



Auckland
LIGHT RAIL
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Wesley Town Centre Concepts

03 November 2023



Introduction

Purpose

ALR has engaged with Kainga Ora to understand how a potential new centre as indicated in the Wesley West Masterplan can be integrated with the ALR alignment.

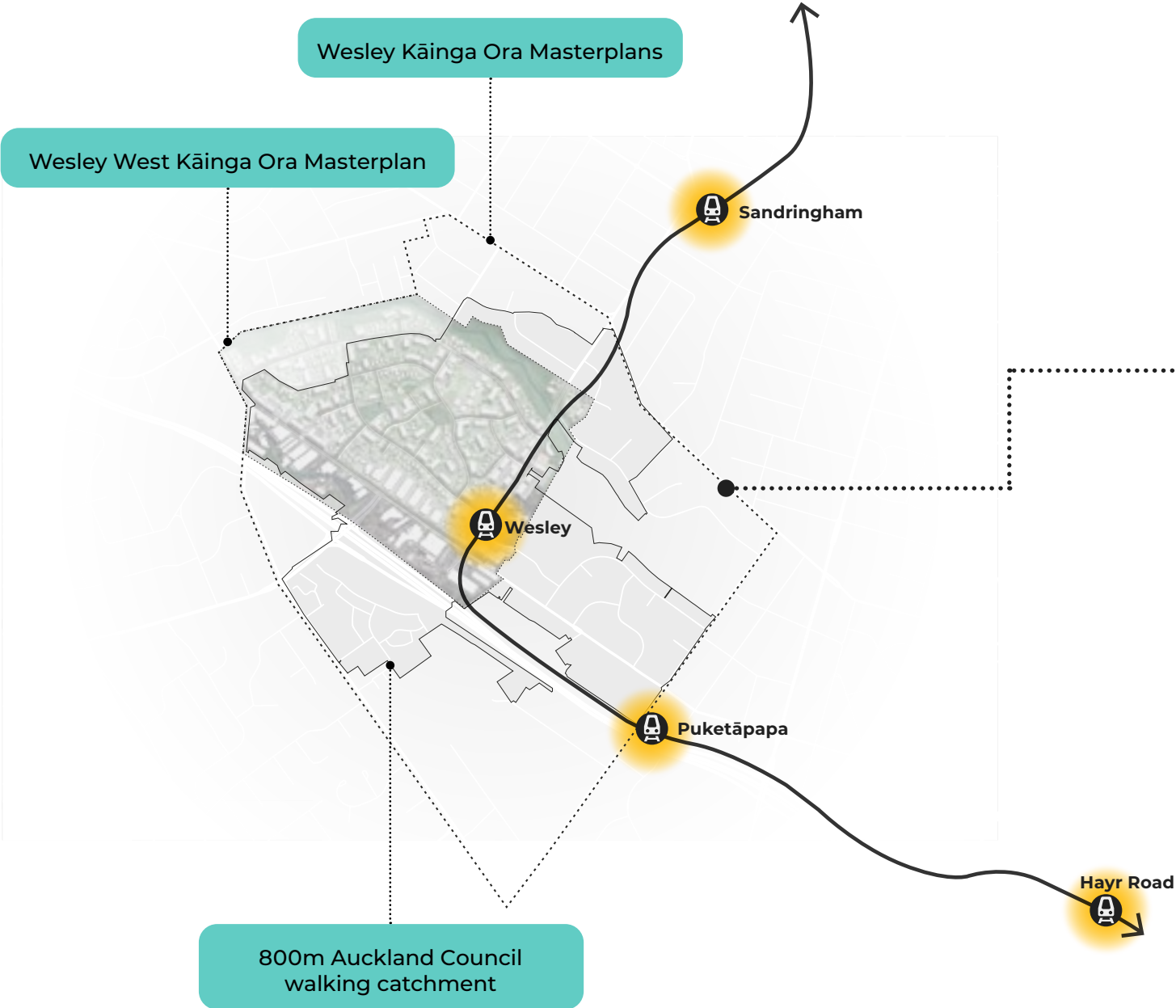
This document tests the possible responses to three different alignment options for the Wesley area, particularly in relation to ensuring that the ambition of the masterplan for a quality centre can be achieved. In doing so, it provides a comparison to the Wesley West Masterplan by focussing on three key parameters of active frontages (m), retail floorspace (sqm) and public space (sqm).

