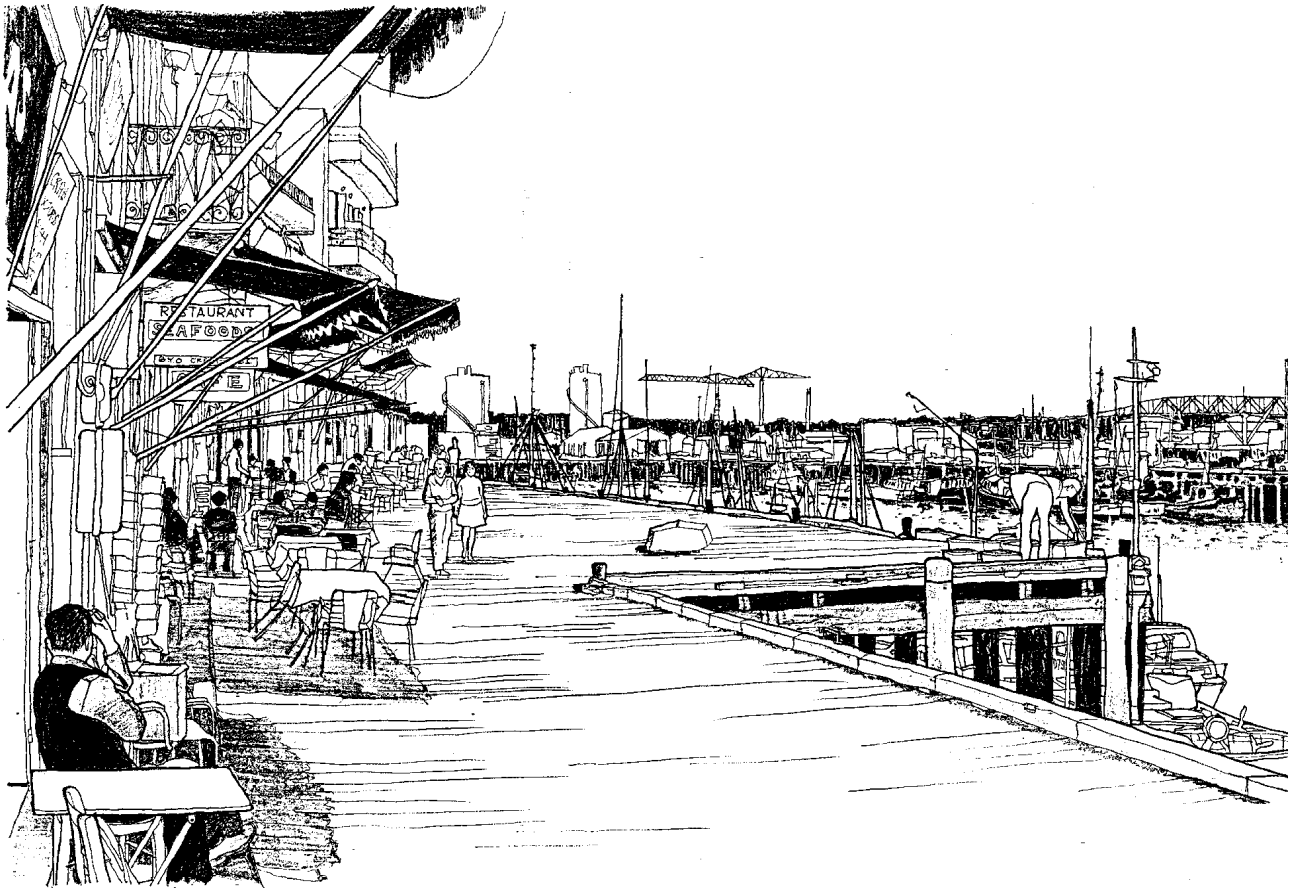


ANNEXURE 2

VIADUCT HARBOUR

URBAN DESIGN GUIDELINES





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INTRODUCTION

“Determination and reservation of permanent open space is one of the, if not the most important design decisions in city planning: Open space, once made public, remains forever. It is thus to be carefully considered as to form, volume, meaning and symbolism.”

