



Auckland
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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

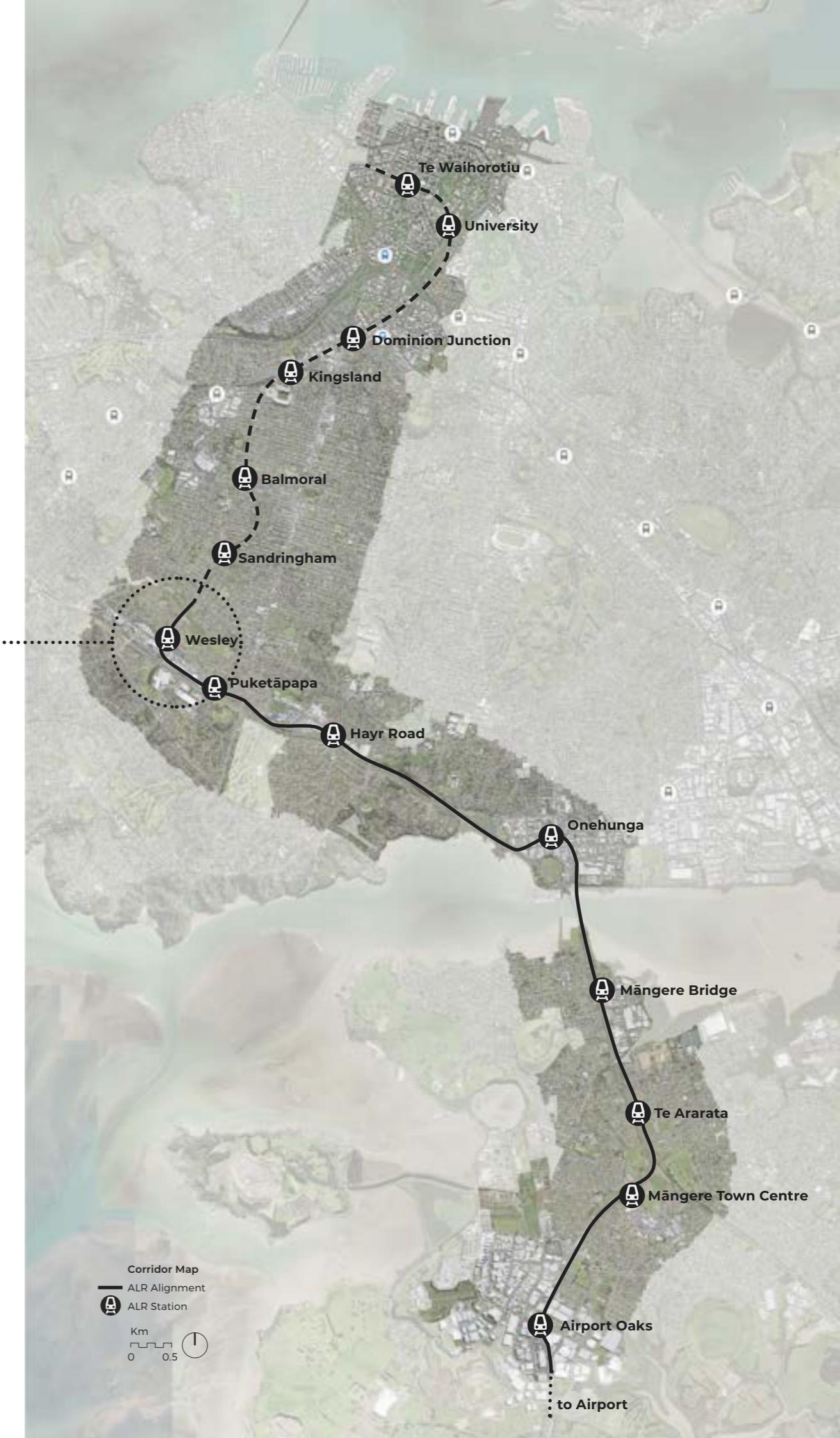
Broader engagement with project partners, mana whenua and stakeholders has not been undertaken in the preparation of this document.

