ENGAGING NEIGHBOURHOODS

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ENGAGING NEIGHBOURHOODS

Interrogating urban geometries and the implications on community

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A 120-point Thesis
submitted to the Victoria University of Wellington in partial fulfillment of the requirements for the degree of Master of Architecture (Professional)

Victoria University of Wellington
School of Architecture

2018
Abstract

The urban geometries of New Zealand suburbs do not encourage social and cultural engagement amongst contemporary communities.

In 2017, New Zealand is ‘Home’ to people from over 30 nations, however the planned suburban layout is still tailored for a bi-cultural ideal implemented in a country that had never experimented with suburban living design before and now struggles to break away from it.

The planning of future neighborhoods in New Zealand is crucial at this time of housing crisis, where the priority is given to the quantity of dwellings that can be produced to house families, when focus should be on the quality of life that is being provided and the healthiness of the context in which communities exist.

This thesis explores how New Zealand suburbs can be adapted through architectural and urban design interventions to allow for more immersive, healthy and sustainable living environments that facilitate cultural and social exchange.

Thesis Aims

- To identify the inadequacies of our current neighbourhood composition and to explore how architectural design research can reset the focus of suburbs to the communities that inhabit them.

- To propose a masterplan framework that critiques the traditional urban planning grid and explores an organic approach to planning more liveable and walkable suburbs.

- To test through an iterative design process how strategic architectural and urban planning methods can facilitate stronger social and cultural engagement amidst neighbourhood communities through dynamic shared spaces and re-purposed streetscapes.
For my brother.
Acknowledgements

First and foremost, thank you to my parents, for your unconditional love and never-ending faith in me. I would not be where I am or who I am today, without you. Making you proud is my greatest achievement.

Thank you to my brother, for teaching me to be grateful for everything life has to offer and for gifting me with the passion to use my skills to embark on a career of helping others. I think of you every day.

Thank you to the friends I have made during these 5 years of study. The group chats, baking and Raglan sessions have helped me survive what, at times, felt like the end of the world. May we forever remain in contact as we embark on this new path in life.

Finally, thank you Shenuka. Your continued support, knowledge and guidance throughout this challenging year has been invaluable. You have helped me envision what I want my future in the Architectural industry to be – now, it’s onwards and upwards!
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C H A P T E R  O N E

Introduction
The first community presence in New Zealand dates back to the late 13th century, when East Polynesian natives happened across the island. These settlers, known now as the Maori people, lived together in small groups, situating themselves within close proximity to open water for fishing and large forests for hunting and gathering. Their only shelters, constructed from foraged, local materials, were small huts intended only for sleeping and a medium sized Marae or meeting place, used to hold village meetings and various group activities.

The informal settlement of these early villages portrays what was deemed important to these communities in day-to-day life, as they had total control over the design of their built environments. The scarce amount of built structures shows that time spent with the community, as a whole was preferred, as well as the decision to settle in close proximity to natural resources to provide for themselves.
Figure 1.5
Image of an informal Maori settlement.

Figure 1.6
Image of an informal Maori settlement.
European settlement of New Zealand arguably began later around the 1790s, when whalers and sealers from nearby Sydney, Australia began to settle. Following the signing of The Treaty of Waitangi in 1840, foreign settlement mainly from England, Ireland and Australia began to occur and with it came industrial movement, man made capital and Western ideals that New Zealand and its natives had never before experienced.

The birth of the gridded suburb typology in New Zealand, hence, came with the European settlers. Professor Jill Grant defines the grid as "a plan of generally straight streets meeting at roughly perpendicular intersections in a consistent and comprehensive pattern. It has the advantages of simplicity, replicability at any scale, legibility and ease of access to any location" (219).

At many points in his written work, historian Ben Schrader states that the settlement of New Zealand was akin to a new beginning for Europeans wishing to escape the over populated city that was ripe with disease, poverty and cramped tenement housing. The promise of green pasture and a clean slate was appealing to many. One such European settler named Edward Seager who emigrated to Christchurch, stated that "[N]ow here, too, there are endless processions of people passing along the well-paved streets, and I see the same men and women that I saw in my youth, with the same stamp and bearing of an imperial race" (Star 4).

The features of the gridded suburb typology began to appear in the main cities of New Zealand, most apparently in Christchurch, Auckland, Wellington and Dunedin. Petone, Lower Hutt was one of the first suburbs to be settled by the Europeans, and evidence of this is clearly seen even today. The gridded layout oriented around the foreshore in such a way that all roads either ran parallel or adjacent to it. When originally settled, Petone was largely an industrial center, bearing "woollen mills, meat processors, railway workshops and car assembly parts" (Maclean 8). Nowadays, Petone is a successful hub of activity, with a lively main street teeming with café’s, entertainment establishments and amenity.

Nestled amongst the grid iron of linear streets that met at right angles lay the "quarter acre dream" – where "home for the average city dweller was a two- to three-bedroom single detached dwelling situated on a spacious allotment, allowing plenty of room for a small orchard and vegetable garden" (Schrader 395). The state house typology, still very commonly seen in parts of New Zealand, became a motif of sorts, as did the isolated pasture of property, bordered off within a white picket fence, with ample back yard space for a private vegetable garden at the rear.

Even the native Maori people adapted their own traditional village layout into one called the pa or ‘fortified village’, which had clear European influences, from the large house structures with thatched roofs that now accommodated more than just sleeping, to the timber log fences used to barricade their land from rival tribes.
Figure 1.8
Plan of Petone, Lower Hutt showing the use of the adopted gridded typology. The highlighted area points out the concentration of amenity along Jackson Street.

Figure 1.9
Plan of recently developed Crofton Downs, Wellington showing the same gridded typology used in an adverse terrain, where the land has been cut to accommodate for the orthogonal geometry. The highlighted area shows the concentrated amenity and public transport network.
In 21st Century society, there now exists a gap between the layout of the neighborhoods we are living in, the foundations of which were laid out in the 19th Century, and the lives we are leading today. This section compares New Zealand census information from February 1871 with results of the latest census held in 2013. It is important to note that, while it may seem out dated to use information from the 19th Century, it is key to this research to analyze the composition of society when the foundations of our towns were laid out and compare it to the demographic of our neighborhoods today, as we continue to live in the same organizations, in order to highlight that gap in development and what the design of our future suburbs need to entail.

**Contemporary Society and the 'gap'**

The ageing demographic of our society has also shifted drastically, prompting the need for new facilities and better design to accommodate for these changes. The biggest difference exists in the ageing population of our communities. In the 1871 Census it was recorded that just 1.08% of the population were aged 65 years and older (Statistics New Zealand, Table 3), whereas in 2013 that figure has jumped to 14.3%. In terms of the composition of neighborhoods throughout the nation, this logically calls for an increase aged care facilities however ageing in place has also become a more popular option, i.e. older residents prefer to stay at home and within their communities. For the neighborhood, the threat of increased loneliness is a real one – not just among the elderly, but also stay at home parents, young adults and young families.
According to the 1871 Census of New Zealand, the national population stood at 256,393 (Statistics New Zealand, Table 15), while in 2013, the population was 4,241,051 (Statistics New Zealand) – a huge rise over a period of 146 years. Of the population surveyed in 1871, 41% were employed (Table 15). The most common occupations were agricultural works (8.03%) and laborers (5.58%). A staggering 59% of the population came under the category ‘no occupation stated (principally women and children)’ (Table 15). While this included children under legal working age, it also implies that the workforce was comprised predominantly of males – as women commonly kept the home and cared for the children. This would have had a large hand in the composition of communities and the neighborhoods constructed at the time.

The 2013 Census tells a very different story of the composition of our societies in the current era. 40% of the population are unemployed or ‘not in the labor force’ (Statistics New Zealand) – referring to the retired demographic, tertiary students, and stay-at-home parents inclusive. Of the remaining 59% that are employed, a new working life that has changed with the technological age is now upon us. Non-standard working hours (outside of 7am-7pm Monday to Friday), working from home and self-employment are all new recognized forms of employment that are changing how and when people are working, and in turn who is inhabiting the neighborhood and what they require of it.
New Zealand’s suburban foundations were built according to a European influenced society that made up predominantly of an all-male workforce, a high level of unemployed women who tended to the home, and average to middle aged demographic. The demographic of today’s society is drastically different. Our neighborhoods are now composed of an ethnically diverse population were men and women now exist on a more equal plane in terms of employment, and due to the development of technology, people can now work remotely from home – changing the makeup of people inhabiting the neighborhood at different times of the day.

While the demands of the community and the way in which New Zealander’s are living their lives have changed, the neighborhood facilities provided and the planning of our suburbs have not – they remain the same as when they were settled and constructed in the 19th Century. Through urban and architectural design methods better suited to allow for the strengthening and nurturing of communities, our existing neighborhoods may be developed to better suit the needs and wants of the people that inhabit them.
Research Question

1.2

How can the gridded suburb typology, widely seen in New Zealand, be adapted through architectural and urban interventions to suit the needs of contemporary and future New Zealand society and facilitate stronger social and cultural engagement in neighborhood communities?
The scope of this research sets out to generate a criterion of features of a successfully planned neighborhood that facilitates the needs of its communities appropriately. This criterion will be informed both by knowledge gained from a review of the work of planning theorists of the discipline, and data collected from interviews with real life members of the Wellington community.

The developed criterion will then be applied to the Southern suburb of Berhampore, Wellington – chosen for its adoption of the isolating gridded typology and its potential to be re-designed to better cater for the communities that inhabit it. This investigation aims to propose a series of possible design solutions at three separate scales. Scale one proposes a new masterplan design for Berhampore, scale two focuses in on what is referred to as the ‘zone’ – a hub area that is 400m in diameter, and scale three looks at designing intimate, enriching shared spaces dotted throughout the neighborhood.

The scope of this thesis is limited to the iterative, architectural design approach I have taken. There are contributing matters of cost, specific engineered design and structural considerations that have not been considered in close detail, and therefore lay outside of the scope. This research document provides an optimistic, architectural response to the needs of our contemporary communities, and proposes a set of informed solutions for the design of our future neighborhoods.
New Zealand’s suburban communities are at risk of meeting the same demise as densely populated cities of the world: a prioritization of time and cost to cure the current housing crisis, while the composition and importance of our communities are pushed aside. This literary review seeks to investigate different perceptions of community and the ways in which they have been designed for architecturally, through a comparative analysis of the views of Bernard Rudofsky, Jill Grant, Ebenezer Howard, Le Corbusier and Jane Jacobs.
In the historical scheme of events, before colonialism and the rise of a formal military presence in the developed world, communities of people lived according to their own rules: surviving frugally off the land, carrying out activities located within a close proximity of their home for convenience and expanding aspects of their ‘neighborhood’ as they saw fit and according to their wants and needs.

The functional ‘neighborhood’ layout, as we now know it as, in its purest form, can be seen amongst historical informal settlements throughout the world, or as theorist Bernard Rudofsky coins it, ‘non-pedigreed architecture’ (5). These settlements teach us the values held most important to communities when responsible for designing their own environments – places bereft of the vision of one individual architect or organization, and more focused on the communities’ desires.

Rudofsky refers to these early communities as the “untutored builders in space and time” (8), writing that they “Demonstrate[d] an admirable talent for fitting their buildings into the natural surroundings. Instead of trying to “conquer” nature, as we do, they welcome vagaries of climate and the challenge of topography. Where we find flat, featureless country most to our liking (any flaws in the terrain are easily erased by the application of a bulldozer), more sophisticated people are attracted by rugged country”. (8) Although much time has passed, the need for renewed social and cultural interaction so prominent amongst early civilization is something still very much prevalent among the contemporary society. However the urban planning of today’s communities hangs on the decisions of governing bodies and supply and demand.

Figure 2.1
The chaotic, dilapidated courtyard houses of Marrakech, Morocco that are accessed through narrow winding alley ways. While to the Western world this may seem like an unorganised neighbourhood layout, the close knit community and functional access ways make these old towns robust in a way that the grided typology struggles to do.
Communities of the developed world are living in formal settlements, where the presence of the urban planning grid is now a staple feature. Architectural professor and author Jill Grant defines the grid as “a plan of generally straight streets meeting at roughly perpendicular intersections in a consistent and comprehensive pattern” (219). Furthermore she describes its appeal to governing bodies by saying “It has the advantages of simplicity, replicability at any scale, legibility and ease of access to any location.” (219).

Grant likens the urban planning grid to a form of power of governing bodies over the communities that inhabit these towns. This control of the land and the way in which communities are orchestrated to thrive has shifted the focus of neighbourhoods over time, as economy and industry took precedence over informal living and social interaction.

Figure 2.2  
An early example of the gridded typology in Miletos, Greece (334 BC). The highlighted area shows the grouping of public amenity such as baths and markets.