- extract from Capital Development Authority Dodoma, Tanzania; Urban Design for the National Capital Centre, June 1980, p 79.

The spirit of this document is vested in the recognition of, and respect for, the fundamental importance of high quality public space in the urban environment.

These guidelines seek to promote the successful development of public spaces by defining their essential characteristics and optimising the contribution made by individual buildings. Developers of private land are encouraged to adopt a philosophy of creating buildings which contribute to the success of public space as a priority, in all possible ways.

The terms public spaces, squares, waterfront promenades, streets, lanes, and arcades (or the singular thereof) used throughout this document refer to land which forms a component of the desired network of public spaces within the area, and which should not be built on, (except where these guidelines provide for awnings, balconies, colonnades, signs, temporary structures, etc.), and which should remain publicly accessible and traversable at all times.

These guidelines should be read in conjunction with Proposed Plan Change No 61 Rules.

An overview of the scope and intent of this document’s recommendations may be gained by reference to the illustrations and the ‘Urban Design Requirements’ sections, highlighted in bold type face.

Dimensions are to be read as notional. They have been derived from contemporary architectural and structural engineering practice.

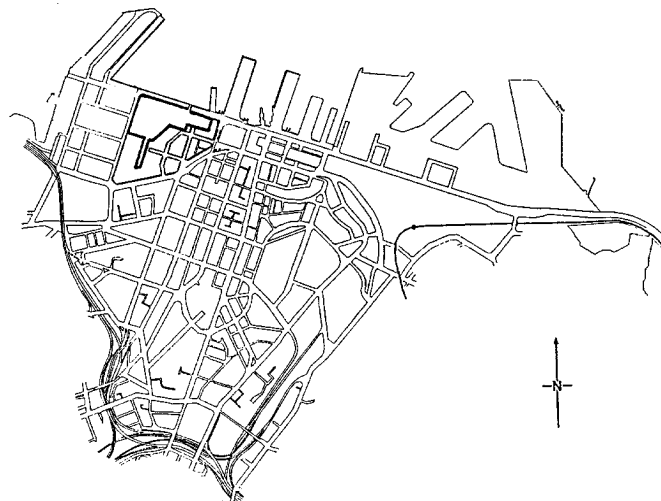
The illustrations are intended to illuminate the architectural principles and elements discussed in the accompanying text. They should not be interpreted to indicate preferred styles of architecture. While every effort has been made to illustrate a range of both new and old architectural examples, there are relatively few local examples of appropriate contemporary work to draw upon.



BACKGROUND

- 1.1.1 The City of Auckland is New Zealand's largest in population terms, with about a third of the national total of 3.5 million people living in the urban region.
- 1.1.2 The location of the city on the narrow isthmus of the northern North Island gives it a high proportion of marine frontage to both the Manukau and Waitemata Harbours. As pressures for commercial and recreational use escalate, this previously under-valued harbour frontage has become the focus of heightened interest. Between 1840 and 1992, large areas of both shorelines have been reclaimed in an ad-hoc manner to suit commercial, recreational, and port-related uses, resulting in a current harbour edge which tends to be lineal, ruthlessly functional, and largely inaccessible to the public.
- 1.1.3 The Viaduct Harbour, named for its enclosing wharf structure, is an historical anomaly in this process. The only deep embayment on the "straightened" shoreline, it evolved outside the major shipping docks as the sheltered home for the small craft of the region's commercial fishing fleet, and itinerant visiting small craft. Public access has always been present, but designated public space has been limited to the few streets controlled by the Council.
- 1.1.4 The traditional port related and industrial activities within the area have declined leaving much of the area undeveloped and inaccessible to the public.
- 1.1.5 The Council has developed strategies to promote the Central Area core and Harbour Edge as vital and interesting places for the people of Auckland and for visitors.
- 1.1.6 The unique character and location of the Viaduct Harbour give it a significant and critical role in the development of the waterfront.
- 1.1.7 Proposed Plan Change No 61 and the associated urban design guidelines have been adopted to secure quality public space in conjunction with mixed use private development appropriate to this area.
- 1.1.8 The purpose of this document is to assist Council, developers, and designers to achieve solutions in developing new, or refurbishing old, buildings that will enhance adjacent public space and contribute to the urban and architectural character of the area and the public's enjoyment and use of it.

