

Site Analysis: Westmere North

Figure: 1
Aerial of Site



Source: Google Earth, adapted by Brian Yong

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Hope Pauli

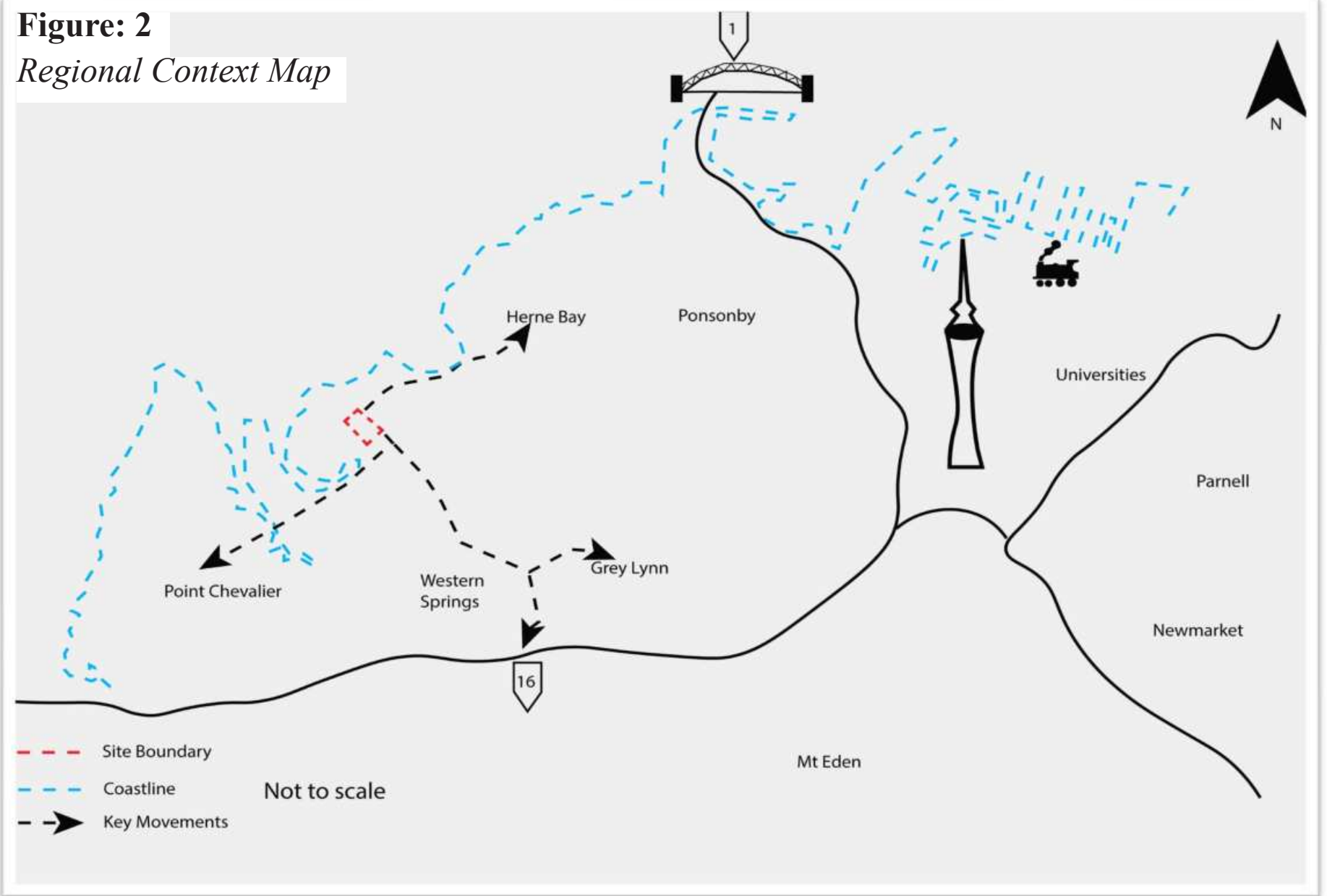
Site Analysis: Westmere North
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Site Analysis: Westmere North Regional Context

- Isthmus
- Suburban
- CBD east of site
- Harbour Bridge to the North
- Roads of suburb provide access to State Highways and neighbouring suburbs.