Figure 2.3 (right)  
Map of Celebration, Florida (1990s) depicting the “neo urbanist” approach to planning that bore curvilinear road layouts and organically planned residential blocks.
Ebenezer Howard, renowned English urban planner and theorist, proposed his Garden City planning model circa 1900; the guidelines of which are still being referenced in today’s modern development.

Howard’s main driver behind his Garden City model is a theory he coined the Town-Country Magnet, wherein he believed that the ideal community should be nurtured in an environment that unified the prospect and busyness of the city with the freedom and relaxation of the country. He sums this up, saying:

The country magnet declares herself to be the source of all beauty and wealth; but the Town magnet mockingly reminds her that she is very dull for lack of society, and very sparing of her gifts for lack of capital...But neither the Town magnet, nor the Country magnet represents the full plan and purpose of nature. Human society and the beauty of nature are meant to be enjoyed together. The two magnets must be made one...Town and Country must be married, and out of the joyous union will spring a new hope, a new life, a new civilization.(47-8)

Architecturally, Howard’s community ideals took the form of a newly realized concentric composition, containing “Six magnificent boulevards – each 120 feet wide – [which] traverse[d] the city from centre to circumference, dividing it into six equal parts or wards” (53). Each of these six wards, facilitated a different activity designed to facilitate the community; the central space about which all other program orbited housed larger public buildings such as the town hall, theatre, library and recreational grounds (55). The model also included a ‘Grand Avenue’, which is 420 feet wide, and forming a belt of green upwards of three miles long, divides that part of the town which lies outside Central Park into two belts” (24). Between this division of program lies generous land allocated to residential property – all within walking distance of the amenity it requires, giving any suburb a ‘city within a city’ persona.

Howard’s plan to design a town model that would encapsulate the desires of the community of that time are clearly evident in the way he attempts to bring the quality of life of the country together with the realistic necessity of industry.

**Figure 2.4**

Diagram showing Ebenezer Howard’s ‘Town-Country’ Magnet approach to urban planning.
Figure 2.5 (top)
Ebenezer Howard's Garden City plan

Figure 2.6
Ebenezer Howard's Garden City plan

Figure 2.7
Map of Orakei, Auckland - a suburb originally based off the Garden City model. While the suburb displays green spaces and curvilinear streets reminiscent of Howard’s work, the more detailed functions, such as the hierarchical planning of programme and concentric arrangements of housing are not present, making it an unsuccessful adaptation.
Ville Radieuse or the Radiant City is the planning model for a new urban living that was conceived and detailed by Le Corbusier in response to the threat of 'the machine age', circa 1930. In his model, Le Corbusier sought to return the land to the community which had become wrought with industrial activity following the war, and separate people from the quickly developing use of the automobile. In his written account of the model, The Radiant City: Elements of a Doctrine of Urbanism to be used as the basis of our machine-age civilization, he states:

I have proposed that the pedestrian should quite simply be given sole possession of the entire ground surface of the city, and the entire ground surface, as though he were living in the heart of the countryside. NO PEDESTRIAN WILL EVER AGAIN MEET A HIGH-SPEED VEHICLE (123)

The way in which he proposed to 'give sole possession' of the land back to the community, was by building up, rather than out, with a radical introduction of skyscraper residential blocks that would cover 11.4 per cent of the surface of the residential areas ... [leaving] 88.9 per cent open to the sky ... No more courtyards ever again. Instead, an open view from every window (though there won't be any windows, of course, only walls of glass) (108). Le Corbusier planned the city so that its inhabitants would live in tall towers of concrete and glass, Jane Jacobs' love of the street and its activity now diminished to the stilted interactions of strangers in carpeted corridors, hundreds of feet in the air. On ground, however, it would be a different story: green fields and paved areas as far as the eye could see, intended for sports, socializing and people watching.
The concept and driving ideas behind Le Corbusier’s unrealized city are still absolutely relevant today: the need for open space that facilitates interaction still a necessary requirement for communities. Even his then ‘radical’ idea to build apartment towers in central business districts has since been realized, even in New Zealand, where Auckland, Wellington and Christchurch CBD’s (to name a few) are slowly becoming as densely populated as leading cities of the world. However, divorcing people from the ground in these skyscrapers, creating large, intimidating open spaces and eliminating the life of the streetscape were design moves made by Le Corbusier that were detrimental to the cause.

In his book Form follows Fiasco: Why Modern Architecture hasn’t worked, Peter Blake discusses a Radiant City-esque development realized in Zagreb, Croatia. Blake states that,

The new Zagreb, a Ville Radieuse almost par excellence, is a dead city, a place of loneliness and alienation; whereas the old Zagreb, designed by no one, and made seemingly unworkable by the invasion of the automobile – this is where the action is (86).

Blake goes on to say that “man’s primary yearning, it seems, is not for great expanses of open space, but for other men (and women and children)” (88). That ‘loneliness and alienation’ described can be put down to the isolating skyscraper structures and, while copious green space sounds like a paradise for all, vast spaces are not inhabited as much as planners may hope, as they render people vulnerable and unsafe.

His discussion of the ‘needs’ of the communities that inhabit cities, and how he outlines the design problem are relevant even 8 decades later. Le Corbusier’s own research, though dated, is most certainly not outdated, as today we still seek the same answers for the same problems.

Figure 2.9 (right)
Impression showing designated recreational spaces and the lush park vegetation of the Radian City plan.

Figure 2.10
Plan of The Radiant City, showing urban geometries present not only in the overall masterplanning of the model, but in the design of residential towers, the park spaces that wind between them and arterial highways that cut through in juxtaposition. It should also be noted that Le Corbusier planned the industrial sectors toward the outskirts of the city (bottom of image) – the factories kept separate from residential life.
Another example of Le Corbusier’s Radiant City model showing a dominant vehicular road network separated from the vast public spaces that surround the residential blocks.

Figure 2.11
Jane Jacobs, American theorist and author of *The Death and Life of Great American Cities*, believed that the community of a town was most strengthened by the quality of its intangible experiences. Throughout her written work, she details the importance of the streetscape, finding the simple act of taking the rubbish out and making eye contact with a neighbor, or drinking coffee at a local café to be the unique strengthening bonds of a community. She describes the street by saying we may fancifully call it the art form of the city and liken it to the dance – not to a simple-minded precision dance with everyone kicking up at the same time, twirling in unison and bowing off en masse, but to an intricate ballet in which the individual dancers and ensembles all have distinctive parts which miraculously reinforce each other and compose an orderly whole. The ballet of a good city sidewalk never repeats itself from place to place, and in any one place is always replete with new improvisations. (65–66)

The threat of the automobile that Le Corbusier so strongly emphasized in his own Radiant City model is the physical divorcing effect that takes place between an individual and their environment. Where travelling from point A to point B on foot or even by public transport immerses you amongst others on the street and your surrounds, a private car isolates us from that touch of social contact in a more severe way than we may realize, Jacobs addresses this as she writes "traffic arteries, along with parking lots, gas stations and drive-ins, are powerful and insistent instruments of city destruction" (440), even further posing the question "how [do we] accommodate city transportation without destroying the related intricate and concentrated land use?... Or, going at the other way, how [do we] accommodate intricate and concentrated city land use without destroying the related transportation?" (442).

Howard shared Jacob’s views on the importance of the streetscape in his own Garden City Model, with his designed 420 foot wide "Grand Avenue" (24), however Le Corbusier’s Radiant City separated vehicular roads from pedestrians entirely, ultimately eliminating the street.

Although automobiles can be blamed for being the "insistent instruments of city destruction" (Jacobs 338), the economical state and trading industry of developed cities relies on them. Instead of placing blame on the private family car used to tow children to schools, sports practices, recitals etc., our urban and suburban environments need to be planned in a way that facilitates the need to get to work every day, but in a less invasive way wherein our streetscapes can be inhabited by pedestrians as a priority, as Jacob’s envisions in her writing.
New Zealand suburbs fail to find the balance between facilitating the technology of the contemporary age and allowing the communities that live within them to thrive physically and emotionally. We need to return to the discussions of precedent theorists of the discipline and reset that focus with particular importance on the urban organization of our suburbs, the treatment of the street, and the quality of experience of communities.
To gain a more in depth insight into the successes and failures of contemporary neighbourhood design in 21st Century New Zealand, I decided to conduct my own research. I chose to interview 8 households of varying cultural background, demographic, occupation and residency in order to broaden the scope of my research and produce results that reflected the diverse nature of our population. A series of 14 questions made up the questionnaire that was provided to each of the households, asking about occupation, what people liked and disliked about their local community/ neighbourhood and what improvements they would suggest.

This section provides a summary of my key research findings and, together with the knowledge gained from precedent case studies, will generate a criteria that will then be used to inform my own design in later chapters.

A more detailed account of findings and all Ethics information can be found in Appendix 01.
The first key question of the survey asked participants to list 3 culturally important activities, occasions, rituals or events and to briefly describe them. The relevance of these results to my research being to highlight the importance of the diverse population that our neighbourhoods entail, and whether currently these people felt they could enjoy their cultural practices comfortably and if not, where architecture and urban planning could come in to bridge that gap.

A common answer provided across participants, was that the properties they lived on did not provide them enough space for their cultural activities. One couple of South African descent spoke of family Sunday lunch, a ritual that would occur every week, where around 15-20 people would celebrate together to wrap up the week and begin another. Another woman of Thai descent described the traditional Funeral and Wedding practices celebrated in Thailand, where entire extended families and Monks typically gather at the family home to celebrate, depending on how many could be accommodated.

In New Zealand, homes are typologically suited to a family of 4-6 – clearly not ample space to house a celebration such as the ones mentioned. In terms of design moves that could be considered, the potential for shared spaces or small residential pockets between spaces could be opened up where they are currently land locked by private fences, to provide a sort of ‘spill out space’ that would enable people to celebrate their cultural traditions and also share and interact with other close members of the community.

The various denominations of faith that occur within a community was another topic commonly brought up by the questionnaire participants. A woman of English heritage mentioned that she was brought up in the Roman Catholic faith, and that Church was attended every Sunday – which was a community in itself. When she moved into a neighbourhood community in New Zealand where the local church and school were monumental aspects of the community, yet her two sons attended a school in a different suburb, she recounts that she felt quite isolated in the fact that she did not share that familiarity with her neighbours. A design exploration in relation to this research finding could be to investigate how these secular aspects of community could be broken up, in the sense that they could be infiltrated with the inclusion of people who may have never thought to access these spaces otherwise.

Another crucial research finding highlighted by the households interviewed, is the importance of children in society. Many people noted how they grew up with Saturday sports being a huge part of life, or even how attendance at the local school gala made them feel so much more a part of the community, even though they themselves did not have children. This unifying quality that children have, and the program that is associated with them (such as schools, playground, recreational facilities etc.) is, from a design perspective, something that can be played off and used to bring different sectors of communities together, such as integrating young adults and teens into the community better, or even easing loneliness of the ageing community by incorporating them with younger demographics.

![Diagram illustrating the potential for communal shared spaces to occur in the private spaces currently trapped within fenced boundaries.](image)

![Diagram showing the potential to re-purpose spaces enclosed by private buildings to allow for community spaces and areas of mixed demographic use.](image)
Another two questions asked of the households that were closely linked, were what aspects of neighbourhood living in New Zealand they like, and if they have any experiences from living in other towns or countries, what was offered by New Zealand that wasn’t elsewhere. For design, these key findings would help point out what is indeed working well and is to be maintained and developed in any experimentation that occurs later on in the research document.

A common answer that came up was the feature of safety. The majority of households interviewed felt safe in their neighbourhood, both due to mechanical measures such as good street lighting and trustworthy house security, but also the fact that they trusted their neighbours to keep an eye on them and share any suspicious activity should it occur and vice versa. One couple from South Africa named safety as one of their biggest motives to move to New Zealand, as 3 meter high fences, locked gates and barred windows were a reality that they no longer wanted to be a part of, and did not want to have for their family.

Self-sufficiency and the ability to provide for oneself was another commonly mentioned feature of neighbourhoods that people enjoyed. One household interviewed had recently made the decision to move to a lifestyle block purely to live a more relaxed lifestyle and provide fresh produce for themselves. The benefit of shared community gardens are a well-researched urban feature that provide not only home-grown fruit and vegetables, but also the chance to interact with others that have a similar interest and engage in trade.

In addition, participants also agreed that they enjoyed the public facilities within provide within their neighbourhood, such as the local dairy, takeaway shops, bakeries, playgrounds, parks and so on. Ensuring that these features are included in my own developed design work, and also experimenting with their configurations in suburbs and looking beyond concentrated ‘main’ streets, will be explored in later chapters.

The final key finding suggested that people of different cultural backgrounds found it difficult to celebrate the rich, exciting festivals that they once did, either because others did not know about them, or they were no longer surrounded by other people of their culture, so they did not pursue it.