Figure 1: Locality Plan



HISTORY OF THE AREA

- 1.2.1 Founded in 1840 in a magnificent sheltered harbour setting, the early settlement of Auckland began the process of establishing a port to serve the region. Engineering ingenuity began to modify the southern shore of the harbour, initially with jetties and wharves, and then with dredging and reclamation to improve berthage for deep draft vessels to support commercial development of the town.
- 1.2.2 The Felton Matthew Plan for the Town of Auckland (ref. Figure 10 on page 12) showed the beginnings of what is now a large urban area of reclaimed land to the seaward side of the original shoreline, and the corresponding modification of the harbour area to provide for the needs of the port. The Plan also embodied the first notion of 'public' space on Auckland's waterfront (ref: "Reserved for Public Quay" noted on the 1841 Felton Matthew Plan, near present day Fanshawe Street).
- 1.2.3 The Viaduct Harbour waterway results from intermittent reclamation of the Freeman's Bay area of the Waitemata Harbour from 1873 to 1965, to service the changing needs of the port and its industries. This area of the harbour was generally shallow, and the significant tidal range (approximately 2.4m) encouraged a combination of reclamation, dredging and wharf construction to improve all tide berthage for ships and other craft.

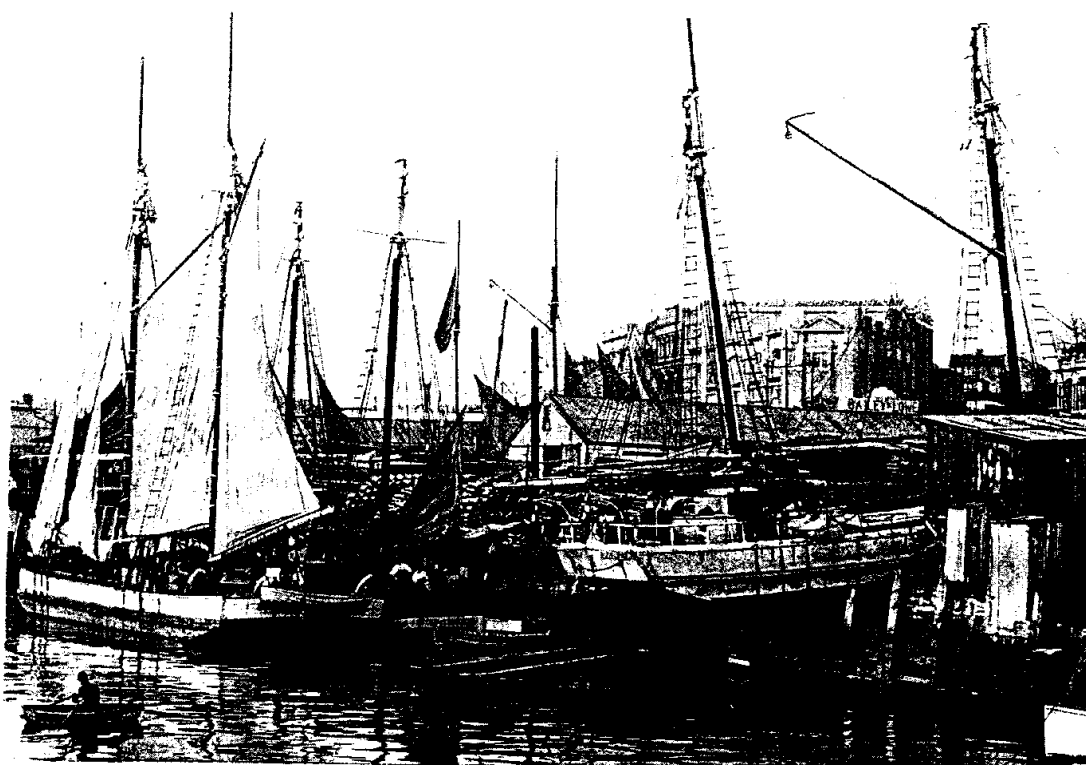


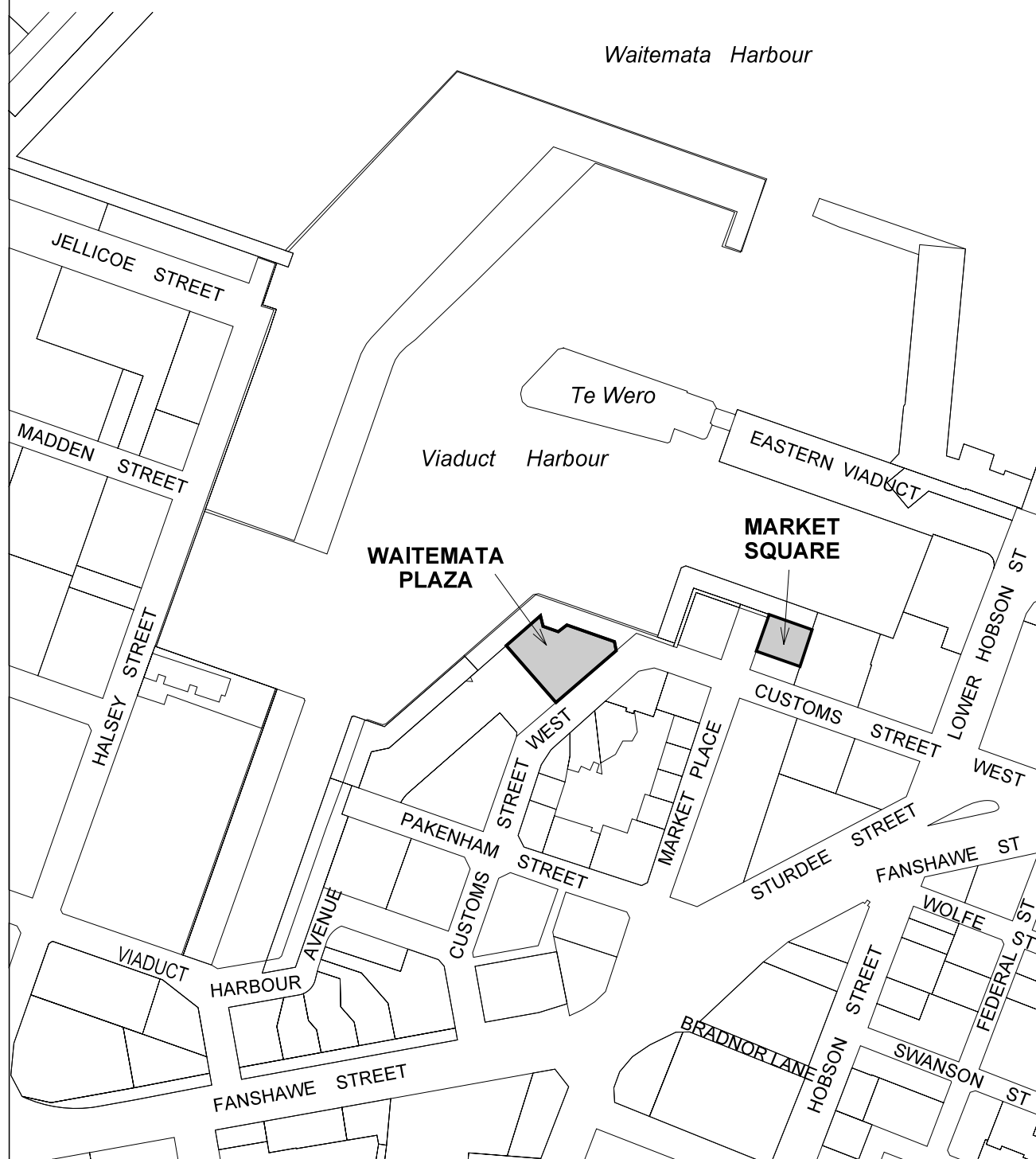
Figure 2: Old Freeman's Bay

- 1.2.4 Throughout its history the Viaduct Harbour Area has witnessed the development and subsequent demise of a wide range of commercial and industrial uses including timber milling, boat building, a dock worker training facility, and port cargo handling.