Status

Broader engagement with project partners, mana whenua and stakeholders has not been undertaken in the preparation of this document.

It therefore reflects ideas at an early-concept level only.

Strategic context



Urban Key Parameters

Kāinga Ora Masterplan

Three key parameters have been used to provide a comparator between the Wesley West Masterplan and potential ALR alignments.



Length of Active Frontage (m)



Archetype, Vancouver (CANADA)

The total length of active retail frontages



Retail Floorspace at Ground (m²)



The Miro, San Jose (USA)

The total area of ground floor retail space



Public Space (m²)



Green Corridor, Taichung (CHINA)

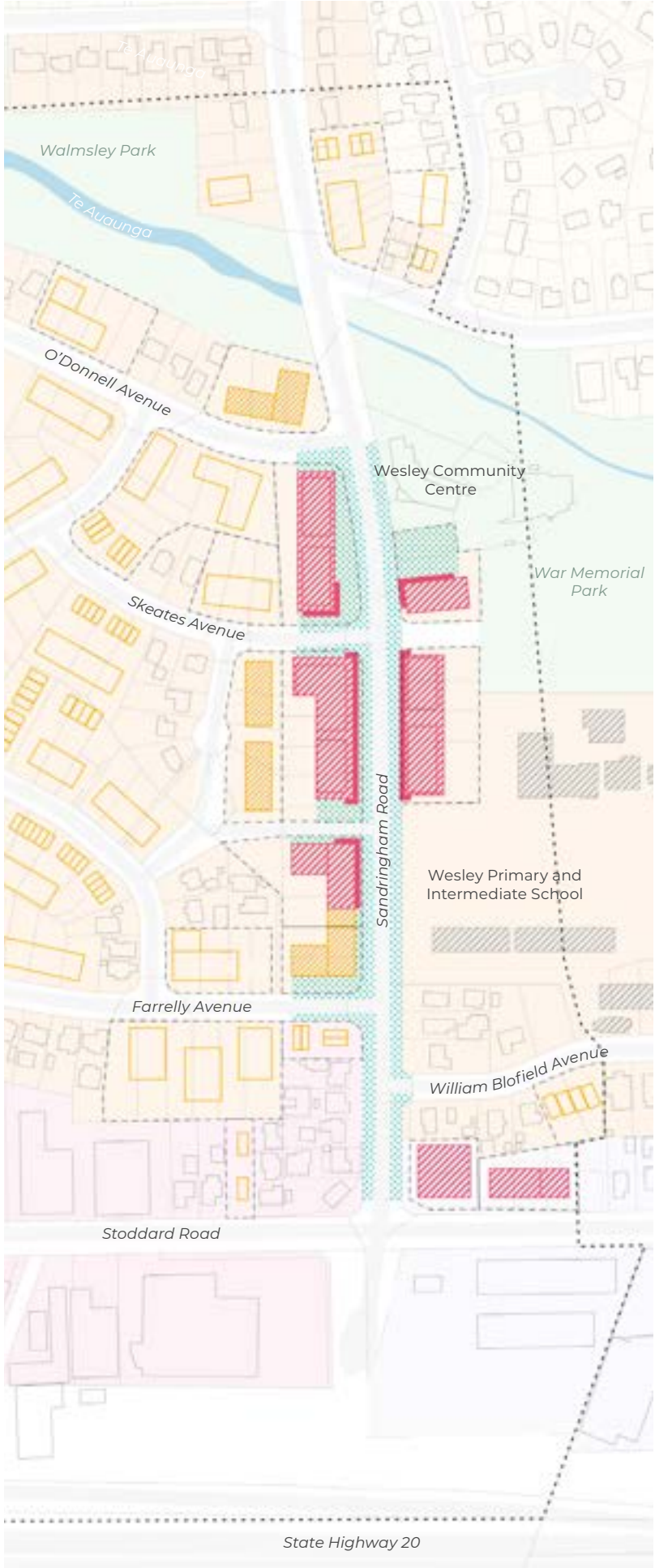
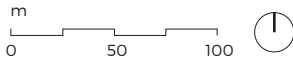
The total area of public space (including footpaths and public realm)