A Bengali woman now living in Wellington describes in detail the Bengali Festival Durga Puja, Bengali New Year and Saraswati Puja, a festival of the Goddess of Learning. Just 3 among many, these festivals were celebrated publicly, drawing crowds of thousands into the streets to share food, music, bright lights and street stalls.

In terms of provisions that could be considered in the context of the New Zealand neighbourhood, the consideration of versatile, pavilion-like structures could be designed at a micro to medium scale, wherein this cultural expression and festivity could be accommodated not only for these people to celebrate their cultures, but also for other members of the neighbourhood to enjoy and be educated on the people in their close circles.
New Zealand suburbs fail to find the balance between facilitating the technology of the contemporary age and allowing the communities that live within them to thrive physically and emotionally. We need to return to the discussions of precedent theorists of the discipline and reset that focus with particular importance on the urban organization of our suburbs, the treatment of the street, and the quality of experience of communities.

Conclusion
This section analyses a selection of design projects with relevance to the topics explored in the literature review, the key findings produced by the interview information and neighbourhood planning and design features both past and current.

The exploration looks at the monumental planning models of Le Corbusier and Ebenezer Howard and assesses their successes, failures and pointers to inform my own work. Contemporary planning models are also explored to investigate the features of neighborhood layouts today and whether they differ or more or less abide by the same principles. Urban interventions and enriching public spaces are the third key precedent explored, as they are another design aspect to be explored in this document.
Le Corbusier’s Voisin Plan for Paris is an unrealised scheme that is one of the best examples of his Radiant City planning model. Dating back to the machine age, before the personal vehicle was a permanent fixture of most households, the Voisin Plan features long, stretching highways separated from what Le Corbusier refers to as the ‘park’ wherein only 11% of the land is dedicated to cross-shaped residential skyscrapers, and the remaining 89% is open green spaces dedicated to social interaction and community (Le Corbusier).

**Voisin Plan for Paris (1925)**
Le Corbusier - Paris, France.

Overall view of the Voisin Plan showing the dominant presence of the vehicle accommodated by arterial highways, framed with Le Corbusier’s residential skyscrapers and open green spaces.

**Figure 2.19 (far left)**
View of the Voisin masterplan, the skyscrapers a dominant, repetitive fixture.

**Figure 2.20 (above left)**
Developmental sketch of the model city showing vast open spaces for pedestrian use.
2.22 Transportation
Long highways and arterial roads were planned through the city to keep cars away from pedestrians and the ‘park’.

2.23 Streetscape
There is no meeting point between vehicles and pedestrians effectively terminating the streetscape in this model. Highways were for cars, and parks were for pedestrians.

2.24 Expandable Spaces
It was foreseen by Le Corbusier that citizens would ‘spill out’ into the park spaces provided around their residential quarters to socialise and interact.

2.25 Recreation
Residential skyscrapers were mounted on pillar foundations so that all of ground level was dedicated to social interaction and recreation.

2.26 Territorialization
The clear definition between public and private is clear in the Voisin model – privacy exists in your apartment and public exists everywhere else – even the corridor outside your threshold.

2.27 Linger Spaces
Places to sit, dwell and people watch were provided in the park spaces.
The Ebbsfleet suburb development is a modern day adaptation of Ebenezer Howard’s Garden City. While the unmistakeable concentric layout plan and vast Grand Avenues are missing from this contemporary take, the designated grouped recreation and amenity spaces, clusters of residential blocks and plentiful gardens have all been integrated into the neighbourhood.

(Ebbsfleet Development Corporation)
2.31 The Community Garden
Greenhouses, allotments, market spaces and community gardens are all provided in this model suburb.

2.32 Sustainability
Sustainable urban features such as bio-infiltration pits have been planned into the suburb to ecologically purify water and help rejuvenate the environment.

2.33 Recreation
The Ebbsfleet development has a green-blue network: blue being the Thames River that flows alongside the suburb and green being the parcels of land dedicated to parks and recreation.

2.34 Transportation
The town is well connected with an inter-city train line, walkways and cycleway, vehicular roads and bus routes.

2.35 Community Hubs
Small pockets of activity including parks, public spaces and recreational centres are dotted throughout the suburb.

2.36 Community Pockets
The residential pockets are clustered to create mini communal groups within the suburb - much in line with Ebenezer Howard’s original Garden City scheme.
Barcelona Superblocks
(1980–Present)
Ildefons Cerda, Barcelona City Council - Eixample, Barcelona

The Barcelona Superblocks and corresponding gridded road network, are the work of Ildefons Cerda, dating back to late 19th Century (Bausells). The inward facing high density residential pockets have internal spaces that hold recreation areas, commercial developments, shops, market spaces and other community activities, inviting tourists and locals from other blocks to interact and socialize. More recently to cope with dense traffic and large amount of pollution in the city, the Barcelona City Council have made decisions surrounding the road networks, pushing public cars and heavy vehicles out to the perimeter of residential blocks and only allowing in private vehicles, public transport and encouraging cycling and walking. (The Guardian)
2.40 Transportation
The road network separated to reduce congestion and pollution - private vehicles and public transport are allowed in, while heavy vehicles and the general public are pushed out to the perimeter.

2.41 Internalization
Each superblock has a central, internalized courtyard that services its residents, but is also open to the general public to encourage others into the space.

2.42 Streetscape 01
Once vehicular roads, many of the streets in Barcelona have been cordoned off, re-paved and turned into pedestrian streets framed with amenity and public activity.

2.43 Streetscape 02
Some pedestrian streets hold market and pop up stalls

2.44 Streetscape 03
Green boulevards are another common street type in Barcelona, where they can stretch alongside highways and are essentially urban parks.

2.45 Streetscape 04
Central, green pedestrian boulevards break up heavily congested roads and provide a safe space for pedestrians to walk.
The East Frame development is a mixed use revitalization scheme located in the heart of Christchurch’s CBD and is a part of the post-2013 earthquake rebuild. The 14 hectare urban development has been split roughly into two programmes: 900 new residential units of a mixed terraced and apartment typology and newly revitalized open spaces including 3 public green spaces and a new integration of the Avon river. The East Frame case study is an example of current development in New Zealand. (Otakaro Limited)
2.49 Mixed Demographic
Rauora Park, the main public precinct of the East Frame has all sorts of activities to cater to all ages, to bring people together.

2.50 Streetscape 01
Single-laned vehicular streets are framed with planting and paved areas for pedestrians.

2.51 Streetscape 02
Another street type bears a green boulevard at the centre of the road with vehicles travelling either side and paved areas for pedestrians.

2.52 Streetscape 03
The third streetscape type shows Rauora Park at the centre, framed on one side by a one-way vehicular street and pedestrian sidewalks on either side. The space is very walkable and creates a comfortable, sustainable environment.

2.53 Internalization
A range of amenity is provided to residents within a close proximity, eliminating the reliability on other neighbouring towns to provide.

2.54 Recreation
The East Frame has a blue-green network, including 3 large recreational parks and an integration of the nearby Avon River.
The High Line is a revitalised urban walkway that weaves around and above the commercial buildings and arterial roads of Manhattan. Once an idle train track that faced demolition, the plan to keep the track and introduce well thought out landscaping, urban furniture to invite people to slow and stop and a safe, exciting experience of the city makes the High Line a prime example of not only urban sustainability and revitalisation, but also how a simple walkway can propose a fun and enriching environment for community engagement. (Friends of the High Line)
Once an old train track, the bridge has since been repurposed to accommodate people travelling through the city by foot or bike.

The bridge bears vibrant, ecological planting that is maintained by a communal group of volunteers.

The bridge separates pedestrians from the congestion of Manhattan’s roads and allows an enriching, safe space to dwell.

The bridge connects different parts of the city together through one common walkway.

Gardens that bear seasonal flowers and trees and also the opportunity for growing fruit and vegetables for the community bring people together and also add to the sustainability of the area.

The walkways are comprised of a mixture of permeable textures (wooden slats, concrete, sand, gravel etc) and impermeable (planting, garden plots, glass balustrades etc) to control the flow of people in a subtle manner.
Zanderroth Arkitekten's BIGyard scheme is a residential development located in Berlin suburbia that has an internal courtyard that provides an adventurous, stimulating and ecologically friendly experience to its residents. The opportunity to grow fruit, vegetables and native planting is an attractive feature of this case study, along with its limited boundaries between public and private, encourage immersion within the community. (Arch Daily)
The typical, box-like shape of medium density apartment blocks that is easy to replicate and cost effective.

The BIGyard development starts by creating an internal space and walkway that divides the block into two wings.

A zig-zagging walkway is created, including access to all residential units.

The internal courtyard is filled with planning, gardens and exciting spaces where people who populate the block can loiter and interact with others in the community.

A clear, passive surveillance of the internal courtyard allows people to see everything and notice any suspicious behaviour. Parents can also keep an eye on children playing outside.

The central courtyard also services its residents with communal garden opportunities.
2.3 The Criteria

To summarise, the key findings procured from the interviews carried out as part of my research, have been combined with the knowledge gained from the literature review and case study analysis sections to create a design criteria:
01 Expandable Spaces  Spaces that allow for large gatherings of people (community or religious events). Instead of proposing bigger houses, opening up opportunities for more contextual space in which they are set.

02 Integrating Spaces  Breaking up secular or exclusive areas of the neighbourhood to allow more members of community to engage in places they never may have considered previously.

03 Linger Spaces  Areas of the neighbourhood wherein people may stop and linger for no reason at all other than to experience the space or admire the view and not look out of place doing so or be questioned for loitering.

04 Internalization  Communities more internalized and self-sufficient that include amenities closer to home and make them less reliant on neighbouring owns and CBDs for example, doctors' offices, superettes, butchers, bakeries etc.

05 Transportation  Designing more for the pedestrian and public transport is ideal. Cars cannot be designed out entirely, as they are still a large part of the developed world, but safer and more conscientious planning of roads and driving conditions goes a long way.

06 Revitalization / Sustainability  People want to live in new, fresh and exciting places. House and neighbourhood pride are a huge part of the bonds of a community. Protecting the environment through the implementation of eco-friendly urban features and decreased vehicle usage are ideals we should be enforcing in future development.

07 Immersion  Needing to feel a part of a collective, both physically and emotionally, is another large part of a neighbourhood community.

08 The Market Space  A method of trade, an opportunity for work, an incentive to grow and sell and also a place for people to come together and enjoy the company of others, the Market Space is a key enabler of neighbourhood community life.

09 Community Hub  A space for public community events such as cultural festivals entertainment and performance. This space does not necessarily need to have walls and a roof, such as a community centre, but must be a gathering facility of some description.

10 Children  Children are such a large part of communities, bringing together people who may not have interacted in anyway otherwise, such as parents at the side line of a rugby game. Using children and the spaces they inhabit as a way of breaking up vacant spaces and voids of loneliness (particularly among the ageing communities) can bring a new sense of community.

11 Safety  Safety is crucial in neighbourhoods/ Exploring different methods of security, particularly of passive nature, and whether or not one is able to survey the area around them or keep an eye on their neighbour is key.

12 The Community Garden  Allotments are another effective design idea that can be explored – instead of having closed off private gardens, can small pockets of community share space?

13 Pavilion  The celebration of character and individuality in neighbourhoods is crucial to life in communities. A place or centre for such culturally rich festivals to be celebrated in could be a good design move. Something that is easy to adapt.

14 Streetscape  The life of the streetscape, as more than just a road for cars, can bring an element of excitement and activity to the local neighbourhood. Being able to see people milling about and enjoying the company of others can boost esteem of the community as a whole.

15 Territorialisation  An understanding of territory, what is public, what is private and what is shared is important for people to know where they stand in the community and prevent unsuresness or discomfort in the public realm.

16 Recreation  Places of recreation, such as sports grounds and parks that are well integrated into the fabric of the community and not brushed to the side are a good design technique utilised to encourage interaction, particularly of young adults.

17 Controlled open spaces  Ensuring that open spaces are comfortable, freeing and user-friendly is important when planning the shared spaces in the community.

18 Surface treatment  A varied treatment of surfaces, from cobblestone roads and sand pavements to timber plank paths and concrete urban furniture can go a long way in making public spaces exciting and revivatising. Different ground surface treatments can also be a useful design tool in terms of road engineering and slowing the flow of traffic down in pedestrian-oriented areas.

19 Mixed Demographic  Spaces that provide a mixture a programmes and can bring different demographics of people together are great for strengthening the bonds of all parts of the community.

20 The stay-at-home parent  The makeup of our communities is changing as the demographic of working status is changing: where women used to stay home and keep the house, they now work full time away from home. Men and women also work at home full time or stay at home and care for young children. Because of this, the consideration of who is inhabiting the neighbourhood during the day, and how provisions can be made for them, needs to be considered.
This design criteria represents, in this current day and age, the neighbourhoods we should be designing to facilitate our communities by learning from the successes and failures of past and present theorists of the discipline, and taking on board feedback from real life members of the community.