- 1.2.5 The more recent principal industrial and commercial activities within the Viaduct Harbour Area had been fish processing and the city produce markets. The handling of goods associated with both these ventures provided intense and colourful, but short term activity. Practicalities and economics generated the need to relocate the produce markets south of the city, and closer to their sources of supply, whilst the changing technologies of the fishing industry influenced the on-going requirements for that activity.

Figure 3: Site plan



CONTEXT

- 1.3.1 The Viaduct Harbour comprises a special character precinct bounded by Halsey Street, Fanshawe Street, Sturdee Street, Hobson Street and the Western and Eastern Viaducts on the Auckland waterfront.
- 1.3.2 It is a mixed use maritime environment enhanced by an active fishing fleet and boat servicing industry and is intermittently enlivened by public maritime events such as Dragon Boat racing and the Whitbread Round the World Yacht Race Stopover.
- 1.3.3 The scale and intimacy of local activities, particularly those associated with the comings and goings of boats, have created a particular character to the Viaduct Harbour area that distinguishes it on the Auckland waterfront.
- 1.3.4 The geography of the Viaduct Harbour is a significant factor in this. It is the only enclosed harbour space available to commercial craft (apart from the eastern edge of St Mary's Bay inside Westhaven) in the Waitemata Harbour. Much of the Viaduct Harbour edge had derived from basic engineering requirements with steel sheet and timber piling forming sea walls and wharf edges. A significant portion of the waterway is shallow, almost drying out at low tide, and restricting the use of the Harbour for most vessels.
- 1.3.5 Within this framework, the Viaduct Harbour provided a haven for part of Auckland's fishing fleet and a variety of other craft. Some of the larger vessels such as the Greenpeace ships utilised the outer (northern) edge of the Viaduct from time to time because of the navigational restrictions into and within the Viaduct Harbour.
- 1.3.6 The more generally recognised and accessible character of the Harbour was derived principally from views from vehicles passing across the Viaduct and along Halsey Street, of the fishing industry and other maritime activity; and the intermittent daily attraction and intensity of the city produce markets in and around Market Place. A limited number of pedestrians enjoyed these prospects in traversing the same routes.



Figure 4: View



Figure 5: View



- 1.3.7 The ability of the public to access parts of the edge of the Viaduct Harbour relatively easily made the area something of a refuge; a relief and contrast to the adjacent Central Area core, but of limited popularity because of its derelict state and the absence of commercial infrastructure.
- 1.3.8 The Viaduct Bridge, a steel structure, links the Eastern and Western Viaducts. The raising and lowering of the bridge for the arrival and departure of fishing and other craft was a fascinating part of Viaduct Harbour business, but has been discontinued for some time.



Figure 6: The Viaduct Quay



Figure 7: Fisherman's Wharf

- 1.3.9 Redevelopment of the Auckland Harbour Board Workshops Building (now known as 'The Viaduct Quay') at the eastern end of the Basin was completed in 1994, and Fisherman's Landing was reclaimed and rebuilt at the same time.



Figure 8: The Viaduct Bridge



- 1.3.10 Quay Street, the Queen Street valley, and the Hobson Street ridge to the east and south, are linked into the Viaduct Harbour area to a limited extent by the street pattern of the area. However, the range of commercial, industrial, and recreational activities (such as the Tepid Baths), at the interface between the Viaduct Harbour area and its immediate city context, attract the public despite the limitations of the street layout and the severing effects of high volumes of traffic channelled between these areas.
- 1.3.11 Whilst the cliff face of the original shoreline and the major traffic routes of Hobson, Fanshawe, and Sturdee Streets strongly define the limits of the Viaduct Harbour area to its east and south, the western edge is more integrated with the adjacent light industrial area running through to St Mary's Bay and the Westhaven boat harbour.
- 1.3.12 In 1996 this district housed a variety of uses of importance to the Viaduct Harbour Area context. These included the depot for the Yellow Bus Company (the city's major bus operator), bulk liquid product storage installations, light industry and fish processing, and an increasing number of specialist marine retail and service businesses. The functional aesthetic of these developments compliments the character of the Viaduct Harbour area.
- 1.3.13 Primary oil and chemical products storage operations in the "tank farm" on the northern part of Wynyard Quarter, and the port facilities at Wynyard Wharf, have been developed since the 1940's. Their presence has led to planning constraints that acknowledge the dangers associated with these installations.
- 1.3.14 The western edge of Wynyard Quarter bordering St Mary's Bay and the Westhaven Marina, witnesses continuing change in the type and scale of ship and boat building activities and services.



