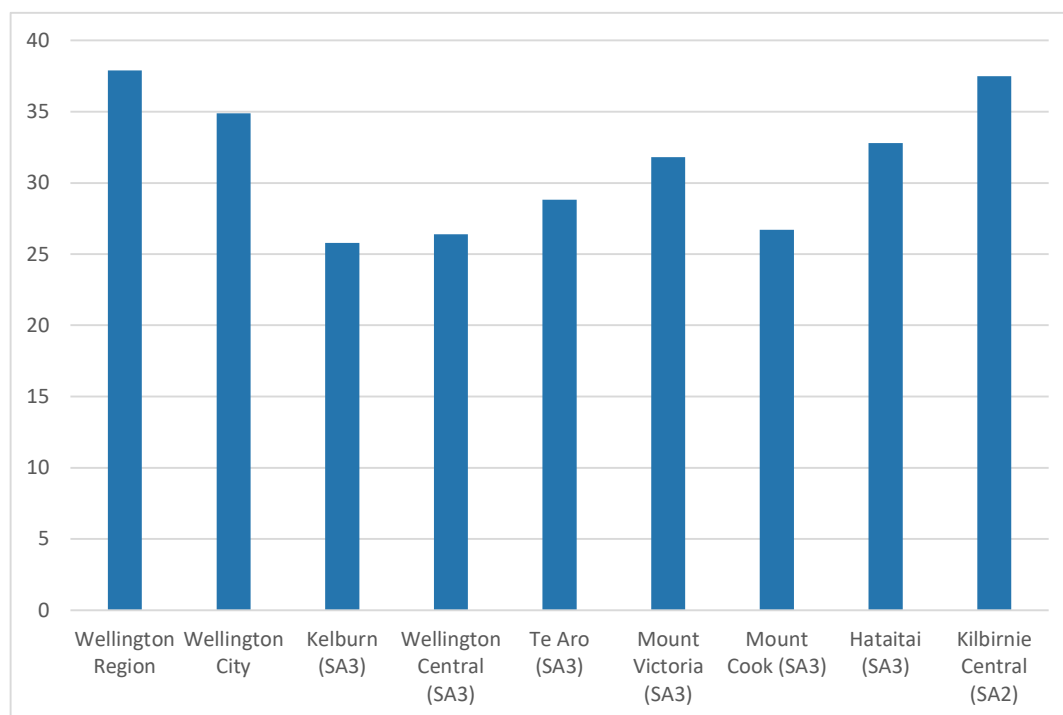


Figure 4 – Median age of population in areas of impact, NZ Stats (2025)

105. The most common ethnicity across the study area is NZ European. Mount Cook and Kilbirnie have the highest proportions of Māori residents at 11.8% and 11.5%, respectively, compared with 15.5% for Wellington City. Wellington Central and Te Aro have higher percentages of residents who identified as Asian (26.1% and 24.4%, respectively) than Wellington City's 12.9%.
106. In the suburbs closer to the City, rental properties dominate the housing market. The suburbs of Wellington Central, Te Aro, and Mount Cook have over 70% of properties rented, with Mount Cook at 77.8%. This compares to 41.4% for Wellington City. The suburbs farther from the city, Hataitai and Kilbirnie, are much lower, at 44% and 48%, respectively. Rental properties indicate a transient population. This is demonstrated by the lower percentage of residents who have lived in the suburb for more than 5 years. These are lower in the suburbs of Wellington Central (17.0%), Te Aro (17.2%), and Mount Cook (21.2%) than in Kilbirnie (45.4%) and Hataitai (39.7%).

107. Full-time employment varied across the local study area. Mount Victoria has the highest level of full-time employment (64.5%), followed by Wellington City (59.0%), while Wellington Central has the lowest (48.4%). Kilbirnie Central has the highest percentage of residents not in the labour force (32.2%), reflecting the high proportion of residents aged 65 or older.
108. Median household income also varies across the study area. Kilbirnie and Mount Cook have the lowest income levels in the study area, at \$87,900 and \$92,500, respectively, which are significantly below the Wellington City Council median (\$134,500). For Kilbirnie, this is due to the older population. In Mount Cook, this corresponds to a high unemployment rate of 6.3%, twice Wellington City's rate. The suburbs with the highest median household income are Hataitai (\$151,800) and Kelburn (\$140,200).
109. The median cost of rent ranges from \$500 in Kilbirnie Central to \$692 in Kelburn. This compares to \$560 for Wellington City and \$500 for Wellington Region.
110. Of interest to the Project is the mode of travel used by residents within the Local Study Area. Residents living in the centre of Wellington have a very low level of car ownership compared with Wellington City and the broader Wellington region, as illustrated in Figure 5. Over 50% of residents in Wellington Central (56.9%) and Te Aro (53.8%) do not own a vehicle.

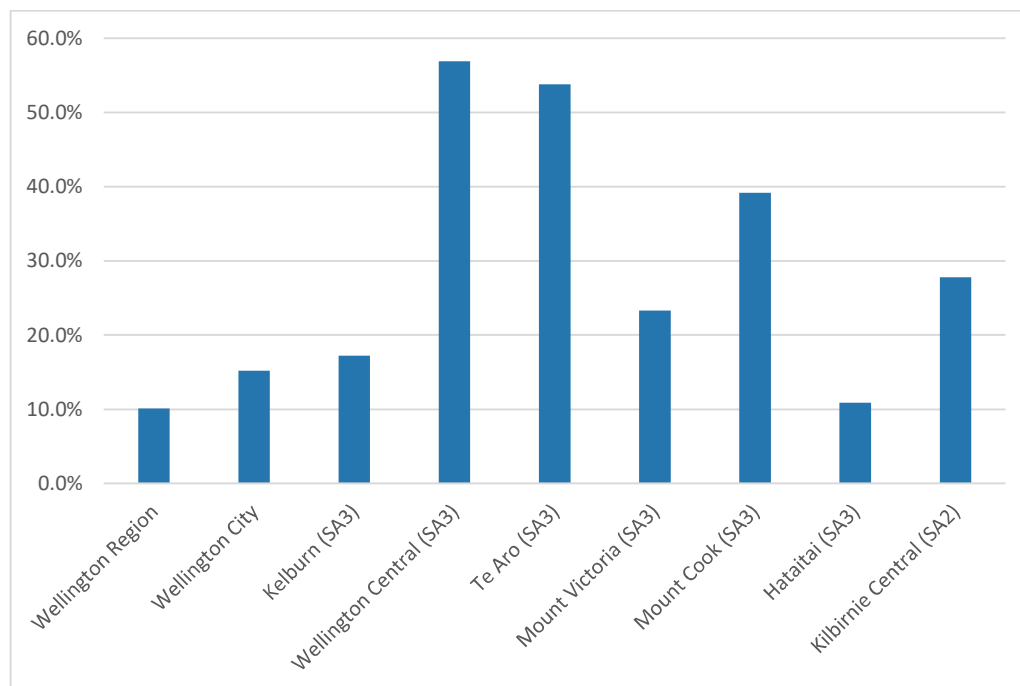


Figure 5 – Percentage of residents who do not own a vehicle, NZ Stats (2023)

Future population

111. Projections of the future population have been prepared for the District Study Area by Wellington City Council, alongside other Councils in the Wellington and Horowhenua Regions, through a company called Sense Partners. Sense Partners has forecast that the population in the Greater Wellington and Horowhenua Region will increase by 10% (65,000 people) to 50% (270,000 people) between 2024 and 2056.
112. The total number of households in Wellington City is projected to grow to approximately 93,000 by 2034 and 109,000 by 2054 (median projections). Over the next 30 years, approximately one-

third of household growth is expected to occur in the central city, and about one-fifth in the Northern Suburbs.

113. Within Our City Tomorrow: A Spatial Plan for Wellington City, suburbs in key locations have been identified as areas for growth. The Plan identifies that:
 - i. **Short to medium term, next 0 to 10 years** - Central City, including Te Aro and Adelaide Road, are identified as growth areas in the short to medium term. These areas are well-positioned to support further growth, with strong existing public transport and other services and amenities. Areas identified in the short- to medium-term, including Tawa, Johnsonville, and Newtown, are anticipated to accommodate up to 33,600 people and 13,800 new dwellings
 - ii. **Medium to longer term 10 to 20 years** - Growth areas include the suburbs of Mt Victoria, Mt Cook and Hataitai. These areas will provide additional capacity and housing choice near key centres and existing/future rapid transit stops. In the medium- to long-term, up to 16,650 people and 6,520 additional dwellings are projected

Recreational trends and usage

114. Sport New Zealand has participation data on recreational activities for the Wellington Region, collected in 2023. A summary of this data is provided in Figure 6. It presents the most popular recreational activities in the Wellington region, with a comparison to national data. Recreation activities highlighted in blue have higher participation than the national average, while those highlighted in orange have lower participation than the national average.

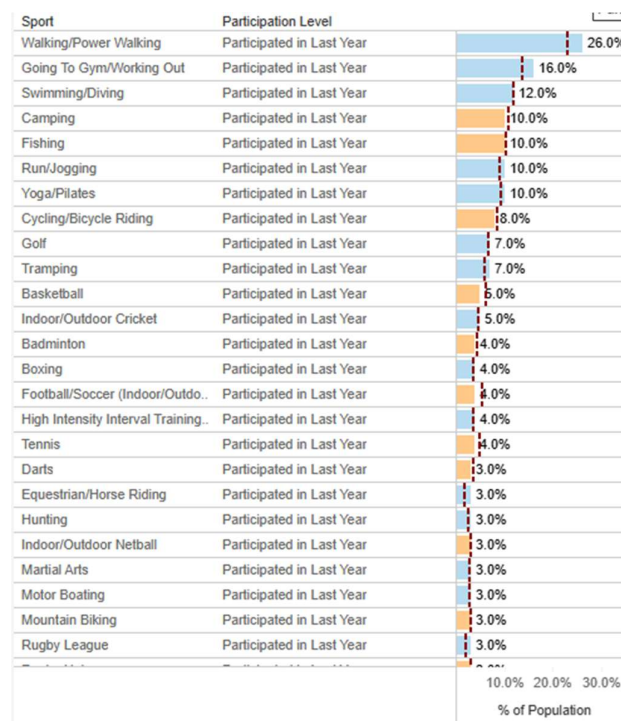


Figure 6 – Sport participation data for the Wellington Region (Sport New Zealand, 2025)

115. The most popular recreational activity among Wellington region residents is walking for sport or leisure (26%), higher than the national average of 23%. Other sports with higher participation rates than the national average include going to the gym (16%), swimming/diving (12%), running/jogging (12%), and yoga/pilates.

116. Nuku Ora in the Wellington Regional Spaces and Places Strategy (2025) has conducted further research using the Sport New Zealand research tool to identify trends in recreation participation. Of particular interest to this study are participation rates in organised sports, as these groups utilise the recreation facilities within the SH1 corridor. The five most popular sports, as depicted in Table 4 are football, basketball, netball, golf and rugby. Wellington City has a higher participation rate in organised football, netball and rugby than the rest of New Zealand.

Table 4: Organised sport participation rates in Wellington City compared to the Wellington Region and New Zealand (Nuku Ora, 2025)

Location	Football	Basketball	Netball	Golf	Rugby
Wellington City	7.3%	4.4%	3.7%	3.0%	2.8%
Wellington Region	7.5%	4.7%	3.8%	3.2%	2.8%
New Zealand	6.3%	4.4%	3.4%	3.7%	2.7%

117. College Sport Wellington is responsible for organising secondary school competition sports across Wellington. They coordinate sport competition and training for 75 sports, involving 16,935 participants and 84 events. They require the use of school and community facilities across Wellington to undertake their activities. Awareness of recreation trends among this population is important for determining the capacity of existing facilities to accommodate their activities. According to the census of secondary school students undertaken in 2024 and cited in the Nuku Ora Strategy, the top 10 organised sport activities for students are:
- Netball (outdoor)
 - Football
 - Volleyball
 - Futsal
 - Basketball
 - Rugby Union
 - Badminton
 - Cricket (outdoor)
 - Touch Rugby
 - Hockey (Nuku Ora, 2025)
118. Nuku Ora has conducted its own research using Sport NZ data to forecast recreation trends and their impact on facility usage, particularly for regional sports fields and indoor courts. Facility demand is calculated based on the number of hours of competition or training play. This is based on formal bookings and excludes informal play. Available capacity is determined by the number of hours a facility is available for a week. For sports fields, this is determined by the number of hours they can be used before significant damage occurs. The capacity of sports fields is influenced by external factors such as weather and drainage systems.
119. For sports fields, the highest demand occurs during the winter season, with primary users being football, rugby, and league. Within the WCC area, 1,129.9 hours of sports field time are required each week to meet the demand for competition and training space from winter sport clubs. Across the sports fields located within the WCC area, there are only 765.5 hours of playing field time available each week, as outlined in Table 5. Consequently, there is a shortfall of 364.4 hours of competition and training time that cannot be provided for. In 2033, with population growth, this shortfall is forecast to increase to 399.6 hours. The consequence of this shortfall is

a limit on the number of teams and participants who can play each week. Clubs may be required to shorten training time, may be limited in the competitions or number of teams they can enter, may be required to maintain a waiting list to use facilities, or may explore other ways to share field space.

Table 5: Sport field capacity for the Wellington Region 2023 and 2033 (Nuku Ora, 2023)

Year	Total demand (hrs/per week)	Total capacity (hrs/per week)	Surplus/shortfall (hrs/per week)
2023	1,129.9	765.5	-364.4
2033	1,165.1	765.5	-399.6

120. From a Project perspective, this means consideration will need to be given to sporting fields directly affected by the Project. Any loss of sporting fields, even temporarily, will reduce recreational use due to limited alternative space.
121. Given the potential impact the Project could have on the cricket field at Kilbirnie Park, a data review has been conducted to assess current and projected demand for cricket facilities in the Wellington Region. The analysis of sporting trends and facility usage undertaken by Nuku Ora (Nuku Ora, 2023) has demonstrated that there are not enough cricket grounds in the Wellington Region, particularly in Wellington City. According to the Nuku Ora report, an additional 15.5 fields are currently required on Saturday mornings to accommodate competition and training needs within the city (Nuku Ora, 2023). The sport is growing, and this number (of fields required to accommodate competition and training needs) is anticipated to increase to 19.9 fields in 2033.
122. Nuku Ora has made recommendations to increase capacity. These include developing partnerships with primary and secondary schools to develop wickets on their grounds. There are also suggestions to change the format of junior and social cricket so it can be undertaken on a weekday evening.

Table 6: Cricket Wickets Surplus/Shortfall for the Wellington Region (Nuku Ora, 2023)

Year	Surplus/shortfall wickets Saturday (AM)	Surplus/shortfall wickets Saturday (PM)
2023	-15.5	-2.0
2033	-19.9	-2.9

123. Nuku Ora has also assessed the capacity of indoor courts across the Wellington Region. The assessment was undertaken using the Sport NZ metric of one court per 7,800 people. Using this benchmark, it appears there are sufficient courts within the Wellington Region. The population benchmark requires 28 courts, and 32 courts are currently available in the Region, suggesting a potential surplus of 4 courts (Nuku Ora, 2023). However, a population benchmark, while useful for determining an overall level of provision to meet community demand, does not account for actual facility use or the factors that contribute to community demand. These include:
 - i. The broadening uses of indoor court spaces for informal sports use and non-sporting activities
 - ii. Code specific requirements for using indoor court space, for example, a sport requiring three courts when only one might be available
 - iii. The growing range of physical activities that require access to indoor court spaces, including the trend toward sports such as pickleball and futsal
 - iv. Demand at peak usage times when sports require competition-level facilities. This places pressure on scheduling and allocation

- v. Seasonal demand, with higher demand during winter
- 124. Nuku Ora has recognised a challenge with the provision and capacity of indoor courts. In their recently released Spaces and Places Strategy, a recommendation has been made for a complete assessment to be undertaken of available sport facilities and needs to identify facility sharing opportunities with other potential aligned sports and recreation partners through the assessment process (e.g., tennis, pickleball, padel and other users who use similar court facilities) (Nuku Ora, 2025).
- 125. Of particular interest in relation to the Project is the potential impact of the proposed relocation of the Badminton Wellington Centre on Ruahine Street. There are 21 competition-level badminton courts within the Wellington Region, of which the Badminton Wellington Centre provides eight. The other centres, as discussed in further detail in paragraph 160 are Hutt Valley (seven courts) and Wellington North (six). According to Nuku Ora, although participation in badminton clubs has been stable in recent years, casual participation has increased, doubling over the past 12 months. Any impact on the Badminton Wellington Centre has the potential to have a regional effect, with any reduction in competition-level facilities affecting support for badminton clubs, including training and hosting competitions, as well as the ability to accommodate demand for casual participation.

Social and recreation infrastructure

- 126. The Project is in close proximity to social and recreation infrastructure of regional and national significance, attracting visitors from across Wellington. Understanding how these facilities are used is essential for assessing their impact at the District and Regional Levels. A complete social and recreational infrastructure audit has been undertaken for the Local Study Area and is provided in Annexure C. The following section details the regional and national social and recreation infrastructure that the Project may affect.

Kelburn Park and Kumutoto Forest – Terrace Tunnel

- 127. Kelburn Park is located between Salamanca Road and State Highway 1 near the Terrace Tunnel. It is part of the original Town Belt that extended from the Wellington Botanical Gardens to Aro Valley. The Park is classified as a subregional facility within the Wellington Regional Spaces and Places Framework. This classification means it can attract significant numbers of participants/teams/competitors from across the Greater Wellington Region for competition or training.
- 128. Facilities in the Park include football and rugby fields, a cricket pitch, croquet lawn, and tennis and squash courts, a children's playground and player changing rooms. The Park is adjacent to Victoria University's recreation facilities, which are also open to the public. In winter, Wellington Rugby regularly uses the fields, which are also shared with Rugby League. Capital Football, Touch Rugby, and College Sports use the Kelburn Park fields when their regular fields are unavailable or if additional field space is required for a tournament. According to a field-use capacity assessment, the Kelburn Park fields are available for community use for 16 hours a week, with regular bookings for 11 hours, resulting in an operating capacity of 69% (Nuku ora, 2023).
- 129. The western boundary of the park, which borders SH1, is woodland that includes the Kumutoto Forest and Stream. This is an area of historical and cultural significance. The Kumutoto Restoration Project, organised by Predator Free Wellington, has been working to restore parts of the forest, including areas near the trails connecting Kelburn Park to the City.

130. Extending across the Terrace Tunnel is a small, open park area used as a designated dog exercise area. This park is not part of the Wellington Town Belt but is managed by WCC as part of Kelburn Park. It is land owned by NZTA. The City to Sea Walkway extends through this land, connecting Kelburn Park to the City.

Wellington Central City and Parliament Precinct

131. Wellington is New Zealand's capital and the centre of government. It is also the region's economic, commercial, social, and cultural hub. SH1 provides residents, commuters, visitors, goods, and services with access to the central city.
132. The Greater Wellington Region is a significant contributor to New Zealand's economy. In 2024, it accounted for 12.3% of the National Gross Domestic Product (GDP) (Statistics New Zealand, 2025). As a key economic centre, the region accommodates 11.6% of total national employment (324,450 jobs), with over half of these jobs (188,385) located within the WCC area (Infometrics, 2025). This reflects the concentration of government administration and knowledge-based roles in the city. Residents from nearby councils, including Lower Hutt and Upper Hutt, travel into Wellington City to access employment opportunities.
133. The city centre is also a key destination for residents and visitors accessing tertiary institutions, services, retail, events, amenities and hospitality. This contributes to the central city's appeal, generating different types of trips at different times of the day and week.

Victoria University and Massey University Mount Cook Campus

134. Victoria University's Kelburn campus and Massey University's Mount Cook campus are the largest tertiary education providers in Wellington, attracting significant numbers of students and academic staff to the city. This includes domestic students from outside Wellington and international students. Both universities are significant hubs for Wellington's employment, research, education, technology, commerce, and social life.
135. The main campus for Victoria University is located on Kelburn Parade, adjacent to Kelburn Park. There are other campuses across Wellington City, including the Pipitea Campus in Wellington Central, near Parliament, and the Te Aro Campus, located on Vivian Street, which includes the Architecture and Design School. Victoria University has a student enrolment of between 19,000 and 23,000 and approximately 2,200 full-time staff positions.
136. Massey University's Mount Cook Campus is located near the Basin Reserve. The campus is known as the creative campus because it specialises in design, fine arts, music and media production. It has a student enrolment of 3,600 students.
137. In addition to educational facilities, both institutions provide student support, recreation facilities, and accommodation, as well as green spaces that are important to the social, cultural, and economic well-being of communities throughout the Wellington region.

The Basin

138. The Basin Reserve, located in Mount Cook at the southern edge of Wellington's CBD, is one of New Zealand's most iconic cricket grounds and a nationally significant heritage site. Positioned at the intersection of Kent and Cambridge Terraces, it is near key landmarks including Government House, the Pukeahu National War Memorial, and the Mt Victoria Tunnel. It is located at the junction of the Wellington suburbs of Te Aro (North), Mount Victoria (East), Newtown (South), and Mount Cook (West).

139. The Basin Reserve is managed by the Basin Reserve Trust. The Basin Reserve has hosted international cricket since 1930. The Trust recognises the importance of having international cricket events and is prepared to host any team that comes to New Zealand. In addition to the international matches, the Basin is the home of Cricket Wellington and the home ground for the Wellington Firebirds and Wellington Blaze, both of which play in national competitions, including the Plunket Shield, Ford Trophy, Men's Super Smash, Women's Super Smash, and Hallyburton Johnson Shield. The Basin also accommodates Cricket Wellington Development Teams. According to the Basin Reserve Trust Statement of Intent in 2025-2026, the Basin Reserve will host 70 event days, 100 practice days and 80 functions during the year (Basin Reserve Trust, 2025).
140. In addition to cricket, the Basin Reserve also hosts other community and sporting events. These include:
 - i. Junior Rugby and Football during the winter season
 - ii. Beers at the Basin – an event that displays Wellington's craft beer industry
 - iii. Summer Sessions at the Basin - an event that brings together local restaurants, beers and wines
 - iv. Community Cricket, including various club competitions, Primary and Secondary School competitions, as well as Disability Sports Day, Deaf Cricket and junior cricket field days
 - v. Ethnic Community Festival, including the inaugural Kilikiti Cricket Festival, which brings together the Pacific Community and the Cricket Community of Wellington
141. The 2014 Basin Reserve Masterplan sets out a 25-year vision to maintain its status as the premier test cricket venue in New Zealand while also improving the ground as a recreational space for the community. The Masterplan aims to make it more outward facing by improving connections to the surrounding areas. It acknowledges that flexibility will be needed to accommodate future decisions about SH1.

Pukeahu National War Memorial Park

142. The Arras Tunnel, completed in 2014, placed northbound SH1 traffic within an underpass, enabling the creation of the Pukeahu National War Memorial Park ("Pukeahu") above and alongside the trenched State Highway. This integrated infrastructure and open space project significantly enhanced the setting of the Carillon as the National War Memorial. The linear park features multiple war memorials from New Zealand's allies, arranged around a central open space overlooking the Carillon.
143. Historically, the site was known as Pukeahu, meaning "sacred hill". Pukeahu sits between two dominant ridgelines. The first, Te Ranga a Hiwi, extends from Point Jerningham (Orua-kai-kuru) up to Matairangi (Mount Victoria), then runs south to Haewai (Houghton Bay) and Uruhau, above Island Bay. The other ridgeline runs from Te Ahumairangi (Tinakori Hill) to Te Kopahou (Red Rocks) on the south coast. From its elevated location, the site historically offered commanding views across Te Whanganui-a-Tara (Wellington Harbour), the Te Aro flats, and toward the surrounding hills and coastal areas. These visual connections reinforced its role as a lookout and a place of mana, linking inland and coastal pathways used by Māori for travel and trade.
144. The Home of Compassion creche, incorporated into Pukeahu as an education centre, has become a visual landmark at the northern end of Sussex Street. The creche was built in 1914 to serve infants of working parents, a pioneering social welfare initiative for the city. It was relocated to its current site during the building of the Arras Tunnel. The creche closed in 1970;

the building currently serves as an educational and heritage space within the National War Memorial Precinct.