The generated criteria will then be used in the design stages of this thesis document to test different methods and produce iterative solutions to the current neighbourhood design problem.
CHAPTER THREE

Site Analysis
The design gap between the adopted gridded plan that came with Colonial settlement in New Zealand, and contemporary neighbourhood life that is now struggling to inhabit it, is a key contributing issue to the disjointed and isolated suburb communities in our cities.

The chosen site being analysed is Berhampore – a Southern suburb of Wellington City that bears the tightly packed gridded plan with a vehicular dominant network of roads, an abundance of recreational grounds that draw community members of all demographics, and a selection of local amenity.

This site analysis will reflect back on the knowledge gained from the literature review and precedent case studies to further pinpoint the successes and failures of the urban composition of Berhampore and how these issues can be addressed.
3.1

Present Day Site
The flat lands of Berhampore, a rarity amongst the hilly terrain of Wellington City, were originally settled, along with neighbouring Southern suburbs Newtown and Mount Cook, during the 1840s but were utilized primarily as farmlands until the 1870s when Wellington saw its first large housing construction boom (Maclean, Wellington Places - Southern Suburbs 2). The methodically planned gridded streets and allocated property tiles are still in tact today, where roads that were constructed when vehicles were only very new on the scene are now inundated with heavy arterial traffic during peak hours.

This diagrammatic analysis focuses, at a glance, on the organisational qualities of Berhampore and three other Wellington suburbs: Miramar, a coastal suburb settled at a similar time to Berhampore, Brooklyn, a suburb situated amongst Wellington’s hilly terrain and Crofton Downs, a more recent Northern development.

- **Comparative Analysis**

Figure 3.1
Diagrammatic analysis of Miramar, Wellington (Not drawn to scale).

Figure 3.2
Diagrammatic analysis of Crofton Downs, Wellington (Not drawn to scale).

Figure 3.3
Diagrammatic analysis of Brooklyn, Wellington (Not drawn to scale).

Figure 3.4
Diagrammatic analysis of Berhampore, Wellington (Not drawn to scale).
Figure 3.5
A combined analysis of Miramar, Wellington, used here as an example of the gridted urban geometry in the New Zealand context. Located along the Wellington harbour and developed for a residential program in 1907 (Maclean, Wellington Places - Eastern Suburbs 3), Miramar bears the strong gridted typology in the layout of roads and arrangement of residential properties. The concentration of community spaces is situated around the main road in the form of commercial amenity, as well as the fields connected to the local school.

Figure 3.6
A combined analysis of Crofton Downs, Wellington, used here as an example of the organic suburb layout dictated by Wellington’s adverse terrain. A more recent development settled during the 1960s (Maclean, Wellington Places - Northern Suburbs 5), Crofton Downs bears a more organic suburb layout as it deals with a mountainous terrain and there is potential for more exciting spaces, however like the standard grid, properties are still divided evenly and kept private, with a concentration of community spaces including a public transport hub are grouped to the right.
Figure 3.7
Brooklyn, Wellington is another suburb that has been analysed for the organic layout it possesses. Subdivided for residential development in the 1880s, Brooklyn rests 2km above the CBD (Maclean, Wellington Places - Southern Suburbs). Similarly to Crofton Downs, Brooklyn’s community spaces, including public parks, commercial amenity and family attractions, are all grouped along the main central road, with residential streets sprawling off it.

Figure 3.8
Another example of a gridted typology analysed in the Wellington context is the Southern suburb of Berhampore. Undergoing its biggest residential development during the 1870s (Maclean, Wellington Places - Southern Suburbs), Berhampore is a classic example of the gridted urban geometry, with residential properties and road layouts following an orthogonal pattern and amenity grouped along main roads. The abundance of program available gives this site huge potential in regards to the aims of this research document, which is why it has been chosen as the site in which iterative design will be modelled.
The road network through Berhampore is insufficiently planned for dense vehicular use. The primary grid serves as feeders to neighbouring suburbs: Adelaide Road which provides a direct route to the CBD and coastal Island Bay, Russell Terrace and Rintoul Street connecting through to Newtown and Britomart Street which heads North-West towards Brooklyn Hill. These roads are primarily single laned in each direction and during peak hours, such as school pick up, drop offs and work traffic, these streets are teeming with lines of traffic and busy intersections. The roads are also shared with buses, as regular services operate to and from the city centre.

**Figure 3.9 (right)**
Site analysis map outlining the main road networks as shown in the key above. The map shows that the main roads which become heavily congested during peak during peak hour traffic, cut straight through the heart of Berhampore, becoming disruptive and at times dangerous for pedestrians and cyclists.
The provisions made for pedestrian movement through Berhampore are standard of New Zealand suburbs: footpaths frame vehicular roads with pedestrian and traffic light crossings to allow access across. Adelaide Road and Rintoul Street, the two busiest roads that service the suburb, are primarily single lane in each direction and are bordered by lanes of on-street parking, not only making it tightly packed to drive on, but also unsafe for pedestrians and cyclists who regularly frequent the roads also.

The quality of the street experienced in Berhampore is lacklustre: the odd street bench and bus stop is dotted along the way, but otherwise the streetscape provides no real excitement or life. While there are an abundance of scenic walks that loop through the hills that surround Berhampore, the same priority for pedestrians is not provided within the heart of the suburb.

- **Streetscape**

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- **Figure 3.10 (above right)**
  Adelaide Street location map (Not drawn to scale)

- **Figure 3.11 (right)**
  A sectioned diagram showing the users of Adelaide street, including 1 lane of traffic each way (which can become heavily congested during peak hours), and lanes for parked cars along the curb. Note also that there are no provisions made for cyclists, so they’re forced to either ride on the footpath or be crammed in between vehicular traffic. Non descriptive footpaths frame this busy road.
This quiet residential street has space for cars to park adjacent the curbs, trees used as buffers. In the leftover space, a cramped lane of single traffic passes through, with on-road parking on the other side and pedestrian footpaths.

Sectioned diagram of Edinburgh Terrace showing the planning of the road, including a one-way line of traffic that keeps the residential street quiet. On-road parking is shown to the left, with pedestrian paths on either side—one of them elevated due to the terrain of the road.
Sectioned diagram of Lavaud Street showing that it is a Cul-de-Sac street with vegetation used as buffers at the end. This is a soft approach to road engineering that is more pedestrian friendly. Single lanes of traffic and quiet pedestrian footpaths are also seen.

A sectioned diagram of Britomart Street showing the users of the road. Berhampore Primary School is located along Britomart Street, and during drop off and pick up times, can become heavily congested. A pedestrian crossing serves its purpose at the gates of the school, halting cars and allowing walking traffic through safely.
The built programme of Berhampore is vastly mixed, with a range of demographics catered for. Berhampore School and its accompanying courts and fields are situated at the heart of the suburb, while an aged care facility is at the perimeter also. The suburb also holds a Roman Orthodox Church, a plant nursery and several small retail shops along the main road. This eclectic arrangement of programme attracts a wide range of people to the suburb, not just its residents.
Berhampore holds an abundance of public spaces that attract a vast amount of people. The National Hockey Stadium at the South-Eastern corner of the suburb, as well as football and rugby fields and associated club rooms. These areas of the suburb are alive with community interaction during weekend sport, yet during the week are quiet and uninhabited.

While these green spaces exist at the perimeter of the suburb, this is not continued through to heart of the suburb, as there are no real public spaces that penetrate the main streets – instead, vehicular traffic and private residential property takes precedence.

Figure 3.2.1 (right)
Site analysis map showing the green spaces that surround the suburb, but don’t actually seep into the heart of it.
This site analysis has highlighted issues surrounding the layout and organisation of the Berhampore suburb and its contribution to the social disjointedness and depravation prevalent among the community that inhabits it.

In turn, it has also posed the opportunities for urban revitalisation through a re-designing of the road networks in a way that prioritizes the pedestrian, bringing more intimate, enriching public spaces in to the heart of the suburb, and breaking up the concentration of amenity to provide more pockets of social activity.
The experimentation stage of this thesis looks at the neighborhood at 3 different scales.

The first and largest scale takes the suburb of Berhampore in its entirety and critiques the master plan, honing in on the gridded typology and going through a series of trial and error planning iterations to tease out new forms that literature and participatory research suggest are more encouraging of stronger future communal growth.

The second scale looks at the Zone, a term used in this thesis to describe an area of 400m in diameter – a recommended maximum walking distance (Walker) in which, for example, a mother is able to comfortably walk her children to the nearest neighborhood playground. This measurement has been used to outline the proximity in which an individual should be able to easily access public amenity in their neighborhood. At this scale, the road and pedestrian network is designed in more detail, experimenting with surface texture, urban design and planning to propose more enriched, exciting spaces for pedestrians and efficient access for vehicle users.

The third scale, most intimate scale looks into the Shared Space – a design proposal to break into the areas enclosed by fences on private properties and create pockets of community activity dotted throughout the neighbourhood in a dispersed, quirky manner. The development of these spaces, including what forms they take on, what kind of amenity they cater to and how they meet the criteria items outlined throughout the thesis are discussed in the relevant section.

The main aim of this chapter, as is with the entire thesis document, is to experiment and test ideas that have been indicated in the Criteria as being features of the neighborhood that the contemporary community would benefit from. The final Shared Space designed outcomes will take the form of a culmination of these design features in a series of iterations, as opposed to the traditional final design typical of an architectural project. These iterations will experiment with different combinations of criteria items informed by literature and participatory research to come to a final designed output for each of the three Shared Spaces.
It is important to note at the beginning of the master plan design experimentation phase, that it was decided as part of the scope of this thesis that the existing built program and residential development of Berhampore would be retained as much as possible. Simply wiping the slate clean and starting fresh with a completely new master plan would be counter intuitive to the issues being explored, if the existing community were to be demolished. By working with what is already there, a revitalized master plan that taps into the existing community and proposes design ideas for a stronger one is able to be explored.
PROCESS 01 - POINTS OF INTERSECTION

The new series of designed spaces break away from the uniformity of the grid and instead encourage us to think about the spatial makeup of the neighbourhood in a different way – public pathways that intersect on private properties, pedestrian streets that take precedence over vehicular roads, etc.

In critique of the planning grid, the form that this iteration takes remains too rigid – where the streets continue to meet each other at right angles, and the aesthetic of the plan may be pleasing, but the dictatory manner in which the grid operates is counter-intuitive to what is being explored in this thesis. At this point in the design experimentation phase, this iteration pointed out the need for these areas of interaction throughout the neighbourhood, however the layout of them would need to be explored further.

Figure 4.1 (right)
The first iteration of the masterplan design process, focusing on the creation of small hubs at intersecting points in the suburb.
PROCESS 02 - EXISTING AND POTENTIAL ‘Hubs’

The second phase of design testing began with the highlighting of existing hubs in Berhampore, and ones that have the potential to grow in the near future.

The Aged Care, recreation, Church and education sectors are all existing hubs.

Potential hubs appear in the midst of residential blocks that have the potential to be broken up and infiltrated with social activity, the potential for mixed use spaces in an effort to break up secular groups in the community, and the motive to make suburbs more pedestrian oriented by introducing car-free roads and pushing vehicular streets to the perimeter of the area to increase walkability.

In reflecting at this point in the experimentation process, where plans to make the suburb more pedestrian friendly are being proposed, it is important to also recognize the significance of vehicles. While the promotion of sustainability is a large driver in this design, realistically members of the contemporary society rely heavily on vehicles to get them from point A to B, no matter how idealistic the design motive may be. For this reason, the master plan design needs to find an equal balance between prioritizing the pedestrian and creating a safe, exciting environment for them within the neighborhood while also maintaining provisions for the vehicle, albeit in a more stripped back manner. Potential methods of designing for this situation are investigated at a closer scale in following sections of this document.

Figure 4.2 (right)
The second iteration of the masterplan design process which looks at the highlighting of existing hubs of activity, and potential ones that could be designed for.
**PROCESS 03 - A PEDESTRIAN NETWORK**

The third stage of the master plan design experimentation phase looks into the application of a new pedestrian network in Berhampore – one that is not limited to footpaths that frame existing vehicular roads, but instead connect the potential and future hubs stated in the previous section together in a more organic form. At this point, said hubs are highlighted along with existing arterial roads.

» **FIGURE 4.3 (RIGHT)**
The third iteration of the masterplan design process which focuses on the importance of a solid pedestrian access network, and how it could link hubs together.
**PROCESS 04 – A PEDESTRIAN NETWORK**

An organic network of pedestrian paths intended to connect the existing and potential hubs are superimposed into the design iteration to emphasize that moving away from the rigidity of the traditional grid, and toward a more informal yet planned manner.