Key

- Wesley West Masterplan boundary
- Superlot impacted by ALR alignment
- Public space
- Retail ground floor
- Residential grounds future proofed to enable commercial uses
- Active frontages
- Proposed residential building
- Proposed mixed use building
- Existing building

Land Use

- Town Centre
- Terrace Housing and Apartment Buildings
- Mixed Housing Urban
- Mixed Use Zone
- Open Space



Note: The plan on the right is based on the Wesley West Masterplan, Revision C, 18 November 2022

Overview of Options

Key

Wesley West Masterplan boundary

Superlot impacted by ALR alignment

NoR boundary

Public space

Retail ground floor

Non-residential / non-retail ground floor

Residential grounds future proofed to enable commercial uses

Active frontages

Proposed residential building

Proposed mixed use building

Existing building

Land Use

Town Centre

Terrace Housing and Apartment Buildings

Mixed Housing Urban

Mixed Use Zone

Open Space

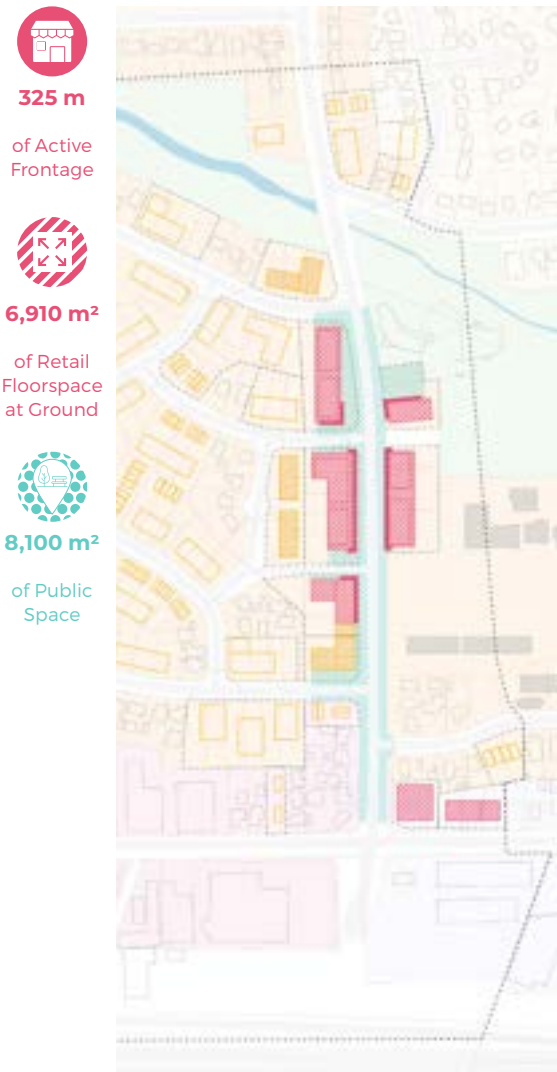
m

0100200

*Disclaimer note: This work has been done with no assessment of the wider role and function of the Town Centre. The viability of the Town Centre will have to be assessed for the preferred option.

