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BASIN RESERVE WORKSHOP REPORT

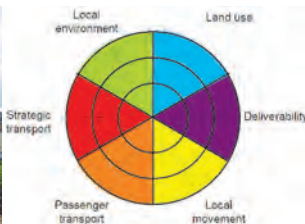
ADDENDUM

FOR NEW ZEALAND TRANSPORT AGENCY

APRIL 2009

PREPARED BY

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BASIN RESERVE WORKSHOP REPORT ADDENDUM

FOR NEW ZEALAND TRANSPORT AGENCY

This report summarises the outcomes of a half day working session with relevant stakeholders to the Memorial Park and Basin Reserve transport projects. The preferences and assessment detailed within this report are preliminary only and are to be subject to further detailed analysis during future Scheme Assessment outside of the scope of this phase of the project.

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CONTENTS	page
INTRODUCTION	4
1.1 Reason for the addendum	4
1.2 Impacts of transport scenarios on Memorial Park	5
1.3 Scenario preferences post assessment	8
1.4 Where to next?	8
APPENDICES	A
Appendix 1 - Workshop attendees	10

DRAFT

INTRODUCTION

1.1 Reason for the addendum

PROGRESS ON THE MEMORIAL PARK PROJECT

Following the completion of the *Basin Reserve Workshop Report* in January 2009, a working session was held on the 12 February with key stakeholders involved in the Basin Reserve workshop (New Zealand Transport Agency, Wellington City Council, Urbanismplus Ltd.) and the Memorial Park project consultants (WCC, Wraight Associates Ltd, Athfield Architects Ltd).

Since the Basin Reserve workshop that took place in November 2008, the Memorial Park expert panel have reached agreement on a preferred design concept (submitted by Wraight Associates Ltd and Athfield Architects Ltd). For further details of the Memorial Park project refer to page 17 within Section 2.1 (Context - local environment) of the Basin Reserve Workshop Summary Report.

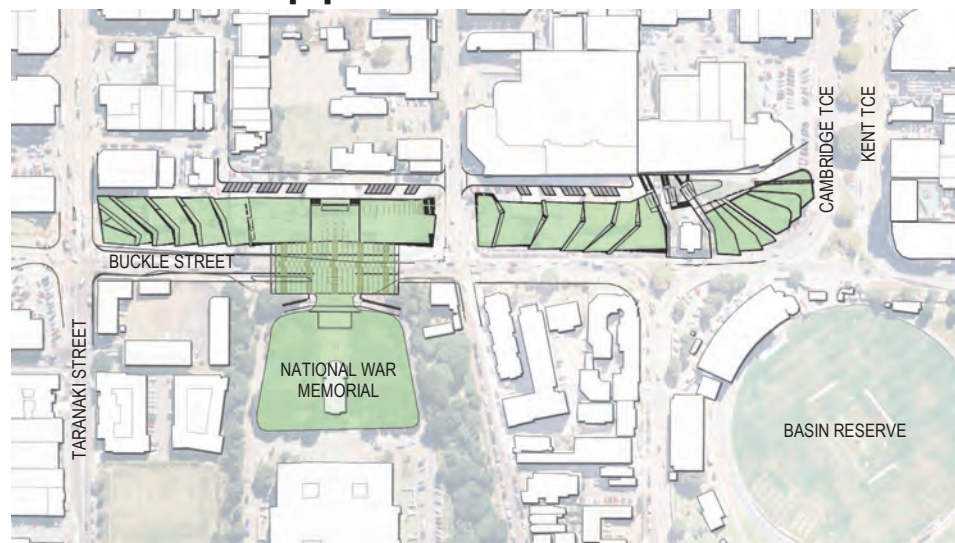
Of particular relevance to the Basin Reserve transport project is the concept's extension of the Memorial Park design area within the block of land north of Buckle Street an additional 120 meters east to the boundary of Cambridge Terrace. This area is also subject to elements within the preferred Basin Reserve roading scenarios including overbridges, local roads and land use development opportunities.

