

**RICHARD REID
& ASSOCIATES LTD**
CITYMAKERS



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RICHARD REID EXPERIENCE

- Registered architect and landscape architect with twenty five years professional experience
- International experience includes five years working with Neville Gruzman (Sydney) and Sir Colin St John Wilson (London)
- Proven track record in New Zealand
- Successful transformations of RMA, District Plan and heritage recognised landscapes, urban precincts and buildings
- Successful re-design of five nationally significant transport infrastructure projects
- Led the re-visioning of Manukau City Centre for Manukau City Council Urban Design Group
- Awarded the 2006 NZILA Supreme Award for Landscape Planning
- Ten years teaching design at University of Auckland School of Architecture and Planning
- Bachelor degrees in Architecture and Landscape Architecture
- Two months research trip to cities in Spain and Portugal in 2010-2011 focusing on the integration of landform, infrastructure, urban design, architecture and public space. Met the important architect and urban designer Manuel de Solà-Morales (1939-2012) in Barcelona

KEY PRACTICE SKILLS

- Transdisciplinary approach to citymaking
- Multidisciplinary skills across transport planning, urban design, architecture and landscape architecture
- High level strategic and conceptual thinking
- High value, sophisticated spatial solutions
- Integrated problem-solving and creative place-making
- Whole of environment outcomes for complex, large scale city projects
- Whole of project experience - design / resource consent / construction
- Excellent consultation skills, with our designs often acting as a bridge between diverse stakeholder and community groups e.g. we consulted with and gained approval from 38 stakeholder groups for the Waikaraka Cycleway
- Flexibility to deliver a wide range of projects from small local initiatives to large scale strategic transformations

KEY PROJECTS

- Three Kings Town Centre, Maunga and Quarry Redevelopment Plan (2015-)
- SH1 Basin Reserve Roundabout Enhancement Option (BRREO), Wellington (2011-)
- SH1 Victoria Park Tunnel Project – Birdcage Hotel and Public Space (2004-11)
- SH20 Mt Roskill Motorway Extension – Puketapapa Mt Roskill Volcano (2003-10)
- SH20 Manukau Harbour Crossing Project – Gloucester Park Interchange (2003-)
- Manukau City Centre Public Domain Manual (2009-10)
- Waikaraka Cycleway Mt Roskill Cone Section (2006-10)
- Fernglen Native Plant Gardens Development Plan (2015-)
- SkyPath, Auckland Harbour Bridge (2012-)
- Auckland CBD Public Art Report (2004-05)
- Pukenui Queens Park, Whanganui (2001-)
- Waikumete Cemetery Sustainable Expansion Plan (1999-)

"We have a track record of solving complex urban problems and transforming these into assets for both the client and the city. Our solutions are deceptively simple and usually create space where none was perceived to exist."





Existing view of Birdcage Hotel with SH1 motorway flyover to its left 2007



New Zealand Transport Agency proposal to relocate hotel and underground northern lanes 2006



Richard Reid & Associates integrated proposal 2030
Position of tunnel portal moved, hotel returned on top of tunnel, flyover replaced, new public spaces and gateway to Victoria Park created



Reid's vision for NZTA's project 2006

Transplanted Birdcage to get its old position back

Auckland's historic Birdcage Tavern will be returned to its previous site after being shifted up Franklin Rd while the Victoria Park railway tunnel is dug.

A resolution of technical obstacles means it can be returned to the position it has commanded for 150 years. The Transport Agency said yesterday.

The agency earlier issued calls for the old pub to be returned to its old location, saying it would be prohibitively expensive to return the historic structure from a site atop Franklin Rd, to which it will be moved on "temporary" bases in September.

That was mostly because the agency's estimate to the \$40-million tunnel would support the hotel, it said last year.

The agency said in February it would return the hotel to within 30m of its original position.

But engineers from a Partner



...to \$10 million for a new-way shift.

Landscaping specialist Richard Reid, who has campaigned for full reinstatement of the Birdcage since before resource consent hearings in 2008, said the development was "no outstanding result for the city".