In reflecting on the current development of the master plan at this point in the design process, the importance of scale is crucial as the design moves away from abstract drawing and toward a functional, developed form. Applying that ideal walkable distance of 400m to the design situation will add perspective to the master plan I am proposing, and allow it to be more legible at that human scale. This then sets it up well for the more intimate analysis that will be carried out in later sections of this chapter.

- **Figure 4.4 (Right)**

  The fourth iteration of the master plan process which is an extension of the one previous as it looks into the possibility for organically organised footpaths.
**Figure 4.5 (right)**
The fifth iteration of the masterplan process which combines the two previous ones and diagrammatically proposes a way in which the suburb could be navigated by pedestrians.
PROCESS 04 – A LAYERED APPROACH

All stages of the design process thus far are layered up to create one design template.

In critical reflection of the master plan design at this stage in the process, the output is not functional and is not meeting the terms of the brief for the project. The diffusing of the grid geometry has not been effectively executed, as the presence of orthogonal vehicular roads is still very much present and the organic pedestrian network forms while an attempt at breaking up the uniformity of the grid, are very much superficial and are not really getting to the crux of the issue.

In further development, a master plan technique needs to be explored that will re-write the layout of the grid entirely, re-directing traffic through re-planned roads and effectively evaluating the scale of the suburb to efficiently determine the layout of a pedestrian network that will function appropriately.

The biggest design challenge lies within solving these design issues, while maintaining the integrity of the program on site: ensuring that houses remain intact, cars are still able to navigate through the neighborhood, and existing connections to surrounding suburbs remain. As mentioned previously, it is an objective of this thesis to work with what is on the site currently, as wiping the slate clean to employ a brand new suburb typology would effectively terminate the community already in existence: the strengthening of which is sole purpose of this research venture.

Figure 4.6 (right)
The sixth iteration of the masterplan design process which takes all of the proposed iterations and layers them up.
MASTERPLAN TEMPLATE

This template diagram represents the explorative solution to the key issues that have been outlined thus far in the research document. It proposes a developed version of the layered template of the design exploration previous.

Each ‘zone’ is 400m in diameter, the recommended walkable distance as mentioned previously, to ensure that no matter where an individual is situated in the suburb, they are within a walkable distance of public amenity and space.

At the centre of each zone is a community hub intended to encourage social interaction. These areas may hold a variety of recreational spaces, as well as amenity, public gathering and meeting spaces, and so on. Experimentation with these spaces will be carried out in later sections of this chapter.

Lines representing the vehicular network show that cars and other heavy vehicles have been pushed to the perimeter of the proposed master plan, yet each residential ‘pocket’ or block of houses is still serviced by a road, to realistically cater to the needs of the contemporary society.

This vehicular network doesn’t, however, reach into the community hub area at the centre of the zone – this is all pedestrian oriented, giving people full dominance over the communal space.

As indicated in the diagram, and mentioned in the mapping analysis previous, proposed shared spaces are shown in the midst of residential pockets, breaking into those spaces cordoned off fences and revealing the potential for communal areas where people can gather together, children can play, communities can maintain shared gardens and so on. Again, the design possibilities in this scenario are explored further in sections to come.

In reflection at this point, pointers have been taken from the mapping exercises – both successes and failures – in an effort to develop an informed, crafted master plan design. From here, the template will be scaled correctly and crudely superimposed on the existing site as a starting point, and from there, crafting and detailing each block, street and public space in a way that achieves the design goal and satisfies the needs of the existing suburb will occur.

**Figure 4.7** (right)
The masterplan template generated as a starting point for this research design, informed by literature and an iterative design process.

**Figure 4.8** (next page)
The existing masterplan of Berhampore, Wellington with the generated design template superimposed atop of it, proposing a new layout of roads, community spaces and residential living.
Figure 4.9 (right)
Overlaid sketch work showing the process of tailoring the superimposed masterplan design template to the current workings of Berhampore to replan the layout of the suburb.

Figure 4.10 (right)
Overlaid sketch work focusing on the replanning of an intended “hub” space, working road networks around the existing community to propose a retrofit masterplan.
The first development in the master plan design looks at identifying the main roads in Berhampore that need to be re-routed. Adelaide and Rintoul Streets which both cut through the suburb, connecting the CBD with Island Bay, can become heavily congested during peak hour. Britomart Street, a road that feeds from Vogeltown and Brooklyn, can also become busy during peak hour and also services the local school.

Communal hubs and overlapping zones have also been identified in the master plan, as is outlined in the template design.

Figure 4.11 (cont)
The first developed stage of the masterplan design (Not drawn to scale)
The second development phase of the master plan on site shows those proposed vehicular roads at the outskirts of the suburb. This way, thoroughfare traffic passing through to access neighbouring suburbs are not cutting through Berhampore as such. These roads would be intended only for cars. Roads that do enter the suburb are referred to as ‘streetscapes’ in this research document. These streetscapes have narrower vehicular roads in an effort to slow down the flow of traffic passing through and will encourage the activity of pedestrians. In addition to this, a pedestrian network that cuts through the suburb in an organic manner is planned, also connecting the community hub spaces.

Figure 4.12 (right)
The second developed stage of the masterplan design
(Not drawn to scale)
The third and final development of the proposed masterplan critiques the concentrated clustering of the community spaces. In critically reflecting back on knowledge gained from the literature review, and also the feedback of interview participants, it was reiterated that this proposed design should have many spaces that encourage social activity, and that these did not necessarily have to be ‘large’ spaces, neither should they act like singular points or landmarks like community centres currently do. Instead, a community space or hub has been designed into each and every residential block, making them more accessible to members of the Berhampore community, regardless of where you are situated, and also providing more exciting opportunity. Furthermore, in the finer detailing of the roads, it was pointed out by a member of the design panel in the second review of the year, that more consideration needed to be put into the shape of the roads: that realistically having sharp, jagged intersections in roads was problematic. These kinks have been smoothed out. Finally, the concept of the service lane, the fourth typology of road in this master plan, is introduced. The service lane refers to a road that provides access to residents of houses of a particular block. It is intended that these roads would have a softer surface texture, would be a slow zone, and would provide parking only for residents.

Figure 4.13 (right)
The third developed stage of the masterplan design (Not drawn to scale)
In concluding the master plan design experimentation phase, it is key to point out that a number of successes and failures have taken place, all of which have been critically reflected on in terms of bettering the design. In order to fully break in to the functional aspects of this proposal, the master plan is broken down into two further scales of experimentation, as follows.
As mentioned in the prelude to this chapter, the Zone refers to an area 400m in diameter, which initially contained a central hub, but through development will now hold several spaces for communal activity. This section will detail the vehicular and pedestrian networks of the zone as well as the layout of spaces within it. Due to the sheer scale of the project and the time frame in which to do it in, only the central zone will be detailed in this thesis. It is assumed that the remaining zones of the master plan would be of a similar nature.

Figure 4.14 (Above)
Indication of the central ‘zone’ space that has been selected for further development. This space is 400m in diameter and will encompass residential space and community areas.
The first set of zone iterations explored a range of qualities outlined in the criteria as being desirable features of a future neighborhood, and implemented them in a range of ways, as shown below.

In critically reflecting on the initial form that the zone took on, it was apparent that the activity and areas for social engagement were too concentrated in the one spaces, whereas the aim from the beginning was to disperse it throughout the whole suburb to make it all one dynamic, enriching environment. From here, it was decided that the zone would instead encompass several spaces of communal interaction, as shown in the following detailed example.

**Figure 4.15** A zone space iteration, testing the idea of maintaining control over open spaces through the design of furniture and planter boxes that dictate how people flow through the space.

**Figure 4.16** A zone space iteration proposing the idea of community gardens and how they could be situated within the newly exposed spaces between properties. These could also serve as permeable boundaries for houses.

**Figure 4.17** A zone space iteration exploring the idea of breaking up secular areas within the neighbourhood and infiltrating them with pedestrian activity and community spaces.

**Figure 4.18** A zone space iteration that looks at the design of recreational spaces in the middle of residential blocks and how that could attract different demographics, or have negative effects on the surrounding residents.

**Figure 4.19** A zone space iteration that focuses on mixed demographic spaces such as the design of a playground within a residential context populated by the aged community could mean.
This image shows the program of the zone and the shared spaces that I have chosen to detail in the next section. Space 01 is a Streetscape, Space 02 is a residential communal spaces and Space 03 is a combination of shared space and designed integration of an exclusive area in the neighbourhood.

This image shows the developed textural surface treatment that has been allocated to each of the road typologies of the zone. The peripheral vehicular roads of the master plan, not shown in this diagram, are a sealed asphalt reminiscent of a standard road. The streetscape, intended for a dominant pedestrian presence is asphalt also but with different textural treatments at intersections, such as paving, stone and possibly timber slat, to slow down traffic and alert drivers of pedestrians. The soft infrastructure or pedestrian paths are a mixture of paved and compacted sand, while the service lane is to be a permeable concrete and grass texture, softening the area and making it more habitable.

**Figure 4.20 (right)**
Axonometric view of the existing built programme within the developed Zone space.

**Figure 4.21 (right)**
Axonometric view of the surface textures applied to the newly proposed road network.
This image shows both the built program and intended shared spaces with the new road and pedestrian networks. Below, a section showing the distribution of spaces in the zone as well as the different transportation networks.

- **Figure 4.22 (right)**
  Axonometric view of the built programme layered with the proposed road network for the central zone space.

- **Figure 4.23 (right)**
  Section view showing the relationship between shared spaces and road network.
4.2

The Shared Space
In choosing to remove impermeable boundaries from between houses to open up the public spaces, design in these areas needs to mindful of conflicts of ownership, all while providing eclectic spaces for communities to engage and socialise with one another.

**Iteration 01.01** / experimenting with the terrain on site allows for niches of differing elevation to be created. The sense of adventure and excitement involved in creating a different environment works to draw people in to stay and explore.

**Figures 4.24, 4.25 & 4.26 (Below)**
Sectioned diagrams showing the adventurous aspect of the first iteration with a range of dynamic walkways and inhabitable shared spaces designed with the intent to draw people out of their secluded spaces to interact with others in the community in a fun and stimulating way.

**Figure 4.27 (Right)**
Overall perspective view of shared space iteration 01.01, wherein walkways have been sculpted out of the landscape to connect varying platforms of interaction, some sheltered some exposed and of different surface textures. These platforms could serve as meeting places as well as a space for an individual to set up a stall to sell home baking, children to hold a lemonade stand, and so on.
The community garden is a space in which people can come together, grow and maintain vegetation, trade items etc. As a community design mechanism, the shared garden can enable engagement and unity.

**Figure 4.28 (below right)**
An urban design case study that shows a good use of planter boxes as ways of breaking up large open spaces in an aesthetically pleasing and sustainable way.

**Figure 4.29 (below right)**
An urban design case study that utilizes permeable ground textures and softens the area nicely. Inspiration has been taken from this and used in my own work.

**Figure 4.30 (below)**
A sectioned diagram showing the intended community garden activity: people meeting spontaneously in the neighbourhood, growing and providing for themselves sustainably and potentially trading with others.

**Figure 4.31 (left)**
Overall view of design iteration 01.02 that tests the idea of having a communal garden in the midst of a residential block. Not only those who live in close proximity would have access to it; it would be open to all in the neighbourhood, encouraging them to explore the area.
Iteration 01.03 / bringing recreation spaces right into the heart of the community, rather than pushing them to the outskirts, as is the current situation in Berhampore, draws all kinds of demographics to interact with one another. However, the form that this iteration took on, with the terrain flattened into a plane, is something I would like to avoid in future iterations, as it wipes the land of its quirkiness and identity.

**Figures 4.32 (Below)**
Sectioned diagram testing the idea of using native panting as buffers between public and private. The diagrams also show how this design move has resulted in the flattening of the natural terrain on the site instead of embracing it. In reflecting upon it afterwards it was decided that the proposed design should work with the shape of the land rather than manufacturing it and wiping it clean of identity.

**Figure 4.33 (right)**
Overall view of design iteration 01.03 which proposes a recreational space right in the heart of a residential block, to attract people of all ages.
Secular groups in communities can alienate people from one another, as the exclusiveness of one group can isolate them from another — particularly when it comes to privatized design. By breaking up these spaces and infiltrating them with public architecture, they could potentially become grounds for new relationships to be formed within the community.

Iteration 02.01 / by opening up the exclusive church space (which is currently the site of a car park) and creating a plaza space that can hold public events such as markets and performance, members of the community who had not identified with this space previously, may now become a part of it and forge new connections.
Iteration 02.02 / in mixing up demographic spaces, particularly catering to the ageing community and including young adults in neighbourhoods, breaking up spaces and designing them for a wide range of people, such as a playground amongst a cluster of houses, can improve the sense of unity within the community.

**Figures 4.38 & 4.39 (below)**
A sectioned diagram showing how people can maintain a passive surveillance of the internal shared space.

