

2.1.5 Despite its planned origins, the existing public space network in the Viaduct Harbour area has the following urban design faults:

- (i) because the precinct contains relatively few streets in relation to its sizeable area, the 'city blocks' of land between these streets are very large.
- (ii) these large 'city blocks', with few squares, streets, and lanes between, obstruct free and easy movement through and within the area, creating a precinct which is relatively inaccessible and impermeable.
- (iii) the relatively few public streets and lanes between the blocks fail to adequately connect the surrounding areas of the city with the waterfront.

2.1.6 The desired public space network in the Viaduct Harbour area has been designed to achieve the following objectives:

- (i) to utilise the traditional, well proven, and successful urban design techniques of having the pattern of streets and squares determine the scale and shape of the development of the 'city blocks' between.
- (ii) to conserve, extend, intensify, and enhance the existing grid pattern of the public space layout which has its origins in the Felton Mathew Plan.
- (iii) to re-establish the public waterfront promenade, or 'Public Quay', first suggested in the Felton Mathew Plan.
- (iv) to increase the number of streets and lanes to better connect the precinct into the public space network of the surrounding city.
- (v) to increase the number of streets and lanes to better connect the surrounding city with the waterfront.
- (vi) to increase the physical and visual accessibility and permeability of the precinct by decreasing the scale of the city blocks and increasing the number of squares, streets, and lanes between.
- (vii) to coordinate the provision of additional streets and lanes to collectively achieve a public space network which is coherent and legible.
- (viii) to conserve, enhance, and create new view shafts through and within the area.
- (ix) to provide more street frontages and corner sites for commercial exposure, thereby increasing the land value of commercial sites.

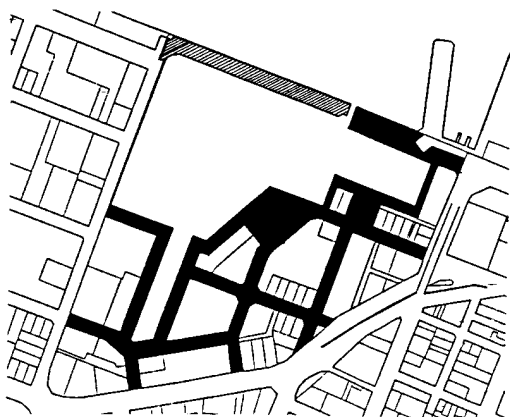


Figure 11: Existing public space network

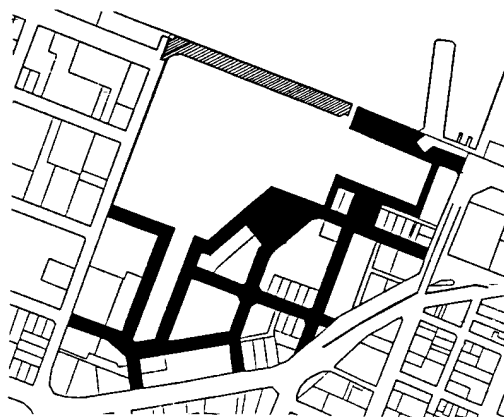


Figure 12: Desired public space network



2.1.7 The 'public space network' should extend, enhance, and intensify the influential grid of the Felton Mathew Plan across the Viaduct Harbour area, and at the same time accommodate the public squares, waterfront promenades, streets, and lanes deemed necessary to achieve the objectives (i) - (ix) outlined on page 13.