Mount Victoria Schools

145. Directly to the east of the Basin, and surrounding the entrance to the Mt Victoria Tunnel, is a cluster of prominent schools. This includes Wellington East Girls' College, located directly above the entrance to the Mt Victoria Tunnel. Wellington College, situated between Wellington East Girls' College and the Basin Reserve and St Mark's School, located opposite the Basin on Dufferin Street.
146. Together, these schools have a combined student population of approximately 3,000 (Wellington East Girls: 1,000; Wellington College: 1,929; St Mark's: 189). Each school has sports and recreation facilities available for community use. WCC has an agreement with Wellington College for shared community use of the artificial turf fields located at 15 Dufferin Street. The fields are available for community use 39 hours per week, primarily after 5:30 pm on weekdays and on weekends. The fields are heavily used, particularly by Capital Football and Wellington Rugby Football Union, for competition and training. According to booking data, the fields are regularly booked for 35 hours per week, reaching 90% capacity (Nuku Ora, 2023). There is also an agreement governing the shared community use of the Aquadome swimming pool at Wellington Girls' College. The Aquadome is operated by the Swimming Trust of Wellington and is used for learn-to-swim programs, adult swimming groups, water polo, school sport teams, and surf lifesaving. There will be construction impacts to these schools, which will be discussed in Chapter 9.
147. There are other schools in the vicinity of the Basin. These schools include Clyde Quay School; a primary school of 221 students located on Elizabeth Street in Mount Victoria. Mount Cook School is located on Tory Street in Te Aro. This primary school has an enrolment of 290 students. A complete list of schools is provided in Annexure C. While traffic flows and movements may change because of the Project, no direct impacts on Clyde Quay School or Mount Cook School are anticipated.

Government House

148. Government House is located to the southeast of the Basin Reserve on Dufferin Street behind Wellington College. The site comprises approximately 12 ha of landscaped grounds on the lower slopes of Mt Victoria. Constructed between 1908 and 1910, Government House serves as the official residence and workplace of the Governor-General of New Zealand, the representative of the head of state. The property also accommodates visiting heads of state and members of the royal family during official tours. Government House is a secure site with limited public access. However, it also serves as a venue for official ceremonies and constitutional events, including investitures, award presentations, and the swearing-in of ministers.

Mount Victoria (Matairangi)

149. The Mount Victoria (Matairangi) section of Wellington's Town Belt is located immediately east of the central city, forming part of the historic green horseshoe that frames Wellington. It sits directly above and around the western portal of the Mt Victoria Tunnel. Access points from the Town Belt to the Tunnel area include Alexandra Road and walking tracks descending toward Paterson Street near Wellington Girls' College.

150. This area of the Town Belt offers extensive recreational opportunities, including the Matairangi Nature Trail and various mountain biking tracks. There are well-maintained walking trails across the Town Belt, illustrated in Figure 7. Key routes include the Mount Victoria Lookout Walkway, a 4.5 km loop starting from Courtenay Place and linking to Oriental Bay; the Southern Walkway; and the Hataitai to City Walkway, discussed below.

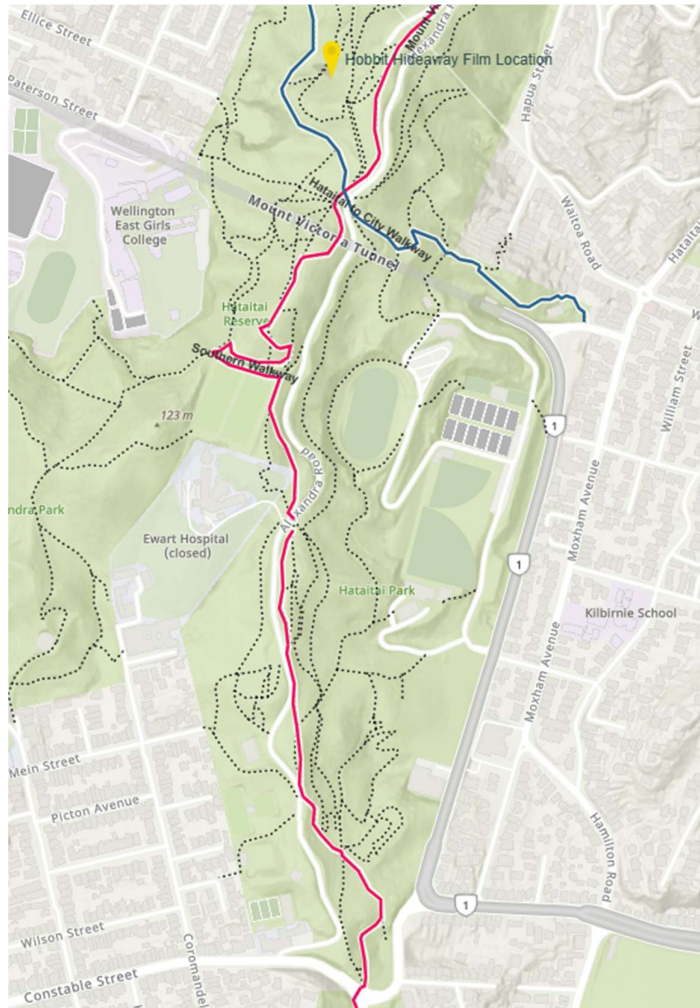


Figure 7 – Walking trails through Mount Victoria

Hataitai to City Walkway – Mount Victoria

151. The walkway is 1.5km in length and follows the road that connected Wellington City with Hataitai before the Mt Victoria Tunnel was completed. The walkway goes near the Hobbit Hideaway, a Lord of the Rings film location. The trail starts at the top of Majoribanks Street and goes to Waitoa Street. NZTA has data on Pedestrian and Cyclist Counts for Hataitai City Walkway (NZTA, 2025). The data indicate that, on average, the trail has 315 pedestrians and 128 cyclists per day. Usage varies by day, with higher usage on weekdays during the evening commute.



Figure 8 – Pedestrian and Cyclist Counts for Hataitai City Walkway (NZTA, 2025)

Southern Walkway – Mount Victoria

152. The Southern Walkway is an 11km walk along the Town Belt between Oriental Bay and Island Bay. Of relevance to the Project area, the walkway follows the Matairangi Nature Trail and crosses the Mt Victoria Tunnel near Alexandra Road. The trail follows Alexandra Road toward Constable Street, then continues south toward Melrose. NZTA data indicate that, on average, the trail is used by 462 pedestrians and 203 cyclists daily. Usage varies by day, with higher usage on weekdays during the evening commute.

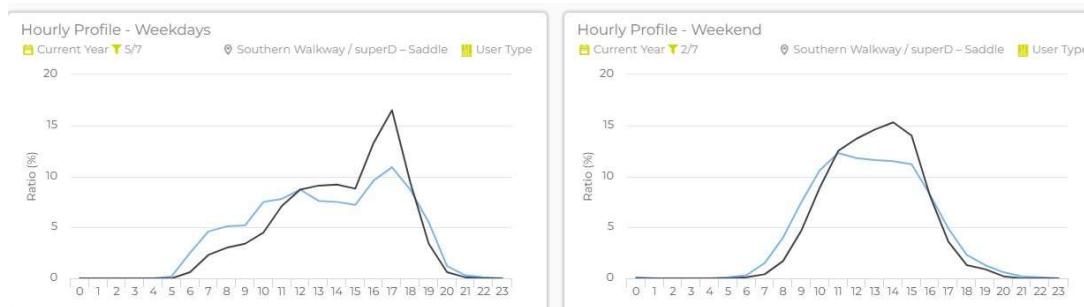


Figure 9 – Pedestrian and Cyclist Counts for Southern Walkway (NZTA, 2025)

Mt Victoria Tunnel

153. The Mt Victoria Tunnel Shared User Path provides a commuter route for pedestrians and cyclists connecting Hataitai to the City. As discussed in the Integrated Transport Assessment, the path is not formally separated by mode and accommodates both pedestrian and cyclist traffic in both directions. The path is narrow, at approximately 1.5 m, and cyclists are asked to give way to pedestrians via signs shown in Figure 10. This often creates conflicts between pedestrians and cyclists. The pathway is separated from the traffic, but it is not a comfortable journey as there is no protection from the traffic fumes. The tradition of cars sounding their horns through the tunnel also contributes to the low amenity. Table 7 presents cyclist counts for the Mt Victoria Tunnel shared path.



Figure 10 – Shared path through Mt Victoria Tunnel and signage

Table 7: Mt Victoria Tunnel average daily cyclist counts

Month	Average Weekday	Average Weekend day
February 2024	372	144
August 2024	361	149
June 2025	313	120
September 2025	345	118

Hataitai Park

154. Hataitai Park is located on the eastern slopes of Mount Victoria, within the Wellington Town Belt, with access from Ruahine Street. The Park is classified as a regional facility because it can host inter-regional and internal regional competitions and/or serve as a regional high-performance training hub for multiple sports codes. A list of sporting codes, the facilities and levels of usage is provided in Table 8.

Table 8: Sporting codes their facility and usage in Hataitai Park

Sporting code	Facility	Usage
Netball	14 synthetic netball courts	During the winter season (April to August), approximately 72 teams compete on Saturday; an under-14 development program for 80 to 100 participants is held on Sunday; and training sessions are held on Tuesday and Sunday evenings. In summer, Netball Wellington hosts a twilight netball competition on weekdays for 20-22 teams. When not in use for competition or training, the courts are available for public hire through the Council for netball and in summer, for tennis.
Softball	2 skin and 1 grass diamond, as well as viewing stands	The facilities are the home ground for two softball clubs: Island Bay and Poneke Kilbirnie. Softball is primarily played in the summer season from October to March. During the season, eight teams compete on Saturdays, with approximately 250-300 players and spectators attending the Park. During the week, the clubs hold training sessions from 3 pm to 10 pm. In winter, the diamonds are used for rugby (see below).
Rugby	1 grass field	During the winter season, the Wellington Football Club uses the field for Saturday competitions and for training on Monday to Thursday evenings. Competitions are sometimes held on Friday nights, using the floodlights.
Cycling	Concrete outdoor velodrome	This is the only purpose-built velodrome in Wellington City. The Port Nicholson Pōneke Cycling Club (PNP) is the primary user and organiser of track cycling activity at the venue. During the summer season, there are regular training sessions most weeknights starting at 4:30 pm, and race days are on Sundays. The track is open to the public outside of these booked hours. Softball does use the field inside the velodrome.
Gymnastics	Purpose-built gymnasium	Harbour City Gymnastics manages the purpose-built gymnasium. They have 250 members who regularly use the gymnasium for classes and training. Training programs are run from the centre from 3 pm on weekdays and continue through the weekend. The centre runs on the school year timetable, although competition-level grades continue throughout the year.

155. In addition to the above sporting facilities, Hataitai Park has club rooms for Wellington Football Club and Marist St Pats Rugby Club, and hosts club days and events. These facilities are available for community booking. The Hataitai Netball Pavilion is also located in Hataitai Park, adjacent to the netball courts. The Pavilion provides offices for Wellington Softball. It is also available for community hire and is used for birthday parties and private functions, mostly on the weekends and after hours.
156. Ruahine Street is the only vehicular entrance to Hataitai Park. Consultation with the regional sporting groups operating in the park confirmed that access to the park is currently difficult. Some sporting activities within the park, such as netball, generate high traffic volumes,

particularly on Saturdays, when multiple competition games are played. Turning right onto Ruahine Street to exit the park can be difficult, leading to congestion that impacts vehicular movement within Hataitai Park. Similarly, cars turning right into Hataitai Park from Ruahine Street have difficulty making the manoeuvre, which has been reported to increase congestion on Ruahine Street.

Badminton Wellington Centre

157. The Badminton Wellington Centre is located on Ruahine Street in the Wellington Town Belt. Badminton Wellington Inc is the organisation that operates the centre. Facilities include eight competition-grade courts, a shop, a kitchen, changing facilities, and a lounge area. There is a car park for 34 vehicles accessible via Ruahine Street. The right turn out of Ruahine Street from the Badminton Centre can be difficult during peak travel times due to traffic along Ruahine Street.
158. Badminton Wellington Inc has approximately 3,800 registered casual members who regularly use the Wellington Badminton Centre for social play. The Centre is the home base for three Badminton Clubs: Te Arawa Club, Southern Club and Wellington Badminton Club. Each club has its own night for competition-level games and training. Weekly club attendance is estimated to be 145 players. The Centre has its own Junior Club for primary school-age children, with training and coaching classes most afternoons from 3 pm. In addition, the Centre hosts the Wellington Secondary School Competitions and events, organised by College Sport during Terms Two and Three. Court space at the Centre is in high demand. Badminton Wellington Inc uses the Chinese Cultural Centre on Mount Albert Road, Berhampore, on Friday evenings to provide additional training space for its Junior Club.
159. The Badminton Wellington Centre also host several major tournaments, including Badminton New Zealand-supported events such as the Wellington Open and various age-group championships (e.g., Under 17 Championships). These major tournaments typically attract 60 to 100 participants.
160. There are 21 competition-level badminton courts within the Wellington Region, of which the Badminton Wellington Centre provides eight. A list of Badminton Courts is provided in Table 9. In addition to those listed, halls and gymnasiums within schools throughout the region are also used for badminton.

Table 9: Badminton Facilities within the Wellington Region

Facility name	Address	No. of courts
North Wellington Badminton Club	Taylor Park, 24 Tawa Street, Tawa	Six international-standard badminton courts.
Hutt Valley Badminton Centre	25 Vogel Street, Naenae	Seven competition-level courts
Ākau Tangi Sports Centre	72 Kemp Street Wellington	12 multi-purpose indoor courts available for badminton hire; these are not competition-level courts
Kilbirnie Recreation Centre	101 Kilbirnie Cres Wellington	Badminton is available three mornings a week with temporary courts set up in the skating rink. These are not competition-level courts
Nairnville Recreation Centre	Corner of Cockayne Road and Lucknow Terrace, Khandallah	Two multi-purpose courts available for badminton hire; these are not competition-level courts
Karori Recreation Centre	251 Karori Rd Wellington	Two multi-purpose courts available for badminton hire; these are not competition-level courts

Kilbirnie Park and Recreation Precinct

161. The Kilbirnie Park and Recreation Precinct is located between Wellington International Airport and the City. WCC has classified the Park as a Destination Park because it attracts visitors from across the Wellington Region. The 44 ha of open space, including the adjacent Evans Bay Park, accommodates a range of sports year-round (four rugby pitches of varying sizes, four cricket pitches, four cricket nets, one football pitch, and six softball courts). The club rooms located at the corner of Wellington Road and Kilbirnie Crescent are used by both the Eastern Suburbs Cricket Club (summer) and Marist AFC (winter). These club rooms will need to be demolished to accommodate the widening of Wellington Road.
162. The Kilbirnie Park fields are heavily used year-round. Booking data provided by WCC for 2023 and 2025 shows that the fields are often fully booked. In summer, the Kilbirnie Park fields are used predominantly for cricket from 1 October to 31 March, with training commencing in August. According to data provided by the Eastern Suburbs Cricket Club, games are played on the four pitches on Saturday and Sunday. Junior cricket is played from 8 am to 11 am each Saturday morning. The Club also hosts local colleges (Wellington College/St Patrick's College/Rongotai College/Scots College/Wanderers Club Colts) on Fridays for a T20 game as part of their Colts program. St Patrick's College, which is adjacent to the park across Evans Bay Parade, uses one of the pitches in Kilbirnie Park on a Saturday. The College will also host 3-day games in the Park that start on a Sunday. Cricket Wellington uses the Park to host representative trial games on some Sundays and regular competition games.
163. In winter, the fields are used predominantly for rugby and football. On weekends, competition games are organised by Capital Football, Wellington Rugby Football Union and College Sports. During the week, there is rugby training organised by Ponake Rugby Football Club, St Patrick's College Rugby and St Catherine's Football.
164. Kilbirnie Park is surrounded by district-level recreation facilities, including the Wellington Regional Aquatic Centre (WRAC), Toitū Pōneke Community & Sports Centre (the Hub), the Kilbirnie Recreation Centre, Ruth Gotlieb (Kilbirnie) Library, and Kilbirnie Playground. Directly across SH1 is the Evans Bay Marina, which has facilities for 141 fixed berths for boats ranging from 6m to 20m. Details of the district-level recreation facilities and their usage levels are provided in Table 10.

Table 10: District-level recreation facilities and their average usage levels

Facility	Description of facility	Usage levels
Wellington Regional Aquatic Centre	Facilities include a 50 m heated indoor pool, a diving pool, a toddlers' pool, spray water play, a hydrotherapy pool, a spa, and saunas. The centre hosts events including regional and national competitions for diving, manu, swimming and water polo	In 2024/2025, events at the centre had 12,551 participants and 6,090 spectators. Average weekly general admissions in 2024/2025 ranged from 11,500 to 13,500, with a total of 559,350 across the year.
Kilbirnie Recreation Centre	The centre is designed for wheel-based activities, including skateboarding, scootering, and roller and inline skating. Facilities include a 20-metre-by-40-metre concrete rink with sport-court flooring, a 1.5-metre barrier, and safety netting. The centre offers public skating sessions and learn-to-skate programs. The facility also hosts roller derby competitions and training. Tiny town is an interactive play area with ride-on toys for preschoolers. It operates 9 am to 5 pm weekdays and 9 am to midday on a Saturday.	In 2025, the centre had 9,080 participants in roller skating sessions and 5,105 in skating programs, attracting 10,684 spectators. During the week, there are regular bookings for approximately 500 users, including school groups, roller derby clubs, inline hockey clubs, and other independent sporting groups.

Facility	Description of facility	Usage levels
Toitū Pōneke (the Hub)	The Toitū Pōneke Hub is a space for clubs and community groups to share facilities. The Hub has three rooms available to hire for events, an indoor training centre, a training gym and changing rooms. Member clubs that regularly use the centre include the Pōneke Football Club, Pōneke Kilbirnie Softball Club Inc, Wellington Darts Association, Saint Mary's Old Girls Netball and Wellington Diving.	In 2024/2025, the club had 76,064 visitors.
Ruth Gotlieb Library	The library is the largest in the city's south and east suburbs. It offers preschool, holidays and teen programming alongside print and digital resources. The library is open from 10 am to 6 pm Monday to Friday, and from 10 am to 4 pm on Saturday.	On an average weekday, the library has 500 visitors. On Saturdays, the library averages 300 visitors.

165. The precinct is surrounded by key educational institutions, including St Patrick's College, directly across Evans Bay Road; Evans Bay Intermediate; Rongotai College; and St Catherine's College. WCC has an agreement with St. Patrick's for shared community use of the artificial turf fields. The fields are used after hours and on weekends by Capital Football, College Sports, and Wellington Rugby for competition and training among local clubs. According to Council data, the field is available for community use for 39 hours a week; however, it is often booked out to these clubs and organisations for 35 hours, or 90%, of the week.
166. In addition to hosting regional and local sporting competitions, Kilbirnie Park also hosts large-scale community sporting events. The Round the Bays fun run organised by Nuku Ora is held every year in February. The 8.6 km course starts at Waitangi Park and finishes at Kilbirnie Park. The event attracts over 10,000 participants on average. The Sanitarium Weetbix Kiwi Kids Tryathlon is held every March in Kilbirnie. The swim component is held at the Wellington Aquatic Centre, the bike component on the streets around Kilbirnie Park, and the run component within the Park.
167. In 2023, the Council released the Kilbirnie Park Masterplan. This is a 30-year vision and framework for planning the Park's future. Key features of the Masterplan include (Isthmus, 2023):
- Destination Skatepark** – A significant new facility positioned as a regional attraction, with construction starting in late 2025 and complete build in 2026
 - Renewed Community Play Space** – Modern, inclusive playground designed for all ages and abilities
 - Loop Track Around Sports Fields** – A shared walking and cycling path with informal play nodes and seating areas
 - Improved Path Networks and Landscaping** – Enhanced pedestrian connections, native planting, and green buffers to integrate the park with surrounding streets and facilities
 - Consolidated Parking and Access** – Rationalised car parking areas to improve safety and usability while maintaining capacity for major events
 - Cultural Heritage Integration** – Collaboration with mana whenua to celebrate the site's history, including recognition of **Ākau Tangi Pā** through interpretive features and design elements
168. The Masterplan acknowledges the potential impact of the SH1 Project on the park. It notes that current fields are at capacity and that the SH1 Project could reduce the number of cricket pitches. A reconfiguration of the fields will be required.

Ākau Tangi Sports Centre

169. The Ākau Tangi Sports Centre is 0.5 km from Kilbirnie Park, just outside the study area. Information about the Centre has been included here because many of the sporting groups that use Kilbirnie Park and Hataitai Park often also use the facilities at Ākau Tangi.
170. Ākau Tangi was built in 2011. Facilities within include 12 sprung-floor indoor courts that can be configured for sports such as netball, basketball, volleyball, badminton, futsal, handball, pickleball and floorball. In addition to the courts, the Centre includes fixed seating for approximately 1,000 spectators with retractable seating capacity of up to 2,000, four changing rooms with showers and ice baths, three meeting and function rooms, a café with seating for around 100 people, and a sports medicine clinic. There is an outdoor running track and an outdoor half-court. The Centre also provides office space for sporting organisations, including High Performance Sport New Zealand, Netball Central Zone, Netball Wellington Centre and the Wellington Basketball Association.
171. Ākau Tangi is regularly booked out because of the number of sporting groups that require indoor courts. Peak times for the centre's use are after 3 pm on weekdays and on weekends. Data has been obtained from Ākau Tangi to understand the number of bookings and centre users. During the consultation, winter was identified as the busiest season for use, particularly on mid-season Saturday, when most sports hold competitions. To understand the current level of facility usage at Ākau Tangi, booking data for Saturday, 7 June 2025, was analysed. This date was selected because it fell on a Saturday in winter, mid-season. On this day, the centre received 52 bookings, ranging from 30 minutes to 435 minutes. Sporting groups booking the centre included basketball, netball, volleyball, futsal, badminton, and pickleball, as well as birthday party bookings. There were 4,762 visitors to the centre throughout the day, with a peak of 541 at 11 am, as illustrated in Figure – 11. Although this data covers only one day, it demonstrates the Centre's high level of usage.

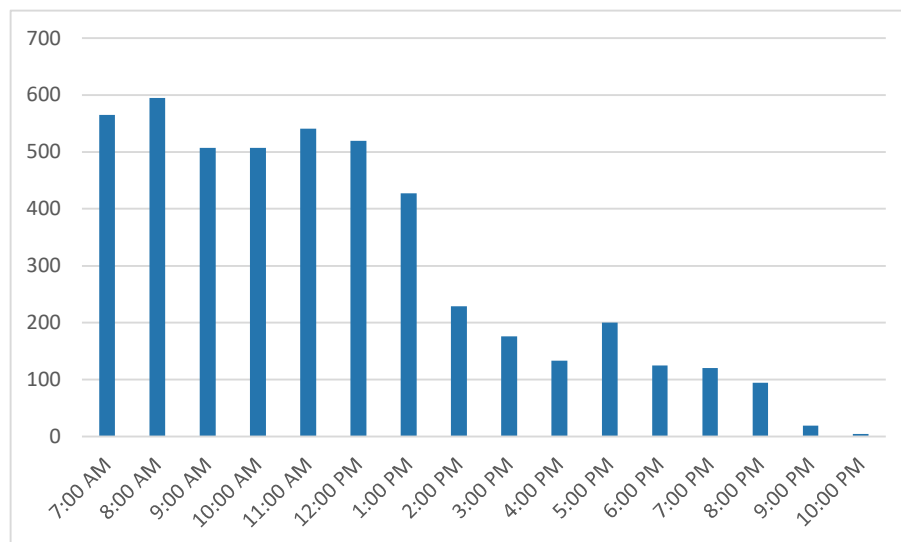


Figure – 11 Number of visitors entering Ākau Tangi by hour on 7 June 2025

Cycling infrastructure

172. The Integrated Transport Assessment has prepared a detailed audit of walking and cycling facilities across the study area. An overview of these facilities from Greater Wellington Regional Council is provided in Figure 12. Most paths in the Study Area are shared-use paths. These

include the Basin and the connection along Buckle Street to Karo Drive using the Commonwealth Walkway. There are recommended quiet routes that extend from Pirie Street and along Brougham Street to connect to the shared users' path within the existing Mt Victoria Tunnel. From the Tunnel, a recommended commuter route (but not a separate cycle way) extends along Moxham Avenue to connect to Kilbirnie. The footbridge on Taurima Street provides access from Hataitai into Hataitai Park and the Town Belt cycling trails. There have been updates to the cycle network since Figure 12 was published in 2024, these include the extension of the protected cycle lane (red pathway) on Evans Bay Parade, which extends past Greta Point to Hataitai Beach, with works underway to extend it to Evans Bay Marina.



Figure 12 – Wellington City Cycle Map (Greater Wellington Regional Council, 2024)

Social infrastructure in the District Study Area

173. The social infrastructure, listed in Table 11, is located outside the local study area. These facilities are of regional significance and include the local study area within their catchment. They would be used by residents in the study area.

