



Beca

Urban Scrawl



Lynne Hancock

Editorial

Beca's urban design business was launched in June 2008. Since then, we have grown from three to a core team of 10 people, with established hubs in Auckland, Wellington and Christchurch. This edition reflects on the last three years – what we've learned, what we've achieved, and where we're going.

Today we provide a national service for New Zealand, with growing support for our Australian business. We have undertaken close to 80 commissions.

All our team members have contributed to some of this country's major infrastructure projects in their different capacities from urban design to architecture, to landscape architecture and graphic design. These projects include the CBD Rail Link, the Waterview Connection, the Victoria Park Tunnel, Transmission Gully, the Christchurch Southern Motorway and Hairini Link.

We have also gained experience in urban structure and urban form studies that will help shape our future towns and cities, from Waipa to Wellington, Kaiapoi to Kumeu, and Hamilton to the Hutt.

We have developed a strong focus on delivering as well as designing vibrant, safe and inviting streetscapes. We have been fortunate to work with our Beca colleagues from land use planning and transportation; and we continue to advocate for this integrated best practice approach in all our projects.

I am enormously proud of the achievements of the team, and of their proven commitment to design quality. Supported by them and the wider Beca 'family' I will be relocating to Sydney, as a base from which to further expand the urban design business across our offices and disciplines. This provides a great opportunity for the team to continue to grow together, to strengthen our presence in the Australian and New Zealand markets and to share lessons learned across both countries.

As I write, our Christchurch colleagues are dealing with the aftermath of the earthquake on February 22. In this edition of Urban Scrawl we had intended to include a piece on the Beca entry in the Ellerslie Flower Show, which was to be held in Christchurch's Hagley Park. It seems both fitting and poignant, that while the show has been cancelled, the marquee was able to be used as a shelter with the park becoming an evacuation centre. After last year's earthquake the park hosted a major benefit concert by New Zealand artists for the people of Canterbury. For our team, the Flower Show has similarly become a symbol for optimism and hope going forward. In that same spirit we hope to be able to recreate the garden, designed by our landscape architects, for next year's Flower Show, and to feature that and more of their work in a future Urban Scrawl.

Editorial

[Providing safer walking routes for shoppers](#)

[Guiding design principles for a vibrant mixed-use centre](#)

[Urban and landscape architecture design for Roads of National Significance](#)

[Incorporating a public arts project in Victoria Park](#)

[A vibrant and sustainable central city](#)

[Crime prevention through environmental design \(CPTED\)](#)

[Meet the team](#)



Participatory design – innovation in consultation

An evidence-based approach for street concept design

Although lifestyles, demographics and accessibility requirements have changed over the last 100 years, our streets often continue to have the same layout and space provision for pedestrians and vehicles. This is evident in King Edward Street, a significant public space and the main shopping street in Dunedin.

In partnership with Dunedin City Council, Beca’s urban design and landscape team was commissioned to develop a series of concept options for this area. The team held a workshop with key stakeholders to identify priority actions for improvement. The concept options were then displayed to the community at a ‘drop-in’ open day.

A key innovation in the process was the evidence-based research that underpinned the study. Beca Transportation undertook pedestrian and parking surveys, which provided information such as how long people stayed, which shops they frequented and where they typically crossed the street. This information, along with customer surveys, allowed us to understand customer spend, and whether this was largely by pedestrians walking through the area or those who arrived by car.

We used this research to develop the design options. One of the actions identified is to provide footpaths that match pedestrian ‘desire lines’. This also increases safety by making pedestrians more visible to drivers before they cross.



▲ A concept design for King Edward Street, Dunedin, New Zealand

The research helped us to present the benefits of the increase in pedestrian space against the loss of carparks located directly outside retail shops. Because providing better facilities for pedestrians was seen by main street retailers as providing a potential benefit to their business, the approach of extending the pedestrian space was more readily supported.