It would give a restored Birdcage pride of place above a public plaza which would set the stage for a heritage precinct to provide an outstanding gateway to central Auckland.

Leaving it this in front of its original position, and at an angled angle, would have "disrupted" the space by putting it too close to Victoria St.

The Transport Agency has also agreed to work with Auckland City to restore Victoria Park's historic Camp and Five Kindergarten, which has first seen in another important part of a heritage project.

Wellington consultant structural engineer Adam Thomson, who has

Media coverage 2010



Media coverage 2006 - 07

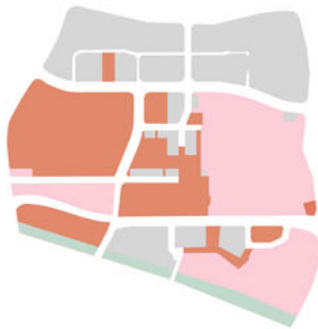




Proposed public open space network



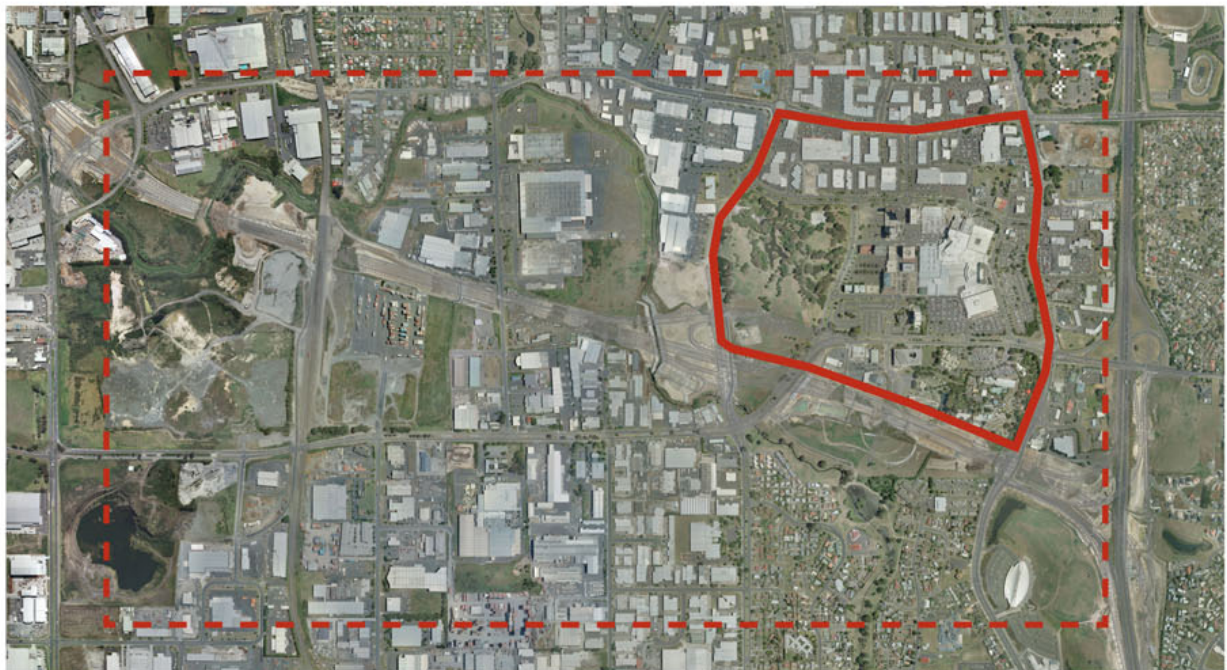
Proposed built form network



Existing land ownership



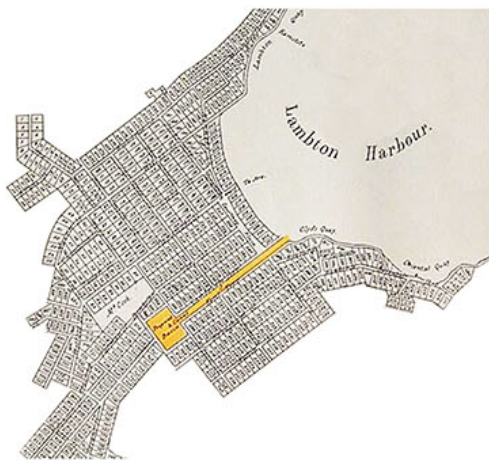
Proposed street network



Existing aerial photo of Manukau City (Manukau City Centre within solid red line)