Table 11: Regional facilities that would provide services to residents in the study area

Regional Facility	Details
Wellington International Airport	Wellington International Airport is located east of the Project area, in the Rongotai suburb. In 2025, the airport served 5.3 million passengers, both domestic and international. It is estimated that the airport supports approximately 14,500 jobs and contributes \$2 billion to the Wellington region's economy (Wellington International Airport, 2025). According to the Airport masterplan <i>Blueprint for the Future</i> (Wellington International Airport, 2025), the aim is to double passenger numbers to 12 million by 2040. A \$500 million infrastructure investment program is underway as part of the master plan.
Wellington Regional Hospital	Wellington Regional Hospital is the largest public hospital in the Wellington Region. It is located on Riddiford Street, Newtown, just south of the city centre. It is just outside the Project area but is accessed from either Adelaide Road near the Basin or from Crawford Road and Constable Street in Kilbirnie. The hospital covers a catchment of approximately 900,000 people. It has 484 beds and offers a comprehensive range of services, including emergency care, intensive care, cardiac surgery, neurosurgery, oncology, renal medicine, maternity, and paediatric services. Specialist facilities include a neonatal intensive care unit and mental health services. The hospital is a major employer in the Wellington region, with approximately 4,000 full-time staff. Plans are underway to upgrade the hospital as part of the Government's \$1 billion Budget 2025 Hospital Infrastructure Investment. These plans include refurbishing the Emergency Department and adding 126 beds and treatment spaces (New Zealand Government, 2025).
Wellington Botanical Garden	The Wellington Botanical Gardens occupy 25 Ha on the hills between Thorndon and Kelburn, just west of the Wellington CBD. The garden can be accessed from the Wellington Cable Car from Lambton Quay. The site is adjacent to the Wellington Town Belt and located just west of the suburb of Kelburn. According to the Wellington Council, the Gardens attract 13 million visitors annually. It is both a local amenity and a major tourist attraction.

6. CONSULTATION AND FEEDBACK

174. Community and stakeholder consultation has informed this SRIA. A complete summary of the engagement undertaken for the Project is provided in the Consultation and Engagement Chapter of the AEE. Of interest to this SRIA is the consultation undertaken with:
- i. Directly affected landowners with properties that will require full or partial land acquisition
 - ii. Owners and occupiers of adjacent land
 - iii. Key stakeholders
 - iv. Regional sporting group
 - v. Consultation with the wider community

Directly affected landowners

175. There are 229¹ landowners directly affected by the Project because of land requirements necessitating full or partial land acquisition within the proposed designation boundary. Most of these properties are required for the construction of the Mt Victoria Tunnel Duplication, Eastern Connections, and the trenched section of Sussex Street by the Basin Reserve. Property is also required for the Terrace Tunnel Duplication, primarily for subsurface 'stratum' interests held by people living above the Tunnel. Engagement with directly affected landowners is currently being undertaken by NZTA and accredited property specialists as part of the Public Works Act Process.
176. General feedback from directly affected landowners has been mostly positive, with the majority supportive of the Project and willing to negotiate the acquisition of their property. There has been some less positive feedback received from owners within the Terrace Tunnel, Basin Reserve and Mt Victoria Tunnel sections, where the concerns raised have been in relation to the potential impacts of both tunnels on the affected properties and the lack of design information available to provide certainty to these owners in terms of the stability of the land post-construction. Other owners have raised concerns about the impact of the Goa Street connection.
177. Partial property acquisition is required of the Wellington Seventh-Day Adventist Church at 27 Tasman Street. The design has been reviewed and modified to minimise the impact on car parking. Although the Project cannot avoid the car park area entirely, it proposes alternative car parking on an adjacent site to replace the car parking affected by the Project.
178. The Minister of Education is the requiring authority for designated school sites within and directly adjacent to the proposed designation. There are two school sites that will require acquisition of some property and temporary occupation during construction. These sites include St Patrick's College and Wellington East Girls' College. At St Patrick's College, the Project designation will encroach very slightly into the boundary of the site. Wellington East Girls' College will require the acquisition of sub-strata land rights, as well as temporary acquisition for a tunnel control building. Other properties subject to Minister of Education designation that are close to the Project or indirectly impacted by the Project include Mt Cook School, Clyde Quay School, Kilbirnie School and Wellington College. NZTA has held a series of meetings with the

¹ Landowner numbers as of 30 April 2026; this number does not align with property (i.e. parcel) numbers, as some private owners hold more than one title

Ministry of Education. Details of these meetings are provided in the AEE Engagement Chapter. The outcomes from these discussions have been considered in the SRIA.

Owners and occupiers of adjacent land

179. There are approximately 2600 properties adjacent to the proposed designation boundary. NZTA notified adjacent property owners and occupiers in November 2025². The notification letter advised recipients about the Project, including the opportunity to attend the public information sessions and provide feedback, and asked occupiers to supply their contact details. Several adjacent property owners attended the information sessions and spoke with members of the Project team, including property specialists, to understand the Project and its potential effects. Of these adjacent landowners, 111 responded to the survey questionnaire, and 115 provided written feedback via email. Feedback provided by owners and occupiers, of relevance to this SRIA, included the following:
- i. Concern that traffic to the airport has been prioritised over the needs of those who live and work in Wellington, particularly in the east
 - ii. Although there was recognition of the need to address congestion through the city, there were concerns regarding the cost-effectiveness of the Project in achieving this objective
 - iii. Concern that the proposed second Terrace Tunnel will adversely impact Kumutoto
 - iv. Concern about the impact that the changes to the road network will have on Moxham Avenue, with a potential bottleneck occurring near Kilbirnie School
 - v. Suggestion that a cycleway should be provided along SH1 (Ruahine Street) to encourage cyclists away from Moxham Avenue, particularly given the increase in vehicle traffic expected on this street
 - vi. Concern that changes to the road network in Hataitai and Kilbirnie will reduce access and connectivity to neighbourhood centres such as Kilbirnie and Newtown, as well as community facilities
 - vii. Strong support for improved walking and cycling through the Mount Victoria Tunnel. However, concern was expressed that 3.6 m is not wide enough to accommodate pedestrians and cyclists
 - viii. Concern that the changes proposed for Te Aro will adversely impact businesses
 - ix. Loss of Town Belt land, particularly areas used for recreation, is not supported

Key stakeholders

180. The NZTA Communication and Engagement Team developed an overarching engagement strategy to obtain feedback on the Project. I worked with the team to identify a list of stakeholders who are interested in or potentially affected by the Project's social and recreation impacts. This list of stakeholders included:
- i. Emergency services
 - ii. Business associations
 - iii. Education providers
 - iv. Active transport groups
 - v. Transportation associations
 - vi. Churches
 - vii. Disability advocacy groups

² Notification letters were issued to adjacent property owners based on the project boundaries of the design in November 2025. There have been minor adjustments to the project boundaries as the design has been refined, changing some properties identified as 'adjacent'. Engagement letters will be sent to any additional adjacent properties prior to lodgement.

viii. Resident and community advocacy groups

ix. Sporting organisations

181. A letter was sent to each identified stakeholder organisation to inform them about the Project and offer a meeting with the Project Team. I have reviewed all the meeting notes, email submissions and survey forms received from these identified stakeholders. This information has informed the impact assessment by confirming potential impacts on social infrastructure facilities and service provision operating within the WCC area. In addition, information from some stakeholder groups identified potential impacts on minority communities.

Regional Sporting Groups

182. From 5 February to 20 February 2026, I conducted a series of interviews with regional sporting groups that regularly use Kelburn Park, Kilbirnie Park, and Hataitai Park. These parks will be affected by the Project's construction and operation. The purpose of these interviews was to understand each sporting group's use of the parks during their respective on- and off-seasons, for competition and training. The list of sporting groups and organisations that were either interviewed or provided information by email correspondence included:
- | | |
|------------------------------|----------------------------------|
| i. Wellington Rugby | vii. College Sport |
| ii. Netball Wellington | viii. Total Touch |
| iii. Harbour City Gymnastics | ix. Eastern Suburbs Cricket Club |
| iv. Nuku Ora | x. Wellington Marist AFC |
| v. Capital Football | xi. Wellington Badminton Club |
| vi. Wellington Rugby | |
183. All competition and training activities for the regional sporting groups are held after 3 pm on weekdays and all day on weekends. Saturdays are primarily used for competitions, with any additional make-up games or longer competitions held on Sundays.
184. Winter sports attract the greatest number of participants and include netball, football, rugby and badminton. Summer sports include cricket, softball and futsal. Netball hosts a twilight season in Hataitai Park on weekday evenings. Gymnastics training and competition are held year-round at specialist facilities such as the Gymnastics Hall in Hataitai Park. Details regarding the usage of each park are provided in paragraph 128 for Kelburn Park, paragraph 154 for Hataitai Park and paragraph 162 for Kilbirnie Park.
185. The sporting groups all use facilities managed by WCC and work closely with Council and other sports to coordinate bookings. The field sports all acknowledged the challenge of finding suitable space for their respective codes. When any field is temporarily removed from the network, the other spaces must adjust their schedules to accommodate the change. Rugby and football noted that when training space is limited and full-size fields are unavailable, they adjust their formats and training activities to fit the available space.
186. In Kelburn Park, the fields are mostly used for rugby. Other sports, such as Capital Football, touch rugby, and College Sports, will use the Kelburn Park fields when their regular fields are unavailable or if additional field space is required for a tournament. Given that the Project will not significantly affect activities in the Park, the regional sporting groups were not overly concerned about competition or training being affected. It was recommended that consideration be given to make sure access to the Park from the Terrace can be maintained. Kelburn Park is often used when other Parks within the WCC area are unavailable due to maintenance or

construction. The cumulative impact of multiple Parks being unavailable simultaneously was raised as a potential consideration for NZTA and WCC when organising programming.

187. Hataitai Park is an important facility for the regional sporting groups, particularly rugby, netball, softball and gymnastics. College Sport also uses park facilities for various sports. All these regional sporting groups expressed concern about the Project's construction impacts, particularly if vehicular access to Hataitai Park is restricted. None of them would be able to operate competition or training sessions without vehicular access. Short periods of closure could be managed with sufficient notice; however, this would involve using facilities outside the region, playing away games, or adopting a modified training schedule. Any longer-term closure raised concerns about its impact on their ability to enter teams in competitions. This could have a longer-term effect, including a loss of members to their respective clubs or a decrease in participation in the sport. Once the works are completed and the Project is operational, all regional sporting groups acknowledged that the Project would provide safe and efficient access to Hataitai Park, which is considered much needed.
188. The loss of land in Kilbirnie Park was of concern to the sporting groups that regularly use the Park. Rugby and Football were confident they could accommodate changes in the Park by adjusting their field setups. The concern, however, is that the loss of land will result in the permanent loss of a competition-standard cricket pitch. The Eastern Suburbs Cricket Club acknowledged that space at Kilbirnie Park is already in short supply. Already, the club struggles to accommodate all its games within the Park and often relies on other grounds in the area, such as Macalister Park, Martin Luckie Park, and Miramar Park, to host some of its junior games. If the Project results in the loss of a cricket field, they will find it difficult to locate an alternative facility, which will impact their ability to host competitions.
189. Further meetings have been held between NZTA, WCC, the Eastern Suburb Cricket Club and Marist AFC regarding the impact the Project will have on the Cricket/Football Pavilion. These discussions have focused on an alternative location for the Pavilion within Kilbirnie Park, which includes an alternative field layout. I understand that a new lease will be organised between WCC and these parties.
190. In addition to the above meetings with regional sporting groups, NZTA held a series of meetings with the Basin Reserve Cricket Trust and Cricket Wellington because of the potential impact the Project could have on the operations of the Basin Reserve Cricket Ground. The Project Team have been working closely with the Basin Reserve and Cricket Wellington to change elements of the design to improve function on event days. The alignment of the slip lane from Buckle Street (SH1) around the west side of the Basin (southbound) has been adjusted in response to this feedback to provide more event management space outside the Basin.

Community consultation and public engagement

191. Consultation with the wider community was held over a four-week period from Monday, 17 November 2025, to Sunday, 14 December 2025. Six community information sessions were held in Central Wellington, Kilbirnie, Hataitai, Mt Victoria, and Te Aro. I attended two of these sessions in Kilbirnie and Hataitai to hear the community's concerns firsthand. Approximately 850 people attended the information sessions. The public could provide feedback through an online survey or longer-form submissions throughout the consultation period. A total of 2,432 responses were received through the online survey and email submissions.

192. Community feedback was wide-ranging, covering several key themes. An analysis of the feedback received during the consultation period is available on the Project website³. The following sections summarise the key issues relevant to this SRIA, as identified through community engagement.

Terrace Tunnel

193. Feedback received from the community regarding the proposed changes to the Terrace Tunnel showed general support, with comments on the positive impact the Project would have on traffic flow and congestion relief, improved regional access and connectivity, safer journeys, and benefits for local roads and the community. Several respondents also commented that the improvements in this area were long overdue. In terms of the concerns raised, specific themes of relevance to this SRIA include:
- i. Effects on the natural environment in the vicinity of the duplicate tunnel, particularly the Kumutoto forest and stream and some requests to daylight the stream
 - ii. The width of the traffic lanes to accommodate emergency vehicles and oversize freight
 - iii. Increased traffic noise and vibration (during and after construction)
 - iv. Air quality effects from the additional tunnel
 - v. The width of the traffic lanes to accommodate emergency vehicles and oversize freight
 - vi. Urban and visual amenity effects associated with the tunnel portals

Te Aro

194. The consultation feedback showed general support for the Project in the Te Aro area, particularly regarding improved traffic flow and reduced congestion, the acceptance of parking removal as necessary, and economic and freight benefits. In terms of the concerns raised, specific themes of relevance to this SRIA include:
- i. Reduced safety and accessibility for pedestrians and cyclists due to the widening of Vivian St and high-speed traffic through the area
 - ii. Urban severance and amenity loss due to the widening of Vivian St, particularly around the intersection with Cuba St
 - iii. Increased noise and pollution generated from the additional lane of traffic
 - iv. A reduction in local access and connectivity due to the removal of right turns and street closures
 - v. The impact that the removal of parking could have on local businesses, and the difficulty in being able to access businesses/residences, particularly for those with mobility issues
195. Feedback that has influenced the design includes a suggestion to introduce dedicated new loading zones for businesses along Vivian St, which is currently under investigation. The pedestrian environment provided as part of the Project design has also been improved by the inclusion of kerb build-outs at the Cuba / Vivian Street intersection.

³ <https://www.nzta.govt.nz/assets/projects/sh1-wellington-improvements/sh1-wellington-improvements-community-engagement-report-mar-2026.pdf>

Basin Reserve

196. Consultation feedback showed both agreement and some concerns regarding the proposed changes around the Basin Reserve. In comments indicating agreement, upgrades at the Basin Reserve were viewed as long overdue, future-focused, and supportive of Wellington's growth. The design was considered to reduce congestion, enhance reliability, and make movements more intuitive. Respondents also anticipated safer conditions for school children, pedestrians, and cyclists through fewer conflict points and improved crossings.
197. Concerns about specific design features raised by the community that are of relevance to this SRIA include:
 - i. Safety concerns relating to pedestrian crossings, shared paths, and a lack of grade separation for pedestrians and cyclists, especially given the increased number of crossings
 - ii. Safety concerns for students attending schools in the vicinity of the Basin due to increased traffic and the removal of pedestrian refuges in the vicinity of the schools
 - iii. Restricted or removed access points leading to longer, more complex routes for residents and emergency services, and potential isolation or severing of some neighbourhoods
 - iv. Increased traffic on smaller residential streets as drivers seek alternative routes
 - v. Concerns about prolonged construction impacts, including noise, dust, and a lack of clear information on traffic and pedestrian routes
 - vi. Increased noise and air pollution once the new road layout is operational
 - vii. Loss of green space due to expanded road infrastructure
 - viii. Insufficient prioritisation of public transport in the design, e.g. bus lanes
 - ix. Concerns over potential damage to historic buildings, memorials, and mature trees in the area, as well as impacts on the character and cultural importance of Pukeahu National War Memorial Park
 - x. Reduced pedestrian safety, accessibility, and viability for events at the Basin Reserve and impacts on nearby businesses and institutions
198. Design changes undertaken since the consultation feedback was received include improvements to the pickup and drop-off zones on Dufferin Street. These changes allowed for additional pick-up and drop-off spaces (protected from through traffic), additional bus-stopping spaces, and the reconfiguration of kerbs and paths. Improvements have also been made to the proposed cycleways, including a bike/cycle connection from the Hania Street cul-de-sac to the adjacent shared path. Cycle crossings have also been included at the Pirie Street and Kent Terrace intersection to provide cycle access to the Cambridge Terrace path from Pirie Street. Following consultation with the Basin Reserve Trust and Cricket Wellington, the alignment of the slip lane from Buckle Street (SH1) around the west side of the Basin (southbound) has been adjusted to provide more event management space outside the Basin.

Mt Victoria Tunnel

199. Feedback showed both agreement and some concerns with the proposal to duplicate the Mt Victoria Tunnel. In comments indicating agreement with the proposed changes, the second Mt Victoria Tunnel was viewed as long overdue, critical infrastructure to ease chronic congestion and deliver more reliable, predictable travel times. It was also seen as significantly improving safety, both because traffic would be separated with one direction in each tunnel and because the shared walking and cycling path would be fully separated from traffic.

200. The community raised several concerns about the proposed changes around the Mt Victoria Tunnel. Specific concerns of relevance to this SRIA include:
- i. Safety concerns about the proposed 3.6 m shared path for pedestrians and cyclists through the new tunnel, with requests for wider, fully separated lanes instead of a single shared path, along with measures such as lighting and security cameras
 - ii. Lack of dedicated bus lanes or public transport prioritisation
 - iii. Opposition to demolishing homes on Paterson Street (including noted heritage houses) for road widening, with relocation or retention of these buildings preferred by some respondents
 - iv. Opposition to the use of the Town Belt for the Project and loss of open space and trees
 - v. Concern about increased noise and air pollution in neighbourhoods due to increased traffic
 - vi. Some comments raised concern with the visual appearance of the new infrastructure (e.g. large concrete walls), and how it fits with the cityscape. Suggestions were made to add greenery and ensure the design is not an eyesore
 - vii. Concerns about the length of construction and the noise, dust, vibration and general disruption with subsequent impacts on residents and businesses
201. Since the engagement period, it has been confirmed that the three heritage properties along Paterson Street, 7 Paterson Street, 19 Paterson Street, and 140 Austin Street will be relocated and reinstated on the realigned Paterson Street.

Eastern Connections

202. Feedback showed both agreement and some concerns with the proposed changes within the suburbs of Hataitai and Kilbirnie. In comments indicating agreement with the proposed changes in this Project section, respondents supported:
- i. Improved traffic flow and reduced congestion, particularly between the airport and city centre
 - ii. Enhanced safety through the removal of dangerous intersections and better separation of local and through traffic
 - iii. Endorsement of design elements like the overpass to Hataitai Park and the connection to a second Mt Victoria Tunnel; and a general sense that the Project is long overdue and essential for the city's transport future
203. Many concerns were raised about the potential impacts the Project would have on the suburbs of Hataitai and Kilbirnie, particularly from residents. Specific themes of relevance to this SRIA include:
- i. Impacts of increased traffic on local roads, particularly Moxham Ave and Hamilton Road. Concerns were raised regarding congestion and potential safety impacts for students attending Kilbirnie School, which has entrances on these roads. The Moxham/Kupe St intersection was noted as potentially dangerous if traffic increased, due to poor visibility and the lack of a crossing
 - ii. Concerns about the removal of right turns and direct routes between Hataitai and other suburbs (e.g. Newtown and Kilbirnie) and the subsequent increased journey times for these trips. This concern was also raised in the Mt Victoria section regarding how people coming from Hataitai would access the tunnel by vehicle
 - iii. Lack of safe cycle paths and continuous pedestrian routes impacts the ability to use active transport. For example, comments noted the lack of an obvious safe bike route from the new Mt. Vic tunnel to Cobham Drive/Miramar. This concern was also raised in the Mt

Victoria section regarding how people from Hataitai would access the tunnel as pedestrians or cyclists

- iv. Concerns about the design and location of the Goa St/Hataitai Park overbridge and requests for consideration to be given to smaller-scale solutions that would have less of an impact on the area's visual appearance and reduce the amount of Town Belt land required
 - v. Opposition to encroaching on the Town Belt (loss of mature trees, open space, recreational space and wildlife habitat) with pleas to protect or compensate for this green area
 - vi. Concerns that the changes would impact journey times for existing bus services, particularly along Moxham Avenue (notably Route 2) because there are no bus lanes or bus prioritisation
 - vii. Increased traffic noise, emissions, and visual impacts of the new infrastructure, impacting quality-of-life and liveability for residents
 - viii. Opposition to the loss of houses and community facilities (Badminton Hall, Hataitai Kindergarten) in this area
 - ix. Concerns about the disruption to sports and recreation facilities at Kilbirnie Park
204. Design changes since the consultation include provision for bikes along Ruahine Street and Wellington Road from the Mt Victoria Tunnel to Evans Bay Parade. Bus stops and pedestrian access improvements have also been included along Moxham Avenue, including outside Kilbirnie Public School. Changes to the bus stops along Moxham Avenue proposed by WCC and GWRC have been reflected in the Project design. An improved pedestrian footpath connection from the Wellington Road intersection to Hataitai Park on the western side of Ruahine Street has also been included.

7. BENEFITS OF THE PROJECT (POSITIVE EFFECTS)

205. The objective of the Project is (broadly) to deliver faster and more reliable state highway journeys to drive economic growth. Achieving this objective will deliver national-scale benefits. Wellington, as the capital, serves as a significant political, economic, and cultural hub for New Zealand. The Project's benefits are likely to be experienced primarily by residents within the district and the regional study areas. These are the residents, workers, and visitors who require access to the Wellington Central Business District, the airport, and Wellington Hospital. In assessing the benefits, consideration has been given to the Project as a whole and to each section.

Whole of Project

206. Improved access to key destinations, such as the Wellington Central Business District, Wellington International Airport, and Wellington Hospital, is a **Very High Positive Effect**. According to Technical Report #5 Transport Effects, the Project will deliver 4–5-minute journey time savings throughout the peak periods (10-15%). Technical Report #5 considered these savings to be significant. From a social perspective, these time savings will enable a larger population to access key social infrastructure more easily. For the hospital, ambulances and other emergency vehicles will be able to reach the population within the ambulance catchment area more quickly. It will also improve access to regional sporting facilities in Hataitai and Kilbirnie.
207. Improved network resilience will yield more reliable trip times, which are also considered to have a **Very High Positive Effect**. Having two tunnels will reduce the impact of an incident on the broader road network. This will reduce congestion and provide road users with greater certainty when planning their daily journeys to work, education, or recreation activities. Reliable trip times are particularly important for time-sensitive journeys such as medical appointments at Wellington Hospital or flight departures from Wellington International Airport.
208. The improvements in journey times and reliability are expected to encourage road users to use the State Highway rather than local roads. According to Technical Report #5, more drivers will choose the State Highway than the local alternatives, including Oriental Parade, Harbour Quays, and Constable Street. This will enhance the amenity of these areas for residents and active-mode users. However, the impact on local roads is inconsistent across the suburbs surrounding the Project, particularly in Hataitai and Kilbirnie, where some local roads, such as Moxham Avenue, will experience increased traffic. The adverse effects on these suburbs are discussed in Chapter 8. For these reasons, the positive effect of diverting traffic away from local roads has been assessed as **Moderate Positive Effect**.
209. There will be positive effects arising from construction activity, including employment opportunities on the Project. The number of construction workers will vary during the Project, depending on staging. It is anticipated that during peak periods there will be workforce of 100-150 construction staff, although this could be higher depending on the number of construction activities happening in parallel. The creation of jobs will benefit the economy and have flow-on effects, as construction workers support local businesses by purchasing food and amenities during their shifts. This is assessed as a **High Positive Effect**.

Terrace Tunnel

210. Construction of the second Terrace Tunnel will provide an opportunity to improve connections over the tunnel and into Kelburn Park and the Kumutoto Forest. There is currently a walkway that connects The Terrace to Kelburn Park. It also provides connections to the Club Kelburn recreation facilities, the City to Sea Walkway and an area of open space on top of the Terrace Tunnel that is a designated dog exercise area. The pathway is unkempt and difficult to follow; in some areas, particularly at the connection to the Terrace, it is physically unclear whether public access is permitted. The Project will realign this pathway and include revegetation with indigenous shrubland. These works will improve the walkway's condition and enhance pedestrian connectivity between the Terrace and Kelburn Park. I have assessed these improvements to have a **Low Positive Effect** on residents in the area who regularly travel between the City, Kelburn, and Victoria University.

Te Aro

211. The entrance to Cuba Street from Vivian Street will be reconfigured to widen the footpaths at the corner on both sides of Cuba Street. In consultation with WCC, the street furniture will be reconfigured to make more effective use of public space and increase the area available for pedestrian gathering. WCC is preparing the Cuba Neighbourhood Plan to improve the vitality of Cuba Street as a destination. Project improvements to public space and enhancements to the pedestrian experience will align with this plan. For this reason, I have assessed the reconfiguration of the kerb line and street furniture on the corner as a **Low Positive Effect**.