Steve Miles, Dunedin City Council, Principal Urban Designer for Dunedin City Council said:

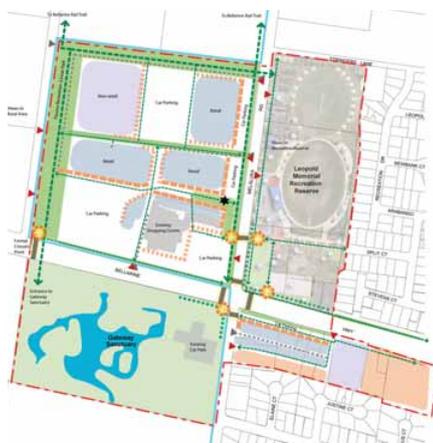
“The DCC felt the main advantage of an evidence-based approach would be to ensure that debate about the delivery of benefits centres around what is actually happening on the street as what is being



▲ Members of the public view concept options at the Open Day

perceived. There are clear benefits for the design team and client in recognising not only the significance of conflicts but also when things are working well. This insight allows a more efficient design solution to be developed and a more articulate form of engagement with the community.”

Guiding design principles for a vibrant mixed-use centre



Leopold Sub Regional Centre Urban Design Framework

Beca’s urban design team recently delivered an Urban Design Framework (UDF) as part of a wider strategic study for the proposed Leopold Sub Regional Activity Centre (LSRAC) in Victoria, Australia.

Prepared on behalf of the City of Geelong, the UDF is one of several urban design and planning projects the New Zealand and Australian teams are working on together.

The 40,000m² mixed use retail/commercial centre is anticipated to cater for a catchment area of between 40,000 and 80,000 people living on the Bellarine Peninsula. The role of the UDF is to support a commercially viable centre that will be attractive to visitors and employees and assist in the enhancing the qualities and image of Leopold. Key issues addressed through this urban design framework include:

- Facilitating an attractive, memorable environment to reinvigorate local culture
- Enhancing safe, legible connections between the LSRAC and the Leopold community
- Responding to local qualities, such as the edge of town location of the proposed LSRAC

- Providing direction on built form, streetscape and landscape treatment, movement and car parking, pedestrian requirements and water sensitive urban design treatments
- Ensuring improved integration between the informal recreation opportunities of the Gateway Reserve Sanctuary, the Leopold Recreation Memorial Reserve and the wider LSRAC area.

One of the most important aims is to integrate sustainability into future design. In addition to adding to the economic stability of the region, commercial land use must contribute to the social, cultural and environmental wellbeing of Leopold and the region. The urban design framework therefore also focuses on aspects such as water-sensitive urban design to minimise stormwater and associated energy use as well as reduced energy consumption through the integration of green infrastructure.

Urban and landscape architecture design for Roads of National Significance

Beca’s urban and landscape design teams are working on several ‘Roads of National Significance’ (RoNS) motorway projects in New Zealand.

The Government identified seven essential state highways that are linked to New Zealand’s economic prosperity as RoNS; and projects that improve them are a priority focus for the NZ Transport Agency. Some of these projects are highlighted here.



Christchurch Southern Motorway

A key project in the RoNS programme, the Christchurch Southern Motorway project, aims to provide improved access into the central city and the Port of Lyttelton.

Beca’s landscape architecture and urban design team was engaged to work within a multi-disciplinary group to complete the detailed design and management of the landscape component of this large scale infrastructure project. Detailed plans, schedules and specifications have been prepared to guide the implementation of this work.

The landscape vision for the project is to provide an environment that supports Christchurch’s green, leafy ‘Garden City’ image. The concept has legacy in mind – the long term vision is a grand parkway with road and cycleways passing through stands of mature canopy trees. The team incorporated integrating adjacent open spaces with access routes, as well as careful selection of plant species that will be high quality, robust and appropriate to the site and local conditions.

Beca has also provided design solutions for surface finishes on retaining walls, bridges, subways and safety barriers.