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

Strategic context



Wesley | Town Centre Concepts



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)



Retail Floorspace at Ground (m²)



The Miro, San Jose (USA)



Public Space (m²)

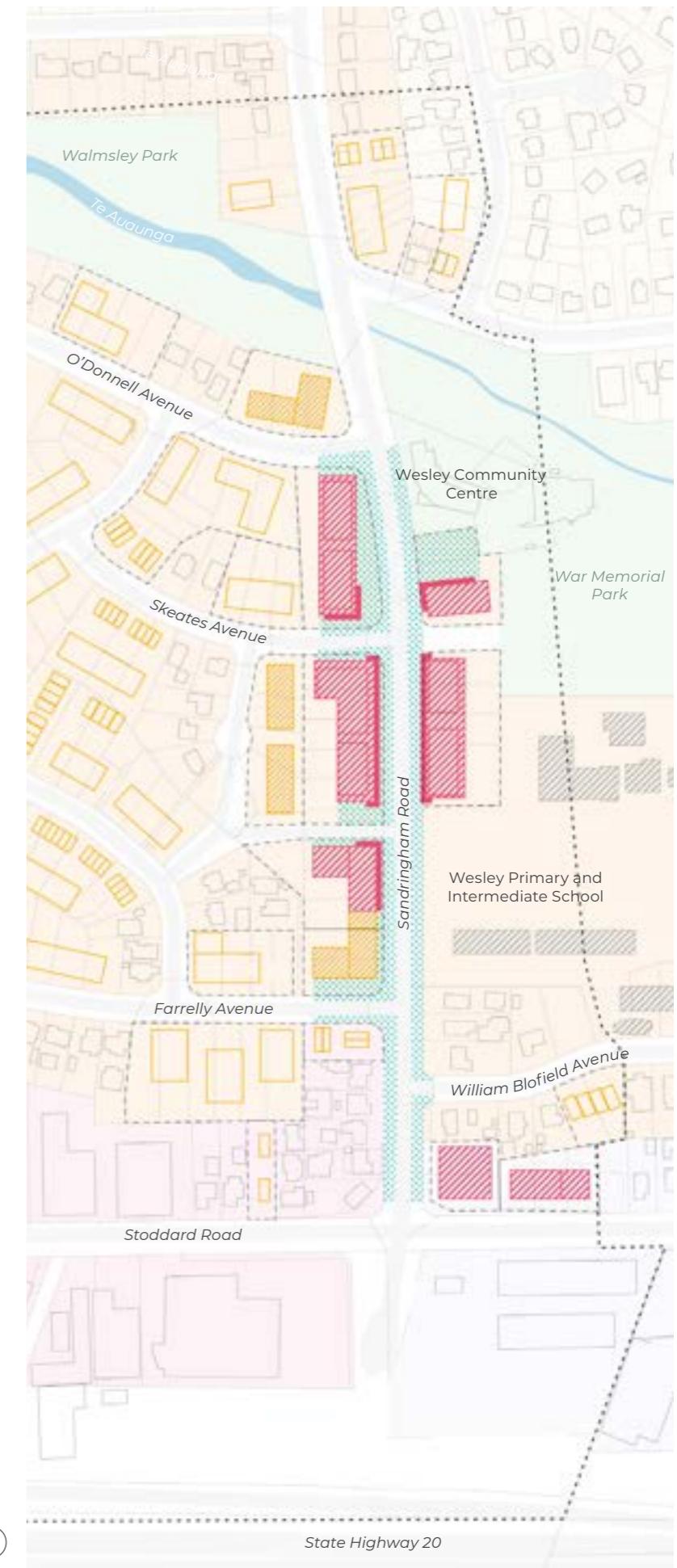


Green Corridor, Taichung (CHINA)

The total length of active retail frontages

The total area of ground floor retail space

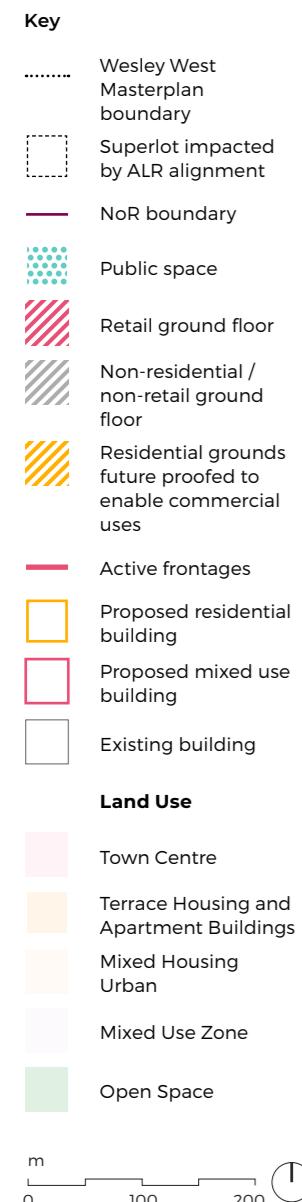
The total area of public space (including footpaths and public realm)