Basin Reserve

212. The change in traffic movements around the Basin Reserve will reduce congestion and create more space, improving connections between the social infrastructure that defines the area. Creating a green link between Pukeahu National Memorial Park and the Basin will reconnect sites with significant historical and cultural connections. This has a **High Positive Effect**.
213. New segregated walking/cycling facilities are proposed around the Basin Reserve, replacing existing shared-use paths in some places. The pathways will be wider, better separated from traffic, and more comfortable for all active mode users. New cycle crossings will be installed at the intersection of Pirie Street and Kent Terrace, providing cycle access to Cambridge Terrace from Pirie Street. Existing cycling infrastructure on Cambridge Terrace and Adelaide Road will be connected through new walking and cycling trails. A new staircase will be constructed between the northern side of Pukeahu and the northern/western side of the new Sussex Street extension to provide a continuous connection between Cambridge Terrace and Pukeahu. A shared user path will also be created between the Pukeahu National War Memorial Road and Cambridge Terrace, as part of the proposed green link. There will also be improved connections to the Mt Victoria Tunnel. The improvements to walking and cycling facilities will have a **Moderate Positive Effect**.
214. The Basin Reserve is an iconic Wellington venue and hosts some of the city's most significant sporting events. The visitor experience at the Basin Precinct will be improved for pedestrians accessing the Basin from the City via the new green link through the National War Memorial. Additional space will also be created in front of the Basin for events. The green link and the creation of this space are considered to have a **Moderate Positive Effect**.
215. The proposed changes along Dufferin Street will enhance safety for school students accessing St Mark's School and Wellington College. There will be a significant reduction in traffic due to

the change in vehicle direction around the Basin. Traffic moving from the Mt Victoria Tunnel to the Terrace Tunnel does not need to go past the school. There will also be additional pickup and drop-off spaces protected from through traffic, as well as additional bus-stopping spaces. A new raised zebra crossing will be installed across Dufferin Street to provide safe access between the school bus stops and the schools. I have assessed the changes in this area regarding school access as a **Moderate Positive Effect**.

Mt Victoria Tunnel

216. The new Mt Victoria Tunnel includes a 3.6-m-wide shared path for pedestrians and cyclists, separated from the vehicular lanes. On the Mount Victoria side, it will connect to the segregated walking and cycling facilities in the Basin. On the Hataitai side, a wider shared path to the Hataitai centre will be created along Taurima Street. There will also be improved connections to Kilbirnie, with a 3-4m shared-user path created using service lanes or along the east/north side of SH1 (Ruahine Street). This will have a **Moderate Positive Effect**.
217. The existing footbridge into Hataitai Park will be replaced with the new Hataitai Park Active Modes Bridge. The new bridge will be wider, making it more comfortable for shared use and improving access to the Town Belt. This will have a **High Positive Effect**.

Eastern Connections

218. Access to the sporting facilities in Hataitai Park does not function well. The entrance on Ruahine Street is the only vehicle access to the Park, and the exit onto SH1 in the northbound and (particularly) southbound directions is a difficult turn. Some sporting activities generate high volumes of vehicle traffic entering and exiting the Park, creating congestion. The proposed Hataitai Connection Bridge will enable easier vehicle ingress and egress and improve accessibility for pedestrians and cyclists. The Hataitai Connection Bridge will also improve access from Hataitai Village to the City and improve access to the Park from Hataitai. The Hataitai Connection Bridge will have a **High Positive Effect**. An improved pedestrian footpath connection from the Wellington Road intersection to Hataitai Park on the western side of Ruahine Street adds to this improved connectivity.
219. Removing the properties along Wellington Road will allow the vegetation behind them to be integrated into the road corridor, creating a green connection between Kilbirnie Park and the Town Belt / Mount Victoria. There is an opportunity to provide walkways and cycleways through this area, extending existing Town Belt trails. Any new trails should be developed in accordance with the Recreation Aotearoa Accessibility Design Guidelines (Recreation Aotearoa, 2024). Proposed changes to the Wellington Road intersection will make it easier for pedestrians to cross from Kilbirnie to access the Town Belt. Enabling public access to this vegetated area, I have assessed as having a **High Positive Effect**.
220. Active travel from Evans Bay through to the Mt Victoria Tunnel will be improved along Ruahine Street and Wellington Road. These facilities include a combination of a shared pathway and service and frontage roads with contraflow cycle lanes. There will also be upgraded pedestrian/cyclist crossings at the Kilbirnie Crescent, Evans Bay Parade and Wellington Road intersections. The active travel pathways will improve connections between recreation facilities in Kilbirnie and Hataitai. I have assessed the changes to active travel as having a **High Positive Effect**.

8. ASSESSMENT OF OPERATIONAL EFFECTS

221. In this chapter of the SRIA, I present my assessment of potential adverse effects during the Project's operational phase. The potential social and recreation impacts during the operational phase relate to the social impact categories, defined in paragraph 88. The social impacts have taken into consideration feedback from the community received through the engagement outlined in Chapter 6 and in further detail in the Consultation and Engagement Chapter of the AEE. The concerns raised by the community have been incorporated into, and have informed, the Assessment of Effects. Consideration has also been given to the findings from the other technical studies, which include:
- i. Technical Report #2 Constructability Report prepared by Hoff Consultants Limited
 - ii. Technical Report #3 Economics Assessment prepared by David Norman that identifies potential impacts to local businesses and the livelihood of the surrounding community. This is relevant to the SRIA theme of Economy, Businesses and Employment
 - iii. Technical Report #5 Transport Effects prepared by Duncan Tindall, which has identified changes in traffic movements that affect how people move around their area. This is relevant to the SRIA theme of Access and Connectivity
 - iv. Technical Report #6 Noise Assessment prepared by Miklin Halstead, which has assessed the noise impacts on sensitive receivers and the potential impacts on quality of life. This is relevant to the SRIA theme of Environment
 - v. Technical Report #8 Historic Heritage Assessment, prepared by Dr Carolyn Hill, has identified items of heritage significance that contribute to a sense of place. This is relevant to the SRIA theme of amenity and character
 - vi. Technical Report #7 Landscape, Urban Form and Visual Amenity prepared by Stuart Houghton, has identified changes to visual amenity and local character. This is relevant to the SRIA theme of amenity and character
 - vii. Technical Report #18 Air Quality Effects prepared by Andrew Curtis, particularly whether decreases in air quality could impact the quality of life relevant to the SRIA theme of Environment
 - viii. Technical Report #19 Cultural Effects – Taranaki Whanui prepared by Richard Te One. This is relevant to the SRIA theme of amenity and character
 - ix. Technical Report # 20 Cultural Effects – Ngāti Toa prepared by Mokomoko Stewart. This is relevant to the SRIA theme of amenity and character
222. I have read the assessments listed above and am satisfied that they have considered the relevant effects and accept their findings. I support the recommendations in their reports and, unless specifically stated, have nothing further to add. To prevent duplication, I refer to these reports and focus on the social and recreation effects within the scope of this report.
223. I have assumed a 2029 construction start date with a multi-year construction period. Given this anticipated timeframe, the social and recreational effects have also been accounted for in changes to the community over time, including the population projections discussed in paragraph 111 and the recreational trends discussed in paragraph 115.
224. Adverse effects during the operational phase are predominantly experienced at the Local Study Area level; therefore, an assessment has been conducted for each Project section. In this chapter, I summarise the adverse effects during the operational phase for each Project section. These effects are then listed in a table, which includes recommended mitigation measures and the post-mitigation impact assessment. The Assessment of Effects has considered the assessment factors listed in paragraph 90.

Terrace Tunnel

225. The second Terrace Tunnel will be located directly east of the existing tunnel, predominantly on NZTA land (but also requiring the acquisition of a number of stratum titles from private landowners, as noted above). Potential social effects include impacts on residential properties east of the proposed tunnel, and on Kelburn Park and Victoria University west of it. The residential properties along the Terrace may be affected by noise, vibration, air quality, and visual impacts. These effects are discussed in detail in Technical Assessment #6 Noise and vibration effects, Technical Report #18 Air Quality Effects and Technical Report #7 Landscape, Urban Form and Visual Amenity Effects. These residential properties are currently affected by the existing tunnel. Although the tunnel may increase the magnitude of some of these effects, assessments have confirmed that, for most of these properties, the change is not significant and would generally be unnoticeable. The overall impact on the environment and quality of life for these residents, I have assessed as **Negligible**.
226. Kelburn Park and Victoria University, located west of the proposed second Terrace Tunnel, are not expected to be directly affected by its operation. Given that the operation of the existing tunnel already generates noise in Kelburn Park and the University, the noise assessment confirms the change would be unnoticeable. I have assessed the potential impacts on amenity in the Park and University as **Negligible**.
227. Table 12 provides a summary of adverse operational effects for Terrace Tunnel.

Table 12: Summary table of operational effects for Terrace Tunnel

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Noise, air quality, vibration, and visual effects affect residents' residential amenity and quality of life near the Terrace Tunnel	Residents along the Terrace	Negligible	N/A	Negligible
Impacts on the amenity and enjoyment of recreation activities in Kelburn Park and Victoria University	Users of recreational facilities in Kelburn Park and the University	Negligible	N/A	Negligible

Te Aro

228. The proposal is to provide three lanes of traffic along the entire length of Vivian Street. The area of Vivian Street most likely to be affected is around Cuba Street, where there will be changes to parking and the pedestrian environment. This part of Vivian Street is a vibrant pedestrian area that connects to commercial shops and boutiques along Cuba Street. The Victoria University School of Design and Cobblestone Park on the Basin side of Vivian Street generate pedestrian traffic between both sides of the street. The potential impacts relate to amenity and character, as well as to local businesses.
229. Concerns were raised during the community engagement regarding the Project's impact on pedestrian amenity, and that the additional traffic lane and increased vehicle speeds could affect pedestrian safety, particularly given the number of pedestrians moving through the area. The proposed kerb build-outs and relocation of street furniture will provide additional pedestrian

waiting areas, reducing the risk of them moving unsafely onto the road, and increasing their comfort while they wait. I have assessed the impact on pedestrian amenity at this location on Vivian Street to be a **Low Adverse Effect**.

230. Loss of parking has been discussed in detail in Technical Report #5 Transport Effects, and is assessed as low impact. Loss of parking will impact the customer experience, requiring customers to walk farther to reach businesses from other available parking spaces. Along Vivian Street, there are currently no designated loading bays; however, according to the Technical Report #5, the existing parking bays are frequently used for loading. There is a risk that businesses rely on parking spaces outside their premises for deliveries, and that, without these spaces, their operations and, therefore, their livelihoods could be impacted. I support the recommendation in Technical Report #5 to consider converting parking bays on side roads into loading bays and to provide loading bays along Vivian Street during off-peak periods. Technical Report #5 has assessed the impact on loading for local businesses as **High Adverse** without mitigation. If additional loading zones can be provided on side streets, this would reduce it to **Moderate Adverse**. I agree with this assessment.
231. A concern raised during the consultation was that the loss of parking along Vivian Street would reduce accessibility for residents with mobility impairments. According to Technical Report #5, none of the 75 on-street parking spaces proposed for removal along Vivian Street are designated as mobility parking spaces. The closest mobility parking spaces are on Cuba Street and Bute Street, and these will be retained. Residents with mobility impairment are allowed to use regular parking spaces with additional time. There is the potential that the loss of parking on Vivian Street could increase demand on the existing mobility spaces on the side streets. I consider the Project's effect on access for people with mobility impairments to be **Negligible**. Ongoing monitoring of demand for mobility parking within Te Aro would be part of the Council's general parking management, and additional mobility parking on the side streets could be allocated if it is determined necessary.
232. Technical Report #8 Historic Heritage Effects has identified several features along Vivian Street that contribute to the sense of local character and are an important part of place identity. These include awnings and verandahs, as well as benches dedicated to local characters. There is potential for the additional traffic lane and associated modifications to awnings and verandahs, particularly near Cuba Street, to detract from the area's character as a vibrant pedestrian shopping and nightlife precinct. The awnings, particularly at the corner of Cuba Street, serve as a gateway and a welcoming entrance for pedestrians. I support Technical Report #8's recommendation to reinstate the awnings and street furniture to maintain the area's character, particularly at the entrance to Cuba Street. This would align with the WCC plans for Cuba Street. Overall, I consider that once the awnings and street furniture are reinstated, the social impact will be **Negligible**.
233. Table 13 provides a summary of adverse operational effects for Te Aro.

Table 13: Summary table of operational effects for Te Aro

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Pedestrian amenity and safety on Vivian Street	Visitors to Vivian Street	Moderate adverse	The proposed kerb build-outs and relocation of street furniture will provide additional pedestrian waiting areas	Low adverse

Impact on business operations resulting from the loss of areas available for delivery vehicles	Vivian Street businesses	High adverse	Consideration should be given to converting parking bays on the side road into loading bays and allowing loading on Vivian Street during off-peak periods.	Moderate adverse
Decreased access for residents with mobility impairments due to the loss of parking	Residents with mobility impairments	Negligible	Demand on mobility parking part of the Council's general parking management in Te Aro.	Negligible
Changes affect the area's character and place identity, detracting from Cuba Street's reputation as a vibrant pedestrian shopping and nightlife strip.	Visitors to Vivian Street	Low adverse	Adoption of mitigation in the heritage assessment regarding retaining awnings, particularly at the corner of Cuba Street and reinstating street furniture	Negligible

Basin Reserve

234. Once operational, the reconstruction of the Basin Reserve will have several positive effects, as discussed in Chapter 7. From a social and recreational perspective, there is potential for adverse effects on access and connectivity, specifically on how people move around the area for regular journeys, on people's way of life, and on the loss of Town Belt Reserve Land within the Canal Reserve.
235. The most significant change to the Basin Reserve concerns traffic movements, particularly the shift from clockwise to anticlockwise circulation. During the consultation information sessions, some community participants were confused about traffic movements and how these would affect their regular journeys to work, education, and recreational activities. Once operational, there will likely be some initial frustration among the community about the impact of these changes on their daily travel; this should be offset by the reduction in congestion that the Project has enabled. In addition, the initial frustration is expected to diminish over time as the community becomes familiar with the new travel routes. A communication campaign, supported by clear road signage, will be needed to educate the community about changes in traffic flow around the Basin. With a communication campaign in place, I would assess the impact on the community's way of life as **Negligible**.
236. The Canal Reserve, located between Cambridge and Kent Terrace, is part of the Wellington Town Belt and therefore subject to the Wellington Town Belt Act 2016. Construction of the connection from Sussex Street into Cambridge Terrace will result in a loss of some of this land. All Town Belt land is of high social and recreational value. The function of the Canal Reserve is outlined in various Council policies, plans, and strategies, including the Central City Framework, developed as part of Wellington Towards 2040, which proposes a new linear park utilising this area to link the Basin Reserve and Waitangi Park. The realisation of this future linear park is supported by the recommendation made in Technical Report #7 Landscape, Urban Form and Visual Amenity Effects to modify the general arrangement of Kent Terrace and to reallocate surplus street space to the centre of the street, thereby making it contiguous with the Canal Reserve. In addition to this recommended mitigation, I acknowledge that compensation will be required for the loss of Town Belt land, and that this will need to be determined through discussions with WCC and mana whenua. With appropriate mitigation, the remaining Town Belt land within the Canal Reserve has the potential to be improved, and I have assessed it as having a Low Positive Effect.

237. Table 14 provides a summary of adverse operational effects for the Basin Reserve.

Table 14: Summary table of operational effects for Basin Reserve

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Confusion regarding changes in traffic movements around the Basin	Private vehicles using The Basin	Low adverse	A communication campaign, supported by clear road signage, will be needed to educate the community about changes in traffic flow around the Basin.	Negligible
Loss of Town Belt land in the Canal Reserve	Broader community	High adverse	Any loss of land is to be compensated in consultation with WCC and mana whenua. Any surplus street space along Kent Terrace to be reallocated to the centre of the street so that it is contiguous with the Canal Reserve.	Low positive

Mt Victoria Tunnel

238. The operation of the second Mt Victoria Tunnel will have some adverse effects on both the Mt Victoria and Hataitai sides of the tunnel. Both suburbs are predominantly residential. Changes in the road network to allow access to the tunnel portals will affect residents' regular journeys to work, education, and recreational activities. There are also potential impacts on the amenity and character of Mt Victoria and Hataitai from changes in landform around the tunnel portals.
239. The road network in Mt Victoria and Hataitai will change, altering how residents travel to work, school and their daily activities. During the consultation, residents raised concerns that the Project would increase journey times. Depending on their location, some trips will become longer, but the Project's benefits in reducing congestion, particularly at peak travel times, will result in an overall decrease in journey time. There may be a small number of properties, such as in Hataitai, north of Taurima Street, that experience a slight increase in journey time and distance because they will not be able to use this entrance to the Mt Victoria Tunnel to access the City. These residents will either travel south along Moxham Avenue to enter the tunnel via the new overpass or use the existing Bays Route. It is anticipated that travel time on the Bays Route will decrease because of the Project. Once operational, there is likely to be some frustration among the community regarding the impact of these changes on their daily travel. However, it is expected that over time this frustration will diminish as the community becomes familiar with the new travel routes. A communication campaign, supported by clear road signage, will be needed to educate the community about changes to the local road network. With a communication campaign in place, I would assess this as having a **Low Adverse Effect** on the community's way of life.
240. Concerns were raised during the consultation about the Project's permanent impacts on Paterson Street and its effect on the character of the Mt Victoria suburb. Technical Report #8 Historic Heritage Effects has undertaken a detailed assessment of the impact of the heritage properties along Paterson Street. Three properties are proposed to be relocated and reinstated on the realigned Paterson Street: 7 Paterson Street, 19 Paterson Street, and 140 Austin Street. I support recommendations in Technical Report #8 for preserving these properties. The

reinstatement of the heritage houses would mitigate the impact of the Project on the character of the suburb of Mt Victoria, so that, in my opinion, the effect is **Low Adverse Effect**.

241. There will be a permanent loss of the Town Belt above the Hataitai Tunnel portal entrance. Under the Wellington Town Belt Act 2016, any land take must be compensated by a grant of other land and/or monetary compensation; the Town Belt Management Plan encourages no net loss of land and envisages that compensation be used to promote landscape, ecological, and recreational values. The compensation package for this land will be determined in consultation with WCC and Mana Whenua. Vegetation affected by construction will also need to be rehabilitated.
242. Recreation activities, particularly mountain biking and walking trails through this area of the Town Belt, will be impacted by construction. Depending on the extent of work, some of these trails may need to be reestablished once construction is complete. If this is the case, then the new trails should be developed in accordance with the Recreation Aotearoa Outdoor Accessibility Design Guidelines (2024).
243. Although the requirements of the Wellington Town Belt Act will mitigate the overall impact on the Town Belt, there will be a significant period of disruption, particularly to the ecology and landscape. During this period, as indicated by consultation feedback, the community is expected to have concerns about permanent damage to the Town Belt, particularly its ecological and landscape values, as well as the impact on recreation activities in this area. For these reasons (in combination), I have assessed the impact on the Town Belt, particularly around the Hataitai Tunnel Portal, as a **High Adverse Effect**.
244. Table 15 provides a summary of adverse operational effects for the Mt Victoria Tunnel.

Table 15: Summary table of operational effects for Mt Victoria Tunnel

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Changes to the road network increase travel time for residents' daily journeys	Residents in Mt Victoria and Hataitai.	Moderate adverse	A communication campaign, supported by clear road signage, will be needed to educate the community about changes to the local road network.	Low adverse
Impact on the character of the suburb of Mt Victoria	Mt Victoria residents	Moderate adverse	Relocation and reinstatement of heritage properties on the realigned Paterson Street.	Low adverse
Impact on the Town Belt around the Hataitai Tunnel Portals	Recreation users of the Town Belt, Wellington residents	Very High adverse	Any loss of land is to be compensated in consultation with WCC and mana whenua. Impacted mountain biking and walking trails to be reestablished. Their reinstatement should comply with the Recreation Aotearoa Outdoor Accessibility Design Guidelines. Vegetation impacted during construction will also need to be rehabilitated to its existing condition.	High Adverse

Eastern Connections

245. Within this section of the Project, the suburb of Hataitai is at greatest risk of adverse impacts from the proposal. Regular travel routes will be changed to accommodate the second tunnel portal and widening of Wellington Road; there is a loss of Town Belt Land that is a defining feature of the suburb, loss of open space along Ruahine Street including a reduction in the designated dog exercise area, an increase of traffic on local roads that has the potential to impact local amenity as well as safety concerns around the Kilbirnie School.
246. The Town Belt is a defining feature of Hataitai, and its upper slopes are visible from most streets and properties in the area. Community feedback indicated strong opposition to the loss of land in the Town Belt, citing concerns about how it would affect the area's character, particularly given changes in the visual outlook. Technical Report #7 Landscape, Urban Form and Visual Amenity Effects has conducted a visual assessment of changes to the Town Belt from various locations within Hataitai, including surrounding the new grade-separated access road into Hataitai Park. It acknowledges that upon completion of the Project, the visual effects will be mitigated by the extensive areas of proposed native revegetation that will, in time visually enclose and contain the new access road infrastructure and ensure the change in landscape character to this frontage and access point to the Town Belt will be seen and perceived predominantly as a change from open grass to a heavily treed and vegetated area. This would reduce the impact to moderate to low impact in the long term. The changes to the Town Belt will alter the character of Hataitai. Given the time required for this impact to reduce, I have assessed the social effect on character and amenity as a **Moderate Adverse Effect**.
247. Changes to the road network will increase traffic on Moxham Avenue, as detailed in Technical Report #5 Transport Effects. Kilbirnie School is located on Moxham Avenue. During the consultation, concerns were raised that increased traffic on Moxham Avenue during the morning peak could create a safety issue for students accessing the school. Since the consultation, there have been design changes to the Project, including safety improvements on Moxham Avenue around the school. These improvements include improving visibility around the pedestrian crossing. Kerb build-outs will also be installed, reducing crossing distances for students and preventing cars from parking in a way that would obstruct views of the crossing. In addition, prior to the Project commencing, there will be changes to the Moxham Avenue bus stops as proposed by WCC and GWRC. According to Technical Report #5, these modifications will mitigate the effects of the increased traffic flows. The social impact regarding safe access to the school I have assessed as **Negligible**.
248. The proposed removal of the two right turns from Ruahine Street and Kilbirnie Crescent onto Wellington Road restricts access to Newtown, increasing journey time and distance to social infrastructure such as Wellington Hospital. This was raised as a concern by residents of Hataitai and Kilbirnie during the consultation. According to Technical Report #5, residents will need to access Newtown via Crawford Road and Constable Street, or via the Mt Victoria Tunnel. The intersection has been designed so that emergency services will still be able to make right turns from Wellington Road, maintaining their pathway of travel to Wellington Hospital. I agree with the findings of Technical Report #5 and have determined that the effect on residents' access to social infrastructure is a **Moderate Adverse Effect**.
249. Along Ruahine Street, open space will be lost as areas of the Town Belt are acquired for the construction of the access way to Hataitai Park. Although most of this area has low recreational value, it is used by the community and includes a designated dog exercise area. Following construction, any areas that were temporarily occupied should be revegetated. Any loss of land

to the Town Belt will be compensated in accordance with the Wellington Town Belt Act 2016. I have therefore assessed this as having a **Negligible Effect**.

250. The loss of 32 parking spaces along Wellington Road could affect visitors to Kilbirnie Park and the Recreation Precinct. The Kilbirnie Park Masterplan has investigated parking provision within the Precinct. According to its assessments, there are 214 off-street parking spaces that are sufficient to accommodate peak demand within the recreation precinct. In addition, according to the 'CBD to Miramar Parking Management Plan' and 'CBD to Miramar Parking Assessment Report', there is capacity for up to 40% reduction in off-street parking. The impact of the loss of 32 parking spaces for users of the recreation facilities within Kilbirnie, I have therefore assessed as a **Negligible Effect**.

251. Table 16 provides a summary of adverse operational effects for the Eastern Connections.

Table 16: Summary table of operational effects for Eastern Connections

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Changes to the Town Belt affect the character of Hataitai	Residents in Hataitai	High adverse	Any loss of land is to be compensated in consultation with WCC and mana whenua. Support recommendations made in the Urban Form, Landscape, and Visual Assessment report.	Moderate adverse
Safety concerns for students accessing Kilbirnie School	Hataitai residents	High adverse	Safety improvements made to Moxham avenue including improved visibility to the pedestrian crossing and installation of kerb build outs.	Negligible
Loss of open space along Ruahine Street	Hataitai Residents	Low adverse	Any loss of land is to be compensated in consultation with WCC and mana whenua. Vegetation affected by construction will need to be rehabilitated to its pre-construction condition.	Negligible
Loss of parking impacts access to Kilbirnie Park and Recreation Precinct	Users of Kilbirnie Park recreation precinct	Negligible	N/A	Negligible

Effects of tolling on SH1 Operations

252. NZTA is investigating the application of a toll on the SH1 Wellington Improvements Project. The Land Transport Management Act requires public consultation on tolling and, at that time, the Transport Agency will collect and consider any relevant social impacts in tolling SH1 through Wellington.