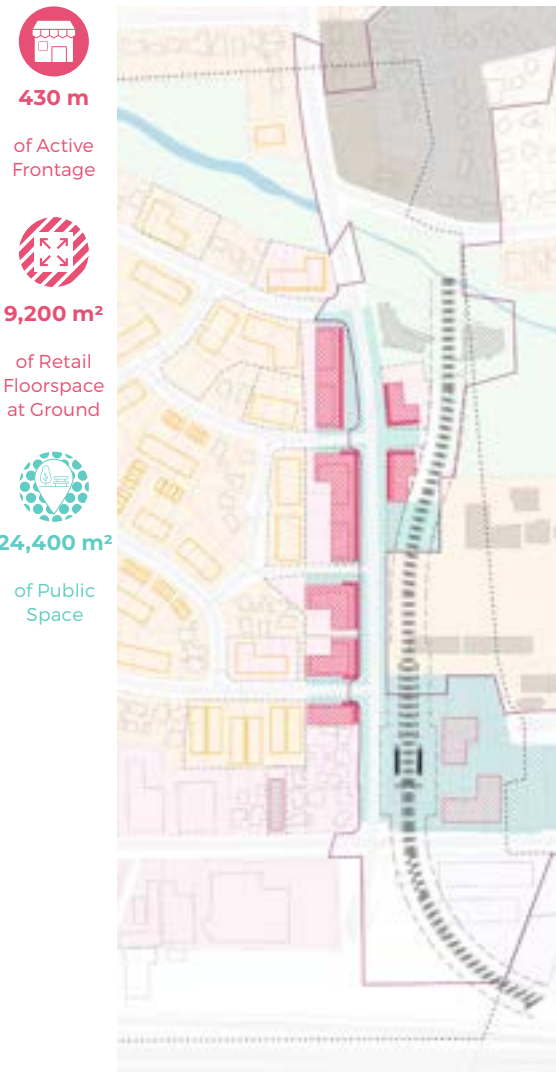
Kāinga Ora Masterplan

Wesley West proposed Masterplan and Centre:
A 20-minute neighbourhood, (...) an attractive place to live, work, and visit with vibrant commercial, entertainment and retail areas along with high-quality and practical urban spaces.



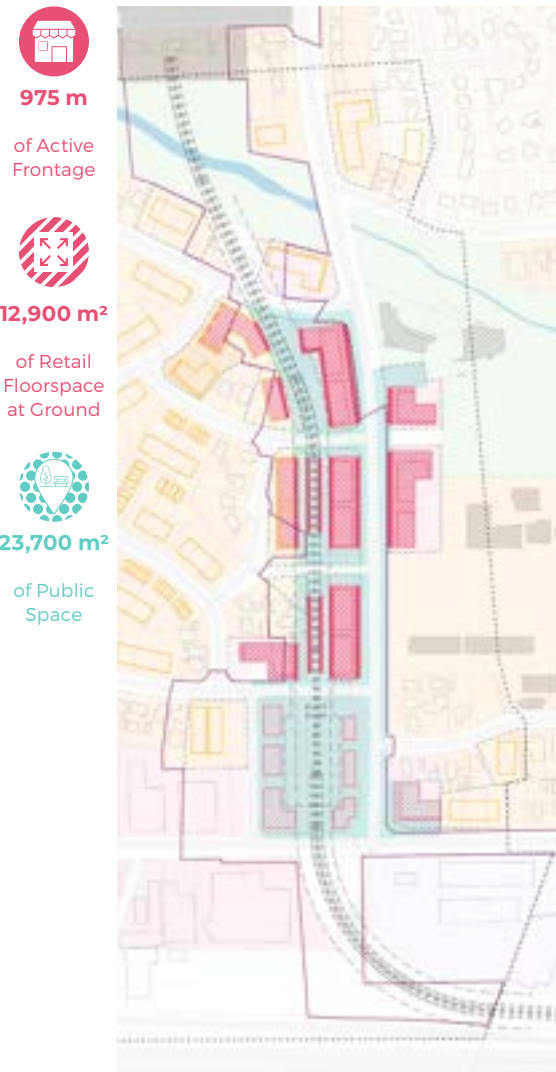
Option 2 East of Sandringham Green Corridor

The alignment weaves behind the community centre before aligning on the eastern side of Sandringham Road. Retail activity fronts Sandringham Road, and the space under the viaduct is activated with a mix of leisure and community space, including the Wesley Intermediate School frontage.