**Figure 4.40 (right)**
Overall view of design iteration 02.02 which shows the exposed internal area of a residential block, as well as a mixed use design.
The repurposing of the street is an important aspect of this masterplan design, the main focus being how the priority of streets can be set to focus on pedestrians, and how drivers of cars can be made more aware of their surroundings, breaking down the barrier between car and human.

Iteration 03.01 / creating a terraced step down to the road that elevates pedestrians over vehicles and also creates a softer boundary that can be inhabited unlike roads currently.

**Figures 4.41 & 4.42 (below)**
Diagrams showing the proposed idea to step the vehicular road down and allow a softer experience for pedestrians. Also shown is the suggestion of bio infiltration at the side of the road in the form of terraced planting – a sustainable urban design technique.

**Figure 4.43 (left)**
Overall view of design iteration 03.01, proposing a stepped down vehicular road that prioritizes the pedestrian and the experience of the streetscape.
Iteration 03.02 / break out spaces into the street encourage a new type of activity to occur on the streetscape such as café’s, performance spaces or areas of slow and stop.

**Figure 4.44 (below)**
Diagram that tests the idea of having “street boxes” that break out into the road, providing spaces for people to inhabit and as a result, narrowing the road down to one lane.

**Figure 4.45 (right)**
Overall perspective view of design iteration 03.02 that shows people inhabiting street box spaces and cars becoming the less dominant fixture of the streetscape.
- **Figures 4.46 & 4.47 (below)**
  Textural treatments of different elements in the neighbourhood such as pedestrian crossings and speed bumps.

- **Figure 4.48 (below)**
  An urban design case study that makes an effective use of concrete bricks and grass – a feature that I too wished to use in this design.

- **Figure 4.49 (below)**
  An urban design case study that proposes grass planes as a method of softening vehicular roads.

- **Figure 4.50 (below)**
  An urban design case study that proposes a mixture of planting, stone and timber materials to soften a public space.

- **Figure 4.51 (left)**
  An overall perspective view of iteration 03.03 that shows the application of softer surface treatments in the neighbourhood to make the streetscape a more inhabitable space for pedestrians.

Iteration 03.03 / textural changes in ground surface and raised platforms used as speed moderators to slow the flow of vehicles through the space and create a safer zone.
Iteration 03.04 / dipping roads below ground level to separate vehicles from pedestrians in a way that prioritizes humans and hides passing cars from sight.

**Figures 4.52 & 4.53 (Below)**
Diagrams showing the complete separation of vehicles and pedestrians.

**Figure 4.54 (Right)**
Overall perspective view of design iteration 03.04 that proposes a platform at ground level for pedestrians to inhabit safely, and dipped vehicular roads that travel underneath. In reflection of this iteration, for the scale of the neighbourhood this may be excessive and more suitable in an urban context. However, the idea to split the two programmes is still a valid design motive to pursue.
Final Design
The final proposed masterplan design situated in Berhampore, Wellington.

Figure 5.1 (previous page)
The final proposed masterplan design situated in Berhampore, Wellington.

Figure 5.2 (left)
A final proposed design solution for the first shared space, a developed composition of all design iterations.
Rendered perspective view of the developed shared space design, looking into a community pavilion space.

Figure 5.3 (left)

Rendered perspective view of the heart of the developed shared space design, showing the community utilizing the space in different ways.

Figure 5.4 (right)
The final developed design for the second shared space, which is a combination of the iterations explored at the concept stage.
Rendered perspective view showing the sense of inclusion in the community through the ability to look through a window and see the people of the neighbourhood and that encouragement to be a part of it.
The final developed streetscape design, showing a combination of all iterations explored at concept stage.

A rendered perspective view of the streetscape, showing the concept of the inhabitable road and the prioritizing of pedestrians.
The aims of this thesis are to analyse the gridded suburb typology (and its history within a New Zealand context) to assess whether the neighbourhoods we are currently living in are meeting the wants and needs of the contemporary society.

A comprehensive literature review of the origins of the gridded typology and its introduction to New Zealand planning history along with an assessment of analytical data and participatory research has identified inadequacies in the way we are developing our living environments and how we are living. The design experimentation and final design phases of this thesis have addressed these inadequacies through a series of thought provoking possibilities for the future of neighbourhood planning in New Zealand by proposing a new masterplan framework and consideration of the social implications at a human scale. This discussion will look at how the designed outputs work toward a set of solutions to the aims and objectives of this document: The inadequacies of gridded suburb typology, the masterplan framework and the social implications.
The first aim was to identify the inadequacies of our current neighbourhood composition and to explore how architectural design research could realign the functional design of suburbs to the communities that now inhabit them. It was crucial to first define the grid and pinpoint the purpose behind its generation and its role in the construction of New Zealand’s residential identity and I achieved this through a comprehensive literature review and background research on New Zealand history in Chapters 01 and 02. This then informed a gap analysis of the work of past and present architectural theorists as well as the feedback of Wellington based participants. The results of the analysis revealed that the current grid does not easily provide for the quality of living environments that people seek. This then highlighted that there are multiple gaps between traditional neighbourhood design methodology and the needs of the contemporary New Zealand resident.

The thesis introduction identifies the gridded suburb typology as a Western construct brought to New Zealand by European settlers. They wished to trade in the over crowdedness of London City for a fresh, spacious ‘quarter acre dream’, utilizing their own knowledge and skill set of Western influence. Professor Jill Grant defines the gridded typology as being “a plan of generally straight streets meeting at roughly perpendicular intersections in a consistent and comprehensive pattern. It has the advantages of simplicity, replicability at any scale, legibility and ease of access to any location” (CITE). For this reason the grid, first and foremost, functions as a form of power – both over the production and services of land, and over the people that live in it. For the industrial development of New Zealand, the grid was a convenient, legible and easily replicable way to settle what was essentially a clean slate of land. Some of the most prominent examples of the grid in New Zealand exist in oldest cities – Christchurch, Wellington, Dunedin and Auckland to name a few.

Analysis of Census data dating back to 1817 shows that, compared with the communities of 2013, the makeup of our neighbourhoods and the lives we are living in todays day and age are strikingly different. The exponential development of the technological age and the resulting social, economical and cultural implications on society are a huge contributing factor, along with the changing age and occupational demographics. Yet, as our communities continue to evolve with the times, the environments in which we are living are not.

Herein lies the ‘gap’ or inadequacy of our current neighbourhoods. The focus of our suburbs needs to be reset to better suit the needs of contemporary and future New Zealand society, to facilitate stronger social and cultural engagement in neighbourhood communities. Here exists a design opportunity wherein architectural and urban planning methods can be implemented to achieve these stronger communal bonds in our neighbourhoods.

To inform the design phases of this thesis, a set of design elements that are a combination of the knowledge gained from the literature review, and the feedback provided by interviewed members of the community were put together into a criteria. The analysis of the interview data identified that while people were comfortable in the way that they lived and were happy with the amenity that their neighbourhood provided them, they agreed that they would like to see measures put in place to bring the community together as a whole. The criteria, while fully supported by logical research, has its limitations. The sample size of participants interviewed, while a good representation of culture, age, demographic and occupation, can be viewed as being a limitation of the research results as they do not represent the country as a whole. Similarly the literature chosen to inform this thesis comes with its own design biases and supports the intent of this document.

The criteria incorporates architectural and urban planning methods that, when combined in different ways as they have been in the design experimentation phase, suggest a series of design solutions that could better the current composition of our neighbourhoods, both at a master planning scale and a human one.
The second aim is to propose a masterplan framework that critiques the traditional urban planning grid and explores an organic approach to planning more liveable and walkable suburbs. This was achieved in Chapters 03 and 04 through my site analysis and design experimentation.

With the inadequacies of the current planning layout identified and a criterion of design principles to inform a new layout, the analysis in Chapter 03 uses the Wellington suburb of Berhampore as the site where the design for this thesis is modelled. As explained in the chapter, Berhampore was chosen for its gridded suburb typology and other urban design elements that since their construction in the early 1870s, are now unfit for purpose, such as heavily congested narrow roads.

The site analysis identified that Berhampore is a well-connected suburb and is a busy thoroughfare to Wellington CBD and Island Bay on the coast. This collaboration creates heavy traffic congestion during peak hours and is a source of constant frustration for daily commuters. Framing these roads are non-descript concrete pavements dotted with streetlights and very limited rest places providing a lacklustre experience for pedestrians.

In the design experimentation stage I focussed on breaking up the uniformity of the grid by introducing organic, concentric forms (reminiscent of the work of Ebenezer Howard) and developed the idea of having separate road networks that service heavy vehicles and those passing through that did not need to obstruct the heart of the suburb. In addition, streetscapes that prioritized the pedestrian create a dynamic experience that offers residents of the community an opportunity to socialise and interact with each other. As shown in the final master plan framework in Chapter 05, these vehicular roads have been pushed to the perimeter of the suburb to keep the heart of the suburb a slow zone for vehicles and a safe, enriching space for pedestrians. This design move also aims to contribute to better sustainability of the environment by lowering polluting gas emissions in the suburb centre.

The newly designed streetscapes and service lanes are again methods of facilitating the need for vehicles but not at the expense of the pedestrian, as these are slow zones with softer surface treatment measures put in place to make the area more inviting. This thesis recognizes that the contemporary society has a great dependence on private vehicles, so instead of unrealistically trying to plant it out of the neighbourhood entirely, it seeks to design smarter.

It is intended that these repurposed road and pedestrian networks would accommodate a new type of social engagement to occur in the streets of the suburb, promoting stronger communal bonds to form.

The site analysis of Berhampore also highlighted the wealth of programme provided by the suburb and as a result, the need to cater for the diversity of community and demographic in the area. The primary school and recreational facilities draw families with young children; while the large amount of student flats and the aged care facility to the north draw an even larger range of ages. Ensuring that these demographics and the collaboration of all members occur will be realised through the design of shared spaces in the master plan framework. The third aim of the thesis in the following section of this chapter addresses these in more detail, but at a master plan level, it was decided that all fences bordering properties would be removed in order to open communal spaces trapped in betwixt pockets of houses that could be better utilised as shared spaces of interaction. These spaces would aid in providing areas for people to meet up, spontaneously interact with others, express cultural heritage through space for activities and so on.

The final issue highlighted with the gridded suburb layout in Berhampore, was the pushing of recreational and green spaces to the perimeter of the suburb. The current rigidity of the grid does not allow for large spaces to be dedicated to recreational grounds, bar the provisions made for Berhampore Primary School. Because of the programme and activities associated with green spaces, such as families that attend Saturday sport and outdoor entertainment activities, the potential to bring these groups of people into the heart of the suburb and reinforce that notion of community spirit is provided in the master plan framework again through the planning of shared internal spaces that hold recreational facilities, green areas, gardens and so on.
The Social Implications

The third aim is to test, through an iterative design process, how strategic architectural and urban planning methods can facilitate stronger social and cultural engagement through dynamic shared spaces and re-purposed streetscapes. This was achieved in Chapter 04 through experimentation and exploration of architectural design techniques.

While the proposed master plan framework looks at the suburb at a wide scale - organising large spaces and repurposing road networks - in order to get to the crux of the research question I needed to design at a human scale. Due to the time constraints associated with a 12-month thesis, only the shared spaces of the central section of the master plan framework have been developed.

The 20 design principles outlined in the criterion were combined in a variety of ways to generate a series of designed shared spaces. These spaces are intended to function as mini community hubs, each containing a different programme of amenity selected from the criterion and informed by the feedback of the interviewed participants.

The first key point raised by interview participants, which is detailed in the participatory research section of Chapter 02, was the inability to express cultural identity due to limited space and facilities available to them in their local community, particularly among the migrant households interviewed. In the Berhampore context this key point is proven through the limited provisions for group activity, and tightly packed residential properties that are average in size. While the suburb does have a community centre, there is a lack of smaller and larger spaces for hire, to hold cultural events and that can be a source of frustration for people who simply wish to celebrate their cultural traditions. In Chapter 04, I experiment with different methods of creating spaces for people to perform cultural activities, such as medium sized adaptable pavilion spaces that can be used by anyone at anytime, all within easy access of the home as they are located within the shared spaces of residential blocks. These spaces would aid in bringing people closer together by allowing them to practice and express their cultural practices, and also educate those around them, making the community as a whole more aware and engaged.

The second point raised by interview participants highlighted the need for spaces that would bring different demographics of the community together to participate in activities. Berhampore bears strong evidence of a diverse range in demographic, as it has a varied built program that caters to all. Many design opportunities that tap into these demographics and provide a range of spaces that could draw all sorts of crowds have been explored. Recreational spaces, such as basketball courts, fields or bowling greens can attract active residents young and old to populate. Community gardens, researched in the precedent study section of Chapter 02, are proven to have positive effects on neighbourhoods, not only providing people with the opportunity to grow and harvest their own produce, but also creating that physical point of contact in the local suburb where people can spontaneously meet and interact. The market space is another designed area that has been explored, where anyone from local businesses to a mother with a keen interest for baking can set up a stall and trade with members of the community.