9. ASSESSMENT OF CONSTRUCTION EFFECTS

253. In this chapter of the SRIA, I present my assessment of the effects during the Project's construction phase. I have relied on Technical Report #2 Constructability Report to inform the assessment. According to this report, construction activities will generally be undertaken during standard daytime hours, except for tunnel advances, which will occur 24 hours a day, 7 days a week. Shifts for tunnelling are anticipated to be either three 8-hour shifts or two 10-hour shifts with a four-hour maintenance window. In addition, due to the scale and location of the Project, some activities may require extended or out-of-hours work to minimise disruption to traffic, adjacent businesses, schools, community facilities and stakeholders.
254. Typical working hours with construction noise:
- i. Standard daytime works: Monday to Saturday, 6:00 am – 6:00 pm
 - ii. Night works (as required): Typically, 6:00 pm – 6:00 am, subject to specific traffic management and noise control measures
 - iii. Weekend or public holiday works (by exception): May be undertaken for critical activities such as traffic switches, major concrete pours, or utility outages
255. The assessment of social impacts during construction has taken into account the findings from other technical studies and the same social impact categories used in the assessment of operational effects above. I have reviewed the listed assessments and am satisfied that they have considered the relevant effects during the construction period; I accept their findings. I support the recommendations in their reports and, unless specifically stated, have nothing further to add. To prevent duplication, I refer to these reports and focus on the social and recreation effects within the scope of this report.
256. Effects during the construction phase will be temporary, and the works are expected to be undertaken in stages. However, some may continue throughout the anticipated 6-8-year construction period. The staging order has not yet been determined. The impacts will need to be reviewed once there is confirmation on the construction staging and timing.
257. In this chapter, I summarise the adverse effects during the construction phase, including those anticipated to be consistent across the entire Project area and those more specific to each Project section. These effects are then listed in a table that includes recommended mitigation measures and a post-mitigation impact assessment. The Assessment of Effects has taken into consideration the assessment criteria listed in paragraph 90.

Whole of Project

258. Construction will have significant environmental impacts that will affect the amenity and quality of life across all suburbs in each section of the Project. Technical Report #2 Constructability Report has provided a high-level overview of the construction methodology. The technical studies, including air quality, noise, and integrated transport assessments, have presented findings on the effects of construction on each area of the Project.
259. Technical Report #2 acknowledges that some tasks would be best carried out when the roadway is closed. Nightworks enable the contractor to undertake works during periods of lower traffic and reduced service demand. Noise and vibration can adversely affect nearby residential properties, disrupting residents' sleep. Technical Report #6 Noise and Vibration Effects has considered the impact of night-time works on local residents. To address potential adverse effects, the noise assessment recommends consulting with residents, measuring existing noise levels, and assessing proposed activities to determine appropriate noise mitigation and

management measures for night works on a case-by-case basis. Technical Report #6 concludes that the acceptability of night works with respect to noise depends on both the level of received noise and its frequency and duration. A single night of work would warrant less intensive management than multiple sequential nights. I support the recommendations in Technical Report #6 to address the potential adverse effects of night-time works on residents' quality of life. With the implementation of these recommendations, I have assessed this as a **Moderate Adverse Effect**.

260. The social impact category of access and connectivity assesses the Project's impact on how people move within an area for personal or business purposes. Construction will disrupt travel, access, and connectivity throughout the Project. This is due to the extensive work required within the existing road corridor, which will necessitate temporary traffic management, as discussed in detail in Technical Report #5 Transport Effects. From a social impact perspective, these changes will impact people's way of life, their access to and use of community services, facilities, and social networks, community cohesion, and perceptions of safety. Although the traffic management plan will mitigate some of these effects, I have determined that it will have an overall social impact of Moderate Adverse. This assessment accounts for the duration of construction and ongoing changes in traffic patterns during different construction phases.
261. Changes to the road network during construction can affect emergency service access, increasing the risk of delays in responding to callouts. Consultation has been undertaken with emergency services, including Wellington Free Ambulance, Fire and Emergency New Zealand to identify potential concerns during construction so they can be considered by the design team. Consultation with NZ Police is also planned and will have occurred prior to lodgement. All agencies have requested regular communication to advise crews of changes to the road network. With sufficient notice given to emergency agencies about traffic changes, I have assessed this as a Moderate Adverse Effect.
262. Access to private properties should be maintained wherever possible during construction. Access may be temporarily restricted. Consultation should be undertaken with potentially affected private property owners to understand access requirements and plan construction to minimise impacts. This is assessed as having a Moderate Adverse Effect, given the number of potential impacted properties along the corridor and the duration of construction.
263. The Project is significant given the scale of the required work and the expected length of the construction program. Anxiety, stress, and fatigue associated with or exacerbated by construction-related effects are potential adverse effects that may arise before and during the Project's construction. Residents and adjacent businesses have the potential to be most impacted by construction-related effects of the Project and may therefore experience higher levels of anxiety. Mitigating fears is challenging because they are personal emotions elicited by a proposal. Building relationships with the community and providing communication materials to explain the Project's more technical elements will assist with reducing some elements of fear; for this reason, I have assessed this as a Moderate Adverse Effect.
264. Approximately 287 private properties⁴ will need to be fully or partially acquired to enable the construction of the Project. The properties are spread along the corridor, with 69 in Wellington Central, 70 in Te Aro, 107 in Mt Cook, 10 in Mt Victoria, 16 in Hataitai and 15 in Kilbirnie. Property acquisition is undertaken in accordance with the PWA, for this reason, this SRIA has

⁴ This number refers to the number of properties. The number of landowners of 227 stated in paragraph 175 is lower because some private owners hold more than one title

not attempted to provide an assessment of the individual effects. Consideration has been given to the social impact of property acquisition on each community. The distribution of properties along the corridor prevents a concentration in one area, reducing the likelihood of significant social change in a community and limiting impacts on the established character of an area. The 107 properties in Mt Cook include low-rise apartments along Sussex Street, such as the Basin Reserve Complex. The impact of this acquisition on the urban form is discussed in the Landscape and Visual Assessment.

265. From a social perspective, although it will affect residents in these properties, the Mt Cook community is quite transient, with 78% of households renting and only 21% of residents living in their home for more than five years. There are concerns, as identified during community engagement, regarding the extent of property impacts and what it will look and feel like for neighbours 'left behind'.
266. For many residents, particularly along Ruahine Street and Wellington Road, there has been significant uncertainty over the years regarding the property land-take requirements. This affects people's ability to plan for their future, make decisions about property ownership and leases, and decide whether to stay or leave, and whether to move on now or later. These impacts are already happening. It is not possible to completely mitigate this impact; however, through public engagement, it has emerged that what many people want and need is certainty, particularly regarding Project timing and the extent of Project land take. This will enable these residents to make decisions about their future.
267. With regular and ongoing communication regarding Project timing, construction methodology, and potential environmental impacts, I consider the effects of property acquisition on the surrounding community to be Moderate Adverse.
268. Table 17 provides a summary of adverse construction effects across the entire Project corridor.

Table 17: Summary table of construction effects for the whole of the Project corridor

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Nightworks in residential areas	Residential areas including The Terrace, Mt Victoria and Hataitai	Very high adverse	Implementation of recommendations in the Noise Assessment regarding nighttime works.	Moderate adverse
Disruption to travel patterns due to changes in traffic movement and road closures	All road corridor users	High adverse	Implementation of recommendations from the Integrated Transport Assessment. Regular communication regarding changes to traffic arrangements. Construction vehicles should avoid using local roads to minimise disruption to local traffic.	Moderate adverse
Changes to the road network could affect access to emergency facilities, causing delays in callouts	Emergency service providers	High adverse	Regular communication with emergency service providers to ensure awareness of changes to traffic arrangements.	Moderate adverse
Temporary loss or restricted access to private property	Private properties along the Project corridor	High adverse	Loss of access to private property should be avoided. If restrictions or	Moderate adverse

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
			loss are required, consultation with the affected landowner should be conducted.	
Long-term stress and construction fatigue from an extended period of construction	Local residents, workers and visitors	High adverse	Staging of the Project to consider minimisation of longer-term impacts to specific stakeholders. Ongoing communication and engagement with the community so that they are informed about potential adverse effects.	Moderate adverse
Fear and uncertainty regarding the effects on property acquisition	Impacted landowners, businesses and adjacent properties	High adverse	Regular and ongoing communication with impacted owners and residents and adjacent properties regarding Project timing and construction methodology.	Moderate adverse

Terrace Tunnel

269. There is currently a walkway that connects The Terrace to Kelburn Park. It also provides connections to the Club Kelburn recreation facilities, the City to Sea Walkway, and an area of open space atop the Terrace Tunnel, designated as a dog exercise area. Pedestrian access to this area will be maintained during construction. Construction hoarding will need to be erected around any work above the Terrace Tunnel to ensure the park can continue to be used as a dog exercise area. Overall, I have assessed this as a **Negligible Effect**.
270. Construction of the Terrace Tunnel, including the new/extended Ghuznee Street bridge, will impact pedestrian and cyclist access to the City from Kelburn. These pathways are well utilised by students, residents and workers to access the City. The Traffic Management Plan must identify suitable pedestrian and cyclist routes that provide safe access with minimal conflicts with vehicular traffic. Any pathway diversions will require appropriate signage to inform the public. Diversions should add minimal additional travel distance compared to the existing pathways. With appropriate diversions in place, I have assessed this as having a **Low Adverse Effect**.
271. Table 18 provides a summary of adverse construction effects for the Terrace Tunnel.

Table 18: Summary table of construction effects for Terrace Tunnel

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Maintain access to the Terrace walkway and Designated Dog Exercise Area	Local residents along The Terrace	Low adverse	Pedestrian access from The Terrace to Kelburn Park using the walkway across the top of the Terrace Tunnel is maintained. Construction hoarding is erected around any work on top of the Terrace Tunnel so that the area can continue to be used as designated dog exercise area.	Negligible

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Construction compounds and works reduce access between the City and Kelburn, including Kelburn Park and Victoria University	Local residents, workers and university students	Moderate adverse	Construction should be phased to minimise impacts on bridge connections across the Terrace Tunnel. The Traffic Management Plan must identify suitable pedestrian and cyclist routes that provide safe access with minimal conflicts with vehicular traffic. Appropriate signage should be installed to inform the public of the pedestrian and cycling diversions. Any diversions should add minimal additional travel distance compared to the existing pathways.	Low adverse

Te Aro

272. Adverse impacts on livelihoods are expected during the construction phase due to disruptions to local businesses, particularly those along Vivian Street. During construction, access to businesses may be reduced or temporarily blocked. This could affect customer numbers (and therefore business performance) and disrupt deliveries. It is anticipated that construction work will be phased to ensure that access to businesses is not restricted for extended periods. There will need to be ongoing consultation with businesses to maintain access to their properties wherever possible. Site signage and hoardings should be used to promote businesses during construction work. Additional loading bays on side streets may be required to facilitate delivery access and would need to be agreed with WCC. With appropriate mitigation in place, I have assessed this as a **Moderate Adverse Effect**.

273. Vivian Street is a vibrant pedestrian area that connects to commercial shops and boutiques along Cuba Street. There is a high level of pedestrian movement, particularly from Cuba Street and across Vivian Street to Victoria University and Cobblestone Park. During construction, there will be adverse impacts on pedestrian amenity, with works restricting access and affecting sections of the footpath. Technical Report #2 Constructability Report has suggested a staged approach to undertaking the work along Vivian Street, minimising impact on pedestrian areas as much as possible. I support the recommendations in this report as well as the requirement for a Traffic Management Plan that maintains existing pedestrian movements. Consideration should be given, if practical, to temporarily relocating some street furniture to maximise pedestrian space; this could include moving street benches and rubbish bins. With appropriate mitigation in place, I have assessed this as a **Low Adverse effect**.

274. Table 19 provides a summary of adverse construction effects for Te Aro.

Table 19: Summary table of construction effects for Te Aro

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Construction work obstructs or restricts access to businesses for customers and deliveries	Vivian Street businesses	High adverse	Ongoing consultation with businesses to maintain access to their properties as much as possible. Site signage and hoardings should	Moderate adverse

			be used to promote businesses during construction work.	
Impact on pedestrian amenity from works that restrict access and affect sections of the footpath	Visitors to Vivian Street	Moderate adverse	Vivian Street works are to be undertaken in stages to minimise impact on the pedestrian environment. Traffic Management Plan to enable pedestrian movements to be safely maintained during construction. Consideration to temporary relocation of some street furniture, where practical, to maximise pedestrian access. This could include the benches and rubbish bins.	Low adverse

Basin Reserve

275. Construction in the Basin Reserve will involve temporary changes to the road network around the Basin, affecting access to local social infrastructure. Transport management for construction within the Basin Reserve is discussed in detail in Technical Report #2 Constructability Report and Technical Report #5 Transport Effects. Recommendations made within these technical reports are supported by this SRIA to mitigate the adverse effects of construction. The SRIA has specifically considered the anticipated effects of construction on those who require regular access to social and recreational infrastructure, including schools within the study area and, on event days, access to the Basin Reserve, Government House, and the Pukeahu War Memorial.
276. Partial property acquisition is required at the Seventh Day Adventist Church between Sussex Street and Tasman Street, reducing the size of the car park. This has the potential to create a **low adverse effect** for patrons accessing the Church. It is proposed that residual property parcels adjacent to the existing car park on the west side of Sussex Street be used to replace the acquired parking, under an agreement in accordance with PWA. With this mitigation in place, I have assessed the effect of the partial acquisition of the Church property as **Negligible**.
277. Assessment of the impacts is provided in Table 20. With appropriate mitigation in place under the Construction Management Plan and Traffic Management Plan, I have assessed the social effects as **Low to Moderate Adverse**.

Table 20: Summary table of construction effects for The Basin

Impact	Stakeholders	Impact rating pre-mitigation	Impact rating post-mitigation	Impact rating post mitigation
Impacts on access to St. Mark's and Wellington College	Staff, parents and students of St Mark's and Wellington College	Moderate adverse	Traffic Management Plan to maintain access to the schools and ensure appropriate management during school drop-off and pick-up times. There should also be regular communication with each school to distribute to students and parents, advising them of any changes in traffic near the schools.	Low adverse

Impact	Stakeholders	Impact rating pre-mitigation	Impact rating post-mitigation	Impact rating post mitigation
Public events held in the Basin Reserve Precinct are restricted in their ability to accommodate large numbers of visitors	Visitors to events at the Basin Reserve	High adverse	The construction program should take into consideration any significant events occurring at the Basin Reserve and the National War Memorial. There will need to be ongoing communication with event organisers. The Traffic Management Plan must include an event plan to manage increased pedestrian and visitor volumes at the Basin Reserve. A temporary access route through Pukeahu near the construction site of the Sussex Street trench may be required, as indicated in the Constructability Report.	Moderate adverse
Impact on the visitor experience at the National War Memorial	Visitors to the National War Memorial	Moderate adverse	Access to the National War Memorial will be maintained during construction, with sensitive management of sites within the memorial grounds. Access pathways may be temporarily changed, but this will be managed with clear wayfinding.	Low adverse
Access arrangements to Government House may change, impacting the travel movements of dignitaries who have specific security requirements	Dignitaries attending events at Government House	Moderate adverse	Ongoing communication with Government House to advise on any change in traffic arrangements. Government House to advise of any events that will have specific security requirements.	Low adverse
Loss of parking at the Seventh Day Adventist Church	Patrons of the church	Low adverse	Residual property parcels adjacent to the Church to provide equivalent parking and incorporate into the remaining car park	Negligible

Mt Victoria Tunnel

278. Construction of the Mt Victoria Tunnel will have significant impacts on the Mt Victoria and Hataitai communities. In addition to the environmental impacts of noise, vibration, and dust, discussed in paragraph 258. These communities will experience a loss of recreational facilities, impacts on the Town Belt, and changes to access, including active travel through the Mt Victoria Tunnel.
279. The Town Belt is a defining feature in the suburbs of Mount Victoria and Hataitai. Construction of the Mt Victoria Tunnel duplication will require temporary occupation of land within the Town Belt adjacent to the current Mount Victoria and Hataitai tunnel portals. The visual and landscaping impacts of the construction works are discussed in detail in the Urban Form, Landscape, and Visual Assessment. This SRIA supports the assessment's findings, including the mitigation recommendations. The Town Belt is highly valued by the community, and during the consultation, residents expressed concern about permanent damage to these areas of

temporary occupation resulting from construction work. Rehabilitation work will be required to support vegetation regrowth in these areas, in accordance with the Wellington Town Belt Act 2016. Nevertheless, the community will still fear permanent damage. For this reason, I have assessed this impact within the social category of fears and aspirations and determined it to have a **High Adverse Effect**.

280. Vehicular access to Wellington East Girls' College is required to enable its operation. Access is also required after hours so that the community can continue to access the aquadome. The school has two vehicle access points: its main driveway on Paterson St and a secondary entrance on Austin St. Pedestrian access using the stairs on Paterson St will be maintained. The Paterson St vehicle entrance will be closed to vehicles during the construction of the Mt Victoria Tunnel. All vehicles will need to be rerouted to the Austin St entrance and internally within the school. The constructability report has indicated that during certain phases of work, vehicle access may be further restricted for several weeks. I recommend that vehicular access to the school be maintained; if further restrictions are required, they should occur outside school term or school hours to minimise impacts. However, access is still required during these times to enable the use of school facilities. Contractors should consider solutions such as single-lane access or, if vehicle restrictions are expected to last for an extended period, the construction of a temporary access bridge across Paterson St, as indicated in the constructability report. A footpath will be constructed beside the tunnel control building to provide a safe pedestrian pathway from the College to Paterson/Austin Street. With vehicle access maintained and regular communication with the school regarding changes in travel movements, I have assessed the impact to be **Moderate Adverse Effect**.
281. Construction of the Mt Victoria Tunnel will affect trails through Mount Victoria. Some parts of the Hataitai to City Walkway, as well as pathways used by mountain bike riders to access the Hataitai Zig Zag Track, will be temporarily closed. During the consultation, residents discussed the passive recreation activities they regularly undertake in the Town Belt. To mitigate this impact, all efforts should be made to maintain access to these trails or to provide well-marked, low-impact diversion routes within the Town Belt. There will be a period when the Hataitai-to-City walkway is closed, coinciding with the closure of the Mt Victoria Tunnel Shared User Path. I support the recommendation in the Integrated Transport Assessment to create a temporary access path connecting to Hinau Road and Hataitai Park, replicating the existing track linkages. Given the cumulative effect of having potentially multiple pathways unavailable simultaneously, I have assessed the impact on recreation trails within the social and recreation facilities category as a **Moderate Adverse Effect**.
282. One of the most significant social effects during construction is the temporary closure of the Mt Victoria Tunnel Shared User Path. This is an established commuter route for pedestrians and cyclists connecting Hataitai to the City as discussed in paragraph 153. With the closure of the shared path through the existing tunnel, there will be no pedestrian or cyclist access for potentially three years, removing a key direct link for active-mode users between the Basin Reserve and the Hataitai shops. Technical Report #5 Transport Effects investigated various alternative routes and determined that they would all add considerable distance and additional effort to daily commutes during construction, making walking and traditional cycling less convenient and potentially discouraging active travel for some users. I support the recommendations in Technical Report #5, including an upgrade of the existing Hataitai to City Walkway to improve its overall amenity, as well as the recommendation for a free shuttle bus service that would transport pedestrians and cyclists (and their bikes) on either side of the Mt Victoria Tunnel. However, even with these mitigations in place, journey time and convenience

will be adversely affected discouraging active travel. There is a risk of long-term impacts from the tunnel closure, including changes in travel behaviour that lead to fewer cyclists and pedestrians using the tunnel, with associated impacts on health and wellbeing. It will take time for the numbers to increase once the tunnel is back in operation. I agree with Technical Report #5, that the long-term closure of the Mt Victoria Tunnel Shared Users Path for pedestrians and cyclists with mitigation in place will have a **Moderate Adverse Effect**.

283. The Hataitai Kindergarten, located on Taurima Street, will need to relocate to new premises, with the current building to be demolished to enable construction of the second tunnel portal. The kindergarten is licensed for up to 42 children in full-time care. Whānau Manaaki Kindergartens network, which manages the kindergarten, is on a month-to-month lease arrangement with WCC. The potential for relocation has been known for many years, as it was proposed in previous designs of the Mt Victoria Tunnel duplication. The NZTA Property Team has been consulting with the kindergarten regarding relocation options. Hataitai Kindergarten has confirmed that it has been investigating other locations in Hataitai. There are other childcare centres in Hataitai, including Hataitai Playcentre, High Five Care and Learning, Matairangi Kindergarten and Greta Point Childcare Centre. Capacity at these centres may be limited to accommodate children from the Hataitai Kindergarten. This SRIA supports relocation of the kindergarten within the surrounding area to avoid a net loss of childcare in the suburb. If a new site can be secured within the suburb and set up as a new facility before the existing property is closed and demolished, it would enable a seamless transition to the new Kindergarten without a temporary loss of childcare places. If this can be undertaken, I would assess its effect as **Negligible**. If a loss in childcare places occurred, this would increase to a **High Adverse Effect**. (I note that the Crown will pay full compensation under the PWA to Wellington City Council and the Kindergarten associated for taking the land on which the Kindergarten is located.)
284. The footbridge connecting Taurima Street and Hataitai Park is an important accessway to the Town Belt. In addition to Hataitai Park users, the footbridge is used by mountain bikers to access tracks within the Town Belt. The footbridge may need to be closed for multiple years during the construction of the eastern portal. It is recommended in Technical Report #2 Constructability Report that the works in the eastern corridor, including the Hataitai Connection bridge and interchange with Hataitai Park are completed prior to the closure of the pedestrian bridge. This SRIA supports this phasing to enable continuous pedestrian and cyclist access to Hataitai Park. The footbridge is an important access route to Hataitai Park. Clear signage and communication will be required to identify alternative access routes. These alternative routes include the newly constructed Hataitai Connection bridge and tracks and trails through the Town Belt that provide access to Hataitai Park, including from Alexandra Road. I have assessed the impact of the temporary closure of the footbridge as a **Moderate Adverse Effect**.

285. Table 21 provides a summary of adverse construction effects for the Mt Victoria Tunnel.

Table 21: Summary table of construction effects for Mt Victoria Tunnel

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Fear that construction work in the Town Belt creates permanent damage	Mt Victoria and Hataitai residents	High Adverse	Implementation of recommendations made in the landscape and visual assessment. Any land temporarily occupied within the Town Belt must be restored to its existing condition. All work undertaken	Moderate Adverse

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
			within the Town Belt is to be in accordance with the TBMP.	
Impact on trails within Mt Victoria Town Belt	Broader Wellington Community	High adverse	Maintain trail access whenever possible during construction. If trails are obstructed, then appropriate diversion routes should be provided. These should be clearly marked to reduce impacts on Town Belt Vegetation. A temporary access path should be provided connecting to Hinau Road and Hataitai Park, replicating the existing track linkages.	Moderate adverse
Impact to vehicular access to Wellington East Girls' College during construction	Staff, parents and students of Wellington East Girls' College. Community users of the aquadome	Very High adverse	Vehicle access is maintained through Austin St. If further vehicle restrictions are required, then these are to occur outside of school term or after school hours, with access maintained by single vehicle access, or if for an extended period of time, by a temporary bridge.	Moderate adverse
Closure of the Mount Victoria Tunnel Shared Path	Pedestrians and Cyclists	Very High adverse	Upgrade of the existing Hataitai to City Walkway to improve its overall amenity. Free shuttle bus service that can transport pedestrians and cyclists (and their bikes) through either side of the Mt Victoria Tunnel.	Moderate adverse
Acquisition of Hataitai Kindergarten	Hataitai Residents	High adverse	Support for the Hataitai Kindergarten to provide suitable premises within the suburb so that there is no net loss of childcare. The new facility should be operational prior to the existing facility's closure.	Negligible
Temporary loss of Hataitai Footbridge	Hataitai community	High adverse	The Hataitai Connection bridge should be completed before the footbridge is closed. A communication campaign should be undertaken, with clear signage, to inform the public of the bridge closure and to provide information	Moderate adverse

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
			about alternative access routes to Hataitai Park. These include the Hataitai Connection bridge and tracks and trails through the Town Belt, such as those from Alexandra Road.	