Figure: 2
Regional Context Map



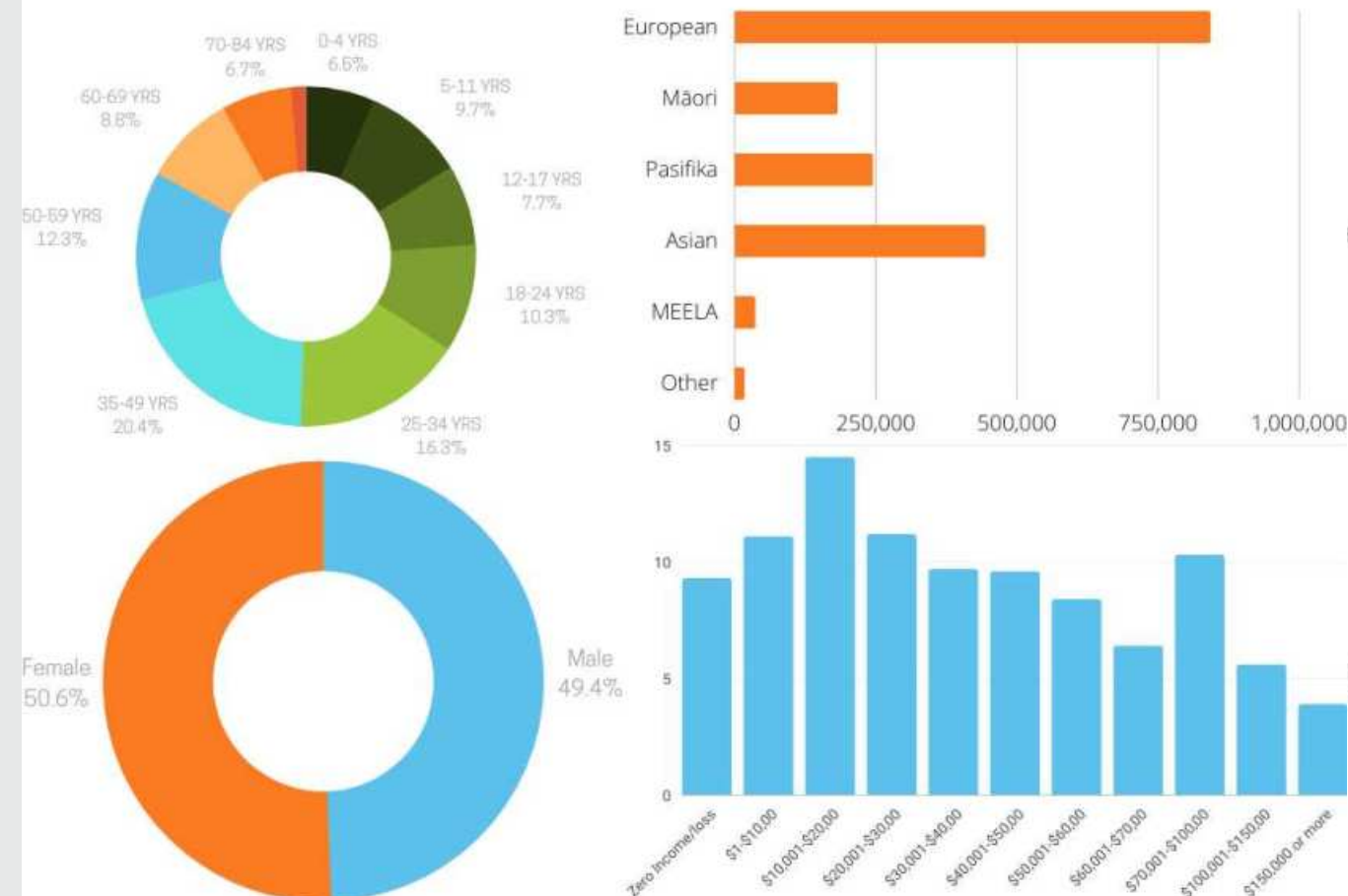
Source: Arson Rashidmardani

Site Analysis: Westmere North Regional & Neighborhood Demographics

- Westmere more European, higher income, older than wider Auckland .
- Westmere potentially inaccessible to other groups.

Figure: 3

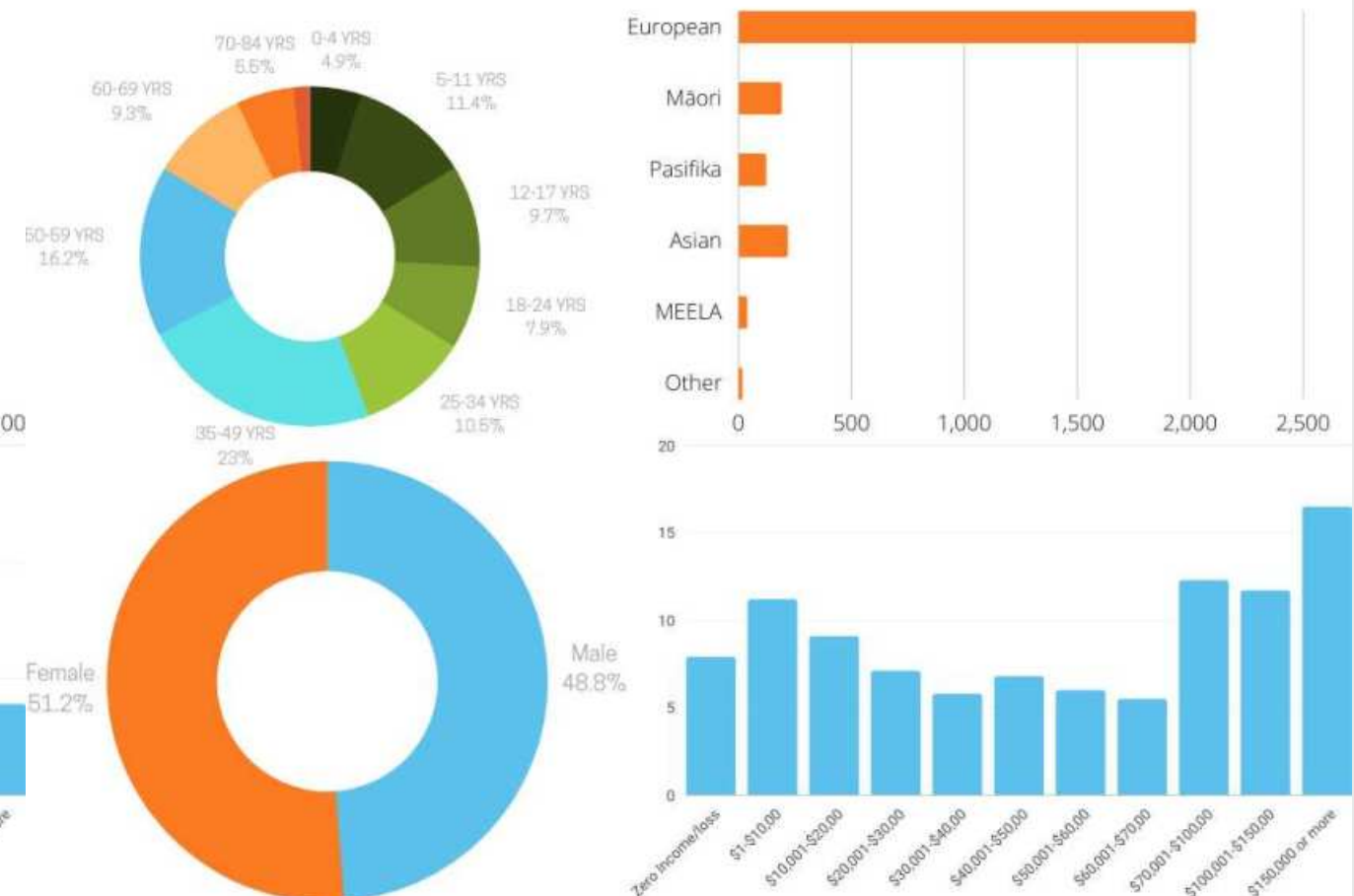
Auckland population by age, ethnicity, sex and income
Total Population: 1,571,718