The third key point highlighted by interview participants, is the issue of safety. Because of the decision to remove all boundary fences in the suburbs to open up opportunities for shared spaces, the concept of territory and the difference between public and private is easily established when a property has a fence around it, but when that fence is removed, how does is that territory established? Among the iterations in Chapter 04, I have experimented with permeable boundaries such as planter boxes and urban furniture, planting to define lines between private and public space and terraced land so as to not completely rob people of the territory around their property. Another measure of safety considered in the designed shared spaces is passive surveillance – inward facing houses wherein living rooms look out onto these public areas allow for eyes to always be keeping watch, whether it be a mother watching her children play or a resident noticing suspicious behaviour.
CHAPTER SEVEN

Conclusion
New Zealand’s current use of the gridded suburb typology is outdated and no longer meets the needs of the contemporary community. This can be solved through the implementation of a masterplan framework that introduces new road and pedestrian networks in a concentric layout that challenges the urban geometry of the grid. The consideration of designed communal spaces at a human scale can also help to achieve this. These proposed design solutions address the Research Question, Aims and Objectives outlined for this thesis successfully.

**Findings**

This comprehensive thesis document has produced a series of research findings:

- Following formal European settlement in the late 1700s, New Zealand has very much been built upon Western ideals and influences and has not developed since.
- Apart from the limited amount of protected Iwi land, there is almost no remaining evidence of the informally settled Maori land left. While in part this can be attributed to urbanisation and evolution of the built environment, the focus on community and building to foster these relationships between members of society that was executed so well in the traditional Maori village model, is now nowhere to be seen.
- Amidst the current housing crisis, attention is directed toward the quantity of neighbourhood developments that can be implemented with cost and efficiency as driving factors, as opposed to the quality of living experience that is being provided.
- Analysis of data collected from the New Zealand population in 1817 compared with 2013 Census data suggests that nowadays our neighbourhood communities are inhabited by a more ethnically diverse with a range of occupation, age demographic and living arrangement.
- The exponentially developing technological age is causing a shift in the way we are living, both through the ways we choose to socialise with others and how we inhabit our local neighbourhoods. This shift is not being accommodated for by the current suburb typology.
- The gap that exists between the outdated suburb typologies we continue to build and the needs of the contemporary society that inhabit them are detrimental to the strength and well being of our communities.
- Opportunities for a better-suited suburb design can be explored through a repurposing of the master plan that challenges the rigid urban geometry of the grid, an implementation of sustainable methods and the creation of public shared spaces dotted throughout the neighbourhood.
- By modeling this proposed master plan framework and iteratively designed spaces in the context of Berhampore, Wellington - a gridded suburb that requires better development to meet the needs of its residents - a sound design solution was successfully formed.
- The implementation of community facilities such as repurposed pedestrian networks, shared gardens and common social spaces have been successful in realised examples of the discipline.
- As vehicles become a permanent fixture per household, we need to be designing for them in a smarter manner that is not at the expense of the pedestrian. A separation of vehicular and pedestrian networks has been suggested in this research document.
- Ultimately, architectural provisions need to be made to ensure that social and cultural engagement better facilitated in the context of the neighbourhood. This can be achieved through the implementation of exciting, enriched spaces, repurposed streetscapes and a flexible, accommodating suburb layout wherein residents both local and foreign can come together and feel a part of the collective community.

**Limitations**

This design proposal sets out to explore the possibilities of a new master plan framework informed largely by the knowledge gained from a select range of literature and based on the feedback of a small sample of interviewed members of the Wellington community. These factors form a limitation of the research document, as they are not fully representative of the wealth of information that exists on this topic or the population that could have been surveyed. However, within the limits of the 12-month thesis program, an attempt has been made to ensure that all data collected was as varied and representative as possible in, all limitations considered. The designed outputs of this thesis are also limited to the resources and software readily accessible to a university student.

**Further Research**

If this project were to be pursued in reality, the expertise of a range of professional consultants would be required, such as involvement of the governing council and considerations of relevant resource and building consent, opinion and permission of affected New Zealand residents, input of structural engineers, the involvement of landscaping experts, cost analysis, quantity surveying and so on. The architectural qualities
that have been explored in this thesis are only one aspect of many that would be required for a project of this scale to operate successfully.

The designed outputs of this thesis form a criterion of suggestions for a revitalized masterplan framework of any location in New Zealand, however in this document they have only been applied to the suburb of Berhampore. Further application of this design criterion in other suburbs of Wellington and throughout the nation could produce different results that may better the research document and build the validity of the project.


CHAPTER 1: INTRODUCTION

Figure 1.1: Site analysis map of Berhampore, Wellington. Authors own image.

Figure 1.2: Final design solution. Authors own image.

Figure 1.3: Diagrammatic plan of an informal Maori settlement. Authors own image.

Figure 1.4: Diagrammatic plan of a Maori Pa. Authors own image.


Figure 1.8: Plan of Petone, Lower Hutt. Authors own image.

Figure 1.9: Plan of recently developed Crofton Downs, Wellington. Authors own image.

Figure 1.10: Comparison of Census data highlighting the difference in age demographic of the population of New Zealand in 1871 and 2013. Authors own image.

Figure 1.11: Comparison of age demographic Census data in New Zealand from 1871 and 2013. Authors own image.

Figure 1.12: Comparison of employment Census data in New Zealand from 1817 and 2013. Authors own image.

CHAPTER 2: INVESTIGATIVE STUDIES


Figure 2.2: The gridded typology in Milletos, Greece. Authors own image.

Figure 2.3: Map of Celebration, Florida. Authors own image.

Figure 2.4: Howard, Ebenezer. The Three Magnets, 1965. Garden Cities of to-morrow, pg 46. Print. 8 November 2017.

Figure 2.5: Howard, Ebenezer. Garden City and Rural Belt, 1965. Garden Cities of to-morrow, pg 52. Print. 8 November 2017.

Figure 2.6: Howard, Ebenezer. Ward and Centre of Garden City 1965. Garden Cities of to-morrow, pg 53. Print. 8 November 2017.


Figure 2.49: Mixed Demographic Diagram. Authors own image.

Figure 2.50: Streetscape Diagram. Authors own image.

Figure 2.51: Streetscape Diagram. Authors own image.

Figure 2.52: Streetscape Diagram. Authors own image.

Figure 2.53: Internalisation Diagram. Authors own image.

Figure 2.54: Recreation Diagram. Authors own image.


Figure 2.56: Baan, Iwan. Conversation bench and a Rail Track Walk are visible along the grove, 22 September 2014. Web. 2 February 2018. <https://www.dezeen.com/2014/09/22/high-line-park-phase-three-final-section-opens-new-york/>


Figure 2.58: Revitalisation diagram. Authors own image.

Figure 2.59: Revitalisation diagram. Authors own image.

Figure 2.60: Transportation diagram. Authors own image.

Figure 2.61: Transportation Diagram. Authors own image.

Figure 2.62: The Community garden diagram. Authors own image.

Figure 2.63: Surface treatment diagram. Authors own image.


Figure 2.67: Internalisation Diagram. Authors own image.

Figure 2.68: Internalisation Diagram. Authors own image.

Figure 2.69: Internalisation Diagram. Authors own image.

Figure 2.70: Internalisation Diagram. Authors own image.

Figure 2.71: Safety Diagram. Authors own image.

Figure 2.72: The Community Garden Diagram. Authors own image.

Chapter 3: Site Analysis

3.1 Diagrammatic analysis of Miramar, Wellington. Authors own image.

3.2 Diagrammatic analysis of Crofton Downs, Wellington. Authors own image.

3.3 Diagrammatic analysis of Brooklyn, Wellington. Authors own image.

3.4 Diagrammatic analysis of Berhampore, Wellington. Authors own image.

3.5 A combined analysis of Miramar, Wellington. Authors own image.

3.6 A combined analysis of Crofton Downs, Wellington. Authors own image.

3.7 A combined analysis of Brooklyn, Wellington. Authors own image.

3.8 A combined analysis of Berhampore, Wellington. Authors own image.

3.9 Site analysis map outlining the main road networks in Berhampore, Wellington. Authors own image.

3.10 Adelaide Street location map (Not drawn to scale). Authors own image.

3.11 A sectioned diagram showing the users of Adelaide Street, Authors own image.

3.12 Chikka Street location map (Not drawn to scale). Authors own image.

3.13 A sectioned diagram showing planning of Chikka Street in Berhampore. Authors own image.

3.14 Edinburgh Terrace location map (Not drawn to scale). Authors own image.

3.15 Sectioned diagram of Edinburgh Terrace. Authors own image.

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-"Author unknown. Concrete grass pavers Hp full resolution preview demo textures architecture paving outdoor parks paving new concrete paving texture seamless grass pavers home depot. Date unknown. Web. 10 April 2017. < http://houzdb.me/pics/>

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Figure 4.53: Diagrams showing the complete separation of vehicles and pedestrians. Authors own image.

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CHAPTER 5: FINAL DESIGN

Figure 5.1: The final proposed masterplan design situated in Berhampore, Wellington. Authors own image.

Figure 5.2: A final proposed design solution for the first shared space, a developed composition of all design iterations. Authors own image.
Thank you for your application for ethical approval, which has now been considered by
the Standing Committee of the Human Ethics Committee.

Your application has been approved from the above date and this approval continues
until 3 March 2020. If your data collection is not completed by this date you should apply
to the Human Ethics Committee for an extension to this approval.

Best wishes with the research.

Kind regards

Susan Corbett
Convener, Victoria University Human Ethics Committee
A Displaced (sub)Urbia

Designing for better social and cultural exchange in New Zealand neighbourhoods.

INFORMATION SHEET FOR PARTICIPANTS

Thank you for your interest in this project. Please read this information before deciding whether or not to take part. If you decide to participate, thank you. If you decide not to take part, thank you for considering my request.

Who am I?
My name is Allie and I am a Masters student in Architectural Studies at Victoria University of Wellington. This research project is work towards my Thesis.

What is the aim of the project?
This project is about the planning of neighbourhoods in New Zealand and whether they meet your needs and the needs of the community that you are a part of with an emphasis on the cultural diversity of our population.

This research has been approved by the Victoria University of Wellington Human Ethics Committee (Approval number 25060).

How can you help?
If you agree to take part I will interview you at your home, unless another location is preferred. I will ask you questions about places you have lived in the past, your culture, and the community that you live in today, in New Zealand. The interview will take no longer than an hour and a half. I will audio record the interview with your permission. You can choose to not answer any question or stop the interview at any time, without giving a reason. You can withdraw from the study by contacting me at any time before 3rd August 2017. If you withdraw, the information you provided will be destroyed or returned to you.

What will happen to the information you give?
This research is confidential. This means that the researcher named below will be aware of your identity but the research data will be combined and your identity will not be revealed in any reports, presentations, or public documentation.

Only my supervisor and I will read the notes or transcript of the interview. The interview transcripts, summaries and any recordings will be kept securely and destroyed 3 years after the research ends.

What will the project produce?
The information from my research will be used in my Master’s thesis.
In the future, the information that you provide in this interview could also go toward papers authored by myself and included in public publications.

If you accept this invitation, what are your rights as a research participant?
You do not have to accept this invitation if you don’t want to. If you do decide to participate, you have the right to:

- choose not to answer any question;
- ask for the recorder to be turned off at any time during the interview;
- withdraw from the study before 3rd August 2017;
- ask any questions about the study at any time;
- receive a copy of your interview recording;
- request a copy of your interview transcript;
- read over and comment on a written summary of your interview;
- be able to read any reports of this research by emailing the researcher to request a copy.

If you have any questions or problems, who can you contact?
If you have any questions, either now or in the future, please feel free to contact me:

Student: Name: Alexandra Hennessy (Allie)  Email: hennesalex@vuw.ac.nz

Role: Lecturer  School: Architecture

Phone: (04) 463 6063  Email: shenuka.desylva@vuw.ac.nz

Human Ethics Committee information
If you have any concerns about the ethical conduct of the research you may contact the Victoria University HEC Convenor: Associate Professor Susan Corbett. Email susan.corbett@vuw.ac.nz or telephone +64 4 463 5480.
A Displaced (sub)Urbia
Designing for better social and cultural exchange in New Zealand neighbourhoods.

CONSENT TO INTERVIEW

This consent form will be held for 3 years.

Researcher: Alexandra Hennessy, School of Architecture, Victoria University of Wellington.

- I have read the Information Sheet and the project has been explained to me. My questions have been answered to my satisfaction. I understand that I can ask further questions at any time.

- I agree to take part in an audio recorded interview.

I understand that:

- I may withdraw from this study at any point before 3rd August 2017, and any information that I have provided will be returned to me or destroyed.