Eastern Connections

286. Social and recreation impacts in this section include effects on Hataitai Park and Kilbirnie Park, as well as the relocation of the Badminton Wellington Centre.
287. The Badminton Wellington Centre on Ruahine Street, as described in paragraph 157 will need to be demolished to enable construction of the Eastern Connections to the Mt Victoria Tunnel Duplication. Full compensation under the PWA will be payable by the Crown in respect of acquiring the relevant land on which the Badminton Wellington Centre is located. I recommend that NZTA continue working with Council and Badminton Wellington to identify options for a new facility on public reserve land (funded in part by that compensation) to prevent a permanent decrease in the number of competition-level badminton facilities within the Wellington City area. If a facility can be located within the region before the existing facility is demolished, enabling a seamless transition with no net loss of competition-level courts, I would assess this as a **Negligible Effect**. If there is a loss of eight competition-level badminton courts even temporarily (such that important competitions are affected), resulting in 13 competition-level badminton courts remaining within Wellington, then I would assess the impact to be a **Very High Adverse Effect** on the region. The effect would decrease in magnitude if the number of courts lost is reduced (e.g., the new facility could accommodate seven courts, which would result in a **Low Adverse Effect**, or if a delay in reinstating a facility nevertheless does not lead to any competitions being affected / cancelled, in which case effects may be negligible).
288. Technical Report #2 Constructability Report has considered three scenarios for constructing the Hataitai Connection bridge, each requiring some period of closure of vehicular access to Hataitai Park. Without vehicular access, all the sporting clubs that utilise Hataitai Park, listed in paragraph 154 would be unable to host competition or training activities. If access to Hataitai Park were closed for multiple months, as proposed in one of the construction scenarios, I would assess the impact as **Very High Adverse**. This duration could prevent clubs from operating for an entire season, with longer-term impacts on club membership and participation in the sport. Closure of Hataitai Park for up to two weeks, as proposed in another construction scenario, would have a **Moderate Adverse Effect**. The preferred timing with the least impact would be for a closure to occur between sporting seasons (August-September or March-April) or during the Christmas Period. Sufficient notice of at least six months would be required so that sporting clubs can organise the competition and training schedule around the closure. In a construction scenario where Hataitai Park is closed for hours or a day, I would assess the impact as a **Low Adverse Effect**. If the closure occurs on a weekday before 3 pm, the impact could be **Negligible**, as this is outside the sporting group's competition or training sessions. If a couple of days of closure is required, sufficient notice should be provided so that sporting clubs can make alternative arrangements for competition events, such as an 'away game' or a 'make-up' game at a suitable time.

289. Parking will be limited in Hataitai Park during construction. If vehicle access is maintained, the main impact will be parking on the lower level of the car park, and these spots are expected to remain permanently unavailable to enable widening of Ruahine Street. As outlined in Technical Report #5 Transport Effects, there is concern that the loss of parking in Hataitai Park will increase parking demand in the surrounding suburbs, particularly along Moxham Avenue. There should be communication with the regional sporting bodies to advise facility users of changes to parking arrangements and to encourage alternative access to Hataitai Park, including car sharing, public transport, and the pedestrian and cycle footbridge. This will have a **Moderate Adverse Effect**.
290. Construction works in Kilbirnie Park include the removal of the grandstand and realignment of Wellington Road. The clubroom facilities will need to be demolished to enable the widening of Wellington Road. These clubrooms are used by Marist AFC in the winter and by Eastern Suburbs Cricket Club in the summer. There is an opportunity under the Kilbirnie Park Masterplan to relocate the clubrooms further into Kilbirnie Park, alongside Toitū Pōneke, with Wellington City Council's agreement (and supported by the full PWA compensation that will be payable). I have assessed the relocation of these rooms as **Negligible** if the PWA process provides sufficient time for the new facility to be established before the existing facility is demolished, enabling a seamless transition and preventing a temporary loss of club rooms.
291. There will be a loss of open space at Kilbirnie Park due to the widening of Wellington Road. This loss will affect the northern cricket field, reducing the available distance between the cricket pitch and the northern boundary by approximately 2 m. Cricket field dimensions vary. Although the International Cricket Council recommends that the boundaries be no shorter than 59.43m from the centre of the pitch to the boundary (International Cricket Council, 2017), there is some flexibility for existing grounds that cannot meet these dimensions. Junior competitions, such as those organised by New Zealand Cricket, often shorten boundaries by 30-45m to accommodate different skill levels (New Zealand Cricket, 2023). The reduction in available space may limit the northern cricket field's ability to meet the preferred boundary dimensions for certain levels of competition, potentially reducing the number or types of games/competitions that can be hosted within the Park. WCC have been aware that the SH1 project has the potential to impact the use of the playing fields within Kilbirnie Park; this has been recognised in the Kilbirnie Park Masterplan. They are currently exploring options to reconfigure the playing fields at Kilbirnie Park to maximise use of the cricket fields. If this reconfiguration can be undertaken without changing the number or type of cricket games/tournaments that can be hosted in the Park, then I have assessed the decrease in open space area within the Park as **Low Adverse**.
292. Kilbirnie Park also hosts large-scale community sporting events, including the Weetbix Kiwi Kids Tryathlon and Round the Bays. The Round the Bays fun run is held in February each year and attracts over 10,000 runners. The run starts in Waitangi Park and runs around Evans Bay Parade through to Kilbirnie Park. Planning construction work should account for these events to ensure minimal disruption. If planned, there will still be some impacts on these events, including loss of parking and changes to access routes, but these can be minimised, and I have assessed this as having a **Moderate Adverse Effect**.
293. Table 22 provides a summary of adverse construction effects for Eastern Connections.

Table 22: Summary table of construction effects for Eastern Connections

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
Demolition of Badminton Wellington Centre	District-level badminton players	Very high adverse	NZTA should work with Council and Badminton Wellington to identify location options, on public recreation land, for a new facility (funded in part by PWA compensation). The aim should be to create a facility within the region before the permanent acquisition of the current Badminton Wellington Centre, enabling a seamless transition with no net loss of competition-level courts.	Negligible
Temporary loss of vehicular access to Hataitai Park prevents sporting groups from hosting training or competition	Broader Wellington Community	Very high adverse	Scenario 1: Vehicular access to the Park is closed for a period of multiple months.	Very high adverse
			Scenario 2: Vehicular access to the Park is closed for up to two weeks. Closure occurs between sporting seasons. Sufficient notice (at least six months) is provided so sporting groups can schedule around the closure.	Moderate adverse
			Scenario 3: Vehicular access to the Park closed for hours or a day. Closure occurs on a weekday before 3 pm Sufficient notice (at least one month) is provided so sporting groups can schedule around the closure	Negligible
Loss of open space in Kilbirnie Park	District-level cricket players	Low adverse	WCC is working to reconfigure Kilbirnie Park Cricket Fields as part of the Kilbirnie Park masterplan	Low adverse
Demolition of clubrooms	Marist AFC and Eastern Suburbs Cricket Club	High adverse	Recreating clubrooms (funded by PWA compensation) in closer proximity to Toitū Pōneke (the Hub). The PWA process should be able to provide sufficient time for the new facility to be established prior to the demolition of the existing facility.	Negligible
Reduction in parking in Hataitai Park	Broader Wellington Community	High adverse	There should be communication with the regional sporting bodies to advise facility users of changes to parking arrangements and to encourage alternative access to the Park, including	Moderate adverse

Impact	Stakeholders	Impact rating pre-mitigation	Mitigation	Impact rating post-mitigation
			carsharing, public transport, or use of the footbridge.	
Impact on events in Kilbirnie Park	Broader Wellington Community	High adverse	Major community sporting events, such as the Weetbix Kiwi Kids Tryathlon and Round the Bays, should be considered in the construction program to minimise disruptions.	Moderate adverse

10. MEASURES TO AVOID, REMEDY OR MITIGATE ACTUAL OR POTENTIAL ADVERSE EFFECTS

294. This SRIA endorses the mitigation measures incorporated into the design and recommended in the technical studies referenced throughout this report. Implementing these mitigations will help reduce adverse social effects. The following chapter outlines additional measures, in addition to the other technical studies, to mitigate potential adverse social and recreational effects during operation or construction.

Measures to avoid, remedy or mitigate effects during operation

Terrace Tunnel

295. I have identified no further mitigation recommendations in my SRIA for the Terrace Tunnel that have not already been included in Technical Report #6, Technical Report #7 and Technical Report #18.

Te Aro

296. I have identified no further mitigation recommendations in my SRIA for the Te Aro that have not already been included in Technical Report #8, Technical Report #5 and Technical Report #7.

The Basin

297. I have identified no further mitigation recommendations in my SRIA for the Basin that have not already been included in Technical Report #5, Technical Report #6, Technical Report #7, Technical Report #8 and Technical Report #18.

Mt Victoria Tunnel

298. Mountain biking and walking trails in the Wellington Town Belt affected by construction should be reestablished to their existing condition, with connections and access points maintained where practical. Consideration should be given to establishing the trails in accordance with the Recreation Aotearoa Outdoor Accessibility Design Guidelines.

Eastern connections

299. The creation of a green corridor along Wellington Road, connecting Kilbirnie Park to the Mount Victoria area of the Town Belt, is considered a Project benefit. The green corridor would be created from the leftover residential land that NZTA acquired to widen Wellington Road. To maximise the benefits of this green connection, it is recommended that existing trails within the Town Belt should be extended to connect to the new green link across Wellington Road where possible. Any new trails should be developed in accordance with the Recreation Aotearoa Outdoors Accessibility Design Guidelines.

Measures to avoid, remedy or mitigate effects during construction

Whole of Project

300. A Community and Stakeholder Engagement and Communication Plan ('Communication Plan') should be developed for and implemented during the construction phase. This document should require ongoing, regular engagement with the community and stakeholders. The Communication Plan should confirm key milestones and events that would require a communication campaign. The Communication Plan should include an overview of key stakeholders and the approach to

engagement and communication, engagement tools, communication channels, details of the complaint management process, and key messages for each construction phase.

Terrace Tunnel

301. Pedestrian access to the area of open space above the Terrace Tunnel should be maintained during construction as part of the connection from The Terrace through to Kelburn Park. Construction hoarding will need to be erected around any work above the Terrace Tunnel to ensure the park can continue to be used as a dog exercise area.

Te Aro

302. Ongoing consultation with businesses should be undertaken to maintain access to their properties as much as possible. Site signage and hoardings should be used to promote businesses during construction work. Additional loading bays on side streets may be required to facilitate delivery access.
303. Pedestrian gathering areas should be maximised by temporarily relocating street furniture, including the signal boxes, memorial benches, rubbish bins, and the planter boxes.

The Basin

304. The construction program should take into consideration any significant events occurring at the Basin Reserve and the National War Memorial. There will need to be ongoing communication with event organisers. The Traffic Management Plan should include an event plan to manage increased pedestrian and visitor volumes at the Basin Reserve. A temporary access route through Pukeahu near the construction site of the Sussex Street trench may be required, as indicated in the Constructability Report.

Mt Victoria Tunnel

305. Trail access within the Town Belt should be maintained as much as possible during construction. If trails are obstructed by construction, appropriate diversion routes should be provided. These routes should be clearly marked to reduce impacts on Town Belt vegetation.
306. Vehicular access to Wellington East Girls' College should be maintained at all times, including after school hours, to allow the community access to the Aquadome facilities. If access through Austin St needs to be reduced, it should occur only outside the school term or after school hours. There should be regular consultation with the school to manage pedestrian, bus, and private-vehicle access to the college and to manage complaints or access issues during construction.
307. Support should be provided to Hataitai Kindergarten to relocate to suitable premises within Hataitai to reduce the risk of any net loss of childcare places, ideally the new facility should be operational before the existing facility's closure to ensure continuity of care.
308. The Hataitai Connection bridge and interchange with Hataitai Park should be completed prior to the closure of the existing pedestrian bridge from Taurima Street. Prior to closure, a communication campaign should be undertaken, including signage to inform the public about the bridge closure and alternative access routes to Hataitai Park. These include the Hataitai Connection bridge and tracks and trails through the Town Belt, such as those from Alexandra Road.

Eastern Connections

309. NZTA should work with Council and Badminton Wellington to identify options to prevent a permanent decrease in the number of competition-level badminton facilities within the Wellington City area. The

new facility should be located within the region and established before demolition of the existing facility, enabling a seamless transition with no temporary loss of competition-level courts.

310. NZTA should work with Council and Marist AFC and the Eastern Suburbs Cricket Club to relocate the clubrooms in Kilbirnie Park. The PWA process should allow sufficient time for the new facility to be established before the existing facility is demolished.
311. Vehicular access to Hataitai Park should be maintained, where practicable. If a closure of up to two weeks is required, the preferred timing, with the least impact, is between sporting seasons (August-September or March-April) or during the Christmas period. Sufficient notice of at least six months would be required so that sporting clubs can organise the competition and training schedule around the closure. If a couple of days of closure is required, sufficient notice of up to one month should be provided so that sporting clubs can make alternative arrangements for competition events, such as an 'away game' or a 'make-up' game at a suitable time. If closure is required for a few hours or a day, the preferred time would be on a weekday before 3 pm.
312. Major community sporting events, such as the Weetbix Kiwi Kids Tryathlon and Round the Bays, should be considered in the construction program to minimise disruptions.

11. CONCLUSION AND RECOMMENDATIONS

313. Overall, the Project will achieve its objectives of faster and more reliable state highway journeys. This will have national benefits, including improved access to key destinations such as Wellington International Airport, Wellington Central Business District and Wellington Hospital, as well as regional benefits from improved network resilience.
314. Once operational, the Project will deliver local benefits, including reduced congestion on residential roads and improved traffic flows around the Basin Reserve. Walking and cycling infrastructure across the corridor will improve with new segregated walking and cycling facilities around the Basin Reserve, a 3.6m-wide shared path through the new Mt Victoria Tunnel, and the construction of a wider footbridge into Hataitai Park and active travel facilities through to Kilbirnie Park. Access to regional sporting facilities at Hataitai Park will also be improved through the construction of the Hataitai Connection bridge.
315. There will be some adverse social effects once the Project is operational. These adverse effects are predominantly assessed as **Low Adverse**; mitigation recommendations have been made in other technical studies to address them, and these are discussed in Chapter 8. The Project will have significant effects on the Wellington Town Belt. Although this will also form part of the compensation package under the Wellington Town Belt Act 2016, there will be community concerns about the long-term and permanent impacts. Vegetation affected by construction will need to be rehabilitated, and recreation trails will need to be reinstated.
316. During construction, there is potential for some **very high adverse** social effects. Although these are anticipated to be temporary, most will continue throughout the anticipated multi-year construction period. The construction impacts are discussed in detail in Chapter 9. With mitigations in place, it is anticipated that these adverse social effects can be reduced to **Low or Moderate**. I support the mitigations made in other technical studies referenced in this SRIA. In addition, in Chapter 10, I have outlined specific mitigation recommendations that should be included as part of the Project.
317. Overall, with the implementation of the mitigations recommended in this report, I consider that the Project, once constructed, will have social benefits at the national, regional, and local levels.

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ANNEXURE A: Review of relevant Social Policies

Table 23: Policy reviewed and relevance to this assessment

Policy	Objective of the policy document and its relevance to the Town Belt
Wellington City Council	
<i>Our City Tomorrow: A Spatial Plan for Wellington City “the Spatial Plan”</i>	The Spatial Plan was approved in 2021. It is a growth strategy that sets out where and how the city should grow and develop over the next 30 years. An update is now required because the District Plan is now operative and there have been changes with Let’s Get Welly Moving. The Spatial Plan does provide a framework for managing Wellington City’s growth. The vision set in the Plan is “A welcoming home for all”. The vision is supported by the following goals: ▪ Partnership with Mana Whenua - Wellington recognises the unique role of mana whenua within the city and advances a relationship based on active partnership. ▪ Vibrant and prosperous – welcoming social and cultural diversity, supporting innovation and investing strategically to maintain our thriving economy. ▪ Compact – quality developing in the right location. ▪ Inclusive and connected – Wellington has a world-class transport system with attractive and accessible public spaces that support our diverse community and cultural values. ▪ Greener – Wellington’s natural environment is protected, enhanced, and integrated into the urban environment. ▪ Resilience – Wellington’s natural and built environment is healthy and robust, and we build physical and social resilience through good design. The Spatial Plan outlines areas for growth and the infrastructure required to support the anticipated population. <i>The Spatial Plan identifies growth projections for suburbs within the Local Area of impact. It has been used to help determine the future of these suburbs and the Project’s impact on these communities. It must be acknowledged that WCC plan to prepare a document that sets out key issues and opportunities for the Spatial Plan update to Council after the October 2025 local government election.</i>
Wellington City District Plan (2024)	The District Plan outlines the regulatory framework for achieving the vision set out in the Spatial Plan it outlines the objectives and policies, methods and rules for managing the city environment, land uses and associated activities. Strategic objectives of relevance to this SRIA are: ▪ CC-01 - Wellington City continues to be the primary economic and employment hub for the region ▪ CC-02 Wellington City is a well-functioning Capital City where: - A wide range of activities that have local, regional and national significance are able to establish and thrive. - The social, cultural and economic well-being of current and future residents, and the environment is supported; - Mana whenua values and aspirations become an integral part of the City’s identity; - Urban intensification is delivered in appropriate locations and in a manner that meets the needs of current and future generations; Innovation and technology advances are promoted to maintain or enhance the quality of the environment and support the social, cultural, and economic well-being of existing and future residents; and - Values and characteristics that are an important part of the City’s identity and sense of place are identified and protected. <i>Special Purpose Zones of particular interest for this SRIA are the Wellington Town Belt Zone, which includes sites across the area of Local Impact, and the Tertiary Education Zone, which includes Victoria University’s Kelburn campus and Massey University’s Mount Cook campus. Understanding the objectives of these zones and the potential impacts from the Project is an important consideration within this SRIA.</i>
Wellington Town Belt Management Plan (2016)	The WTBA2016 requires the Council to adopt a management plan (Section 11 (1)) and review it at intervals of not more than 10 years (Section 11 (3)). The purpose of the TBMP is to provide Wellington City Council with a clear framework for making decisions and managing the Town Belt for at least the next 10 years.

Policy	Objective of the policy document and its relevance to the Town Belt
	The plan provides a framework for addressing common issues across the Town Belt and managing them in a comprehensive and consistent way. Detailed objectives and policies give guidance for the development, management, protection, operation and public use of the Town Belt. Areas within the TBMP in the Local Study Area include Kelburn Park, Hataitai Park, and Mount Victoria. The TBMP provides information on recreation activities in these areas, including facilities and usage levels. <i>The WTBMP provides useful information on land values and uses within the Town Belt areas of the Project. Given the Act's requirement to maintain the Town Belt, the WTBMP is an important document for assessing the potential impact the Project will have on the Town Belt, which is such a defining feature of Wellington.</i>
Te Whai Oranga Pōneke – Open Space and Recreation Strategy (2023)	The Open Space and Recreation Strategy establishes a long-term framework guiding the Council's open space and recreation decisions over a 30-year period. Its overarching objective is to shape Wellington into “an inclusive, sustainable, and creative capital for people to live, work, and play.” To achieve this, the strategy outlines a structured action plan centred around five key focus areas: integration, inclusivity, regeneration and resilience, re-indigenisation, and diversity. <i>The open space categories defined in this strategy have been used for the recreation facility undertaken as part of the SRIA. Additionally, the strategy reinforces the Council's commitment to preserving green spaces, with its third key performance indicator aiming for net zero-loss of open space.</i>
Where's Your Happy Place? Engagement Report (2022)	‘Where's Your Happy Place’ is an engagement report produced as part of the Open Space and Recreation Strategy. The document aims to capture varied community perspectives on the current operation of public spaces and their future management, based on 1,452 survey responses. It also details responses regarding the specific features and facilities of open green and recreational spaces. <i>Sentiment regarding the use of Open Space and Recreation facilities is important to consider in the SRIA.</i>
Wellington City Council Green Network Plan (2021)	The Green Network Plan is an initiative to increase the quantity of green spaces in Wellington Central, with overarching targets to be achieved within 10 years. It outlines the current state of green spaces, future goals, and specific targets to ensure these spaces provide increasing ecological, social, economic, cultural, and public health benefits. The plan also addresses the interaction among green spaces, the blue rainfall-capturing network, and the city's built environment. <i>The Plan identifies opportunities to improve Green Spaces in parts of the Study area, including Te Aro and the Basin Reserve. It identifies shortfalls in Greenery in areas close to the study area, including alongside the Terrace Tunnel and in the area between the Basin and Vivien Street. Parks identified as part of the improvement plan within the study area include Terrace Tunnel Park, Mount Street, Flagstaff Hill/Terrace Gardens, Terrace Tunnel Park South, Glover Park, Te Niho Park, Glover Park, Cobblestone Park, Cambridge/Kent Terrace Median, Basin Reserve, Pukeahu National War Memorial, 87 Kent Terrace.</i>
Central City Framework (2013)	The Central City Framework strategy focuses on Wellington's central city, examining what makes the city unique, the challenges it faces, and the opportunities for growth. The strategy aims to promote urban greening and create a thriving and resilient city that can adapt to evolving lifestyle preferences. Most relevant to this Project is the objective to make Wellington's Streets greener and more attractive. There are proposals for more tree-lined boulevards as well as ‘stream streets’ that acknowledge the underground streams. Areas of opportunity identified in the Framework that overlaps with the Project, this includes Vivian Street, the Canal Reserve through Kent and Cambridge Terrace, Te Aro Precinct around Pukeahu as well as parks such as Cobblestone Park. The SRIA has reviewed the Framework to understand WCC's initiatives and vision for each of the areas of opportunity identified that are within the study. This has enabled an assessment of the Project and whether it supports or detracts from the Framework's vision.
Mount Victoria / Matairangi Master Plan (2015)	The Mount Victoria / Matairangi Master Plan sets out how the Council will approach governance over vegetation and recreation at Mount Victoria over the next decade. The objective of the document is to establish a structured approach to conservation, visitor use, cultural site management, and redevelopment. It also considers how to do this while aligning with existing legislative frameworks and community aspirations. <i>The plan helps to define the landscape, ecological, recreational, and mana whenua values that guide the Council's evaluation of Town Belt additions under the TBMP. Although the Mount Victoria / Matairangi area sits outside the study area for this assessment, it provides an indication of how the TBMP objectives have been applied. The Hataitai to City walkway extends into the area covered by the Masterplan and discussions regarding this walkway have been useful to consider regarding the recreation impact of the proposed land take.</i>

Policy	Objective of the policy document and its relevance to the Town Belt
Open Space Access Plan (2016)	The Open Space Access Plan sets out the Council's strategy for managing the city's diverse track network, including those within Town Belt sectors. It evaluates the current track environment, identifies strengths, weaknesses, opportunities, and threats, and defines principles for ecologically sustainable development. <i>The plan identifies the tracks within the Local Study Area that will require access maintenance throughout construction and operation. It also identifies those used by mountain bike riders for recreation as well as ebikes.</i>
Te Kaupapahere ā-Kurī o Pōneke Wellington Dog Policy (2024)	The Wellington Dog Policy, adopted in 2024, is relevant to this assessment as it defines the Council's approach to managing dog exercise areas. If replacement or disestablishment were to be considered, the policy highlights the need to balance reasonable access for dogs and their owners with the risk of conflicts with the public and safety concerns. Additionally, the document affirms the Council's commitment to community engagement, requiring registered dog owners, local residents, and relevant stakeholders to be consulted in decision-making processes. <i>There are two dog exercise areas in close proximity to the Project that could be relocated or displaced. These are above the Terrace Tunnel and along Ruahine Street and Hataitai Park. Consideration will need to be given to the impact that the loss of the dog exercise areas will have in accordance with these policies.</i>
Te Awe Māpara Community Facilities Plan 2023	The purpose of Te Awe Māpara is to guide the Council's provision and decision-making about community facilities for the next 30 years. The plan includes an audit of all 277 Council-managed facilities. It outlines key actions to improve accessibility, upgrade ageing facilities, and meet the needs of the future population. <i>For this SRIA, the Plan provides a complete list of Council-owned and managed facilities within the Study Area; it also identifies Council plans for future upgrades or works that will need to be considered as part of the assessment.</i>
Wellington Regional Trails for the Future 2017	The Plan brings together eight district or city territorial authorities, the regional council, and the Department of Conservation (DOC) to identify priority projects for the region's walking, cycling, and hiking trails. <i>Of relevance to this SRIA is the proposal to classify the Southern Walkway, an 11km trail along the Town Belt from Oriental Bay in the City Centre to Island Bay, as a signature trail.</i>
Glover Park Management Plan 2005	Glover Park is a green, sheltered public open space in a busy urban area and an important link in the local pedestrian network. Currently, the park's use as a recreational destination is limited by a general lack of security, maintenance and the presence of anti-social elements. Wellington City Council has recognised that the park has potential to be a more comfortable, safe and valued destination, and it intends to develop the space and improve the facilities, security and passive recreational opportunities. The objective of this management plan is to manage Glover Park as a lively, attractive and safe public open space and to enable a range of passive recreational activities. <i>This Management Plan has been useful for understanding the current functions of Glover Park, how it relates to its surrounding environment, particularly along Ghuznee Street, and its connection to the Cuba Street Character Area.</i>
Tātou ki Uta – the draft Coastal Reserves Management Plan.2025	The plan covers all Council-managed coastal land from Oriental Bay to Karori Stream, including coastal reserves, beaches, public parks, road reserves, and recreational amenities such as tracks, play areas, boat ramps, and public toilets. Of relevance to this SRIA is land within the Te Ākautangi sector, which extends approximately 5km along the sheltered waters of Wellington Harbour, from Cobham Drive to Ōmarukaikuru (Point Jerningham). This coastline includes key recreational areas such as Evans Bay Marina, Hataitai Beach, Cog Park, Greta Point, and Balaena Bay. It is proposed to deliver a new masterplan for the Evans Bay Marina Precinct to support long-term resilience, financial sustainability, and better recreational access. This includes upgrades to boat ramps and enabling diverse water-based activities such as waka ama, sailing, and fishing. <i>Awareness of projects such as the Evans Marina Precinct is important when assessing The Project in the suburb of Hataitai. Changes in access within the area will alter traffic flow, which may impact what is proposed for the marina.</i>
Wellington Play Spaces Policy (2017)	This policy provides strategic direction and guidelines for the provision and management of play spaces in Wellington City. The document includes an audit of all play spaces, cross-referenced with the audit undertaken for this SRIA. <i>Of relevance to this SRIA are plans for a neighbourhood play space in Kilbirnie, construction of the Mount Victoria/Matairangi nature play trail will begin in 2016/2017. Reference is also made to the Elizabeth Street Play area, Pirie Park and Kainui Reserve.</i>