OBJECTIVES OF THE URBAN DESIGN GUIDELINES

1.4.1 The overall objective of these urban design guidelines is to achieve a pedestrian scaled and oriented area of city with an urban form based upon a unique, memorable, robust, and flexible network of public spaces. Squares, waterfront promenades, streets, and lanes should all be spatially well defined along their edges by functionally flexible buildings. The area should accommodate special attractions together with the ‘hustle and bustle’ of every day life and water activities. All buildings and public spaces should be intricately woven into an attractive, vibrant, and architecturally varied whole which visually, spatially, and functionally connects the Central Area core with the Viaduct Harbour and the Waitemata Harbour.

1.4.2 Urban Design Guidelines:

Development should:

- (i) give rise to an urban form characteristic of perimeter block development,¹ in contrast to that of podium and tower development.²
- (ii) produce an urban ‘morphology’ based upon a tight fit between the geometrical shape of the perimeter boundary of the land being developed and the geometrical shape of the footprint³ of the typical floor plan of any building constructed upon it.
- (iii) generate a humanly scaled urban precinct by further subdividing the city blocks⁴ illustrated in the plans shown in Parts A and B of the Proposed Plan Change: Plan Modification No 61. The further subdivision of this land should be achieved by the provision of new streets, lanes, alleyways, arcades, and through-site links, which the public are able to use. These subdivisional elements should be designed to have an ‘exterior’ quality and be functionally, spatially, and visually continuous with adjacent public spaces (public places plus public streets) throughout the Viaduct Harbour area.
- (iv) demonstrate particularly sensitive and careful design, especially where development forms an integral part of the public realm of the Viaduct Harbour area.
- (v) produce varied architectural character within any one site and/or ‘city block’, and between individual sites and ‘city blocks’. The overall effect should be of a collection of many small to medium scale buildings, co-existing harmoniously in a manner which conveys the impression of a multiplicity of human activities, land uses, ownerships, and architects having been involved in their design.
- (vi) result in a general scale and character of city not unlike that of the Lorne and High Street area of Auckland Central, and similar precincts in cities elsewhere in the world, taking account of the waterfront nature of the area.

-
- 1. *perimeter block development*: a pattern of development where buildings are located around the perimeter (outer edge) of a city block or site. Public space tends to be well defined and contained by a continuous alignment of buildings on all of its edges. Streets are typically quite narrow in relation to the height of buildings fronting on to them.
 - 2. *podium and tower development*: a pattern of development where the entire city block or site may be covered by a two or three storey high building, the ‘podium’, which acts as a platform upon which sits a tower. Public space tends to be poorly defined and contained because buildings have gaps between. Streets are typically wide in relation to the height of the podium part of buildings fronting on to them
 - 3. *footprint*: the outline of the typical floor plan of a building.
 - 4. *city block*: the smallest parcel of land which is bounded by public streets, lanes, or alleys, and is not further subdivided by any one of these elements.



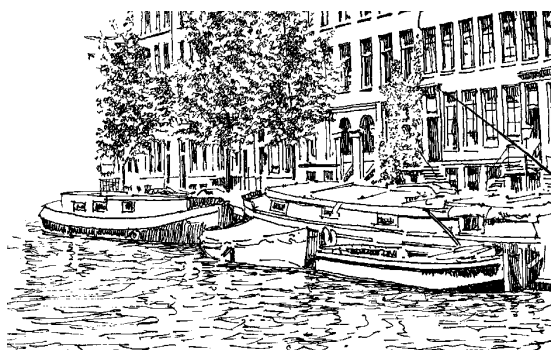


Figure 9: General scale and character of the Lorne and High Street area of Auckland Central, and similar precincts in cities elsewhere in the world, considered appropriate to the waterfront character of the Viaduct Harbour area.