Mein Smith City Plan, Wellington 1840



Detail: "Proposed Canal and Basin (later to become Kent Tce & Basin Reserve)"



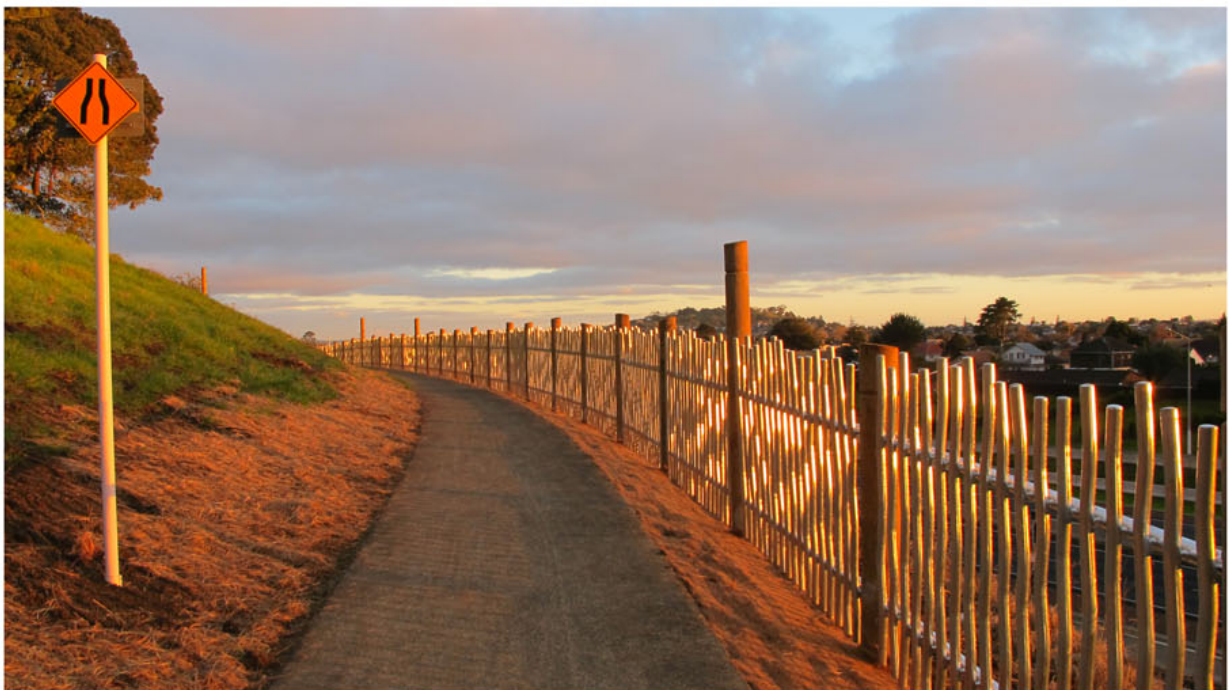
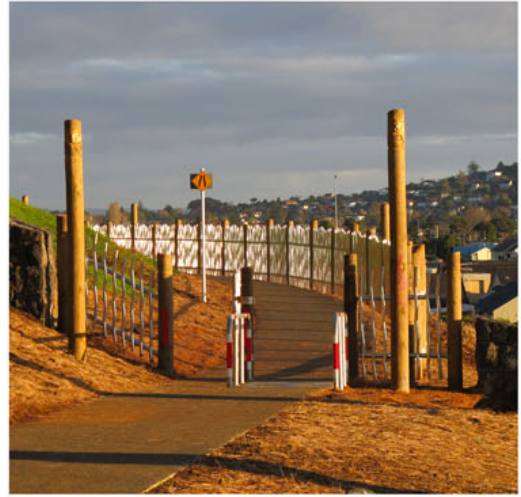
NZTA's flyover bridges between the two key traffic problems