The Memorial Park working session sought to primarily achieve two objectives. Namely:

1. To establish the key impacts of each preference transport scenario (coming out of the Basin Reserve Workshop) on the preferred Memorial Park design.
2. A provisional ranking of transport scenarios by the key Memorial Park design stakeholders.

The interaction of these two projects (in terms of timing and physical design) still requires further clarification.

Memorial Park concept plan

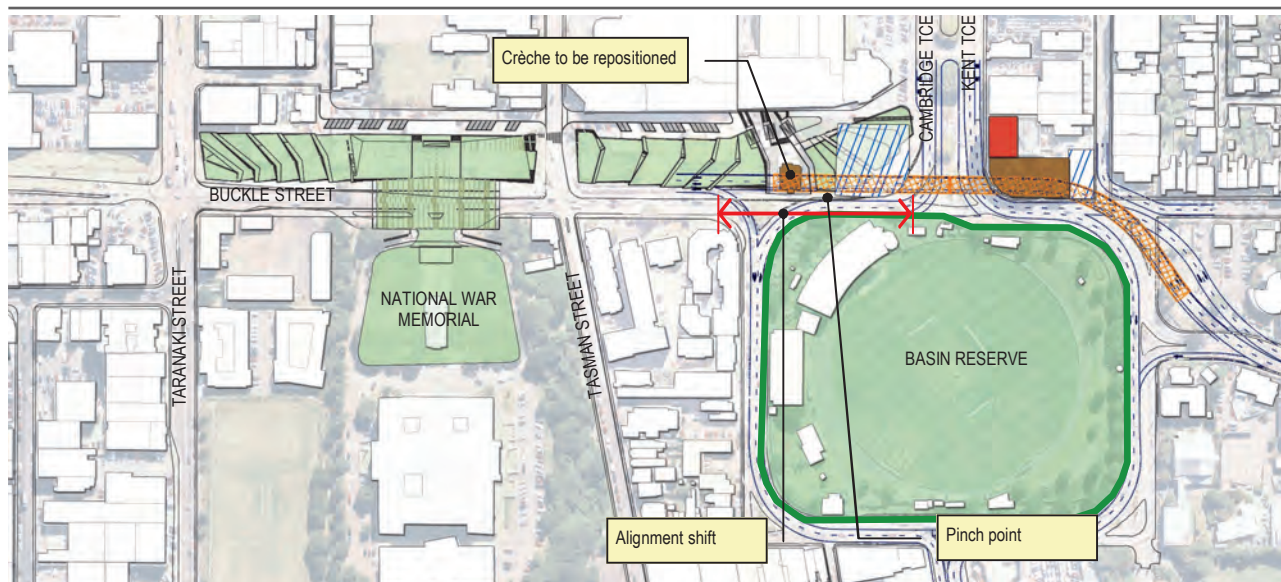


ABOVE FIG. 1-1: The current Memorial Park landscape design. Source: Athfield Architects and Wraight Associates, March 2009.

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1.2 Impacts of transport scenarios on Memorial Park

The five preferred Basin Reserve transport scenarios have been placed over the current Memorial Park landscape design. A provisional assessment of the implications of each overlay on transport movements (both strategic and local), key buildings and the landscape design is provided below.



Overlay scenario 1C – Elevated Buckle St

- Transport scenario is slightly off the city grid alignment which lies north of the current Buckle Street road reservation. Scenario presents a difficulty if aligned with the Cuba Street intersection as space is left to the south.
- The crèche is located in the path of the overbridge structure and would require repositioning further north.
- The connection to Kent and Cambridge Terraces is satisfactory.
- The connection to the Basin Reserve is poor.