Figure 13: Desired public space network

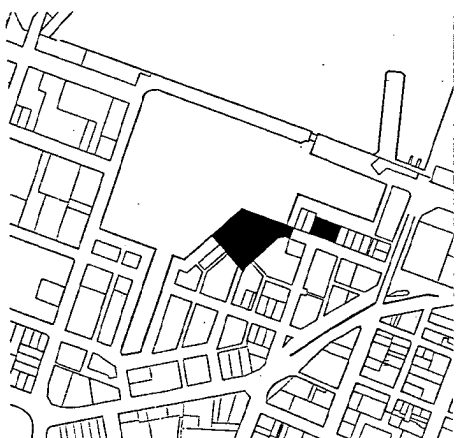


Figure 14: Squares

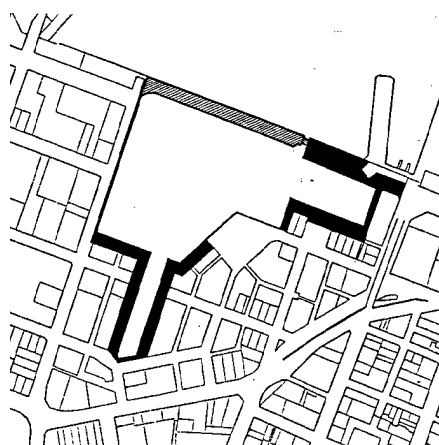


Figure 15: Waterfront promenades

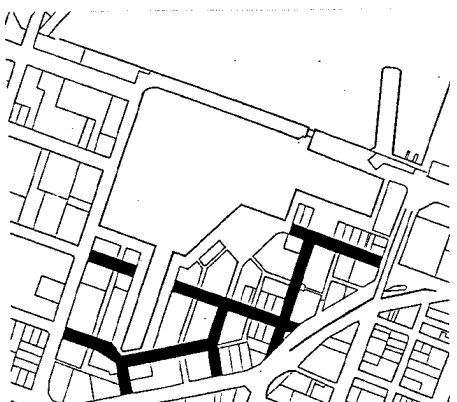


Figure 16: Streets



Figure 17: Lanes

Figures 13 - 17 inclusive: Components of the 'Desired public space network'



PERMEABILITY

- 2.2.1 Permeability refers to the physical, visual, or psychological process of entering and traversing an area; of being aware of that ability; and of feeling comfortable about doing so in prospect and actuality.
- 2.2.2 The physical permeability of an area of city is determined by the number and pattern of its public streets, lanes, alleys, arcades, squares, piazzas, parks, etc., which affect the ease with which people can access the area and move through and within it. A permeable city maximises the movement choices available to the public.
- 2.2.3 The visual permeability of an area is determined by such things as the number of visual corridors, views of natural features, landmark buildings, etc., which affect the degree of comfort with which people may enter or feel invited into an area, and the ease with which people can utilise visual cues to orient and locate themselves within the greater city context.
- 2.2.4 The psychological permeability of an area is a reflection of the degree to which people feel safe and inclined to use an area of the city, and the degree to which they find themselves able to carry in their heads a clear image of the layout of an area so that they can move around without getting lost or feeling alienated by their environment.
- 2.2.5 The scale and clarity of the pattern of the various elements of the public circulation realm, together with the presence of clear markers and urban gestures, will directly affect the physical, visual, and psychological permeability and accessibility of that part of the city.
- 2.2.6 It should be noted that ‘city blocks’ do not necessarily represent actual development sites to be covered by one development or building of the same architecture, use, type, or character. A ‘block’ is a unit of the city bounded by streets which incorporates many development sites. If developments are either individually or collectively to achieve the scale of urban form considered necessary to achieve the full potential of the Viaduct Harbour, and to contrast with that of the majority of the Central Area core, it is envisaged that ‘blocks’ should be further sub-divided when specific development projects are being designed.
- 2.2.7 Urban Design Guidelines:
- Development should:
- (i) improve the existing low levels of physical, visual, and psychological permeability and accessibility:
 - between the city and the Viaduct Harbour area
 - between the city and the waterfront
 - within the Viaduct Harbour area
 - between the Viaduct Harbour area and the waterfront
 - (ii) transform the Viaduct Harbour area into a city precinct characterised by high levels of physical, visual, and psychological permeability by increasing the number of streets, lanes, alleys, and/or arcades breaking down the scale of the existing large city blocks.