- The information I have provided will be destroyed 3 years after the research is finished.

- Any information I provide will be kept confidential to the researcher and the supervisor.

- The results will be used for a Master’s Thesis.

- The results could be used in papers published in the future, by the Researcher.

- My name will not be used in reports, nor will any information that would identify me.

- I would like a copy of the recording of my interview: Yes □ No □

- I would like a copy of the transcript of my interview: Yes □ No □

- I would like a summary of my interview: Yes □ No □

- I would like to receive a copy of the final report and have added my email address below: Yes □ No □

Signature of participant: __________________________

Name of participant: __________________________

Date: __________
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Designing for better social and cultural exchange in New Zealand neighbourhoods.

**QUESTIONNAIRE**

01. What ethnicity do you identify with?

02. Have you lived in another country, prior to living in New Zealand? Please circle one:
   - Yes
   - No

03. If you answered yes please indicate the country name, the city/cities you lived in and for how long?

<table>
<thead>
<tr>
<th>Country Name</th>
<th>City Name</th>
<th>Length of Time</th>
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<tr>
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<tr>
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<td></td>
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</tr>
</tbody>
</table>

04. How long have you lived in New Zealand?

05. What is your main source of income?
   - Full time employment
   - Part time employment
   - Casual employment
   - Self - Employment
   - Home Maker
   - Unemployed
   - Retired
   - Student
   - Other: ____________________________

06. How do you travel to work?
   - Car
   - Public Transport (please specify): ____________________________
   - Work from home
   - Other: ____________________________

07. List 3 culturally important activities, occasions, rituals or events and briefly describe them.

   I. Activity, occasion, ritual or event name: ____________________________

   What takes place? ____________________________

   Why does this occur? ____________________________

   When does it take place? ____________________________

   Where does it take place? ____________________________

   Who attends? ____________________________

   II. Activity, occasion, ritual or event name: ____________________________

   What takes place? ____________________________

   Why does this occur? ____________________________

   When does it take place? ____________________________

   Where does it take place? ____________________________

   Who attends? ____________________________

   III. Activity, occasion, ritual or event: ____________________________

   What takes place? ____________________________

   Why does this occur? ____________________________

   When does it take place? ____________________________

   Where does it take place? ____________________________

   Who attends? ____________________________

08. Since living in New Zealand, has your celebration of these activities, occasions, rituals or events changed? How? (If applicable).

___

___
39. How important do you think community engagement and interaction with your neighbours is?
   - Very important
   - Somewhat important
   - Not important

10. What aspects of community and neighbourhood living worked well in your home country but are not available to you here in New Zealand? (If applicable)

11. What aspects of community and neighbourhood living do you enjoy here in New Zealand, which were not present in your home country? (If applicable)

12. What are the strongest qualities of the neighbourhood that you live in, in New Zealand?
   - Easily accessible (by foot, car, public transport etc.)
   - Good location (close to city, close to family/friends etc.)
   - Close to school or work
   - Good public facilities (parks, playgrounds etc.)
   - Safety
   - Comfortability in cultural identity / diversity
   - Range of shops available in close proximity (supermarket, café, boutiques etc.)
   - Friendly neighbours / community people that you interact with
   - Neighbourhood pride

Other:

13. What improvements would you like to see in your neighbourhood?

14. Name a moment (could be a place, gathering, sensory experience etc.) in which you most feel a part of your local community. E.g. at a community event, amongst your Church gathering, with fellow mothers at the park etc.
Q01. Household/Identity
Participant moved to New Zealand when they were 6 years old, and their family comprised of a mother, father, and three siblings. The family lived in a small town and their father worked as a manager in a local factory. The participant attended local schools and participated in various community activities. They were active in sports, particularly football, and were involved in local sporting clubs. The family moved to New Zealand when they were 6 years old, and the participant has spent most of their life in the country. They have adapted to New Zealand culture and have a strong sense of identity.

Q02. How many times did you live in the city/cities you lived in and occasions, rituals or events changed?
The participant has lived in various cities in New Zealand and has experienced significant changes in their lifestyle and culture. They have moved to different cities for work and personal reasons, and the experience has been transformative. They have noticed things that they take for granted at home, such as access to fresh fruits and vegetables, and have learned to appreciate the local cuisine and community. They have also noticed the proximity to other families of the same age and have formed strong bonds with their neighbors. They have experienced the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community.

Q03. What is your main source of income?
The participant’s primary source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q04. What is your main type of income?
The participant’s main type of income is their professional work as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q05. How do you spend your time when you are not working?
The participant spends a lot of their free time with their family, friends, and community. They enjoy spending time with their children, watching them grow up, and participating in local events. They also participate in coaching at sports games for their daughter’s team. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q06. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q07a. How do you think the experience has been for you?
The participant has had a positive experience in New Zealand. They have adapted to the culture and have formed strong bonds with their neighbors and community. They have noticed things that they take for granted at home, such as access to fresh fruits and vegetables, and have learned to appreciate the local cuisine and community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community.

Q07b. How important do you think it is to participate in community activities?
The participant believes that community activities are important as they provide opportunities for socialization and personal growth. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q08a. How do you think the experience has been for you?
The participant has had a positive experience in New Zealand. They have adapted to the culture and have formed strong bonds with their neighbors and community. They have noticed things that they take for granted at home, such as access to fresh fruits and vegetables, and have learned to appreciate the local cuisine and community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community.

Q08b. How important do you think it is to participate in community activities?
The participant believes that community activities are important as they provide opportunities for socialization and personal growth. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q09. What are the most important social and community events in your community?
The participant’s community has various social and community events, including church services, school galas, and community events. Some of the most important events include the annual community fair, the local school’s sports day, and the annual community picnic. These events provide opportunities for socialization and personal growth and are enjoyed by the entire community.

Q10. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q11. How do you spend your time when you are not working?
The participant spends a lot of their free time with their family, friends, and community. They enjoy spending time with their children, watching them grow up, and participating in local events. They also participate in coaching at sports games for their daughter’s team. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q12. What is your main type of income?
The participant’s main type of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q13. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q14. What do you think is the main source of income for your family?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q15. How do you think the experience has been for you?
The participant has had a positive experience in New Zealand. They have adapted to the culture and have formed strong bonds with their neighbors and community. They have noticed things that they take for granted at home, such as access to fresh fruits and vegetables, and have learned to appreciate the local cuisine and community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community.

Q16. How important do you think it is to participate in community activities?
The participant believes that community activities are important as they provide opportunities for socialization and personal growth. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q17. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q18. How do you spend your time when you are not working?
The participant spends a lot of their free time with their family, friends, and community. They enjoy spending time with their children, watching them grow up, and participating in local events. They also participate in coaching at sports games for their daughter’s team. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q19. What is your main type of income?
The participant’s main type of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q20. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q21. How do you think the experience has been for you?
The participant has had a positive experience in New Zealand. They have adapted to the culture and have formed strong bonds with their neighbors and community. They have noticed things that they take for granted at home, such as access to fresh fruits and vegetables, and have learned to appreciate the local cuisine and community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community.

Q22. How important do you think it is to participate in community activities?
The participant believes that community activities are important as they provide opportunities for socialization and personal growth. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q23. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q24. How do you spend your time when you are not working?
The participant spends a lot of their free time with their family, friends, and community. They enjoy spending time with their children, watching them grow up, and participating in local events. They also participate in coaching at sports games for their daughter’s team. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.

Q25. What is your main type of income?
The participant’s main type of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q26. What is your main source of income?
The participant’s main source of income is their profession as a social worker. They work full-time and have been working in the field for several years. They have developed strong relationships with their clients and enjoy their work.

Q27. How do you think the experience has been for you?
The participant has had a positive experience in New Zealand. They have adapted to the culture and have formed strong bonds with their neighbors and community. They have noticed things that they take for granted at home, such as access to fresh fruits and vegetables, and have learned to appreciate the local cuisine and community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community. They have also noticed the transition from Church community during teenage years. They have attended various events, including church services, school galas, and community events, and have learned to appreciate the diversity of the community.

Q28. How important do you think it is to participate in community activities?
The participant believes that community activities are important as they provide opportunities for socialization and personal growth. They enjoy participating in community events and fundraisers and enjoy spending time with their extended family.
Q10. What aspects of your community and neighborhood make it a place that you love to call home? (Think about any shared experiences / memories / activities / traditions that you have enjoyed together. Also think about shared social practices / rituals / celebrations / practices that you engage in with others in your neighborhood. What makes this place special to you?)

Answer: In a small village, people share the same neighborhood, and it is a place where people feel connected and supported. There is a strong sense of community where people know each other and support each other.

Q11. Name a moment (could be a place, event, moment in time, etc.) in your life that you most feel a part of your community. How did it become a danger to pedestrians and cyclists?)

Answer: A moment that stands out is when there was a festival in my neighborhood. The festival was a huge event that brought together many people from different backgrounds. It was a moment where people worked together to create something special.

Q12. What are the strongest qualities of the people who make up your community and neighborhood? (Think about sensory qualities that make up the community - what do you see, hear, feel, smell and taste? How do these qualities contribute to the character of the community you live in?)

Answer: The qualities that stand out in my neighborhood are its close-knit community, the strong sense of togetherness, and the supportiveness of its residents. These qualities make the neighborhood feel like a safe and welcoming place.

Q13. Togetherness is a huge part of community - needing to equalise or prioritize pedestrians to vehicles)

Answer: I agree that togetherness is important in the community. It is essential to prioritize pedestrians and cyclists, as they are vulnerable and require more protection.

Q14. Name a place or centre for culturally rich festivals to be held (for example, a Mosque, a Catholic Church, a Mosque, etc.))

Answer: A place that is culturally rich and suitable for festivals is a Mosque. It is an important religious and social center for the Muslim community.

Q15. How can we design better for these aspects (neighbourhoods is crucial to life in communities)

Answer: Designing better for neighborhood life involves creating spaces that are accessible, safe, and inclusive. It also requires considering the needs of all residents, including those with special needs.

Q16. What are the qualities that make a place Iconic places? Things that people would travel to see.

Answer: Iconic places are characterized by their unique characteristics, such as beautiful landscapes, rich history, or unique architectural designs. People often travel to see such places.

Q17. What aspects of community and neighborhood make it a place that you love to call home? (Think about any shared experiences / memories / activities / traditions that you have enjoyed together. Also think about shared social practices / rituals / celebrations / practices that you engage in with others in your neighborhood. What makes this place special to you?)

Answer: The aspects that make this place special to me are the strong sense of community, the close-knit relationships, and the supportiveness of its residents. These qualities make the neighborhood feel like a safe and welcoming place.

Q18. Togetherness is a huge part of community - needing to equalise or prioritize pedestrians to vehicles)

Answer: I agree that togetherness is important in the community. It is essential to prioritize pedestrians and cyclists, as they are vulnerable and require more protection.

Q19. Name a place or centre for culturally rich festivals to be held (for example, a Mosque, a Catholic Church, a Mosque, etc.))

Answer: A place that is culturally rich and suitable for festivals is a Mosque. It is an important religious and social center for the Muslim community.

Q20. How can we design better for these aspects (neighbourhoods is crucial to life in communities)

Answer: Designing better for neighborhood life involves creating spaces that are accessible, safe, and inclusive. It also requires considering the needs of all residents, including those with special needs.

Q21. What are the qualities that make a place Iconic places? Things that people would travel to see.

Answer: Iconic places are characterized by their unique characteristics, such as beautiful landscapes, rich history, or unique architectural designs. People often travel to see such places.

Q22. What aspects of community and neighborhood make it a place that you love to call home? (Think about any shared experiences / memories / activities / traditions that you have enjoyed together. Also think about shared social practices / rituals / celebrations / practices that you engage in with others in your neighborhood. What makes this place special to you?)

Answer: The aspects that make this place special to me are the strong sense of community, the close-knit relationships, and the supportiveness of its residents. These qualities make the neighborhood feel like a safe and welcoming place.

Q23. Togetherness is a huge part of community - needing to equalise or prioritize pedestrians to vehicles)

Answer: I agree that togetherness is important in the community. It is essential to prioritize pedestrians and cyclists, as they are vulnerable and require more protection.

Q24. Name a place or centre for culturally rich festivals to be held (for example, a Mosque, a Catholic Church, a Mosque, etc.))

Answer: A place that is culturally rich and suitable for festivals is a Mosque. It is an important religious and social center for the Muslim community.

Q25. How can we design better for these aspects (neighbourhoods is crucial to life in communities)

Answer: Designing better for neighborhood life involves creating spaces that are accessible, safe, and inclusive. It also requires considering the needs of all residents, including those with special needs.

Q26. What are the qualities that make a place Iconic places? Things that people would travel to see.

Answer: Iconic places are characterized by their unique characteristics, such as beautiful landscapes, rich history, or unique architectural designs. People often travel to see such places.