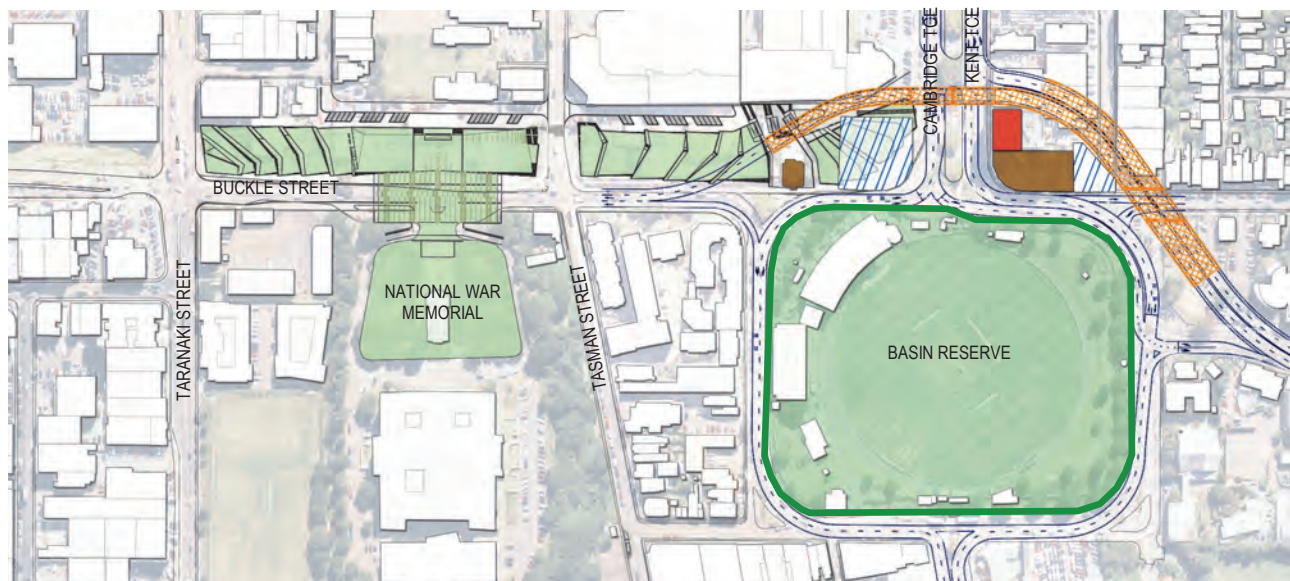
Consideration could be given to a 1D transport scenario which shifts the Buckle Street alignment back to the grid. Refer to the alignment shift area shown in red (left).

LEGEND

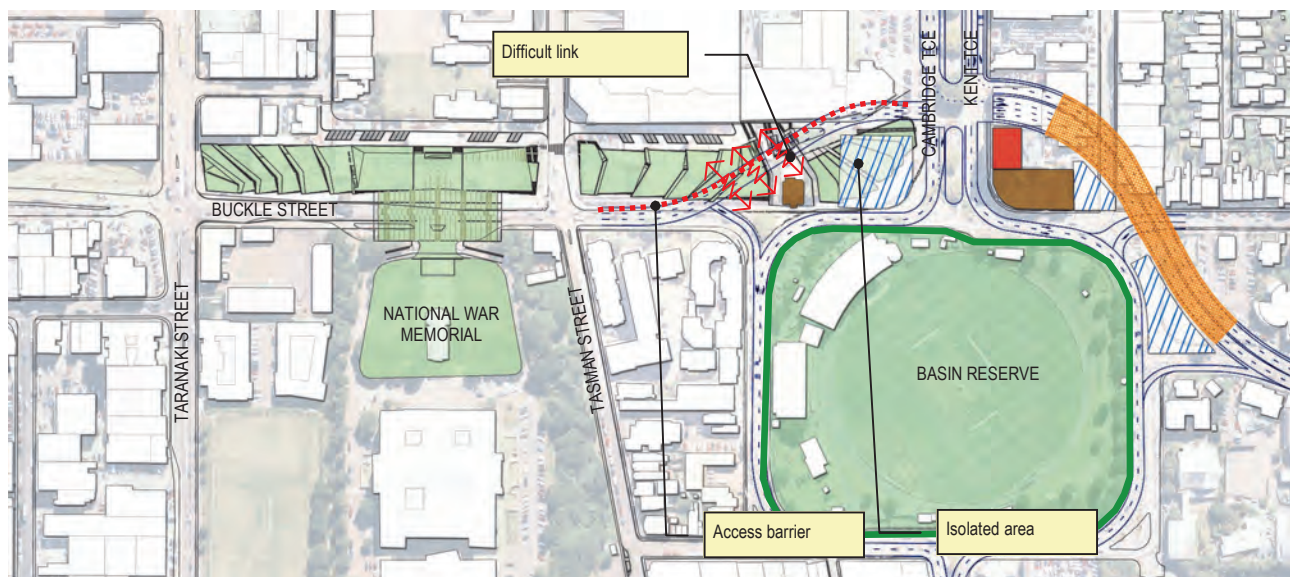
- Basin Reserve grounds
- Basin Reserve roading scenario alignment
- Overpass location
- Memorial Park design concept
- Home of Compassion Crèche (former) - heritage listed
- Heritage / character value commercial buildings
- Grandstand Apartments
- Possible future development opportunities

