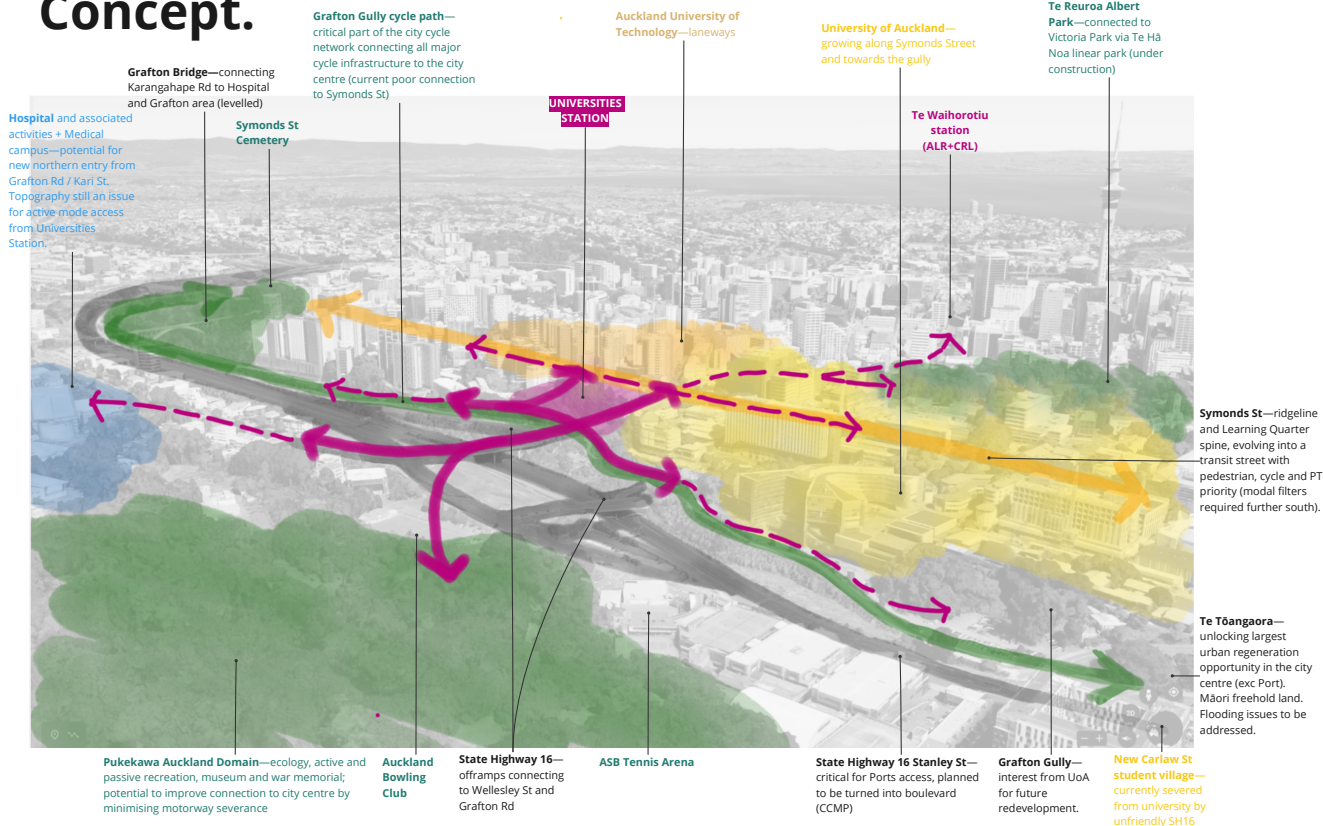


# Concept.



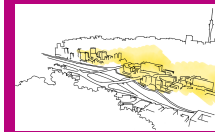
## Conceptual approach—wider opportunities.



Eastern gateway to the city for all transport modes.