Source: Statistics New Zealand Census 2018,
Adapted by Arson Rashidmardani

Figure: 4

Westmere North population by age, ethnicity, sex and income
Total Population: 2343



Source: Statistics New Zealand Census 2018,
Adapted by Denize Miagan

Site Analysis: Westmere North Neighborhood Historical Analysis

- Evolving Site
- Māori gifted the land to the Crown in 1841 (Ray White Remuera, n.d.).
- Westmere Estate sold divisions for development in 1923 (New Zealand Herald, 1923).
- Used to be a working class neighborhood with state homes
- More upper-middle class currently.
- State homes sold off as some of the most expensive in the country (Peacock, 2016. New Zealand Herald, 1938).
- Land reclamation to construct Meola Road in 1940s (Whites Aviation Ltd: Photographs, 1949) .
- Rubbish Tip transformed into a dog park for residents. (Auckland Star, 1943; Gibson, 2020; Auckland Council, 2023).

Figure: 6

Historical perspective aerial



Source: (Whites Aviation Ltd: Photographs, 1949)

Figure: 5



Source: (Auckland Council, 2023)

Figure: 7

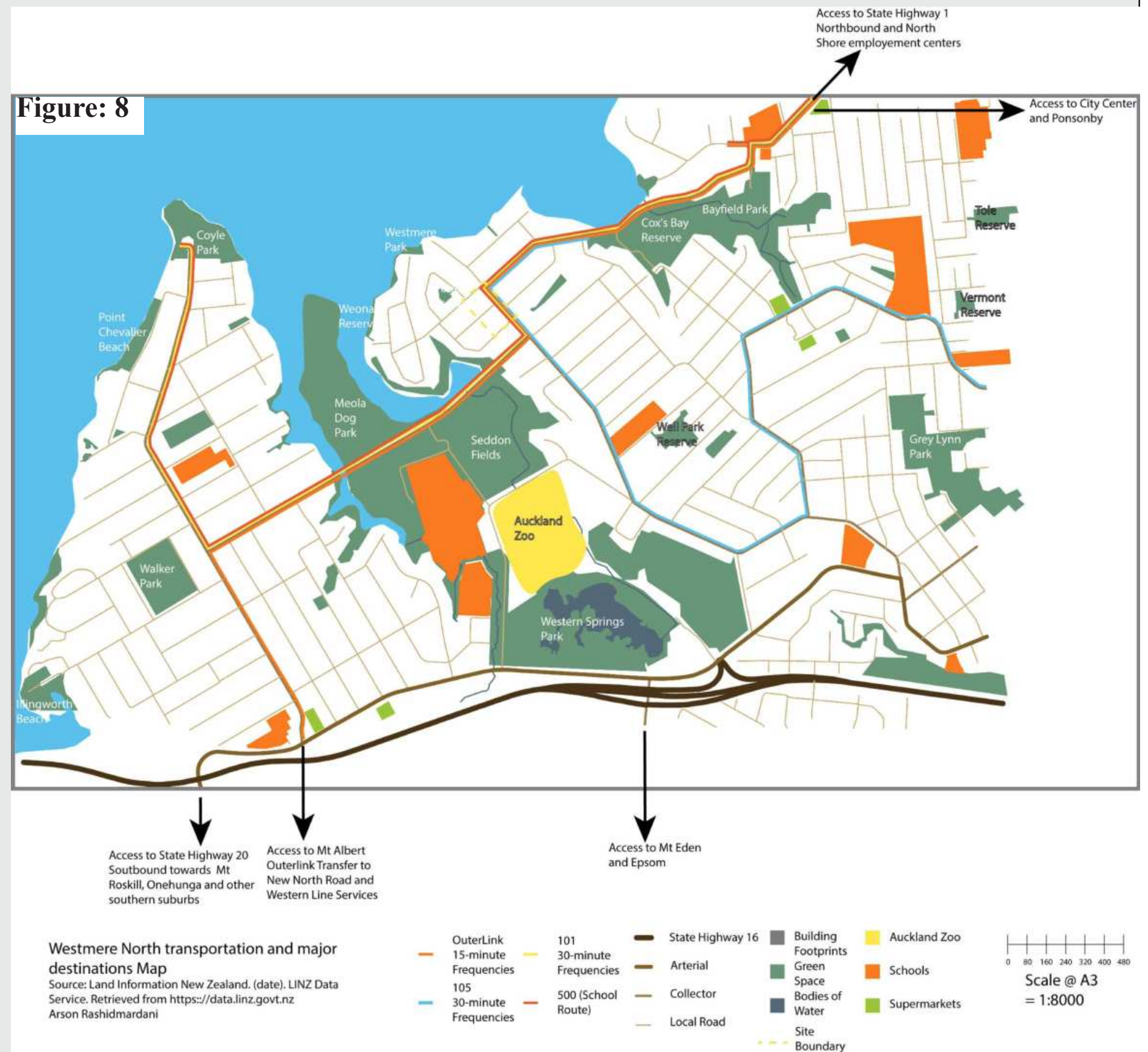


Source: (Auckland Council, 2023)

Site Analysis: Westmere North Transportation

- Clear road hierarchy
- Largely gridded
- Key vehicular movements facilitated efficiently.
- Parks, schools and supermarkets accessible by private and public transport.
- OuterLink provides transfer opportunities to Manukau Road, New North Road, and Western Line services.