NZTA FLYOVER PROPOSAL 2011



RICHARD REID & ASSOCIATES BRRO PROPOSAL 2013





View of north-eastern face of Mt. Roskill 2001 (photo taken by Transit)



Transit's first State Highway 20 proposal for Mt. Roskill 2001 (image by Boffa Miskell)



Transit's engagement of Richard Reid Architect & Landscape Architect on behalf of the Auckland Volcanic Cones Society to reshape '1915 Act' proposal (under construction 2007)



Collaboration between Ngati Whatua o Orakei, Richard Reid and URS on cycleway and landscape plan for Puketapapa Mt. Roskill on behalf of Auckland City Council 2008



Puketapapa Mt. Roskill July 2010



Hopua Tuff Ring crater reclaimed as Gloucester Park in the 1930's with SH20 motorway built through its centre in the 1970's



Hopua Tuff Ring breached by Manukau Harbour as mapped by v. Hochstetter, 1865



Aerial photo of reclaimed Gloucester Park in green with motorway through its centre, 2006



Diagram of existing motorway network with Gloucester Park Interchange and Mangere Bridge



Diagram of Transit NZ's proposed motorway & GPI upgrade with planting, 2004-07



Diagram of Reid's proposed GPI upgrade with enhancement of Hopua Tuff Ring, 2004-07



Reid's recommended landscape enhancements

A8 The New Zealand Herald Tuesday, July 1, 2007

METRO

Transit may have to drop motorway interchange

Pressure on to duplicate Manukau Harbour crossing before 2011 World Cup

by Mathew Deansley
transport reporter

Transit NZ will have to shelve an elevated motorway interchange at Onehunga if it is to duplicate the Manukau Harbour crossing — Auckland's main gateway from the airport — in time for the 2011 Rugby World Cup.

Auckland City Council commissioners have approved widening the motorway through Onehunga Bay for the \$300 million bridge duplication project, but oppose Transit's proposal to build the interchange 7m above Gloucester Park and its Hopua volcanic tuff ring.

In a decision released yesterday, they have preferred a proposal by the Auckland Volcanic Cones Society for most of the existing interchange to be upgraded at ground level, but for its northeastern end along Onehunga Harbour Rd to be redeveloped and raised above the railway line to join lower Galway St.

TRANSIT'S \$330 MILLION PROPOSAL

- To widen a 5km section of motorway along State Highway 20 between Waimsey Rd in Mangere and Covenstown Rd in Hillsborough, and to duplicate its existing bridge across the Manukau Harbour.
- The duplicate bridge will provide room for four general traffic lanes and a bus lane in each direction.
- Motorway approaches to the bridge will be widened from their existing two lanes in each direction to three traffic lanes and a bus shoulder.
- The project is a key link in the western ring route between Manukau and Albany, and Transit wants it completed in time for the 2011 Rugby World Cup and the tens of thousands of visitors who will head across the harbour from the airport.

east of Onehunga Mall, which would then be closed to vehicles south of Nelson St, and replaced with a pedestrian and cycle link to the old Mangere Bridge.

It would also remove a blind corner on a tight bend considered an accident black spot.

The commissioners also want Transit to provide a "green bridge" public accessway over about 200m of the widened motorway, west from the Onehunga Bay Reserve to Seaciffe Rd, to join a shared pedestrian-cyclistway to the old bridge.

That idea from Onehunga resident Colin Tunkiff is likely to mean sinking the motorway into a "cut-and-cover" tunnel, a requirement Transit says it needs to consider before commenting on the feasibility.

The Auckland City commissioners sat with others from Manukau City and Auckland Regional Council in 11 days of hearings over applications from Transit for resource consents and notices of requirement for land outside its existing motorway designation.

Transit wants to duplicate its existing motorway bridge to provide four traffic lanes and a bus lane in each direction, and to widen the four-lane motorway along the harbour's approaches from Queensdown Rd in Hillsborough and Waimsey Rd in Mangere.