PUBLIC SPACE

PUBLIC SPACE NETWORK

- 2.1.1 There are four main types of space in a city: - public, semi-public, semi-private, and private. This document is concerned primarily with public and semi-public urban space only.
- 2.1.2 Council is responsible for the design of public space and the interface of the public realm with private development, and private land owners are responsible for the private space requirements of developments on their respective properties.
- 2.1.3 Public and private space are inextricably interrelated, and any proposal to do with the design of either public or private space will almost inevitably impact on the other. These urban design guidelines are therefore intended to indicate the layout and character of the public space network such as squares, waterfront promenades, streets, lanes, and arcades desired in the Viaduct Harbour area. They also seek to direct private development to embellish this public space network in a way that will ensure that the full urban design and architectural character potential of this extremely valuable part of Auckland's waterfront is achieved.
- 2.1.4 The desired public space network (Figure 13) has its origins in the 1841 Felton Mathew Plan of Auckland. Although not much of the Plan was implemented, the notion of a rectilinear grid laid over the Queen Street valley and the Albert Street ridge was maintained. As incremental harbour reclamations took place, this notional grid was progressively extended to the north and west to be interrupted only by the Viaduct Harbour itself, and distorted only by Fanshawe Street tracing the original coastline.

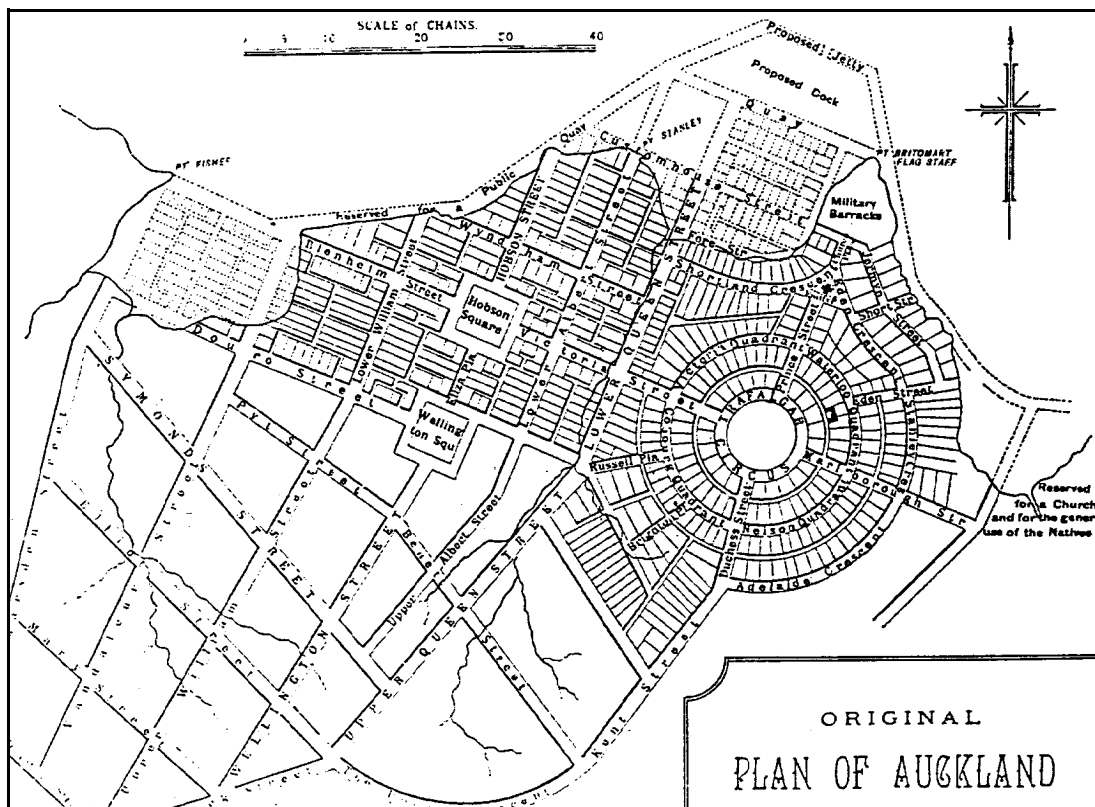


Figure 10: The 1841 Felton Mathew Plan for Auckland