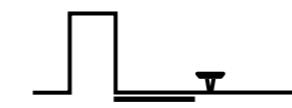
Note: The plan on the right is based on the Wesley West Masterplan, Revision C, 18 November 2022

Overview of Options

Kāinga Ora Masterplan



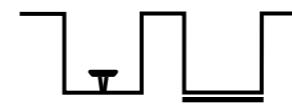
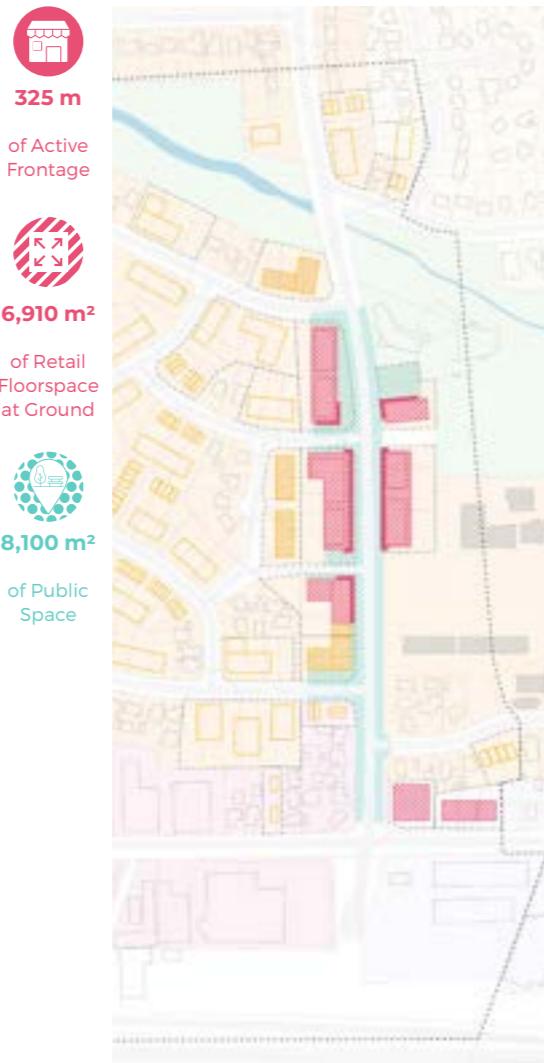
**Disclaimer note: This work has been done with no assessment of the wider role and function of the Town Centre. The viability of the Town Centre will have to be assessed for the preferred option.*



Option 2

East of Sandringham Green Corridor

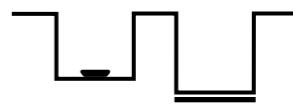
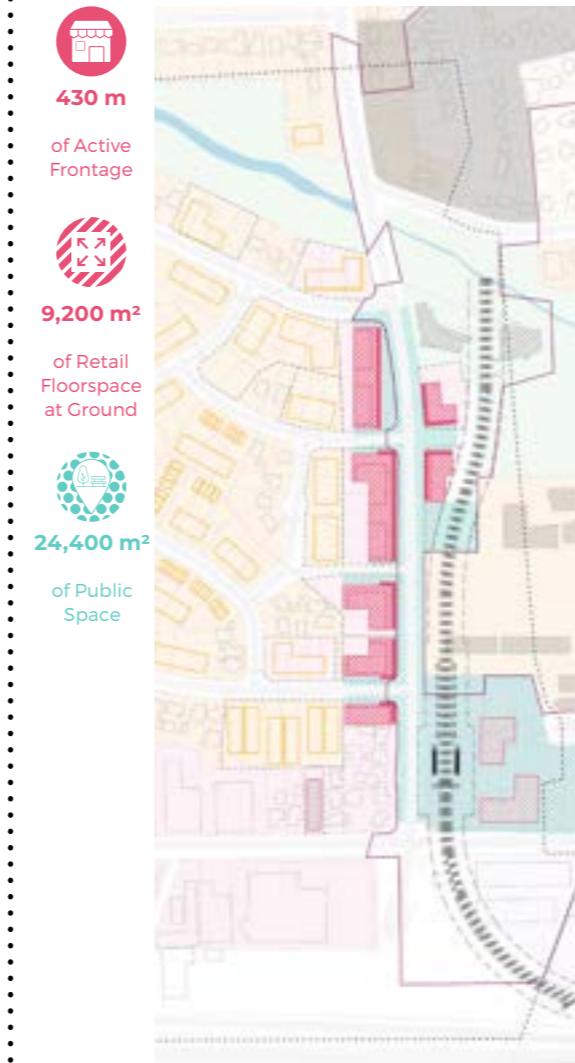
Wesley West proposed Masterplan and Centre:
A 20-minute neighbourhood, (...) an attractive place to live, work, and visit with vibrant commercial, entertainment and retail areas along with high-quality and practical urban spaces.