That would provide three lanes and a bus shoulder in each direction. Although the commissioners could make only recommendations about the land designation, rather than a binding ruling, Transit would risk draw-out appeals to the Environment Court by ignoring these.

Transit chief executive Rick van Buren acknowledged this would mean missing its target of completing the project by 2011, a scenario he was keen to avoid.

Although his board had 30 working days to decide whether to accept the recommendations, he believed the "most sensible way forward" would be to concentrate on providing extra capacity to the mainline motorway as soon as possible, and to make more modest improvements to the interchange in due course.

He declared that although Transit was disappointed by the interchange recommendation, and concerned about its long-term capacity to cope with growing traffic, "the substantial completion of the motorway widening and new bridge construction remains our target for 2011".

Volcanic society spokesman Greg Smith, whose organisation spent 18

months working with Transit to improve its motorway design around the slopes of Mt Roskill, welcomed the latest decision as serving a double purpose of satisfying community concerns and giving a higher priority to the Hopua tuff ring.

Maungakiekie Community Board chairwoman Bridget Graham said Onehunga had for too long been Auckland's Cinderella, denied ready access to its foreshore by the existing motorway, and she welcomed what she called a brave decision by the commissioners to listen at last to local concerns.

But the Auckland Business Forum, which includes the airport company, is demanding a "100 per cent commitment" by the regional and city councils to work with Transit and others to resolve all issues raised by their decisions, to ensure the duplicated crossing is ready in time.

Media coverage 2007

Friday, July 31, 2015

Fresh concept for quarry

ALASTAIR LYNN

An alternative plan for Three Kings has been revealed to the public.

Landscape architect Richard Reid shared his vision for the Auckland quarry with more than 250 people who attended a public meeting on July 21.

The Puketapapa Local Board hired Reid after he spoke at the hearing for Private Plan Modification 372 in May 2015.

Reid has since drawn up an idea he believes will best serve the community.

"My involvement with the issues and the site is recent rather than long-standing," he says. "That has enabled me to look at the situation with fresh eyes."

"My concept doesn't just look at the quarry land and how it can be used, it actually looks at how you can integrate that with the town centre, the western park area, the Big King volcano itself."

Reid's plan includes a retail hub, civic plaza and housing.

Community groups have long been at odds with Fletcher Building over development of the quarry.

Fletcher's Three Kings Master Plan designates a development of up to 1500 apartments.

Fletcher Building chief operating officer of housing Steve Evans said he had not been made aware of Reid's design.

"We've been engaging with the public for the last 10 years for our plan," he says.

"We think we've come up with a good solution for that site that gives Auckland the housing it needs."

Concerns have been raised over accessibility and preservation of the reserve. Reid says his plan seeks to achieve the objectives of both sides.

"It has to be a sensitive relationship that enhances the volcano," he says.

"The way that the quarry integrates with the town centre is fundamental to the success of the



Landscape architect Richard Reid.

"My concept doesn't just look at the quarry land and how it can be used, it actually looks at how you can integrate that with the town centre, the western park area, the Big King volcano itself"
- Richard Reid

overall suburb. My concept plan does a key thing which is it actually joins the western side of the quarry around to the northern side."