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**Overlay scenario 2A - Elevated mid block**

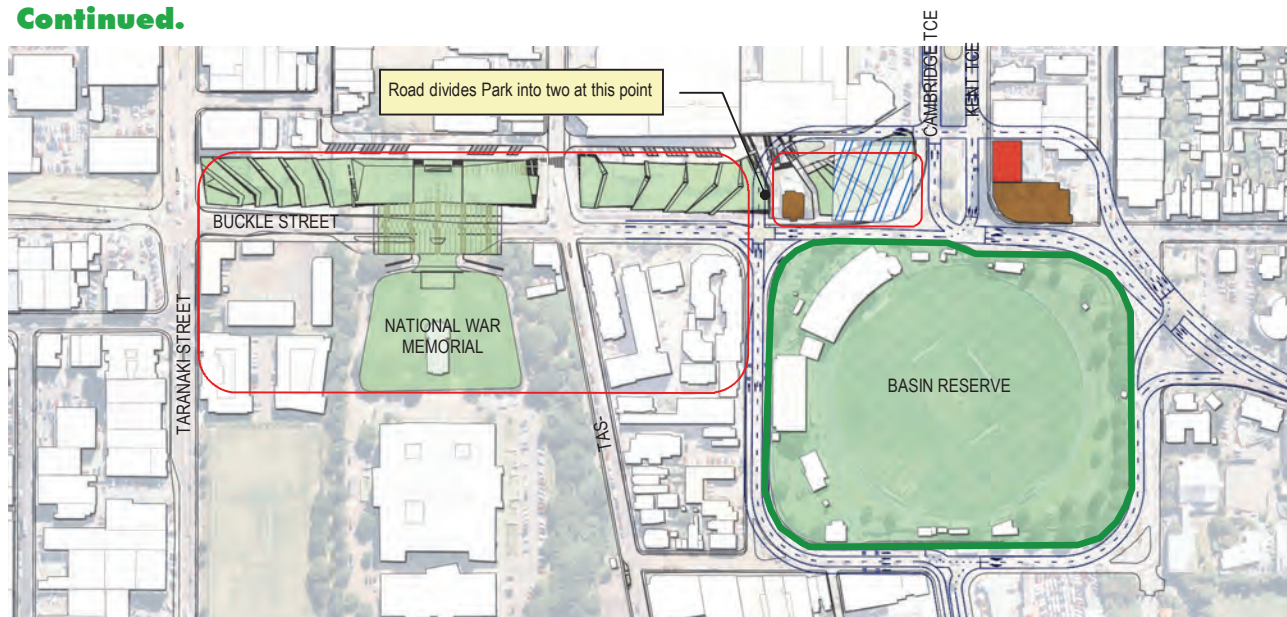
- The overpass provides a view over Memorial Park.
- Positive bend.
- City link continuous.
- Connection to Kent / Cambridge Terraces and to Basin Reserve is satisfactory.
- Through access provided for under the overpass.