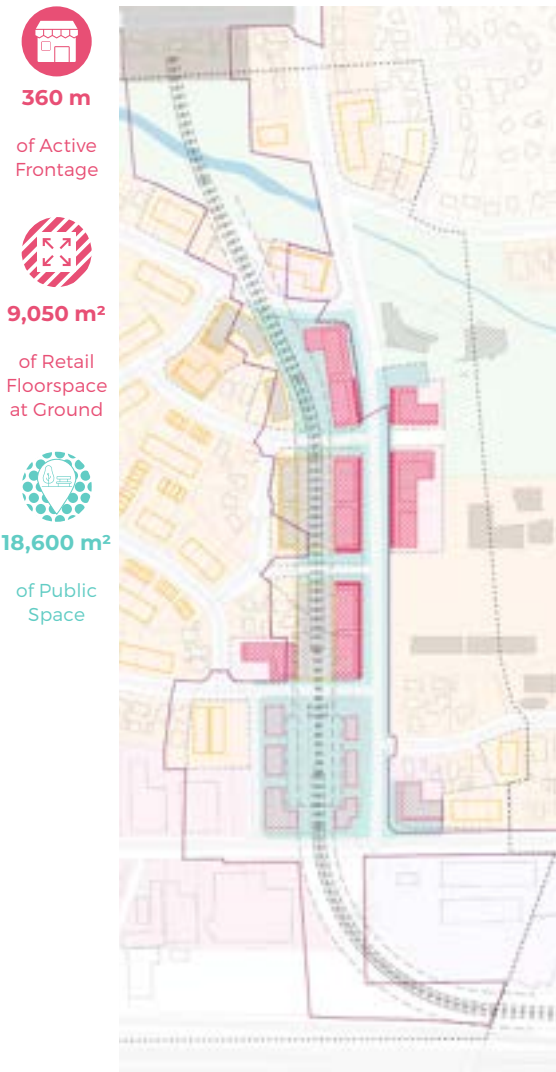
Option 4a West of Sandringham Active Laneway

The alignment runs to the west of, and parallel to, Sandringham Road. Whilst retail frontage along Sandringham Road is maintained, the viaduct itself is activated with a mix of retail and leisure activities both fronting it, and in the undercroft space.



Option 4b West of Sandringham Integrated Development

The alignment runs to the west of, and parallel to Sandringham Road, with the viaduct structure integrated with the built form. Retail activity is primarily directed to Sandringham Road.





Option 2

East of Sandringham
Green Corridor



430 m

of Active
Frontage



9,200 m²

of Retail Floorspace
at Ground



24,400 m²

of Public
Space



Artistic view of the active grounds under the ALR viaduct from pedestrian street



Option 2

East of Sandringham

Green Corridor

The alignment weaves behind the community centre before aligning on the eastern side of Sandringham Road. Retail activity fronts Sandringham Road, and the space under the viaduct is activated with a mix of leisure and community space, including the Wesley Intermediate School frontage.

- 1

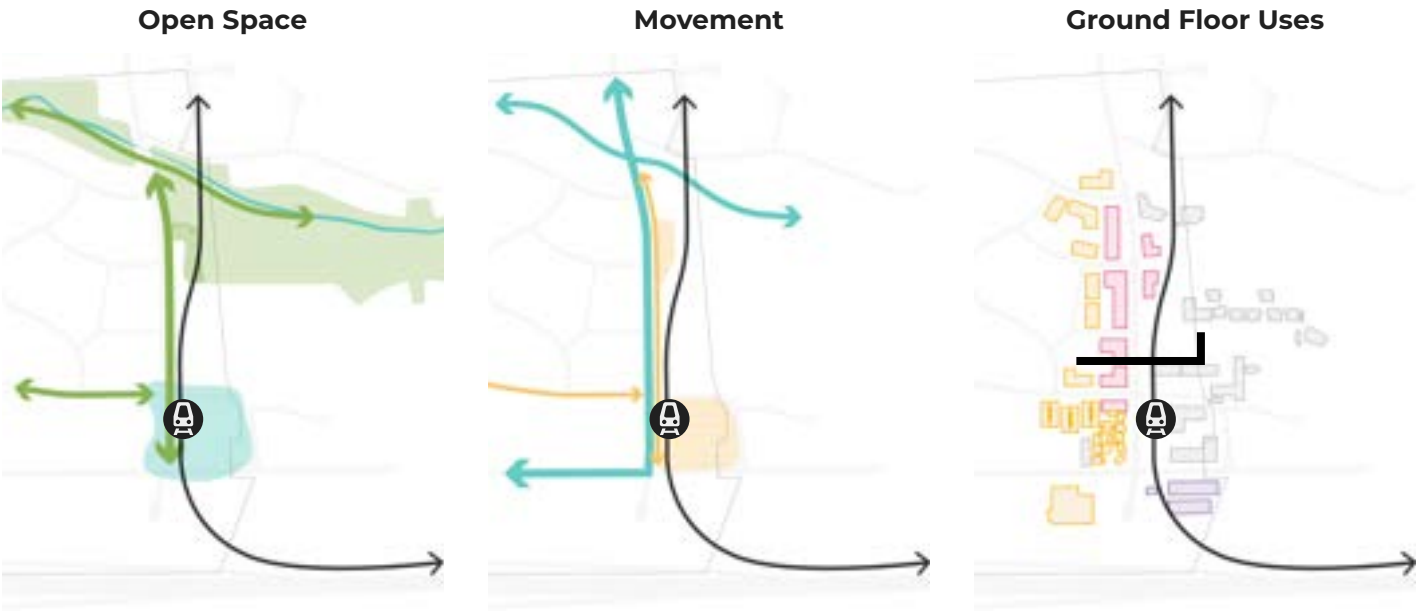
Under the Viaduct
The space under the viaduct provides a new landscaped public realm, with opportunities for play, shade, active movement and school facilities.
- 2