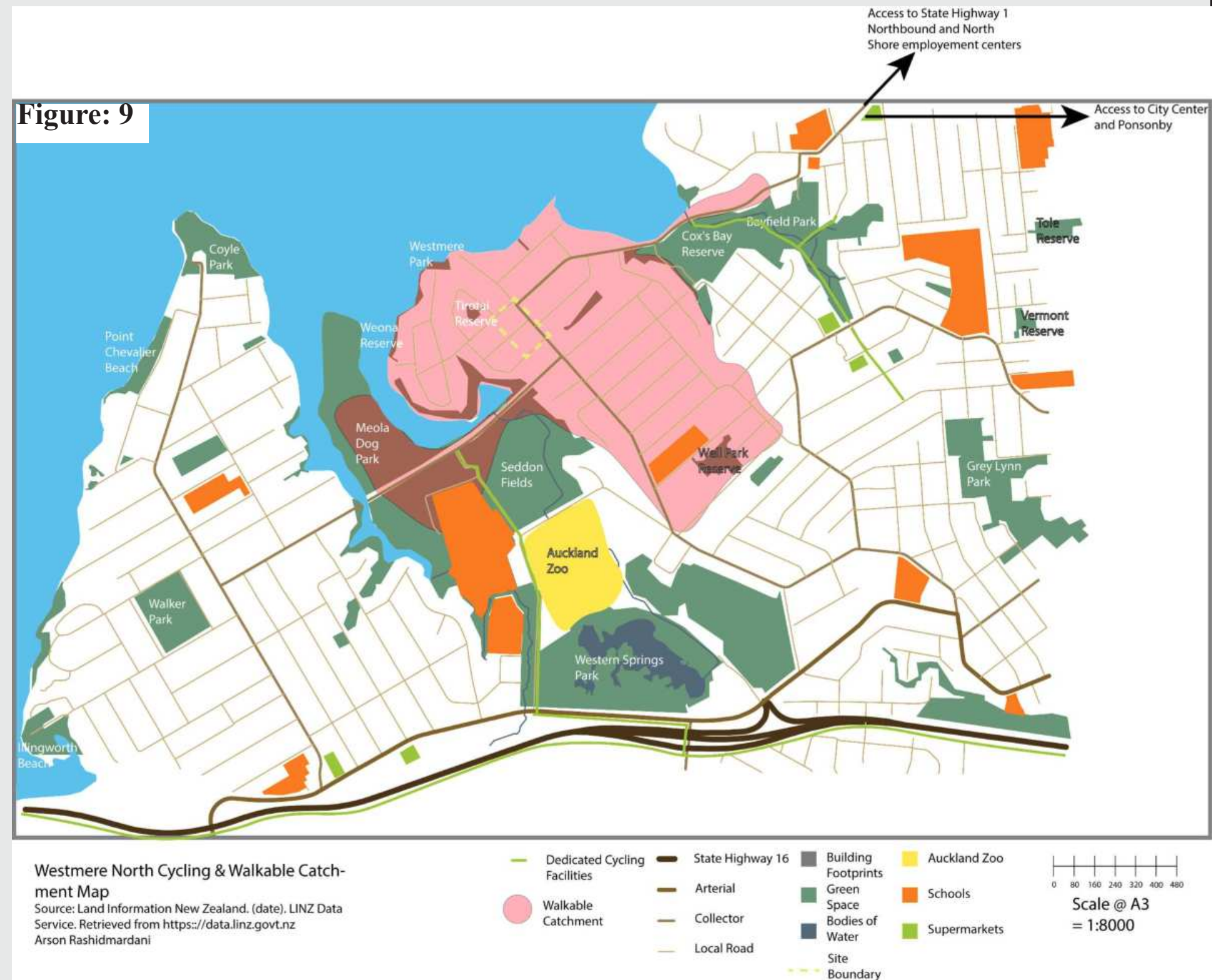
Figure: 8



Site Analysis: Westmere North Walking & Cycling

- Dedicated cycling facilities mainly in reserves.
- No cycling facilities along major routes
- Walkable catchment modeled on the Proposed Plan Change 78 Walkable Catchment definition .
- Walkable catchment includes parks, schools, healthcare and retail facilities.

Figure: 9



Site Analysis: Westmere North Block Networks

- Walking, driving, and public transport are facilitated throughout the site.
- Bus stop with services towards the city centre is not sheltered.
- There are many parking spaces throughout the site, mainly on side streets.
- A single zebra crossing is available on Garnet Road, not raised.
- Too few crossings.
- Intersection of Garnet and West End road is confusing and unsafe (Figure 12).
- Side streets long and straight, parking on both sides allows only one car to pass at a time and slows card down (Figure 11).
- Traffic calming measures should be investigated.

Figure: 10
Site Aerial - Networks



Source: Google Earth, adapted by Brian Yong

Figure: 11
Side street



Source: Brian Yong

Figure: 12
Intersection of Garnet & West End Road



Source: Brian Yong

Site Analysis: Westmere North Zoning & Observational Uses

- Majority Residential Mixed Housing Urban Zone.
- Some Business - Neighborhood Centre Zone along Garnet Road.
- Side streets primarily residential.
- Most buildings along Garnet Road are mixed-use.

Figure: 13



Source: (Auckland Council, 2023)
Adapted by Denize Miagan

Figure: 14

Westmere observational uses



Source: Google Earth
Adapted by Brian Yong

Site Analysis: Westmere North Accessibility to Services

The site is clearly mixed use as the residential zone is intertwined with the public space of the area. This means that most people here can avail most of their important needs