**Overlay scenario 8 - At grade mid block**

- Difficult north-south pedestrian link across the roadway.
- Isolated islands of space.

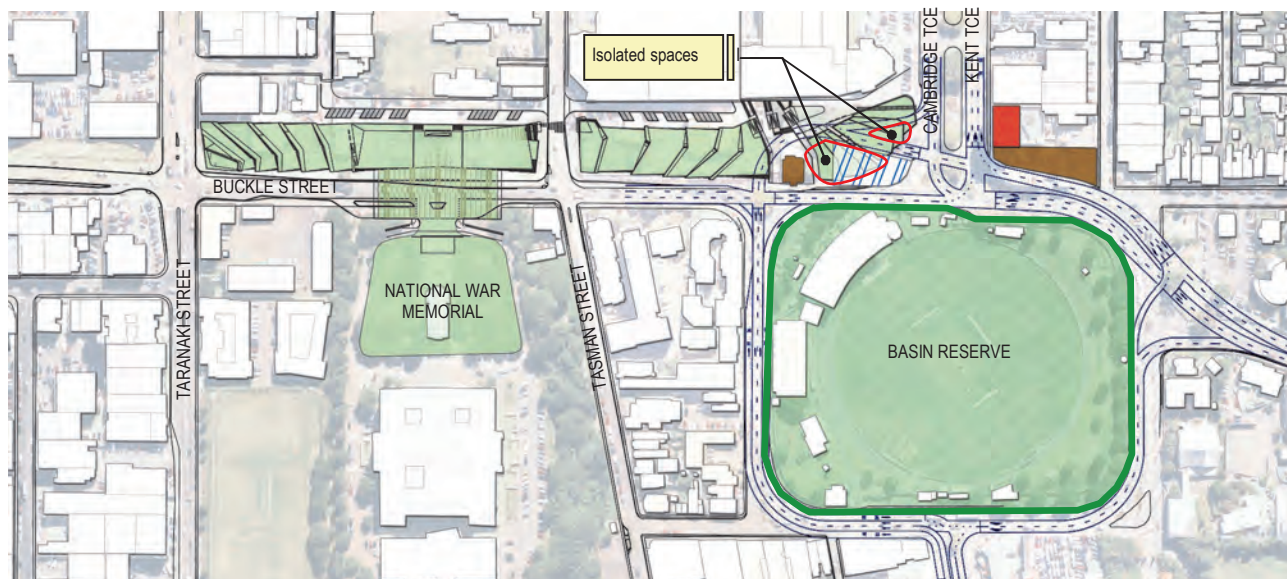
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Overlay scenario 9A - At grade Buckle Street

- Provides ability to connect across the road.
- Divides Memorial Park.
- Complexity of grades.
- Two sets of circulation with heavy bus content.
- Creates a traffic island
- Maintains a good connection to the Basin Reserve down Cambridge Terrace.



Overlay scenario 9B - At grade Buckle Street

- Isolated islands of space within Memorial Park and in the central median between Cambridge and Kent Terraces.
- Pedestrian access maintained to the north of the Sussex Street - Cambridge Terrace link road.

1.3 Scenario preferences post assessment

Provisionally, the five scenarios were ranked as follows by the Memorial Park designers present at the working session:

Most preferred:

→ Scenarios 1C and 2A.