Mackays to Peka Peka SH1 Expressway

Beca is developing the Urban and Landscape Design Framework for this project as part of the MacKays to Peka Peka Expressway Alliance.

This involves preparing preliminary designs to be presented to the community during the second round of public consultation. We are working with the wider design team on the integration of pedestrian, cycle and horse riding paths in the project, developing mitigation measures for noise effects on sensitive uses, considering the overall integration of the new road into the surrounding area and analysing consultation responses on urban design issues from the first round of consultation.

An interesting aspect of the project coming up will be looking at possible options for the future of the existing State Highway 1.

Ngauranga to Aotea Quay

Urban design team members are also involved in the Ngauranga to Aotea Quay project, which has just entered the scoping options stage. The section of State Highway 1 between Ngauranga and Aotea Quay has been identified as one of nine sections of the Wellington Northern Corridor that requires improvement to ease congestion and improve travel time reliability.

An unusual aspect of this project is the focus on improving and maximising the functioning of the existing road asset, rather than constructing a significant amount of new carriageway. While still in the early stages, challenges for the urban design team include aspects such as integrating signage requirements and commenting on the compatibility of any additional built structures. This is especially important as, due to its location and stunning harbourside setting, this section of road is a gateway into the Wellington city centre.

▲ Clockwise from top:
 Christchurch Southern Motorway
 Ngauranga to Aotea Quay
 Mackays to Peka Peka
 A retaining wall in the Christchurch Southern Motorway project

Incorporating a Public Arts Project in Victoria Park

Beca's Sarah Oliver, as part of the Alliance team working on the Victoria Park Tunnel project, has been working closely with the Auckland Council Public Arts team to commission a Public Arts Project for painting the columns of the existing viaduct that crosses the park.

The project responds to a designation condition to develop a concept for 'effective and imaginative use of the space directly under the viaduct structure' and will enliven this previously gloomy space.

Three artists from within the Auckland Region provided concepts for this project, with one artist – Miriam Van Wezel – selected to carry her concept through to the final design. Miriam's concept, 'the colours of our history', uses colourful discs to represent the historic use of colour in Auckland over time from Maori occupation (beginning 1300s) through to the multi-cultural and contemporary setting of 2011.



A vibrant and sustainable central city

Local Area Plan for Hamilton

Hamilton City Council's District Plan Review – called 'Fast Forward' – is a significant project which will set out the rules and policies for how people can develop and use land in the city.

Council has already asked residents what they think are the important issues facing Hamilton, and now Beca has been commissioned to help the process by developing a Local Area Plan.

The aim of the Plan is to encourage growth and intensification of the Central City over the next 50 years. It will need to address Council's vision for "a vibrant and sustainable Central City that is integrated with the river and encourages inner city living."

This exciting project will include identifying key development precincts and their 'fit' with the city, recommending the future urban form, and providing design principles and guidelines that can be incorporated into the new District Plan.

Crime Prevention through Environmental Design (CPTED)

Beca's urban design team members have provided input into several 'Crime Prevention through Environmental Design' (CPTED) projects. This is a growing area of our business and we have several professionals who are highly experienced in CPTED assessment now on staff.

This aspect of design focuses on reducing both the fear and the incidence of crime through environmental modifications; and we are delighted to be able to add this to the range of services we can offer clients.

Sarah Duffell recently presented workshops on this topic to Hamilton City Council and Waipa District Council.

Meet the team



Lynne Hancock

Lynne leads Beca's Australasian urban design business. She has 15 years' experience in urban design in Australia and New Zealand in government as well as private practice, including on infrastructure projects in both countries over the last 6 years. Lynne is an experienced reviewer on both design review and independent hearing and assessment panels and an Independent Urban Design Professional Advisor to the NZTA. She has particular interests in integrated land use transport planning, the relationship of large engineering projects with urban and suburban areas, and in developing industrial and former industrial lands to support sustainable communities going forward.