Figure: 15

Westmere accessibility to services

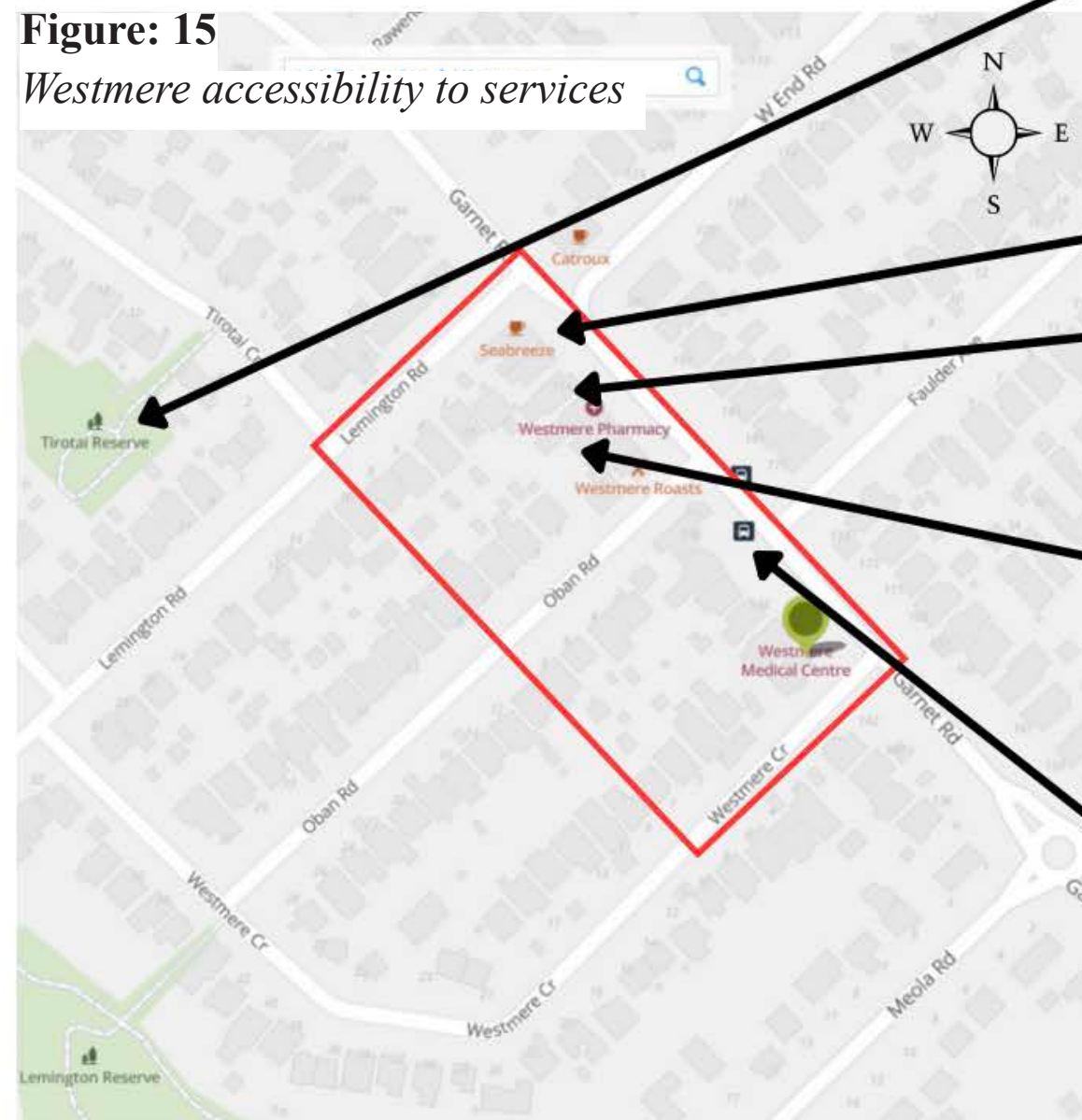


Figure: 16



Source: Denize Miagan

Figure: 18



Source: Denize Miagan

Figure: 20



Source: Denize Miagan



Figure: 17

Source: Denize Miagan

Figure: 19



Source: Denize Miagan

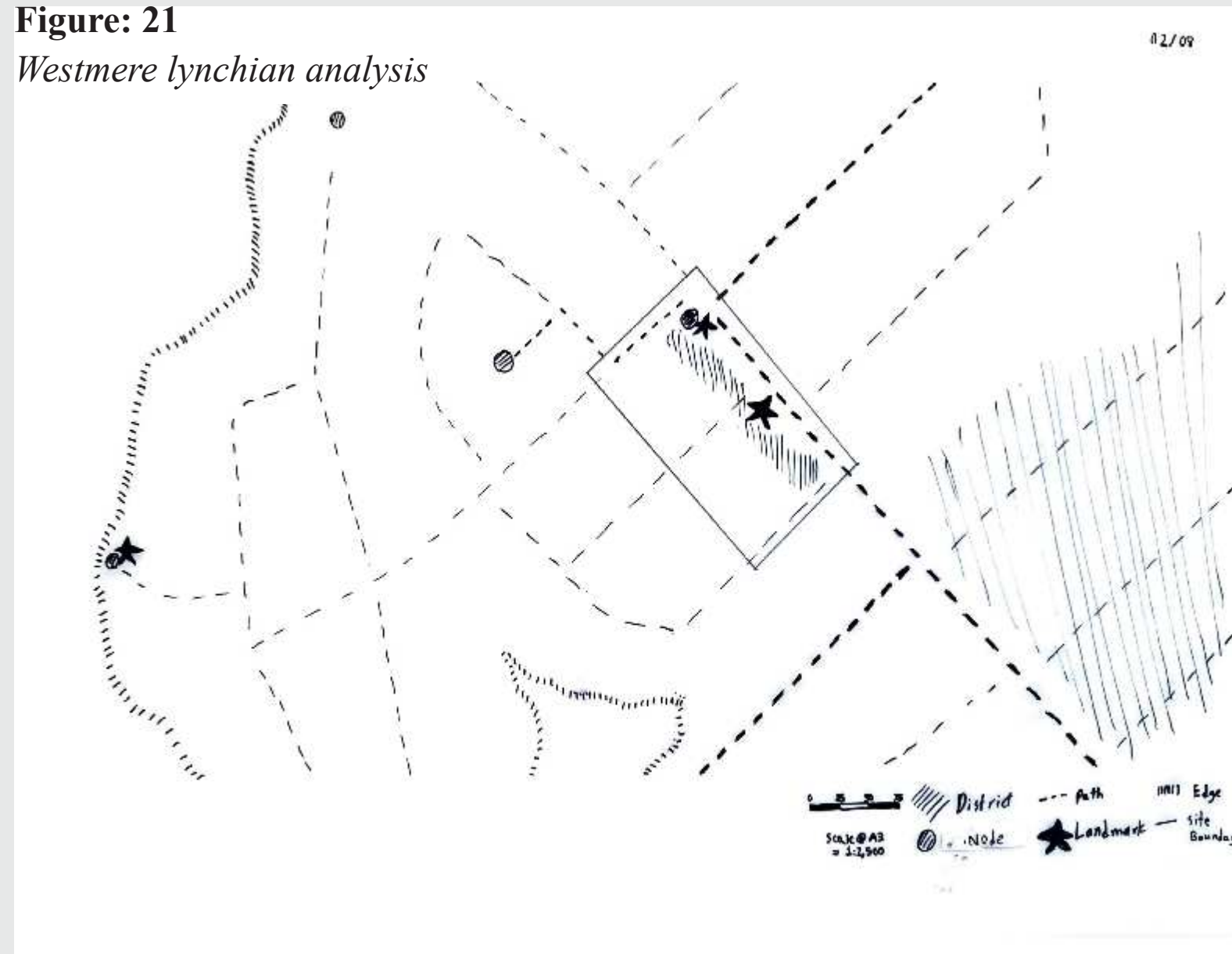
Source: (Auckland Council, 2023)
Adapted by Denize Miagan

Site Analysis: Westmere North Lynchian Analysis

- Most nodes around reserves.
- Key node on Garnet Road, corner of Seabreeze cafe.
- Site is linked to green space only by minor paths.
- Garnet Road a separate district
- Residential areas blend together and reduce legibility.