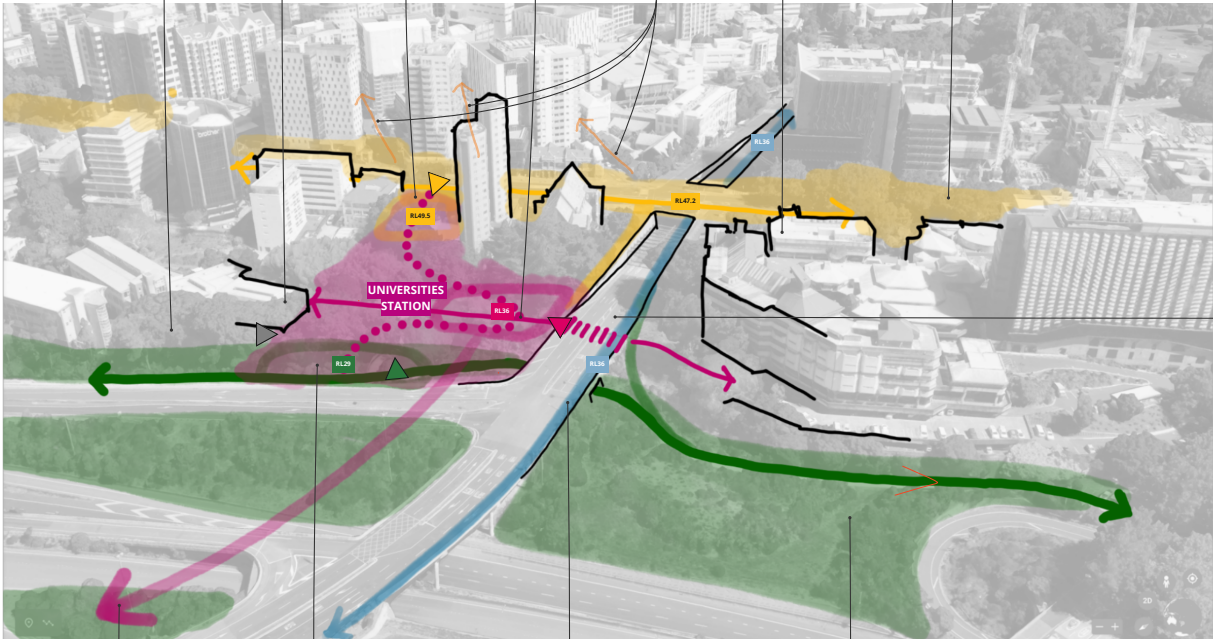


Waiparuru / Grafton Gully: urban and environmental uplift.



Heart of the Learning Quarter.

# Concept.



**Levelled access to the east**—potential for new connection from middle or upper terrace level bridging over SH16.

**Grafton Gully plaza**—secondary station entrance at gully level (lower terrace). Major opportunity for high quality environmental (stormwater), public realm and active mobility integration.

**Wellesley St cycleway**—currently under investigation by Waka Kotahi and Auckland Transport. Would be levelled and remove the need to go up and down the Symonds St ridge line, connecting to Grafton Gully and over the motorway (potentially new active mode bridge).

**Potential development site**—opportunity made more viable with new street frontage on Wellesley St (intersection changes required with SH offramps). Stormwater issues to be positively addressed. Additional passive surveillance over Grafton Gully is a plus.

**Wellesley St central laneway axis**—secondary station entrance opening up on Wellesley St (middle terrace). New crossing and footpath required, with connection to UoA on northern side of Wellesley St.

**AUT laneways**—Connect to / extend the laneways to ease pedestrian movement across the Learning Quarter

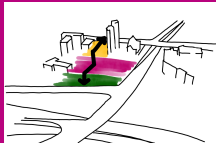
**Future UoA redevelopment**—new corner building and retrofit of Architecture building (long term)

**Symonds St transit street**—minimise private vehicle movement through the Learning Quarter. Priority to the high number of pedestrians accessing the station.

## Conceptual approach—station opportunities.



Reach out like an octopus.

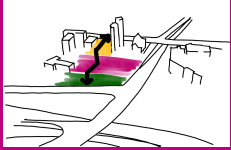


Three steps up or down.



Buildings in the landscape.





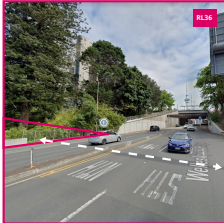
**Three steps up or down.**

The Universities Station is spread across three terraces: the upper terrace on Symonds Street level (approx RL50), the middle terrace linking Elam building to Wellesley St (approx RL36) and the lower terrace at Grafton Gully level (approx RL29). Easy navigation and wayfinding between all three levels is key to the success of the station, with options for universal access and bringing up or down bikes and other micro-mobility devices. All three terraces must present the same high quality public realm and with passive surveillance.



#### **Symonds St (upper terrace)**

Main station entrance at street level. Extend pedestrian priority space to cater for high numbers of users. Pedestrian crossing opportunity and wayfinding to connect to AUT laneways.



#### **Wellesley St (middle terrace)**

Secondary station entrance opening up on Wellesley St, creating a new street frontage—increasing legibility of site. New crossing and footpath required, with connection across to UoA on northern side of Wellesley St.



#### **Grafton Gully (lower terrace)**

Secondary station entrance at gully level. Major opportunity for high quality environmental (stormwater), public realm and active mobility integration. Constraints around passive surveillance must be addressed by station, OSD and new street frontage on Wellesley St.

### **Stairs and bleachers**



### **Ramps and slopes**

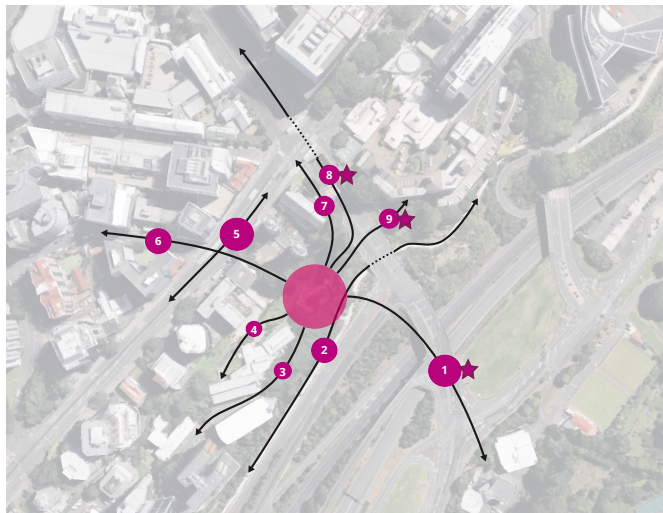


### **Public lifts**



**Reach out like an octopus.**

The Universities Station is located in between regionally significant destinations (universities, Pukekawa Auckland Domain, the hospital a bit further away, the shared path on Grafton Gully and the city centre to the west). The station itself needs to deal with a significant vertical level change (see next key move) as well as open up in all directions to make the most of its central location. This will also help make alleviate the lack of a direct street frontage to reinforce the station's presence on Symonds St.