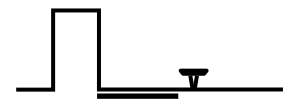
Regeneration of Sandringham Road
Sandringham Road becomes a vibrant, green, walkable corridor with active frontages, integrating different modes of transport and active travel networks.
- 3

Residential Grounds
The street provides servicing access for retail activities along Sandringham Road. It can also accommodate private and/or communal gardens with car parking for residents.



- Key**
- ALR Alignment
 - Ⓜ Wesley Station
 - Wesley West boundary
- Open Space**
- Integrated Stormwater Management
 - Open Space
 - Extended Open Space
 - Green Links
- Movement**
- Areas of Activity
 - Proposed Active Mobility
 - Pedestrian Predominant
- Ground Floor Uses**
- Retail
 - Residential
 - Industrial
 - Community / Civic





Option 2

East of Sandringham *Green Corridor*

1 Under the Viaduct
Miami Underline, Florida (USA)

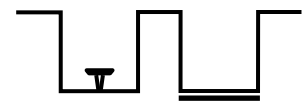


1 Under the Viaduct
Green Corridor, Taichung (CHINA)



2 Regeneration of Sandringham Road
Karangahape Road, Auckland (NZ)





Option 4a

West of Sandringham

Active Laneway



975 m

of Active
Frontage



12,900 m²

of Retail Floorspace
at Ground

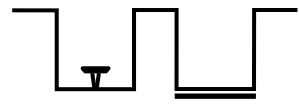


23,700 m²

of Public
Space



Artistic view of the active grounds under the ALR viaduct from pedestrian street



Option 4a

West of Sandringham

Active Laneway

The alignment runs to the west of, and parallel to, Sandringham Road. Whilst retail frontage along Sandringham Road is maintained, the viaduct itself is activated with a mix of retail and leisure activities both fronting it, and in the undercroft space.