Figure: 21

Westmere lynchian analysis



Source: Arson Rashidmardani

Site Analysis: Westmere North Building Typology

- Primarily of 1-2 storey buildings.
- Majority of dwellings are separate houses, and a few joined dwellings.
- The tenure is entirely private.
- A few buildings have heritage value, such as the Seabreeze Cafe building, which has adapted and stood the test of time since 1927.

Figure: 22
Residential building



Source: Denize Miagan

Figure: 23
Residential building



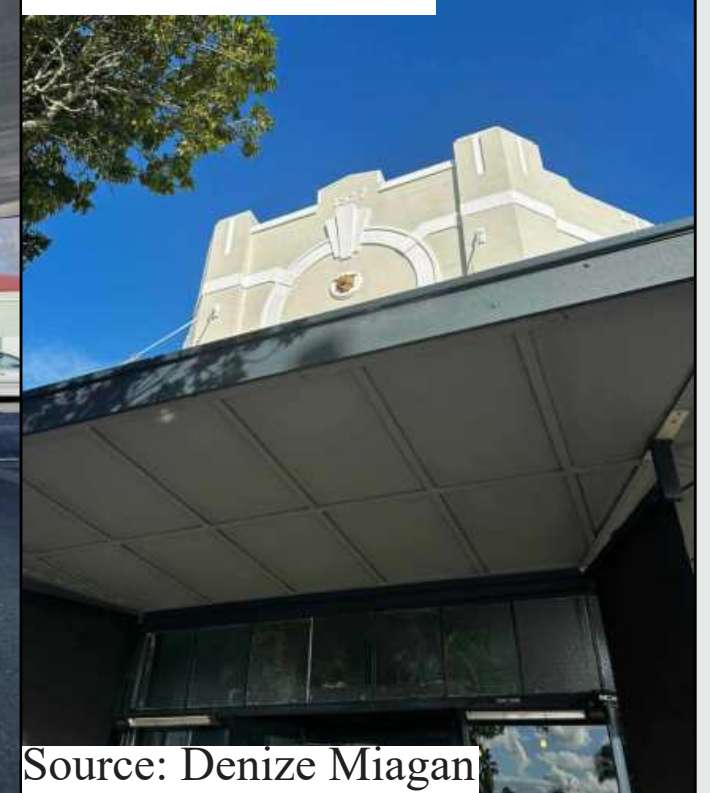
Source: Denize Miagan

Figure: 24
Westmere Pharmacy



Source: Denize Miagan

Figure: 25
Seabreeze Cafe



Source: Denize Miagan

Site Analysis: Westmere North Serial Vision

- Perspective walking along Garnet Road from Westmere Pharmacy towards Relmax Dairy.
- Distinct character
- Older buildings
- Mid-block driveway interrupts frontage.