Intermediate:

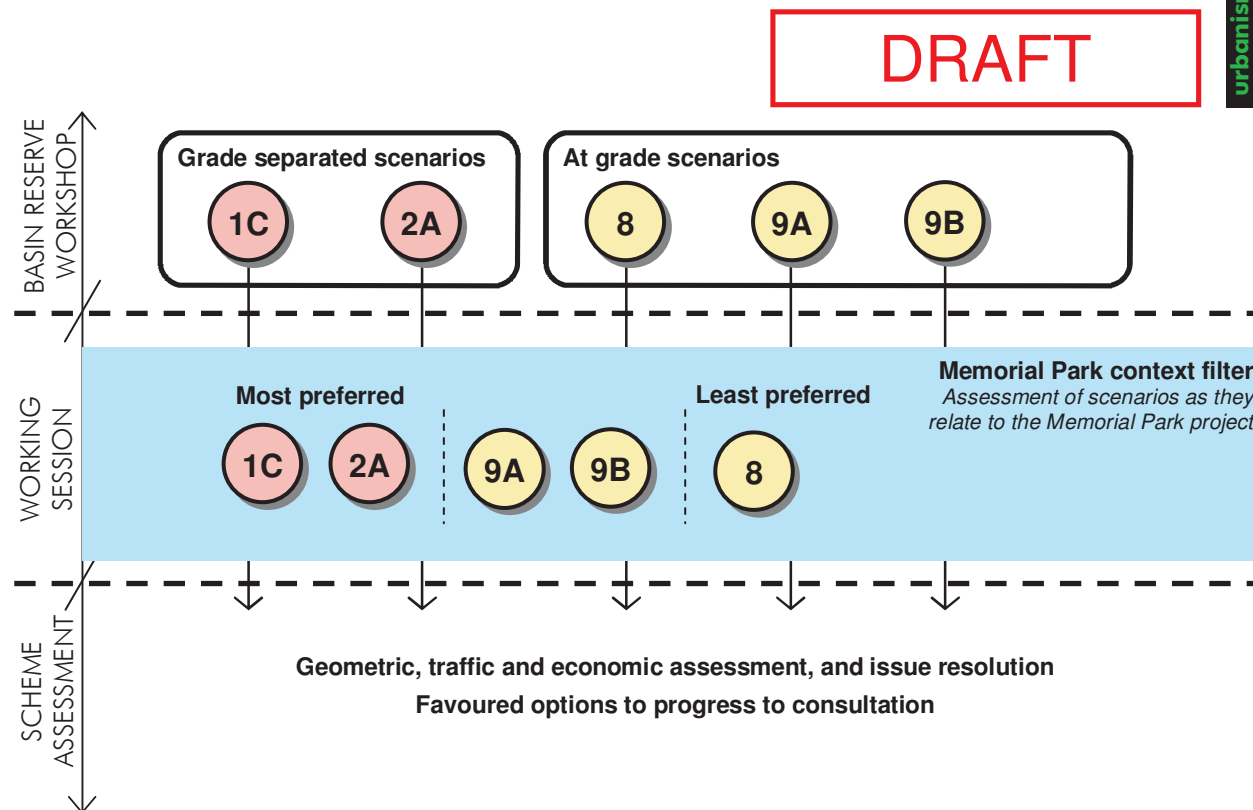
→ Scenarios 9A and 9B.

Least preferred:

→ Scenario 8.

1.4 Where to next

NZTA will continue to progress workshop preferences through to Scheme Assessment reporting phases and will continue to seek the input of Wellington City Council and its Memorial Park consultants.



ABOVE FIG. 1-2: Scenario preferences to come out of the Memorial Park assessment filter.

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APPENDIX

Appendix 1 - Memorial Park workshop attendees

Governmental organisations:

New Zealand Transport Agency (+ consultant representatives)

- Graham Taylor, NZTA
- Eric Whitfield, NZTA
- Wayne Stewart, Opus Consultants
- Mark Edwards, Opus Consultants
- Ben Holland, Opus Consultants

Wellington City Council

- Gerald Blunt, WCC Urban Design
- Bruce Duffield, WCC Urban Design
- Tom Beard, WCC Urban Design
- Anna Wood, WCC Urban Design

Memorial Park designers

- John Hardwick-Smith, Architect - Athfield Architects
- Megan Wraight, Landscape Architect - Wraight Associates

Consultant working session team

- Urbanismplus Ltd