Lucie Desrosiers

Lucie is an urban designer with 14 years' experience in New Zealand and overseas. She relocated from London in 2007 to lead Beca's urban design activities in Wellington. She has a background in architecture, urban planning and interdisciplinary design. Her experience includes large-scale mixed-use masterplans in Singapore and the UK, area plans in Auckland, structure plans in the Wellington region, town centre concept plans and large infrastructure projects. Lucie is an Independent Urban Design Professional Advisor to the NZTA.



Jeremy Cooke

Jeremy has 14 years' experience with a wide range of projects including urban revitalisation projects, master planning projects, parks and reserves developments and land development projects. He has particular expertise in design development as well as detailing and supervision of large scale and complicated urban design projects. Jeremy has worked extensively with teams of design, planning and engineering experts with an emphasis on a design led outcome.



Annette Jones

Annette's urban design expertise includes strategic and detailed urban planning, masterplanning, developing design guidelines, and expert advice and assessment on a range of urban projects. With 16 years' practice as an architect, Annette brings a strong understanding of architectural and built form issues within urban design. In addition, her interest in incorporating 'Crime Prevention through Environmental Design' and accessible design principles within early design development helps to ensure that urban design projects are well balanced towards creating safe working and living environments. Annette is also a founding member of the Manukau City Council Urban Design Panel.



Carl Lucca

Carl is a senior urban designer and planner providing urban design, planning, landscape planning and project management services. Carl has 10 years' experience on a wide range of national and international projects including preparation of urban design and landscape strategies and frameworks, structure plans, design guidelines, master plans, and district plan changes and policy development. Between 2006 and 2008, Carl worked on international large scale urban design projects as a project leader and urban designer. Based in Auckland, Carl is now responsible for a variety of projects locally, nationally and in Australia.



Paul Roper-Gee

Paul works on a broad range of landscape architecture and urban design projects nationwide including master plans, structure plans, town centre renewal, streetscape upgrades, detailed landscape design, planting design, roading and infrastructure schemes. Paul brings 10 years' landscape architectural experience in New Zealand and the UK to his projects.

Meet the team



Nikita Bazalo

Nikita is a graphic designer with over 2 years' experience on urban design projects. She has excellent working knowledge of Adobe's graphics package and has a good eye for photography. She has produced a wide range of plans and drawings to illustrate all aspects of urban design projects; and has also been involved in preparing leaflets, posters and other communication material for public consultation. Nikita's key skill is conveying the complex aspects of projects in a way that can be easily understood by the general public.



Sarah Oliver

With a Masters of Urban Design from Melbourne University, Sarah has 4 years' experience as an urban designer and town planner on a wide range of projects including the preparation of town strategies, structure plans, coastal and environmental reports and large resource consent applications. In Auckland, Sarah has also taken a key role coordinating urban and landscape design teams on the Victoria Park Tunnel Project. She is now helping to lead the design inputs for the Hamilton City Centre Local Area Plan.



Sarah Duffell

Sarah is an experienced planning and urban design specialist with 18 years' experience gained in New Zealand and the UK. She specialises in urban design projects, urban design assessment and policy formulation. With a broad understanding of planning policy and strategic and regulatory planning, Sarah has as a special interest in 'Crime Prevention through Environmental Design', having researched this topic in the USA and Canada. She is an experienced expert witness and accredited independent planning commissioner.



Emily Kelly

Emily has just joined the team as a graduate fresh from Lincoln University. She is already involved in a wide range of landscape architecture projects including roading and streetscape upgrades, planting design schemes and detailed landscape design. Emily also brings graphic skills particularly in producing material for master plans.



New Zealand
Auckland
Wellington
New Plymouth
Christchurch
Tauranga

Hamilton
Dunedin
Australia
Brisbane
Melbourne
Sydney

Wollongong
Indonesia
Jakarta
Sorowako Site office
China
Beijing

Shanghai
Myanmar
Yangon
New Caledonia
Noumea
Singapore

Send your feedback and suggestions for future issues to becaplanning@beca.com

www.beca.com