

Westmere North: An Urban Design Analysis

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History

- Arrangements:
 - Low Density
 - More Trees and Landscape than present
- Networks:
 - Roads and pathways alignment survive to this day
- Source: GeoMaps Aerial, 1940 and 2016

1940



2016



Urban Design Principles: Places for People

- Alongside Garnet Road
 - Wide Sidewalks
 - Outdoor Café Seating
 - Public Benches
 - Active Frontage
 - Mixed Uses Lead to vibrancy
 - Amalgamate in safe, popular, comfortable places for people



Urban Design Principles: Character/Human-scaled

- Heritage buildings
- No formal heritage designations
- Variety of architectural styles
- Comfortable and lively neighbourhood centre
- Largely human-scale with wide grass berms help bring down the scale of wide roads down to human levels



Urban Design Principles:
Mixed
Uses/Adaptability/Diversity
and Complexity

- Retail, residential uses and services along Garnet Road
 - Highly adaptable
 - High diversity, responding to local needs
- Residential uses along Oban and Lemington Road
 - Lower adaptability
 - Lower diversity



Urban Design Principles: Quality of the Public Realm/Nature and Landscape

- Wide roads
- Wide grass berms
 - Some trees
- On-street parking
- Cars parked on the sidewalk
- Mid-block zebra crossing with road narrowing
- Nearby reserve and coast



Urban Design Principles: Legibility and Transparency/ Continuity and Enclosure

- Landmarks along Garnet Road are unique, highly transparent and provide legibility
- Residential streets blend together, low transparency high hedges and fences
- Clearly distinguished private and public spaces whilst active frontage along Garnet Road invites users in



Arrangements, Networks and Features

- Nearby roads facilitate movement to Point Chevalier, Grey Lynn and Mount Albert and to the Harbour Bridge and State Highway 16
- Signs and locks for cyclists, however no cycle lanes
- Bus stops servicing OuterLink(15-minute frequency), 101 and 105 (30-minute frequency)
 - Bus stop servicing routes towards the city contain shelter
 - Intersections contain only pedestrian island and no other amenities posing mobility challenges
- Grain
 - Mid-Block driveway interrupts frontage, creates conflicts and penetrates deep into block to service residential use.
- Features
 - Older brick buildings
 - Mostly two-storey buildings