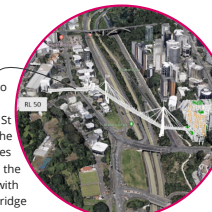
- |   |   |   |  |
|---|---|---|--|
| 1 across SH, to hospital and Pukekawa     | 4 to Elam School of Arts (University of Auckland) | 7 to Symonds St (secondary access—steep slope)            | ★ Connections currently missing, requiring infrastructure / road space changes to be implemented (#1 and #8 under investigation by AT / Waka Kotahi) |
| 2 to Grafton Gully (existing shared path) | 5 to Symonds St (main access)                     | 8 to city centre on Wellesley (underpass—levelled access) |  |
| 3 to Whitaker Place                       | 6 to AUT laneways                                 | 9 to University of Auckland (lower level)                 |  |

## Different intensities of connections over the state highway.

### Repurposed existing bridge space



### New active mode bridge



### Land bridge



CCMP2012 proposal for a land bridge between Wellesley St bridge and Grafton Rd bridge (option later removed in the CCMP2020 update)

Concept to connect Symonds St through the Universities Station to the Hospital with levelled bridge (RL50 all the way through)

# Vision and outcomes.

## Vision / Place narrative.

The University Station is set to be the busiest destination station for ALR, situated at the centre of two universities. It will serve as the heart of the Learning Quarter, supporting the growing significance of campus life and industry integration in tertiary education.

The universities station will bridge the physical divide caused by the ridgeline and stimulate the revitalisation of Waiparuru. This will bring cultural and commercial benefits for both Māori and all Aucklanders.

## Delivering the project outcomes around the Universities station.

### Urban and community.

**Incomparable potential outcomes for Māori, by opening accessibility and developing transport infrastructure into area of Māori owned land, areas of redress and of right of first refusal to Crown owned land.**

- Potential for regenerative practices in the cultural, ecological and commercial regeneration of the valley.
- Connecting the student accommodation village to the campus.
- Strengthen the university community's connection to the city centre, and the Auckland region's connection the universities.

### Access and integration.

**Auckland busiest station as a destination.**

- Aligns with & can help deliver city access, service & deliver and parking strategies.
- Legible interchange between trains buses and active mobility, re-tuning Symonds Street to suit pedestrian and bus demands
- Supporting development of AUT laneways
- Increases accessibility by reducing gradient barriers, and increases choice & connection.
- Connects the region wide investment in cycle and micro mobility infrastructure to the city centre, addressing existing problems of slope, lack of connection, and unsafe environments

### Environment.

**Density within just this central city centre area could house as many people as the entire area of metropolitan Dunedin (6th largest NZ city)**

- Avoiding that scale of development going in to greenfields has untold environmental benefits in reducing construction and ongoing impacts.
- Existing waterway could be developed as detention ponds at this upper catchment location - alleviating downstream flood prone areas.
- Supporting development of Grafton Gully could include restoring parts of the Waiparuru awa.
- Station can maintain the green belt that extends from the Grafton Cemetery.

### Experience.

**The heart of the Learning Quarter, a celebratory joining the city campuses, embedding the universities properly into the fabric of the city.**

- A major new eastern gateway into the city centre from inner suburbs and wider region
- Improving connection to: Pukekawa Auckland Domain, heritage site of Waipapa, the National Library and Auckland Museum.
- Fostering the emergence of a thriving and authentic Māori identity and culture.

### Value for money.

**The universities bring many tens of thousands of students & staff to the city each day.**

- The Universities drive innovation, bring vibrancy and attract international students
- Station development opens access to undeveloped & inaccessible land with potential to shift it into productive uses - bringing new rates revenue of millions each year.
- Supports development of adjoining Te Tōangaroa, masterplan, and future Ports land developments.
- Significant land value capture opportunities with removal of redundant motorway designations





## Buildings in the landscape.

The Universities Station is located on a slope towards Grafton Gully (see key move above) that is currently well vegetated with a mix of native planting and large trees. The 'green belt' character extends along the gully to the Symonds St Cemetery and should be maintained / enhanced. Opportunity to provide for high quality stormwater detention at the station site would alleviate some of the flooding issues constraining development further down in the gully and create an rich public space on the lower terrace.

The idea of buildings in the landscape also responds to the campus character of the Learning Quarter with buildings connected by high quality public realm, not always fronting the street.

## Elevated platforms over water / landscape



## Stormwater treatment