Option 4a

West of Sandringham Active Laneway

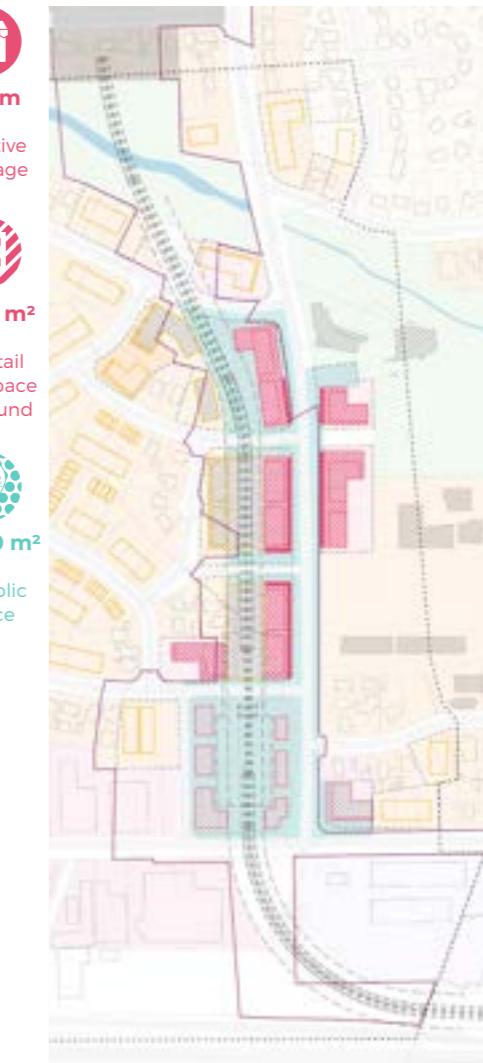
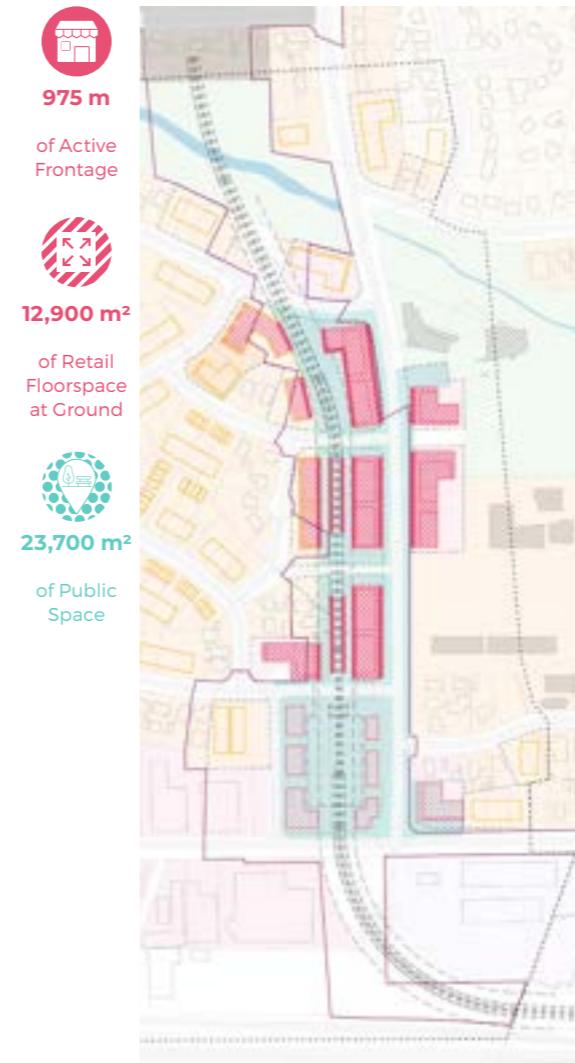
The alignment weaves behind the community centre before aligning on the eastern side of Sandringham Road. Retail activity fronts Sandringham Road, and the space under the viaduct is activated with a mix of leisure and community space, including the Wesley Intermediate School frontage.