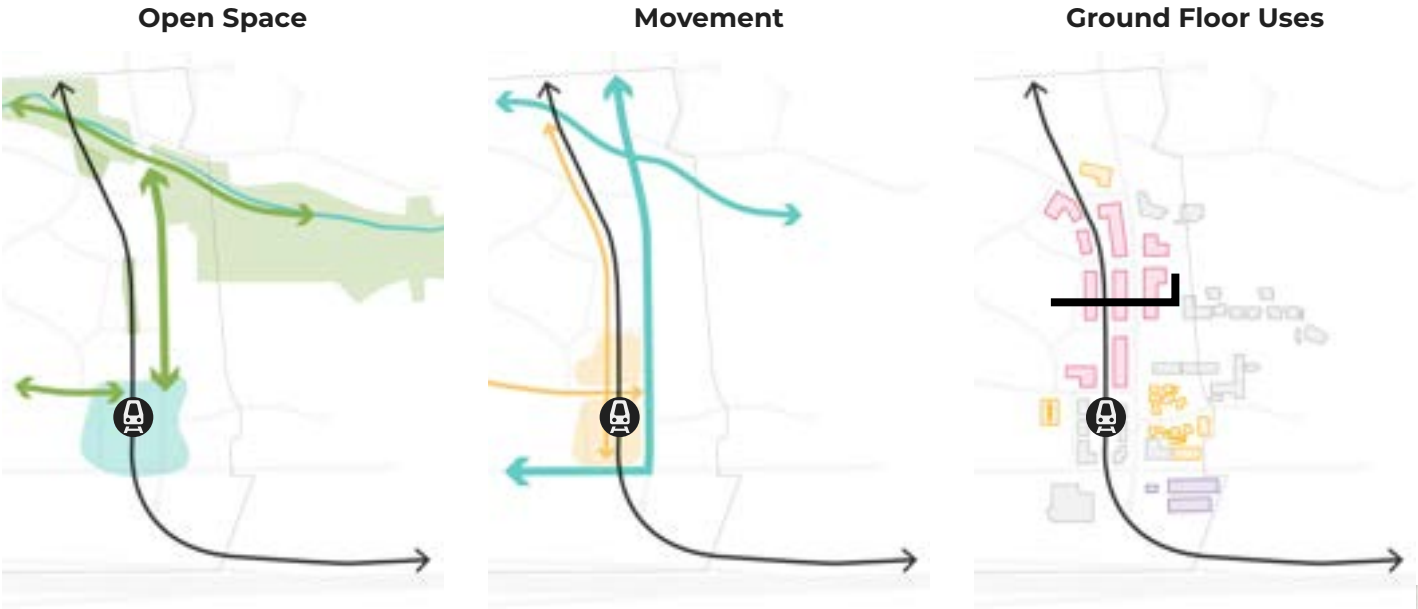
1 Regeneration of Sandringham Road
Sandringham Road becomes a vibrant, green, walkable corridor with active frontages and retail, integrating different modes of transport and active travel networks.

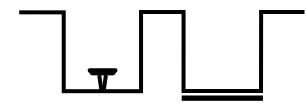
2 Mixed Use, Retail and Green Spine
Retail and active frontages run along both sides of Sandringham Road, with predominantly mixed use residential buildings to the west and office buildings to the east.

3 Under the Viaduct
The inner street parallel to Sandringham Road provides a vibrant pedestrian link to the station. It can accommodate a mix of uses such as restaurants and shops, temporary markets, events and play areas.

Sandringham Road retains a more transient character, while this inner road becomes more a place to linger and spend time.

- Key**
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- Areas of Activity
 - Proposed Active Mobility
 - Pedestrian Predominant
- Ground Floor Uses**
- Retail
 - Residential
 - Industrial
 - Community / Civic





Option 4a

West of Sandringham *Active Laneway*

1 Regeneration of Sandringham Road
Galway Street, Auckland (NZ)

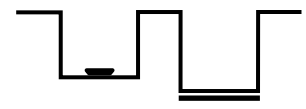


2 Mixed Use, Retail and Green Spine
ED Square, Sydney (AUSTRALIA)



3 Under the Viaduct
Battersea Power Station, London (UK)





Option 4b

West of Sandringham *Integrated Development*



360 m

of Active
Frontage



9,050 m²

of Retail Floorspace
at Ground



18,600 m²

of Public
Space



Artistic view of the active grounds under the ALR viaduct from pedestrian street



Option 4b

West of Sandringham *Integrated Development*

The alignment runs to the west of, and parallel to Sandringham Road, with the viaduct structure integrated with the built form. Retail activity is primarily directed to Sandringham Road.

1 Regeneration of Sandringham Road
Sandringham Road becomes a vibrant, green, walkable corridor with active frontages and retail, integrating different modes of transport and active travel networks.

2 Mixed Use, Retail and Green Spine
Retail and active frontages run along both sides of Sandringham Road, with predominantly mixed use residential buildings to the west and office buildings to the east.

3 Elevated Community Space
The space between buildings is potentially occupied with retail or civic uses, or car parking at ground level. The elevated platform accommodates communal gardens for residents, integrated with the ALR alignment.