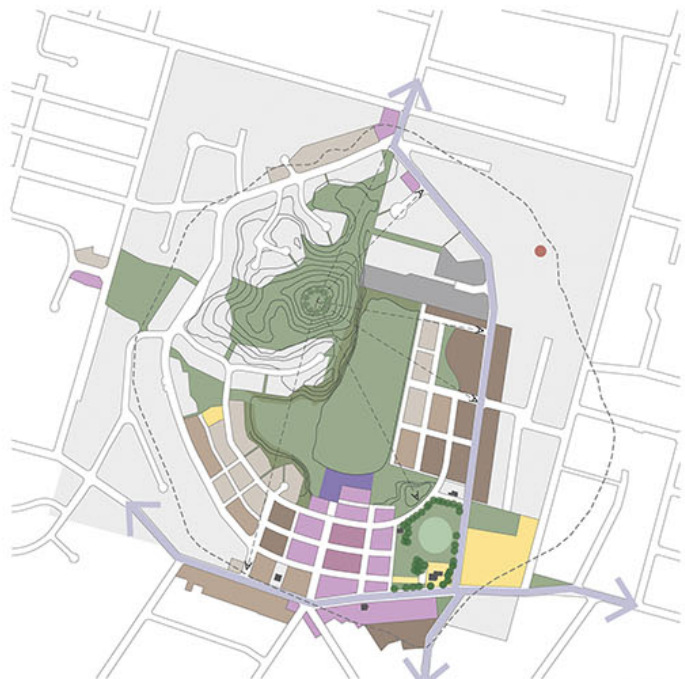
Submissions on the proposed land swap between Auckland Council and Fletcher Building closed on July 24.

Puketapapa Local Board acting chairman Harry Doig says the board has submitted its objection.

"We didn't think the land swap met as many of the objectives of the Three Kings Quarry development as the project put forward by Richard," he says.

The matter is now in the hands of Auckland Council, Doig says.

"It will go to a hearing panel to look at Richard's proposal."



Alternative plans for Three Kings Quarry developed by Richard Reid & Associates.





EXISTING CONTOUR BASE



EXISTING PUBLIC ART



NGATI WHATUA ART & CULTURE



PUBLIC ART & ACCOMMODATION



PUBLIC ART & MAJOR TOURIST ATTRACTIONS



PUBLIC ART & MAJOR LOCAL ATTRACTIONS



PUBLIC ART & AIRPORT BUS CIRCUIT



PUBLIC ART & CITY BUS CIRCUIT



PUBLIC ART & ORGANISED WALKS



PUBLIC ART & UNKNOWN AREAS



ENTRY INTO THE CBD



MAJOR DEVELOPMENTS 2004 / 2014



EXISTING PUBLIC SPACE



MULTICULTURAL EXCHANGE



PUBLIC SPACE INSIDE / OUTSIDE CBD



DISTANCE OF ACCOMMODATION TO ALL PUBLIC SPACE



PUBLIC SPACE, ACCOMMODATION & PUBLIC ART



EXTENSION OF PUBLIC ART OUTSIDE CBD



EXISTING CONTOUR LEVELS



EASY WALKING ON HIGH & LOW GROUND

"The economic value is readily apparent: my mentoree is a big-space, big-building architect and landscape architect. His insights into Auckland deserve to be adopted more widely than they are ... they would make the city far more attractive and liveable, contributing to the quest to make Auckland an international city with a more robust economy."

Rod Oram, Idealog, June 2008

"Your willingness to work together when, on the face of it, our goals could have been seen as irreconcilable is just what we need in many different circumstances."

Rick van Barneveld
Chief Executive

"I actually put the Roskill Cone Cycleway down as one of my top ten highlight achievements. It was a great result for all of us, and for me demonstrated that a normally diverse group of stakeholders can be brought together to produce a high quality solution if given the right environment to work together in. The cone cycleway is a fine example of how one main initiative can be a catalyst for broader benefits and a more holistic project. Your contribution was invaluable and I do very much appreciate the effort and time you put in."

Allen Bufton
Group Manager - Transport Strategy
Auckland City Council

"It is our firm belief that we are honouring our ancestors appropriately and doing their legacy justice by developing a design [for Puketapapa Mt Roskill] that is inspired by the cultural treasures and tikanga they have left to us to guide us in this modern world."

Ngarimu Blair
Heritage and Resource Manager
Ngati Whatua o Orakei

"Not only did your work crystallise the thoughts of our society into a workable approach for the court appeal but it clarified our thinking for the whole of Auckland's volcanic vista and the regulations pertaining to it."

John Street
Chairman
Mt St John Preservation Society

"This work is an important contribution to the future of Auckland and its location in the Pacific. In the overall award objectives it rates very highly, encouraging best practice application and quality in New Zealand."

NZ Institute of Landscape Architects
National Supreme Award Citation 2006
Auckland City CBD Public Art Report