Option 4b

West of Sandringham Integrated Development

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 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.





Option 2

East of Sandringham Green Corridor

1 Under the Viaduct
Miami Underline, Florida (USA)

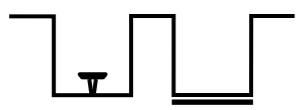


1 Under the Viaduct
Green Corridor, Taichung (CHINA)



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





Option 4a

West of Sandringham Active Laneway



975 m
of Active
Frontage



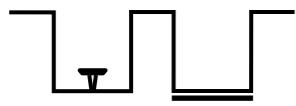
12,900 m²
of Retail Floorspace
at Ground



23,700 m²
of Public
Space



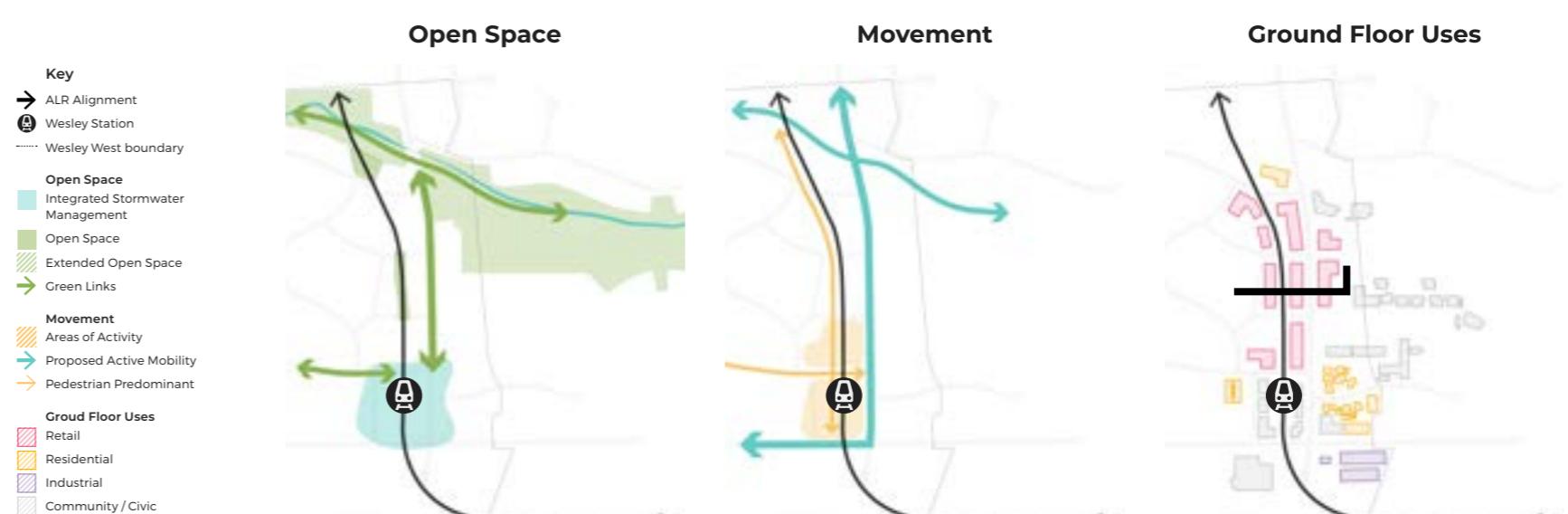
Artistic view of the active grounds under the ALR viaduct from pedestrian street



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

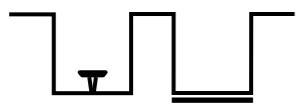
Retail and active frontages run along both sides of Sandringham Road, with predominantly mixed use residential buildings to the west and office buildings to the east.