Key

→

ALR Alignment

Ⓜ

Wesley Station

Wesley West boundary

Open Space

■

Integrated Stormwater Management

■

Open Space

■

Extended Open Space

→

Green Links

Movement

■

Areas of Activity

→

Proposed Active Mobility

→

Pedestrian Predominant

Ground Floor Uses

■

Retail

■

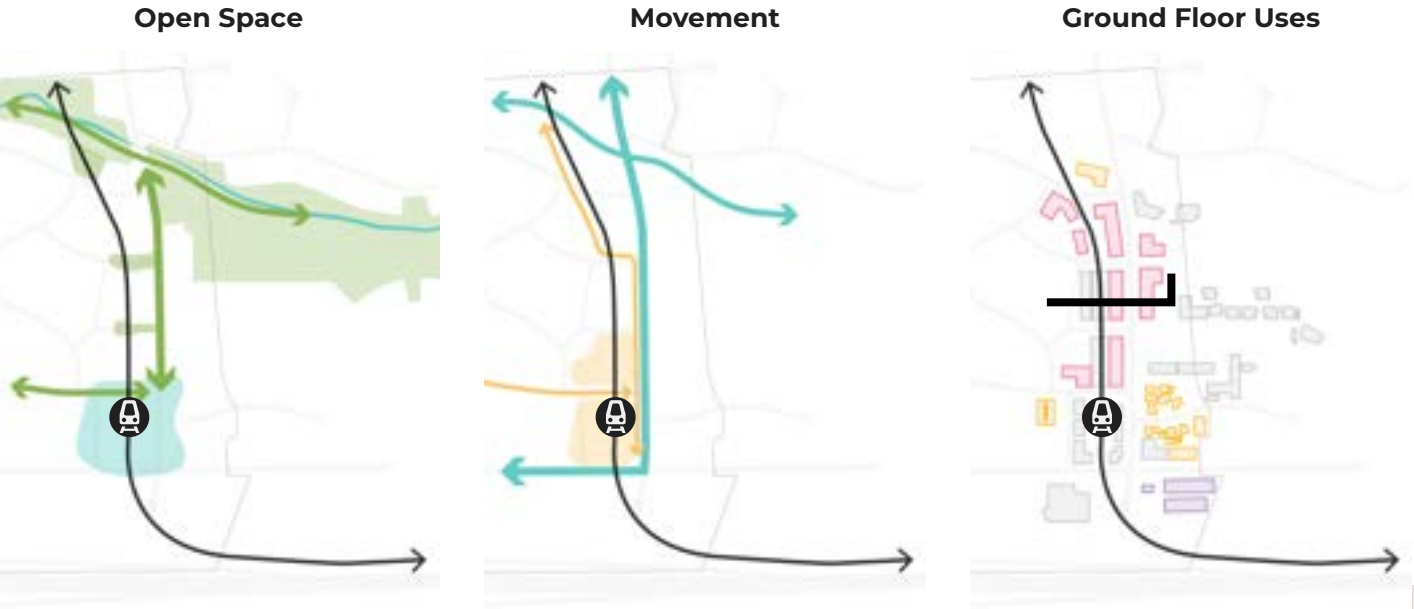
Residential

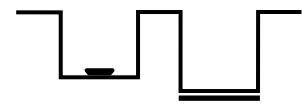
■

Industrial

■

Community / Civic





Option 4b

West of Sandringham *Integrated Development*

1 Regeneration of Sandringham Road
Fish Island Village, London (UK)



2 Mixed Use, Retail and Green Spine
Archetype, Vancouver (CANADA)



3 Elevated Community Space
Via Verde, New York (USA)



Summary of Options



Option 2

Kāinga Ora Wesley
West Masterplan



325 m

of Active
Frontage



6,910 m²

of Retail
Floorspace at
Ground



8,100 m²

of Public
Space



Option 4a

West of Sandringham
Active Laneway



975 m

of Active
Frontage



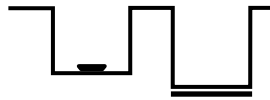
12,900 m²

of Retail
Floorspace at
Ground



23,700 m²

of Public
Space



Option 4b

West of Sandringham
Integrated Development



360 m

of Active
Frontage



9,050 m²

of Retail
Floorspace at
Ground



18,600 m²

of Public
Space