Policy	Objective of the policy document and its relevance to the Town Belt
Suburban Reserves Management Plan (SRMP) (2015)	The purpose of the Suburban Reserves Management Plan (SRMP) is to provide Wellington City Council with a clear framework for day-to-day management and decision-making for Council administered reserves and open spaces in the suburban areas between Khandallah/Broadmeadows and Miramar (including Makara) for the next 10 years. The Plan has reserved to understand any potential actions that could affect the Park and Open Spaces identified in the audit undertaken for this SRIA. Most of the parks and open spaces are outside the scope of the SRMP because they are covered by the TBMP. Information about the surrounding parks within the suburbs of Kelburn, Mount Cook and Kilbirnie is provided in the Plan.
Kilbirnie Park Masterplan (2023)	The masterplan provides an aspirational 30+ year vision and framework for the future of Kilbirnie Park. The short-term priorities outlined in the masterplan to be delivered within existing funding include: • Delivery of a new skatepark • Renewal of the community play space • Loop track around the sportsfields, with informal play opportunities • Working with mana whenua for opportunities to celebrate Ākau Tangi Pā • Improving the path network, planting, landscaping and consolidating carparking <i>Impacts to Kilbirnie Park to the delivery of the masterplan will need to be considered by the SRIA</i>
Greater Wellington Regional Council	
Regional Policy Statement for the Wellington Region (2013)	The operative Regional Policy Statement for the Wellington Region (2013) directs territorial authorities to give effect to significant regional issues. Community outcomes specified within the Regional Policy Statement, of relevance to the Project, include: • Connected community – roads and public transport systems enable us to link well with others, both within and outside the region. • Quality lifestyle – living in the Wellington region is enjoyable and people are safe. • Sense of place – we value the region's unique characteristics. • Healthy community – our physical and mental health is protected. • Prepared community – we can cope with emergency events
Greater Wellington Regional Long Term Plan 2024-2035	The Greater Wellington Region's Long Term Plan outlines the Regional Council's goals for the environment, public transport, economy and resilience to climate change. Most relevant to this Project is the goal of building connected communities. The plan states "a vibrant liveable region in which people can move around on safe, sustainable and effective public transport, there is inclusive and equitable participation, and our sustainable rural and urban centres are connected to each other." Given the Regional Council's role in public transport provision, it will be important to understand the potential impacts of the SH1 improvements on public transport to assist in achieving the goal of all people within 500m of an all-day, 7-day-a-week public transport service with a minimum 60-minute daytime frequency.
Nuku Ora	
Wellington Regional Spaces and Places Framework	A high-level strategic framework for future regional sports facility planning and optimisation of the current network. The plan identifies a facility hierarchy and facility planning principles that consider facility development, including new builds, upgrades, re-purposing or rationalising. The audit of regional facilities has found that the region does not have many facility gaps. However, it does have capacity issues in key locations, at peak times, and for certain facility types such as indoor court spaces and specialised indoor venues such as those used for gym sports (amongst others). For some sports experiencing declining numbers there is an over-provision of facilities e.g. tennis, bowls and golf. <i>The Regional Spaces and Places Framework has included an audit of regional national and international facilities in the Wellington Region. It has been used to confirm facilities within the local and district study areas that have the potential to be impacted by the Proposal.</i>

Policy	Objective of the policy document and its relevance to the Town Belt
Regional Indoor Sports Court Report September 2023	The purpose of the report is to understand the supply and demand and implications for the future use of regional indoor sports courts. An indoor court is defined as a public court that is the equivalent of a full-size basketball or netball court. This means, for example, that four badminton courts are the equivalent of one full-size court The report found that based on population benchmarks, the Wellington region has sufficient indoor court space. However, this does not factor in the widening uses of indoor court spaces for informal sport use, non-sporting activity, the growing range of physical activities that require access to indoor court spaces, or the demand at peak usage times which places pressure on scheduling and allocation. The report makes recommendations to increase capacity of existing facilities. These include: ▪ Maximising the use of what is currently available through maintaining and improving the current network. ▪ Realising partnering opportunities such as school and community court partnerships ▪ Improving data management to enable regional consistency <i>The report provides useful data on current level of provision for indoor sports courts by sporting code. There are known impacts to indoor sports court facilities due to the relocation of the Badminton Hall on Ruahine Street. Information from this report will be useful for understanding the impact that the loss of this facility will have on broader regional facility capacity.</i>
Regional Sports Fields Report September 2023	The purpose of the report is to understand the supply and demand and implications for the future use of regional sports fields. The report found that regionally there is currently a shortfall of 270 hours for training and competition use of sports fields. This shortfall is greatest in Wellington City (364.4 hours). The report makes recommendations to increase and maximise supply capacity. These include: • Making more effective use of sports fields through adjusting code allocations and code use schedules. • Increasing the capacity of existing sports fields and artificial turfs or pursuing school / community and public / private partnerships. • Increasing the supply of sports fields i.e., repurpose existing land, or acquiring new land. <i>The report provides useful data on current level of provision for sport fields use by sporting code. For this SRIA it will be important to maintain the current number of sport fields so that the level of service provision is maintained. Impacts on sportsfields such as Rugby, Hockey and Cricket will be of concern given the current shortfall of supply that exists in the Wellington Region.</i>

ANNEXURE B: Demographic Summary

Census Data	New Zealand	Wellington Region	Wellington City	Kelburn (SA3)	Wellington Central (SA3)	Te Aro (SA3)	Mount Victoria (SA3)	Mount Cook (SA3)	Hataitai (SA3)	Kilbirnie Central (SA2)
Population										
Land Area		8,049.44	289.91	1.43	0.56	1.28	1.08	1.05	1.49	0.70
Population Density		66.84	724.02	3,034.97	5,642.86	10,351.56	4,259.26	6,657.14	4,449.66	3,732.86
2013	4,242,048	471,315.00	190,966	4,730	2,886	10,224	4,530	6,603	6,288	2,690
2018	4,900,600	506,814.00	202,737	4,770	3,270	11,823	4,770	7,350	6,615	2,688
2023	5,287,500	538,000.00	209,900	4,340	3,160	13,250	4,600	6,990	6,630	2,613
% change 2013 - 2018										
Age										
Median	38.1	37.90	34.9	25.8	26.4	28.8	31.8	26.7	32.8	37.5
Under 15	18.7%	0.17	14.4%	6.6%	2.8%	3.5%	5.8%	5.4%	12.1%	10.6%
15-29	19.4%	0.21	27.2%	51.8%	56.3%	19.4%	39.0%	53.9%	32.2%	26.8%
30-64	45.3%	0.46	46.8%	30.5%	34.1%	40.4%	45.3%	34.3%	46.1%	43.6%
Over 65	16.6%	0.16	11.7%	11.1%	6.8%	5.8%	9.9%	6.3%	9.7%	19.1%
Sex										
Male / Tāne	49.3%	0.49	48.2%	43.5%	47.8%	47.8%	47.2%	47.6%	48.5%	47.9%
Female / Wahine	50.3%	0.51	50.5%	53.5%	50.2%	50.0%	51.0%	49.4%	49.6%	50.7%
Another gender / He ira kē	0.4%	0.01	1.3%	2.9%	2.1%	2.3%	1.5%	2.9%	2.0%	1.5%
Ethnic groups										
European	62.1%	0.66	63.7%	77.8%	58.9%	58.5%	69.4%	60.4%	71.6%	64.6%
Māori	17.8%	0.16	9.8%	8.3%	10.7%	10.1%	7.8%	11.8%	9.6%	11.5%
Pacific Peoples	6.9%	0.09	5.7%	2.9%	4.6%	4.3%	2.4%	4.1%	3.9%	7.5%
Asian	15.3%	0.13	20.4%	10.1%	26.1%	24.4%	15.4%	20.5%	12.2%	18.4%
Middle Eastern/Latin American	1.9%	0.02	3.6%	0.0%	2.6%	3.9%	4.0%	6.5%	2.8%	4.0%
Dwellings										
Occupied Dwelling	87.9%	0.91	96.1%	90%	84%	86.7%	87.3%	89.2%	91.4%	92.0%
Unoccupied Dwelling	10.8%	0.08	8.2%	9%	16%	12.4%	11.3%	10.5%	8.0%	7.5%
Dwelling Under Construction	1.3%	0.01	0.7%	1%	1%	0.9%	1.5%	0.3%	0.4%	0.2%
Home ownership/tenure										
Dwelling owned or partly owned	54.9%	0.57	49.1%	36.6%	24.2%	22.3%	28.7%	19.5%	45.1%	46.2%
In family trust	11.1%	0.10	9.5%	16.2%	5.3%	5.1%	10.3%	2.8%	10.8%	5.6%
Not owned	34.0%	0.34	41.4%	48.3%	70.4%	72.5%	61.0%	77.8%	44.0%	48.3%
Family composition										
Families	42.1%	0.41	39.6%	36.0%	25.1%	27.4%	34.2%	28.5%	38.9%	97.9%
Households	57.9%	0.59	60.4%	64.0%	74.9%	72.6%	65.8%	71.5%	61.1%	2.1%
Median weekly rent paid by households										
2018	\$ 340.00	350.00	\$ 440.00	\$ 555.00	\$ 460.00	\$ 500.00	\$ 490.00	\$ 450.00	\$ 450.00	\$ 390.00
2023	\$ 450.00	500.00	\$ 560.00	\$ 692.00	\$ 550.00	\$ 550.00	\$ 600.00	\$ 520.00	\$ 590.00	\$ 500.00
Residential movement										
Usual residents 5 years	44.5%	0.49	46.1%	34.5%	17.0%	17.2%	31.7%	21.2%	45.4%	39.7%
Employment										
Employed Full-time	51.2%	0.55	59.0%	44.4%	48.4%	61.4%	64.5%	52.9%	65.1%	52.6%
Employed Part-time	13.4%	0.14	13.9%	22.3%	17.5%	13.9%	15.1%	18.3%	13.3%	12.3%
Unemployed	3.0%	0.03	3.0%	5.5%	3.0%	4.8%	3.4%	6.3%	3.1%	3.0%
Not in the Labour Force	32.4%	0.29	24.0%	27.9%	28.8%	19.9%	16.9%	22.4%	18.5%	32.2%
Household Income										
Median household income	\$97,000	\$114,500	\$134,500	\$140,200	\$ 103,400	\$110,100	\$135,800	\$92,500	\$151,800	\$87,900
Number of motor vehicles per house (%)										

Census Data	New Zealand	Wellington Region	Wellington City	Kelburn (SA3)	Wellington Central (SA3)	Te Aro (SA3)	Mount Victoria (SA3)	Mount Cook (SA3)	Hataitai (SA3)	Kilbirnie Central (SA2)
No motor vehicle	6.3%	10.1%	15.2%	17.2%	56.9%	53.8%	23.3%	39.2%	10.9%	27.8%
One motor vehicle	43.7%	39.4%	43.7%	46.7%	35.7%	37.6%	51.2%	43.0%	46.2%	44.4%
Two motor vehicles	39.2%	35.8%	29.8%	26.9%	6.6%	7.1%	17.4%	13.4%	31.5%	19.8%
Three motor vehicles	13.2%	10.3%	7.8%	6.5%	0.0%	1.2%	6.1%	3.1%	7.5%	5.4%
Four motor vehicles	5.1%	3.5%	2.4%	2.0%	0.0%	0.0%	1.4%	1.0%	2.7%	2.0%
Five or more motor vehicle	2.8%	1.8%	1.1%	0.5%	0.0%	0.0%	0.0%	0.0%	1.3%	0.9%
Number of businesses	649164	63,711.00	30129	522	4242	3531	537	591	789	417
Type of business										
Agriculture, Forestry and Fishing	9.9%	3.3%	0.6%	0.60%	0.50%	0.40%	0.60%	0	0.40%	
Mining	0.10%	0.10%	0.10%		0.50%	0.10%				
Manufacturing	3.70%	2.90%	1.80%	2.30%	1.10%	2.50%	1.70%	3%	1.10%	2.90%
Electricity, Gas, Water and Waste Services	0.30%	0.30%	0.20%		0.40%	0.20%				
Construction	12.80%	11.80%	7.10%	2.30%	2%	3.10%	5.60%	6.10%	8%	7.20%
Wholesale Trade	3.10%	2.10%	1.80%	0.60%	2.40%	2.50%	1.10%	3%	1.10%	2.90%
Retail Trade	5.80%	5.30%	4.70%	3.40%	5%	7.70%	2.20%	5.60%	1.90%	9.40%
Accommodation and Food Services	4.10%	3.90%	4.20%	3.40%	4%	9.40%	3.90%	4.60%	3%	6.50%
Transport, Postal and Warehousing	2.90%	2.70%	2.20%	0	0.60%	0.70%	0	3%	1.50%	5.80%
Information Media and Telecommunications	1.30%	3.10%	5.20%	2.90%	2.20%	3.40%	6.70%	6.60%	6.80%	8.60%
Financial and Insurance Services	7.30%	6.60%	8.80%	12.60%	19.20%	8.30%	8.40%	5.60%	7.20%	3.60%
Rental, Hiring and Real Estate Services	19.90%	18.20%	18.60%	24.10%	17.60%	20.10%	22.30%	17.30%	19%	16.50%
Professional, Scientific and Technical Services	11.50%	20.80%	25.40%	30.50%	23.20%	21.40%	28.50%	23.40%	30%	13.70%
Administrative and Support Services	3.50%	3.80%	3.60%	1.70%	4%	2.50%	2.80%	3%	3%	3.60%
Public Administration and Safety	0.60%	0.80%	1%		3.10%	0.80%		0.50%	0	0.70%
Education and Training	2%	2.30%	2.20%	2.30%	1.80%	2%	2.20%	2%	2.30%	3.60%
Health Care and Social Assistance	4.40%	4.70%	5.10%	6.30%	4.30%	5.40%	7.30%	5.60%	7.60%	5.80%
Arts and Recreation Services	2%	2.30%	2.60%	4%	1.30%	2.70%	3.40%	5.10%	3.80%	5%
Other Services	4.60%	5.00%	4.70%	3.40%	6.90%	6.50%	3.40%	6.60%	2.70%	6.50%

Census Data	New Zealand	Wellington Region	Wellington City	Kelburn (SA3)	Wellington Central (SA3)	Te Aro (SA3)	Mount Victoria (SA3)	Mount Cook (SA3)	Hataitai (SA3)	Kilbirnie Central (SA2)
Percentage of population by New Zealand index of socioeconomic deprivation										
1 - Least deprived	0.1%	16.10	18.7%	8.3%	4.8%	2.3%	0.0%	0.0%	7.7%	0.0%
2	10.0%	14.10	16.9%	5.4%	6.1%	14.4%	5.3%	0.0%	18.0%	0.0%
3	9.8%	11.20	13.3%	15.3%	0.0%	3.0%	18.3%	2.2%	28.3%	3.1%
4	9.9%	10.90	12.8%	1.9%	10.0%	11.7%	26.1%	7.0%	16.8%	8.8%
5	9.9%	9.70	11.3%	35.5%	12.0%	21.2%	24.1%	9.9%	15.8%	43.7%
6	9.9%	10.00	10.0%	2.2%	32.0%	14.6%	15.7%	23.9%	9.6%	8.5%
7	10.1%	7.90	6.5%	13.6%	16.1%	13.8%	4.3%	31.6%	3.7%	9.2%
8	10.0%	7.10	4.9%	17.8%	12.7%	10.7%	6.0%	3.8%	0.0%	12.9%
9	10.3%	6.20	2.8%	0.0%	6.4%	5.3%	0.0%	10.1%	0.0%	6.1%
10 - Most deprived	10.5%	6.90	2.7%	0.0%	0.0%	3.1%	0.0%	11.7%	0.0%	7.6%
Percentage of population by highest qualification,										
No qualification	15.7%	12.0%	6.8%	2.1%	2.0%	2.8%	3.9%	4.8%	4.4%	12.1%
Level 1 certificate	10.3%	8.5%	5.3%	2.1%	2.1%	2.5%	2.8%	3.2%	4.5%	6.6%
Level 2 certificate	9.8%	9.2%	7.0%	4.9%	4.4%	4.7%	5.4%	5.4%	6.2%	7.7%
Level 3 certificate	12.7%	13.2%	14.4%	29.3%	34.2%	22.3%	15.4%	27.6%	13.8%	12.3%
Level 4 certificate	8.8%	7.4%	4.7%	2.1%	2.1%	3.7%	3.1%	3.9%	4.3%	5.5%
Level 5 diploma	5.1%	4.7%	3.8%	2.2%	2.3%	3.6%	3.1%	2.9%	3.1%	3.6%
Level 6 diploma	4.7%	4.5%	4.0%	2.6%	2.1%	2.9%	3.7%	2.8%	4.0%	4.6%
Bachelor degree and										
Level 7 qualification	15.5%	18.6%	24.1%	24.3%	21.5%	26.3%	28.5%	22.9%	28.3%	22.4%
Post-graduate and										
honours degrees	6.2%	8.5%	11.8%	12.3%	9.2%	11.1%	15.1%	10.1%	13.8%	10.6%
Masters degree	4.4%	6.9%	10.3%	11.4%	11.4%	11.9%	11.9%	9.1%	11.7%	7.8%
Doctorate degree	1.0%	1.6%	2.4%	3.7%	2.4%	2.2%	2.5%	1.7%	2.6%	2.0%
Overseas secondary										
school qualification	5.8%	4.9%	5.3%	3.2%	6.2%	6.0%	4.6%	5.6%	3.3%	4.9%

ANNEXURE C: Social and Recreation Infrastructure in the Local Study Area

Social infrastructure type	Facility type	Name of facility	Address	Suburb	SH1 Section
Community facilities	Public toilets	Bottom of KPSA VUW cricket and football	Salamanca Road	Kelburn	Terrace Tunnel
Community facilities	Public toilets	Top of Cable Car	1 Upland Road	Kelburn	Terrace Tunnel
Cultural	Heritage feature	Kelburn Park Fountain	66 Salamanca Road	Kelburn	Terrace Tunnel
Cultural	Heritage feature	Parliament House	Ground Floor/1 Molesworth Street, Pipitea, Wellington 6011	Pipitea	Terrace Tunnel
Cultural	Place of worship	St Peters on Willis	211 Willis Street	Te Aro	Terrace Tunnel
Cultural	Heritage feature	The Beehive	Ground Floor/1 Molesworth Street	Pipitea	Terrace Tunnel
Cultural	Heritage feature	Wellington Cable Car	Clifton Cable Car Station	Kelburn	Terrace Tunnel
Cultural	Heritage feature	Wellington Cable Car	Talavera Cable Car Station	Kelburn	Terrace Tunnel
Cultural	Place of worship	Wellington Progressive Jewish Congregation	147 Ghuznee Street	Te Aro	Terrace Tunnel
Early childhood	Kindergarten	Barnardos Early Learning Centre Wellington Central	74 Webb Street	Te Aro	Terrace Tunnel
Early childhood	Daycare	BestStart Leeds Street	8 Leed Street	Wellington Central	Terrace Tunnel
Early childhood	Daycare	Capital City Preschool,	3 McDonald Crescent	Wellington Central	Terrace Tunnel
Early childhood	Daycare	Playhouse Childcare	C/- Parliament Building Ballantrae Place	Wellington Central	Terrace Tunnel
Early childhood	Kindergarten	Tai Tamariki Kindergarten	Te Papa Museum Cable Street	Wellington Central	Terrace Tunnel
Early childhood	Daycare	Tiny Voices Wellington	The Grand Arcade 76 Boulcott Street	Wellington Central	Terrace Tunnel
Early childhood	Daycare	Victoria University of Wellington Fairlie Terrace Early Childhood Service	67- 71 Fairlie Terrace	Wellington Central	Terrace Tunnel
Education	Specialist School	Central Regional Health School	Level 7 234 Wakefield Street	Te Aro	Terrace Tunnel
Education	Private vocational centre	Elite Management School (EMS)	Level 4, Grand Central Buildin	Wellington Central	Terrace Tunnel
Education	Private vocational centre	Le Cordon Bleu New Zealand	52 Cuba Street	Wellington Central	Terrace Tunnel
Education	Private vocational centre	My Skill Limited	Level 8 Crombie Lockwood Building	Wellington Central	Terrace Tunnel
Education	Private vocational centre	Royal New Zealand Plunket Trust	40 Mercer Street	Wellington Central	Terrace Tunnel
Education	Private vocational centre	Site Safe New Zealand Incorporated	Level 5, Anvil House	Wellington Central	Terrace Tunnel
Education	Primary school	Thorndon School	20 Turnbull Street	Thorndon	Terrace Tunnel
Education	Tertiary	Victoria University	21 Kelburn Parade	Kelburn	Terrace Tunnel
Education	High school	Wellington Girls' College	18 Pipitea Street	Thorndon	Terrace Tunnel
Open space	Neighbourhood Parks	Anderson Park	Glenmore & Kinross Streets	Kelburn	Terrace Tunnel
Open space	Cemetery	Bolton Street Cemetery and Memorial Park	36 Bolton Street	Wellington Central	Terrace Tunnel
Open space	Destination Park	Botanical Gardens of Wellington	Salamanca Road, Glenmore Street	Kelburn	Terrace Tunnel
Open space	Trail	City to Sea		Kelburn	Terrace Tunnel
Open space	Open Space	Clifton Terrace Picnic Shelters	15 Clifton Terrace	Kelburn	Terrace Tunnel
Open space	Linkages	Flagstaff Hill	Flagstaff Lane	Te Aro	Terrace Tunnel
Open space	Nature Areas	Glenmore Street Reserves	166 & 193 Glenmore Street	Kelburn	Terrace Tunnel
Open space	Destination Park	Karori Wildlife Sanctuary - Zealandia	Highbury Road, Waiapu & Moana Roads	Karori	Terrace Tunnel
Open space	Neighbourhood Parks	Kelburn Park	Salamanca Road	Kelburn	Terrace Tunnel
Open space	Neighbourhood Parks	Kelburn Park Dog Exercising Area (Woof woof ruff)	214A The Terrace	Wellington Central	Terrace Tunnel
Open space	Nature Areas	Kumutoto Forest	101 Salamanca Road	Kelburn	Terrace Tunnel
Open space	Nature Areas	Nga Kumikumi	190 Abel Smith Street	Aro Valley	Terrace Tunnel
Open space	Nature Areas	Norway Street, Raroa Road Reserve	20 Norway Street	Aro Valley	Terrace Tunnel
Open space	Urban Public Spaces	Reservoir - 2 Waiapu Road	2 Waiapu Road	Karori	Terrace Tunnel
Open space	Linkages	Terrace Gardens	Terrace Gardens	Te Aro	Terrace Tunnel
Open space	Destination Park	Wellington Botanic Garden (Ki Paekākā)	101 Glenmore Street, Kelburn ⁴	Kelburn	Terrace Tunnel
Recreation	Sportsfields	Boyd Wilson Fields	Waiata Road	Kelburn	Terrace Tunnel
Recreation	Sport facility	Club Kelburn	66 Salamanca Road	Kelburn	Terrace Tunnel
Recreation	Sport club	Kelburn Municipal Croquet Club	65 Salamanca Road	Kelburn	Terrace Tunnel
Recreation	Sportsfields	Kelburn Park	Salamanca Road	Kelburn	Terrace Tunnel
Recreation	Community Garden	Kumutoto Community Orchard		Te Aro	Terrace Tunnel
Recreation	Tennis	VicTennis	65 Salamanca Road	Kelburn	Terrace Tunnel
Recreation	Indoor courts	Victoria University	Kelburn Parade,	Kelburn	Terrace Tunnel
Recreation	Tennis	Victoria University Tennis Club	Salamanca Road	Kelburn	Terrace Tunnel
Recreation	Lease facilities	Victoria University, Salamanca Road House	63 Salamanca Road	Kelburn	Terrace Tunnel
Recreation	Lease facilities	Wellington Collegians Cricket Club	Glenmore and Kinross Street	Kelburn	Terrace Tunnel
Community facilities	Public toilets	Memorial Park (Pukeahu)	15 Buckle Street	Te Aro	Te Aro
Community facility	Community centres	Thistle Hall Community Centre	Cnr Cuba and Arthur Street	Te Aro	Te Aro
Cultural	Heritage feature	Greek - New Zealand Memorial	61 Cambridge Terrace	Te Aro	Te Aro
Cultural	Heritage feature	The Wellington Chapel	45 Cambridge Terrace	Te Aro	Te Aro
Early childhood	Kindergarten	Barnardos Early Learning Home Based Kāpiti/Horowhenua	100 Tory Street	Te Aro	Te Aro