Figure: 26

Westmere Pharmacy
hand- drawn



Source: Arson Rashidmardani

Figure: 28

Mid-block driveway
hand- drawn



Source: Arson Rashidmardani

Figure: 27

Westmere Bakery
hand- drawn



Source: Arson Rashidmardani

Figure: 29

Ramlax Dairy
hand- drawn

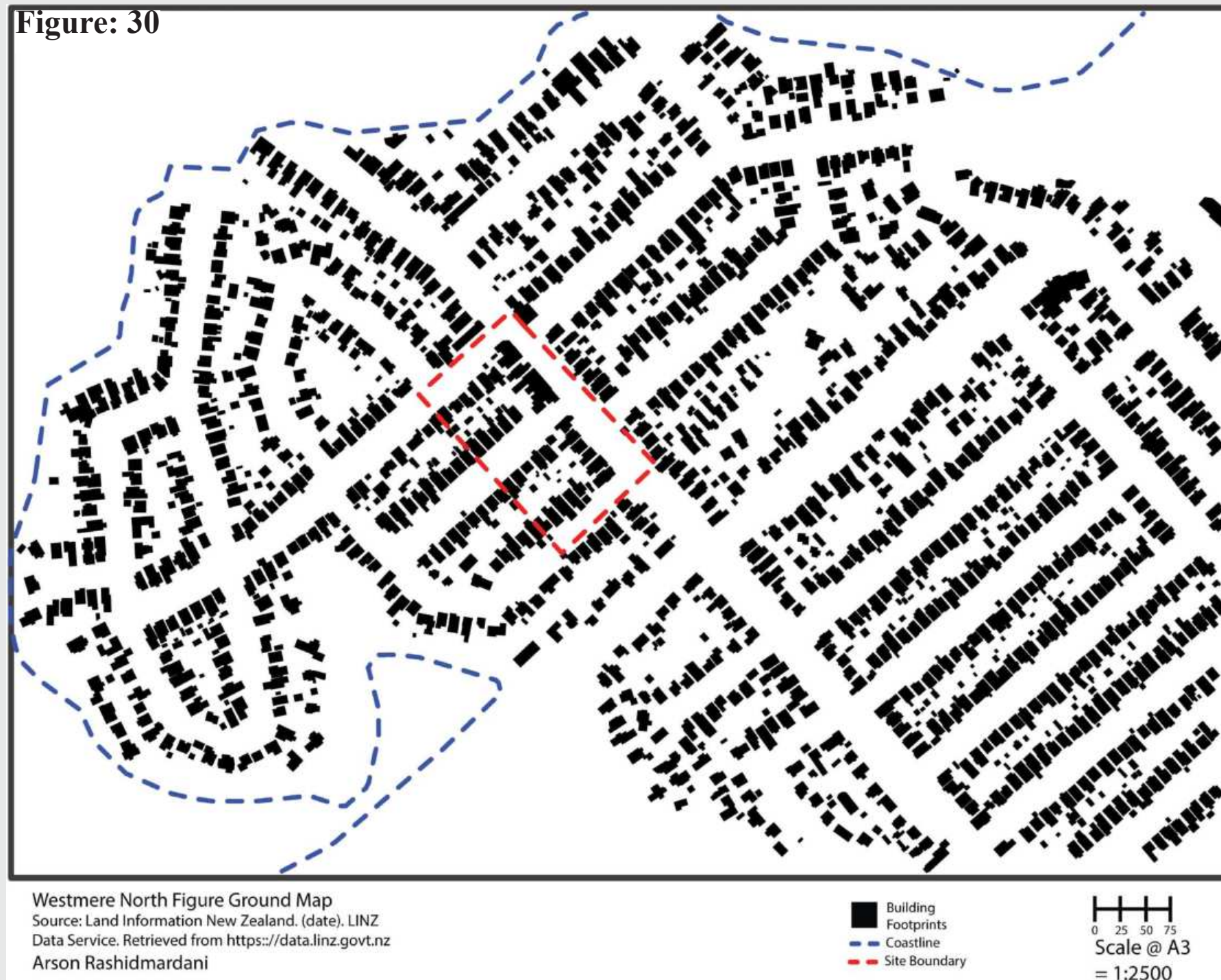


Source: Arson Rashidmardani

Site Analysis: Westmere North Block Figure Ground Map

- The distribution of built-up and unbuilt space throughout the site is balanced.
- Reserves far away or linked poorly to the site.

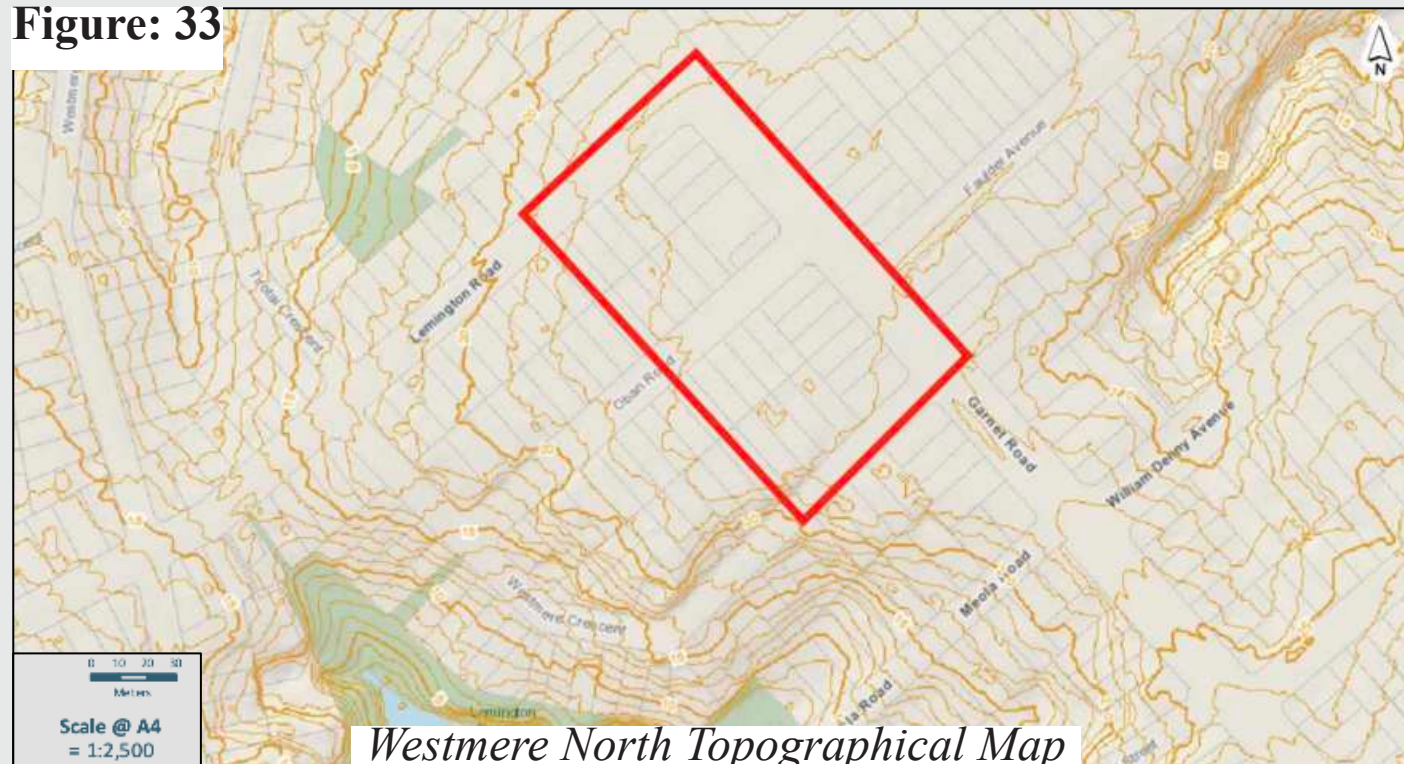
Figure: 30



Site Analysis: Westmere North Block Environmental Analysis

- Garnet Road is a ridge-line (Figure 33).
- Some side streets are quite steep (Figure 31).
- Wide grass berms
- Some trees but not many
- The side of the Seabreeze Cafe is covered in ivy.