URBAN FORM

- 2.3.1 The urban form, or three dimensional shape of a city or city sector, is the result of two factors: the shape of the natural landform, plus the shape of the built environment which is constructed upon it. In this context, the built environment should be understood as comprising two components: the buildings themselves and the spaces between them, which are of equal design importance.
- 2.3.2 The combined effect of the number, pattern, and scale of streets and squares, and the interval of buildings along the street edge, in an area of city, together with its three-dimensional development, is often referred to as its grain, or texture. For example, an area of city which has a small number of very large 'city blocks' (formed by few streets) might be described as having a 'course grain', whereas the same area which has a large number of small 'city blocks' (formed by many streets) might be described as having a 'fine grain'. Fine grain is preferred because it increases city permeability.

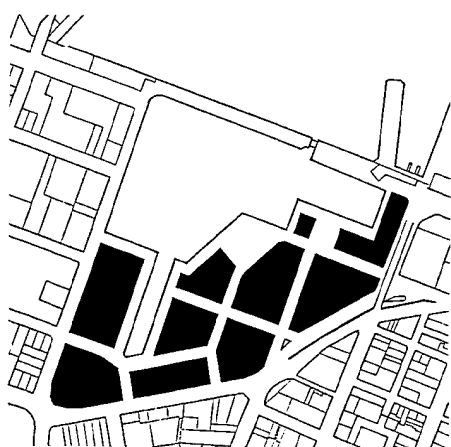


Figure 18: Existing course grain urban form



Figure 19: Desired fine grain urban form

- 2.3.3 Auckland has experienced two generic types of urban form; its growth during Victorian times produced *perimeter block development*¹, typical of the traditional city, and since then it has produced *podium and tower development*², typical of the modern city.
- 2.3.4 *Perimeter block development* is characterised by streets which are often quite narrow in relation to typically four to eight storey high buildings fronting on to them. The sides of buildings generally abut one another, so that their interiors receive daylight only through the fronts and backs of buildings. Buildings generally align themselves along the streets on each side of the 'block' to their full height, and because development occurs around the edges of the block, any land which is not built on is generally located within the centre of the 'block', out of view from the public realm. This space left over is thus semi-private and usually takes the form of a courtyard, light well, and/or service area.

1. *perimeter block development*: refer to footnote 1, page 12.

2. *podium and tower development*: refer to footnote 2, page 12



- 2.3.5 *Podium and tower development* is characterised by streets which are often relatively wide in relation to the typically two to three storey high podium fronting on to them. While the podiums may abut one another, the interiors of the towers on top of them rely upon space on all their four sides to receive daylight and provide views. Furthermore, towers often create gaps between them, by stepping back and forth in relation to one another and the street edge, to achieve their architectural autonomy and corporate identity. Because most of the development is typically in the centre of the site, any part of the podium not built on is generally located around the edges of the 'block', fully visible from the public realm. Space left over is thus semi-public and merges almost indistinguishably with adjoining public space.
- 2.3.6 Because podium and tower development is characterised by public space largely defined by podiums, which are low in relation to the width of the street between, and because the separate towers act more as *space occupiers* than they do *space definers*, this form of urban development rarely produces public spaces as attractive as those which result from perimeter block development.
- 2.3.7 Because of the Viaduct Harbour's waterfront setting and its character potential, the urban form produced by the generally low to medium rise perimeter block development is considered highly appropriate, and preferable to that brought about by the typically medium to high rise podium and tower development.