Social infrastructure type	Facility type	Name of facility	Address	Suburb	SH1 Section
Early childhood	Kindergarten	Millie's House Hopper St	19-21 Hopper Street	Te Aro	Te Aro
Early childhood	Kindergarten	Moriah (Private) Kindergarten Inc	80 Webb Street	Wellington Central	Te Aro
Education	Private vocational centre	Hospitality Training Company	25 Victoria Street	Te Aro	Te Aro
Education	Private vocational centre	KiwiClass	Level 1	Te Aro	Te Aro
Education	Primary school	Mt Cook School (Wellington)	160 Tory Street	Te Aro	Te Aro
Education	Primary school	Te Aro School	360 The Terrace	Te Aro	Te Aro
Education	Private vocational centre	Te Kohanga Reo Trust - Wellington	67 Hankey Street	Mount Cook	Te Aro
Education	Tertiary	School of Architecture - Victoria University	139 Vivian Street,	Te Aro	Te Aro
Education	Tertiary	Whitireia Performance Centre	25-27 Vivian Street	Te Aro	Te Aro
Health	Health	Sexual Wellbeing Aotearoa (formerly Family Planning)	Level 2/205 Victoria Street	Te Aro	Te Aro
Open space	Neighbourhood Parks	Aro Street Park	186 Abel Smith Street	Te Aro	Te Aro
Open space	Urban Public Spaces	Cobblestone Park	139 Vivian Street (btw. Vivian & Dunlop Tce) ²²	Te Aro	Te Aro
Open space	Urban Public Spaces	Glover Park	Garrett Street (between Cuba & Ghuznee), Te Aro	Te Aro	Te Aro
Open space	Nature Areas	Kake Tonu Way - Town Belt Reserve	350 The Terrace	Te Aro	Te Aro
Open space	Neighbourhood Parks	Mowbray Street - Bolton Street Memorial Park	16 Mowbray Street	Wellington Central	Te Aro
Open space	Neighbourhood Parks	Mt Cook Play Area	Hutchison Road, Wright Street	Mount Cook	Te Aro
Open space	Urban Public Spaces	Myrtle Crescent Reserve	5 Myrtle Crescent	Mount Cook	Te Aro
Open space	Neighbourhood Parks	Nairn Street Park	Top of Nairn & Thompson Streets, Mount Cook ⁴¹	Mount Cook	Te Aro
Open space	Linkages	Percival Steet	Percival Street	Te Aro	Te Aro
Open space	Urban Public Spaces	Reserve - 208 Aro Street	208 Aro Street	Aro Valley	Te Aro
Open space	Neighbourhood Parks	Te Aro Park ("Pigeon Park")	Corner Dixon & Manners Streets, Te Aro	Te Aro	Te Aro
Open space	Linkages	Torrens Tce. Reserve	44 Torrens Terrace	Mount Cook	Te Aro
Open space		Cuba Street	Cuba Street	Te Aro	Te Aro
Community facilities	Public toilets	Basin Reserve Public Toilet	Basin Reserve	Mount Cook	Basin Reserve
Cultural	Heritage feature	Australian Memorial	The Basin	Te Aro	Basin Reserve
Cultural	Heritage feature	Belgian War Memorial, Wellington	197-203 Tory Street	Te Aro	Basin Reserve
Cultural	Museum	Museums Aotearoa	169 Tory Street	Wellington Central	Basin Reserve
Cultural	Museum	New Zealand Cricket Museum	2 Rugby Street	Mount Cook	Basin Reserve
Cultural	Heritage feature	NZ Government House Gates Wellington	17 Dufferin Street	Mount Victoria	Basin Reserve
Cultural	Heritage feature	Pacific islands Memorial	18 Buckle Street	Te Aro	Basin Reserve
Cultural	Heritage feature	Polish Children - Polskie Dzieci Square	19A Cambridge Terrace	Mount Cook	Basin Reserve
Cultural	Museum	Queen Elizabeth II Pukeahu Education Centre also referred to as Compassion Creche	191 Tory Street	Te Aro	Basin Reserve
Cultural	Place of worship	St Patrick's Church	3 Childers Terrace	Kilbirnie	Basin Reserve
Cultural	Museum	Tory Street Facility, Museum of New Zealand Te Papa Tongarewa	169 Tory Street	Te Aro	Basin Reserve
Cultural	Museum	Wellington City Archives	28 Barker Street	Te Aro	Basin Reserve
Cultural	Place of worship	Wellington Seventh-day Adventist Church	27 Tasman Street	Mount Cook	Basin Reserve
Cultural	Heritage feature	William Wakefield Memorial	Basin Reserve 2 Dufferin Street	Mount Cook	Basin Reserve
Early childhood	Daycare	BestStart Tory Street	139 Tory Street	Wellington Central	Basin Reserve
Early childhood	Kindergarten	Millie's House Basin Reserve	79 Kent Terrace	Mount Victoria	Basin Reserve
Early childhood	Kindergarten	Mt Cook Preschool	160 Tory Street	Mount Cook	Basin Reserve
Early childhood	Kindergarten	Pikopiko Clyde Quay Kindergarten	Clyde Quay School Elizabeth Street	Mount Victoria	Basin Reserve
Early childhood	Daycare	Polyhigh Community Childcare Centre	Taranaki Street	Wellington Central	Basin Reserve
Education	Primary school	Clyde Quay School	27 Elizabeth Street	Mount Victoria	Basin Reserve
Education	Private vocational centre	Korean School of Wellington	26 Barker Street	Te Aro	Basin Reserve
Education	Tertiary	Massey University Mount Cook Campus		Mount Cook	Basin Reserve
Education	Tertiary	Massey University Wellington Campus	63 Wallace Street	Mount Cook	Basin Reserve
Education	Private vocational centre	Skills Active Te Mahi Ako Limited	14 Sages Lane	Te Aro	Basin Reserve
Education	High school	St Mary's College (Wellington)	15 Guildford Terrace	Wellington Central	Basin Reserve
Health	Medical centre	Ora Toa Poneke Medical Centre	45 Rugby Street	Mount Cook	Basin Reserve
Health	Medical centre	Wellington Accident & Urgent Medical Centre	17 Adelaide Road	Mount Cook	Basin Reserve
Open space	Linkages	Bogarts Corner	87 Kent Terrace	Mount Victoria	Basin Reserve
Open space	Linkages	Canal Reserve	19A Cambridge Terrace	Te Aro	Basin Reserve
Open space	Destination Park	Midland Park	151-163 Lambton Quay	Wellington	Basin Reserve
Open space	Nature Areas	Newtown Town Belt	Alexandra Road	Newtown	Basin Reserve
Open space	Nature Areas	Old Chest/Fever Hospital	Alexandra Road	Mount Victoria	Basin Reserve

Social infrastructure type	Facility type	Name of facility	Address	Suburb	SH1 Section
Open space	Neighbourhood Parks	Pirie Street Play Area	Pirie Street (near bus tunnel), Mt Victoria ³⁰	Mount Victoria	Basin Reserve
Open space	Neighbourhood Parks	Prince of Wales Park	Salisbury Terrace, Mount Cook ³⁸	Mount Cook	Basin Reserve
Open space	Destination Park	Pukeahu National War Memorial Park	19 Buckle Street, Mt Cook ³²	Mount Cook	Basin Reserve
Open space	Urban Public Spaces	Reserve - Ex St. Gerards Monastery	73 - 75 Hawker Street	Mount Victoria	Basin Reserve
Open space	Nature Areas	Town Belt - Crawford Road to Manchester Street	Manchester Street	Newtown	Basin Reserve
Open space	Destination Park	Truby King Park	15-19 Manchester Terrace, 120 Duncan Terrace	Melrose	Basin Reserve
Open space	Destination Park	Waitangi Park	Cable Street / Oriental Parade (Waterfront) ^{14 15}	Te Aro	Basin Reserve
Open space		Yacht Club & Boat Sheds	Clyde Quay Marina, Oriental Parade	Te Aro	Basin Reserve
Recreation	Cricket	Basin Reserve Cricket Oval	Mount Cook	Mount Cook	Basin Reserve
Recreation	Cricket	Basin Reserve Indoor Cricket	Mount Cook	Mount Cook	Basin Reserve
Recreation	Trail	Commonwealth Walkway		Te Aro	Basin Reserve
Recreation	Artificial Turf	St Patrick's College	581 Evans Bay Parade	Kilbirnie	Basin Reserve
Recreation	Community Garden	The Innermost Garden Inc	125 Pirie Street	Mount Victoria	Basin Reserve
Recreation	Sport club	Victoria Bowling Club Inc	125 Pirie Street	Mount Victoria	Basin Reserve
Recreation	Artificial Turf	Wellington College	Dufferin Street	Mount Victoria	Basin Reserve
Recreation	Indoor courts	Wellington Table Tennis Stadium	160 Alexandra Road,	Newtown	Basin Reserve
Recreation	Tennis	Wellington Tennis Club	182 Alexandra Road	Mount Victoria	Basin Reserve
Community facilities	Public toilets	Taurima Street Toilets	Taurima Street	Hataitai	Mount Victoria Tunnel
Community facility	Community centre	Croatian Cultural Society Wellington Inc	32 Hania Street	Mount Victoria	Mount Victoria Tunnel
Community facility	Community centres	Mt Vic Hub	24E Elizabeth Street	Mount Victoria	Mount Victoria Tunnel
Cultural	Place of worship	Greek Orthodox Church (Cathedral of the Annunciation of the Virgin Mary)	3 Hania Street	Mount Victoria	Mount Victoria Tunnel
Cultural	Place of worship	Greek Orthodox Community of Wellington (Parthenon - Greek Community Centre)	5 Hania Street	Mount Victoria	Mount Victoria Tunnel
Cultural	Place of worship	St Joseph's	152 Brougham Street	Mount Victoria	Mount Victoria Tunnel
Cultural	Place of worship	St Marks Anglican Parish	13 Dufferin Street	Mount Victoria	Mount Victoria Tunnel
Cultural	Place of worship	The Street Church - City / Mt Vic & Night	9 Hania Street	Mount Victoria	Mount Victoria Tunnel
Early childhood	Daycare	Crossways Community Creche	61 Majoribanks Street	Mount Victoria	Mount Victoria Tunnel
Early childhood	Daycare	Elim International Kids Early Childhood Centre	Level 1 11-15 Alpha Street	Mount Cook	Mount Victoria Tunnel
Early childhood	Daycare	St Marks Preschool	11 Dufferin Street	Mount Victoria	Mount Victoria Tunnel
Education	Primary school	St Mark's Church School (Mt Victoria)	13 Dufferin Street	Mount Victoria	Mount Victoria Tunnel
Education	High school	Wellington East Girls' College	Austin Street	Mount Victoria	Mount Victoria Tunnel
Open space	Destination Park	Charles Plimmer Building & Grounds (Ex-Bandoliers)	141 Elizabeth Street	Mt Victoria	Mount Victoria Tunnel
Open space	Neighbourhood Parks	Elizabeth Street Play Area	Elizabeth Street, Mt Victoria ³¹	Mount Victoria	Mount Victoria Tunnel
Open space	Trail	Haitaitai to City Walkway		Hataitai	Mount Victoria Tunnel
Open space	Neighbourhood Parks	Hospital Road Reserve	5 Hospital Road	Newtown	Mount Victoria Tunnel
Open space	Nature Areas	Mount Victoria Town Belt (Matairangi)	Accessible via Alexandra Road, Mt Victoria ^{25 26}	Mount Victoria	Mount Victoria Tunnel
Open space	Trail	Mount Victoria/Matairangi Trail (Southern Walkway)	Accessible via Alexandra Road, Mt Victoria ^{25 26}	Mount Victoria	Mount Victoria Tunnel
Open space	Nature Areas	Mt Victoria	100 Alexandra Road	Mount Victoria	Mount Victoria Tunnel
Open space	Nature Areas	Mt Victoria Lookout/Byrd Memorial	Lookout Road	Mount Victoria	Mount Victoria Tunnel
Open space	Nature Areas	Mt Victoria Reserve - Oriental Bay	Grass Street	Mount Victoria	Mount Victoria Tunnel
Recreation	Swimming pools	The Aquadome	East Girls College Austin Street	Mount Victoria	Mount Victoria Tunnel
Community facilities	Public toilets	Bay Road	56 Bay Road	Kilbirnie	Eastern Connections
Community facilities	Lease facilities	Evans Bay Yacht & Motorboat Club	447 Evans Bay Parade	Hataitai	Eastern Connections
Community facilities	Public toilets	Netball/Tennis Courts Pavilion	Ruahine Street	Hataitai	Eastern Connections
Community facilities	Public toilets	Public toiles in Wellington Regional Aquatic Centre	55 Kilbirnie Crescent	Kilbirnie	Eastern Connections
Community facilities	Public toilets	Public toilets - Evans Bay Park Paviliol	Evans Bay Parade	Hataitai	Eastern Connections
Community facilities	Public toilets	Public Toilets – Hataitai BeachHataitai	Evans Bay Parade	Hataitai	Eastern Connections
Community facilities	Public toilets	Public Toilets – Responsible Camping Area Hataitai WCC	501 Evans Bay Parade	Hataitai	Eastern Connections
Community facilities	Public toilets	Public toilets in Kilbirnie Rec Centre	101 Kilbirnie Crescent	Kilbirnie	Eastern Connections
Community facilities	Public toilets	Softball Grandstand and changing room	Ruahine Street	Hataitai	Eastern Connections

Social infrastructure type	Facility type	Name of facility	Address	Suburb	SH1 Section
Community facilities	Public toilets	Toilets below Toitū Pōneke	Kilbirnie Crescent	Kilbirnie	Eastern Connections
Community facilities	Public toilets	Velodrome toilets	Ruahine Street	Hataitai	Eastern Connections
Community facility	Lease facilities	Britannia Sea Scout Hall	421 Evans Bay Parade	Hataitai	Eastern Connections
Community facility	Community centres	Hataitai Centre	157 Hataitai Road	Hataitai	Eastern Connections
Community facility	Community centres	Hataitai Community House / Community Room	112 Waipapa Road	Hataitai	Eastern Connections
Community facility	Public toilets	Hataitai Park Public Toilets and changing rooms	43 Ruahine Street	Hataitai	Eastern Connections
Community facility	Health	Kilbirnie Plunket Clinic	620 Evans Bay Parade	Kilbirnie	Eastern Connections
Community facility	Community centres	Kilbirnie/Lyall Bay Community Centre	56-58 Bay Road	Kilbirnie	Eastern Connections
Community facility	Community spaces in housing assets	Kotuku Apartments	5 Kemp Street	Kilbirnie	Eastern Connections
Community facility	Public toilets	Public toilets	63 Salamanca Road	Kelburn	Eastern Connections
Community facility	Public Toilet	Public Toilets Hataitai	Taurima Street	Hataitai	Eastern Connections
Community facility	Libraries	Ruth Gottlieb (Kilbirnie) Library Te Awa-a-Taia	101 Kilbirnie Crescent	Kilbirnie	Eastern Connections
Cultural	Place of worship	Anglican-Methodist Church All Saints Parish	90 Hamilton Road	Hataitai	Eastern Connections
Cultural	Place of worship	Methodist Church	22 Waitoa Road	Hataitai	Eastern Connections
Cultural	Place of worship	The Church of Jesus Christ of Latter-day Saints	140 Moxham Avenue	Hataitai	Eastern Connections
Cultural	Place of worship	Wellington Mosque	7/11 Queens Drive	Kilbirnie	Eastern Connections
Early childhood	Daycare	BestStart Montessori Kilbirnie	11 Vallance Street	Kilbirnie	Eastern Connections
Early childhood	Daycare	BestStart Montessori Rongotai	192 Rongotai Road	Kilbirnie	Eastern Connections
Early childhood	Daycare	BestStart Rongotai	178 Rongotai Road	Kilbirnie	Eastern Connections
Early childhood	Kindergarten	Hataitai Kindergarten	Taurima Street	Hataitai	Eastern Connections
Early childhood	Daycare	Hataitai Playcentre	72A Hamilton Road	Hataitai	Eastern Connections
Early childhood	Daycare	High Five Care and Learning	298 & 300 Evans Bay Parade	Hataitai	Eastern Connections
Early childhood	Daycare	Kilbirnie Early Learners	58 Bay Road	Kilbirnie	Eastern Connections
Early childhood	Kindergarten	Matairangi Kindergarten	112 Waipapa Road	Hataitai	Eastern Connections
Early childhood	Kindergarten	Te Kohanga Reo O Mokopuna	168 Coutts Street	Kilbirnie	Eastern Connections
Early childhood	Kindergarten	Greta Point Childcare Centre	295-301 Evans Bay Parade	Hataitai	Eastern Connections
Education	Intermediate	Evans Bay Intermediate	14 Kemp Street	Kilbirnie	Eastern Connections
Education	Primary school	Hataitai School	Arawa Road	Hataitai	Eastern Connections
Education	Primary school	Kilbirnie School and Community Hub	72 Hamilton Road	Hataitai	Eastern Connections
Education	High school	Rongotai College	Coutts Street	Kilbirnie	Eastern Connections
Education	High school	St Catherines College (Kilbirnie)	14 Upper Bourke Street	Kilbirnie	Eastern Connections
Education	Primary school	St Patrick's School (Kilbirnie)	5 Childers Terrace	Kilbirnie	Eastern Connections
Health	Health	Hataitai Plunket Clinic	112 Waipapa Road	Hataitai	Eastern Connections
Health	Medical centre	Hataitai Medical Practice	12 Tapiri Street	Hataitai	Eastern Connections
Open space	Neighbourhood Parks	Alexandra Park	Mt Victoria Town Belt	Newtown	Eastern Connections
Open space	Neighbourhood Parks	Alexandra Road Play Area	13 Alexandra Road	Hataitai	Eastern Connections
Open space	Neighbourhood Parks	Crawford Road Reserve	8-10 Crawford Road	Miramar	Eastern Connections
Open space	Neighbourhood Parks	Esplanade Reserve	293 - 329 Evans Bay Parade	Evans Bay	Eastern Connections
Open space	Outdoor water sports	Evans Bay Marina	501 Evans Bay Parade	Evans Bay	Eastern Connections
Open space	Coastal Areas	Evans Bay Park (Cog Park)	Evans Bay Parade (near 360-391), Hataitai ⁴⁸	Hataitai	Eastern Connections
Open space	Coastal Areas	Foreshore - 301 Evans Bay Parade	301 Evans Bay Parade	Evans Bay	Eastern Connections
Open space	Coastal Areas	Hataitai Beach (Sandy Bay)	Marine Parade below Waipapa Rd, Evans Bay	Hataitai	Eastern Connections
Open space	Destination Park	Hataitai Park	1 Ruahine Street, Hataitai ⁴⁵	Hataitai	Eastern Connections
Open space	Linkages	Hataitai Town Belt	Taurima/ Ruahine Street	Hataitai	Eastern Connections
Open space	Neighbourhood Parks	Kainui Reserve ("Treasure Island" Playground)	Kainui Road, Hataitai	Hataitai	Eastern Connections
Open space	Destination Park	Kilbirnie Park	Evans Bay Parade & Wellington Road, Kilbirnie ⁵⁰	Kilbirnie	Eastern Connections
Open space	Neighbourhood Parks	Kilbirnie Play Area	600 Evans Bay Parade, 91 Kilbirnie Crescent		Eastern Connections
Open space	Nature Areas	Kilbirnie Town Belt	Wellington Road	Kilbirnie	Eastern Connections
Open space	Trail	Leonie Gill Reserves	70 Kingsford Smith Street, 88 & 90 Tirangi Road, 98B Yule Street	Kilbirnie	Eastern Connections
Open space	Coastal Areas	Patent Slip - 330 Evans Bay Parade	330 Evans Bay Parade	Evans Bay	Eastern Connections
Open space	Urban Public Spaces	Reserve	Waitoa Road/Hapua Street	Hataitai	Eastern Connections
Open space	Urban Public Spaces	Reserve	Hutchison Road, Wallace Street	Newtown	Eastern Connections
Open space	Urban Public Spaces	Responsible Freedom Camping	501 Evans Bay Parade	Evans Bay	Eastern Connections
Open space	Urban Public Spaces	Rewa Road Reserve	400-404 Evans Bay Road	Evans Bay	Eastern Connections
Open space	Trail	The Green Bridge	43 Ruahine Street	Hataitai	Eastern Connections
Open space	Neighbourhood Parks	Vice Regal Play Area	2-4 Coromandel Street	Newtown	Eastern Connections
Recreation	Specialised indoor venues	Akau Tangi Sport Centre (ASB Sports Centre)	72 Kemp Street	Kilbirnie	Eastern Connections
Recreation	Softball	Baseball / Softball diamond (Hataitai Park)	43 Ruahine Street	Hataitai	Eastern Connections

Social infrastructure type	Facility type	Name of facility	Address	Suburb	SH1 Section
Recreation	Outdoor water sports	Evans Bay Boat Ramp	501 Evans Bay Parade	Evans Bay	Eastern Connections
Recreation	Sportsfields	Evans Bay Park	Evans Bay Parade	Kilbirnie	Eastern Connections
Recreation	Lease facilities	Harbour City Gymnastics (Hataitai Park)	43 Ruahine Street	Hataitai	Eastern Connections
Recreation	Netball courts	Hataitai Netball asphalt Courts	43 Ruahine Street	Hataitai	Eastern Connections
Recreation	Netball courts	Hataitai Netball Pavillion	43 Ruahine Street	Hataitai	Eastern Connections
Recreation	Sportsfields	Hataitai Park	43 Ruahine Street	Hataitai	Eastern Connections
Recreation	Sportsfields	Kilbirnie Park	Kilbirnie Crescent	Kilbirnie	Eastern Connections
Recreation	Specialised indoor venues	Kilbirnie Recreation Centre	101 Kilbirnie Crescent	Kilbirnie	Eastern Connections
Recreation	Lease facilities	Kilbirnie Tennis Club	14 Crawford Road	Kilbirnie	Eastern Connections
Recreation	Lease facilities	Marist St Pats Rugby Club rooms (Hataitai Park)	43 Ruahine Street	Hataitai	Eastern Connections
Recreation	Specialised indoor venues	Toitū Pōneke Community & Sports Centre (the Hub)	49 Kilburnie Crescent	Kilbirnie	Eastern Connections
Recreation	Indoor courts	Wellington Badminton Centre	1 Ruahine Street	Hataitai	Eastern Connections
Recreation	Lease facilities	Wellington Cadet Centre	393 Evans Bay Parade	Hataitai	Eastern Connections
Recreation	Lease facilities	Wellington Football Club rooms (Hataitai Park)	37 Ruahine Street	Hataitai	Eastern Connections
Recreation	Aquatic	Wellington Regional Aquatic Centre	63 Kilbirnie Crescent	Kilbirnie	Eastern Connections
Recreation	Bike	Wellington Velodrome (Hataitai Park)	43 Ruahine Street	Hataitai	Eastern Connections
Recreation	Lease facilities	Wellington Volunteer Coastguard	461 Evans Bay Parade	Hataitai	Eastern Connections
Shopping centre	supermarket	Countdown Kilbirnie	47 Bay Road	Kilbirnie	Eastern Connections
Shopping centre	supermarket	Four Square Hataitai	1 Moxham Avenue	Hataitai	Eastern Connections
Shopping centre	Shopping mall	Kilbirnie Shops	Bay Road	Kilbirnie	Eastern Connections
Shopping centre	supermarket	PAK'nSAVE Kilbirnie	78 Rongotai Road	Kilbirnie	Eastern Connections
Cultural	Heritage feature	American War Memorial, Wellington	197 Tory Street	Te Aro	Basin Grade Separation
Education	High school	Wellington High School and Community Education Centre	249 Taranaki Street	Te Aro	The Basin