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.





Option 4a

West of Sandringham Active Laneway

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

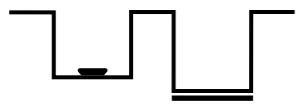


2 Mixed Use, Retail and Green Spine
ED Square, Sydney (AUSTRALIA)



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





Option 4b

West of Sandringham Integrated Development



360 m
of Active
Frontage



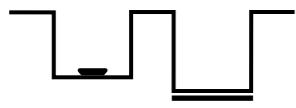
9,050 m²
of Retail Floorspace
at Ground



18,600 m²
of Public
Space



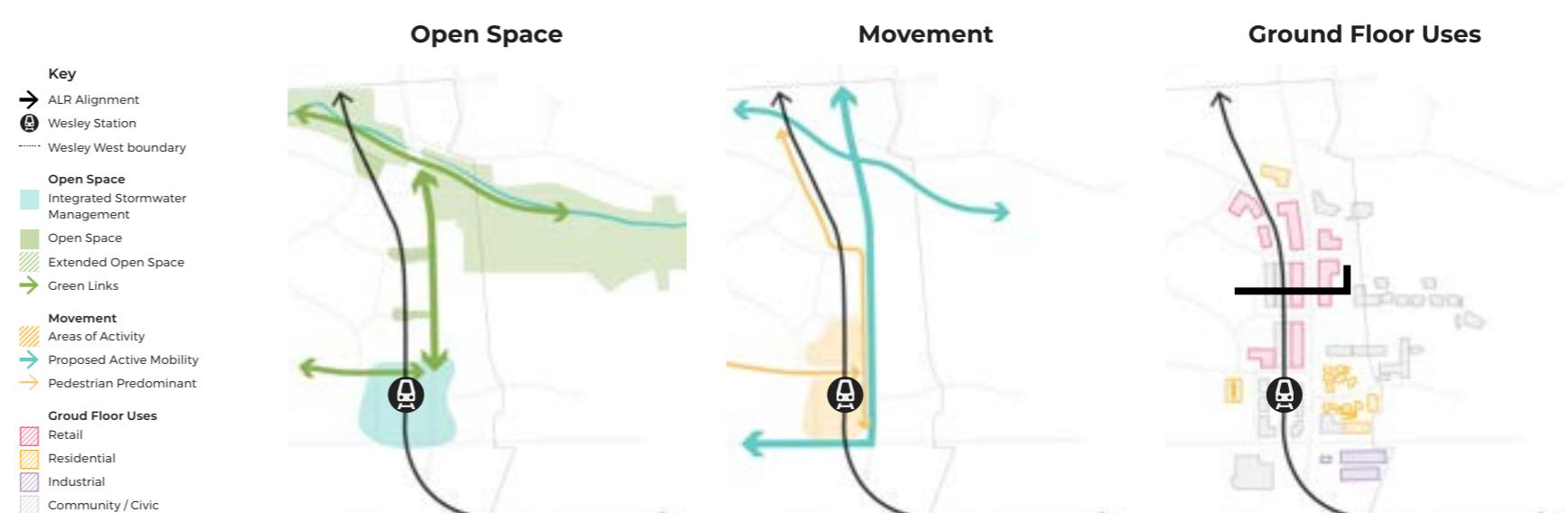
Artistic view of the active grounds under the ALR viaduct from pedestrian street



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.

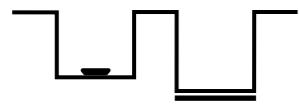
2 Mixed Use, Retail and Green Spine

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.





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)

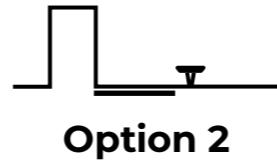


3 Elevated Community Space
Via Verde, New York (USA)



Summary of Options

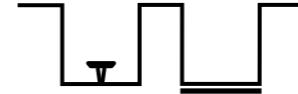
Kāinga Ora Wesley
West Masterplan



East of Sandringham
Green Corridor



Option 2



West of Sandringham
Active Laneway



Option 4a



West of Sandringham
Integrated Development



Option 4b