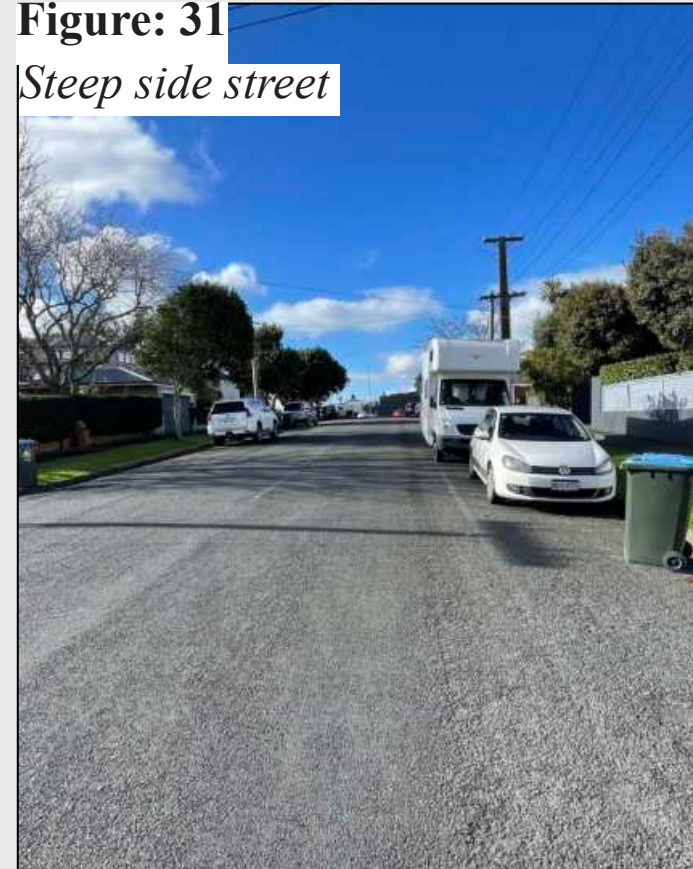
Figure: 33



Source: (Auckland Council, 2023) Adapted by Brian Yong

Figure: 31

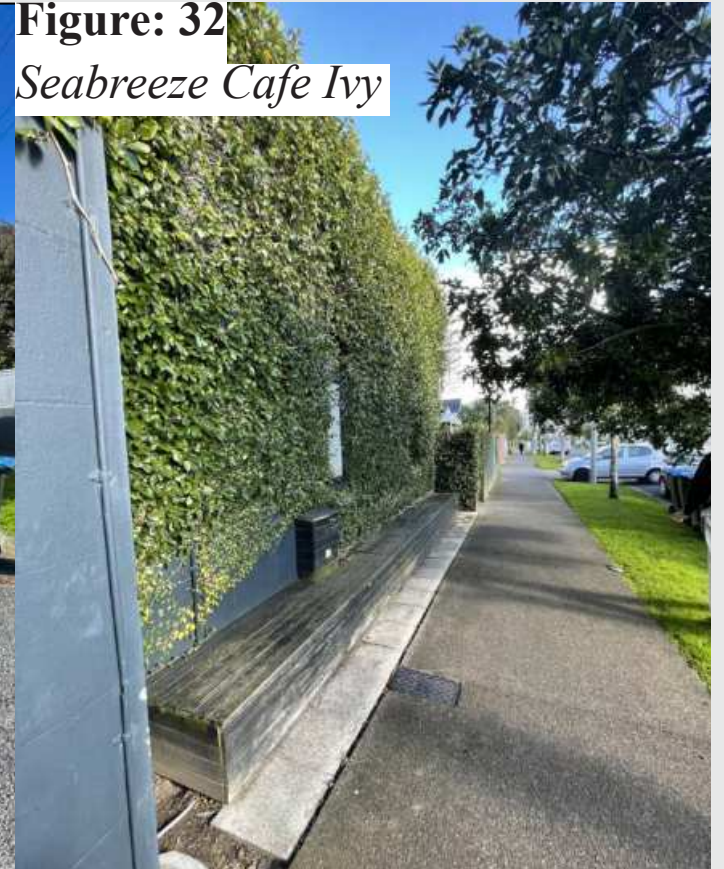
Steep side street



Source: Brian Yong

Figure: 32

Seabreeze Cafe Ivy



Source: Brian Yong

Figure: 34

Site environment



Source: Brian Yong

Figure: 35

Site environment



Source: Brian Yong

Site Analysis: Westmere North Land Value & Density

Figure: 36



Westmere North Land Value
Auckland Source: Auckland Council, (2023). GeoMaps.
<https://geomapspublic.aucklandcouncil.govt.nz/viewer/index.html>
Arson Rashidmardani

Legend: Land Value (\$) per sqm

1,401 - 1,600	2,001 - 3,000
1,601 - 1,800	3,001 - 4,000
1,801 - 2,000	4,001 - 8,000

0 25 50 75
Meters
Scale @ A3
= 1:2,500

- The land value is exceptionally high.
- The gross-dwelling density is 1181 dwellings per square kilometer (Statistics New Zealand, 2019).
- High land value and current low density present an opportunity to intensify the site and make it more accessible to lower-income individuals.

Site Analysis: Westmere North SWOC

Strengths:

- Mixed-use site leading to vitality and adaptability
- Distinct character on Garnet Road
- Strong historical identity
- Good connections to neighboring suburbs and State Highways
- Gridded network leads to high legibility
- Site is mostly flat and easily developable
- Good access to public transport
- Proximity to coastline
- Essential services highly accessible

Opportunities:

- Introduce traffic calming on side streets
- Add more trees on grass berms
- Integrate parks better or create micro-parks on-site
- New mid-block roads
- Adding cycle lanes or shared paths
- Redesign the intersection of Garnet & West End Road
- Creating a wall to wall development on Garnet Road
- Creating more pedestrian crossings
- Raising existing zebra crossing
- Creating shelter for bus stop
- Creating low-rent residences

Weaknesses:

- Long Blocks, impermeable to pedestrians
- Mid-block driveway on Garnet Road
- Not enough pedestrian crossings
- Pedestrian crossing Not Raised
- Intersection of Garnet Road and West End Road highly confusing and unsafe
- Not enough trees
- No cycle lanes or shared paths
- Site linked to parks by minor paths
- Bus stop not sheltered
- Sites demographics not very diverse
- Site inaccessible due to land-value

Constraints:

- Site predominantly zoned for residential
- Garnet Road is a critical route and redesign to include cycle lanes is likely to be disruptive and controversial
- Site is relatively low-density, and any dense development will have to be designed to fit in with the existing urban fabric

Site Analysis: Westmere North Opportunities Map

Figure: 37

Opportunities Map



Source: Google Earth, adapted by Brian Yong & Arson Rashidmardani

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