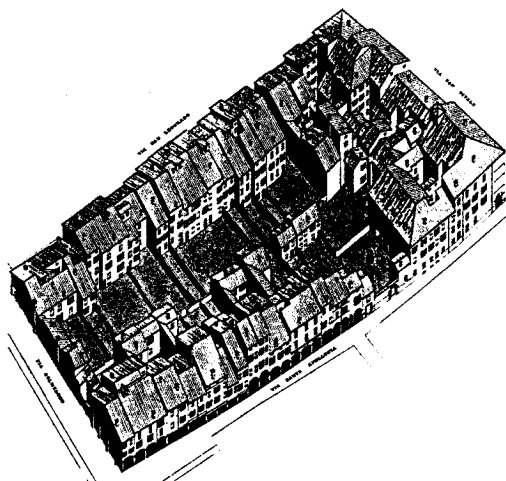


Figure 20: 'Perimeter block' urban form

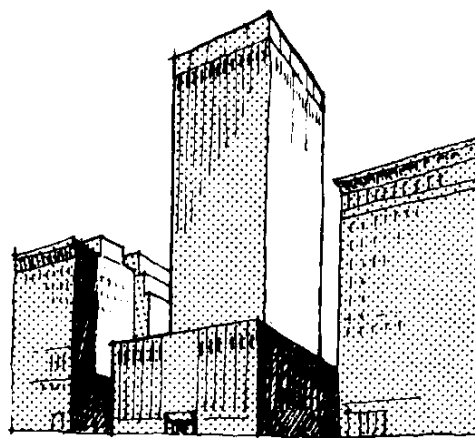


Figure 21: 'Podium and tower' urban form

2.3.8 Urban Design Guidelines:

Development should:

- (i) establish a 'perimeter block' form of urban development.
- (ii) achieve a 'fine grain' urban form. This would produce many more public pathways through the area which would make the waterfront much more readily accessible from the surrounding city.
- (iii) achieve a gradual increase and variation in building height, starting with the lowest buildings at the water's edge and leading up to meet and gently merge with that of the surrounding Central Area core to the south and east.



MORPHOLOGY

2.4.1 The urban form of any given piece of a city is largely determined by the relationships between the variously shaped parcels or blocks of land and the various floor plans and forms of buildings constructed upon them. Sometimes a building exhibits a tight fit with the plan of the piece of land on which it is built, and sometimes the building doesn't cover all of its site so that there is land left over around the edges of the ground floor plan of the building. This relationship between building and site shape constitutes the morphology¹ of the city, and occurs at all scales of built form, from individual buildings on a single site, through collections of buildings on all of the sites comprising a city 'block', and at the scale of the entire city.

2.4.2 Urban Design Guidelines:

Development should:

- (i) **produce an urban form which is characterised by public squares, waterfront promenades, streets, and lanes (cumulatively the public spaces between and adjoining buildings) being spatially well defined and contained by the developments which are built adjacent to them.**
- (ii) **ensure that all built form contributes positively to defining the form and character of the adjacent public space around it (squares, waterfront promenades, streets, lanes, etc.).**
- (iii) **achieve a close fit between all site boundaries and building edges facing on to public space.**
- (iv) **build up to the front boundary lines for the entire length of their sites and align themselves with boundaries between their sites and the adjoining public spaces.**
- (v) **ensure that individual building facades, as definers of adjacent public space, achieve physical and architectural aesthetic continuity with those immediately alongside.**
- (vi) **locate any area of land which is surplus to the area of the site or 'city block' required for the construction of a building to the rear or centre of a site or 'city block'. Any space which is not used as a public through-site or 'city block' linkage² and is left over as the result of any geometrical misfit between the shape of the land parcel and the building/buildings occupying it, should be located within the development site in a manner which conceals it from view from anywhere in or above any adjoining public realm, either at ground level or anywhere between ground level and the height of the highest part of the building on the site.**
- (vii) **locate any undeveloped land on a site or within a 'city block' in such a way that it does not detract from the clear and full building height definition of any adjoining public place or street/linkage edge, and be located and designed in a manner which contributes positively to the characterful definition of all components of the public spatial realm which these guidelines are intended to achieve.**

1. *morphology*: the structure of the city as determined by the relationship between the plan shape of buildings and that of their sites. Morphology also refers to the three dimensional form of a city and how it changes over time.

2. *linkage*: a connecting pathway which may or may not provide vehicular access, and may or may not be public property.



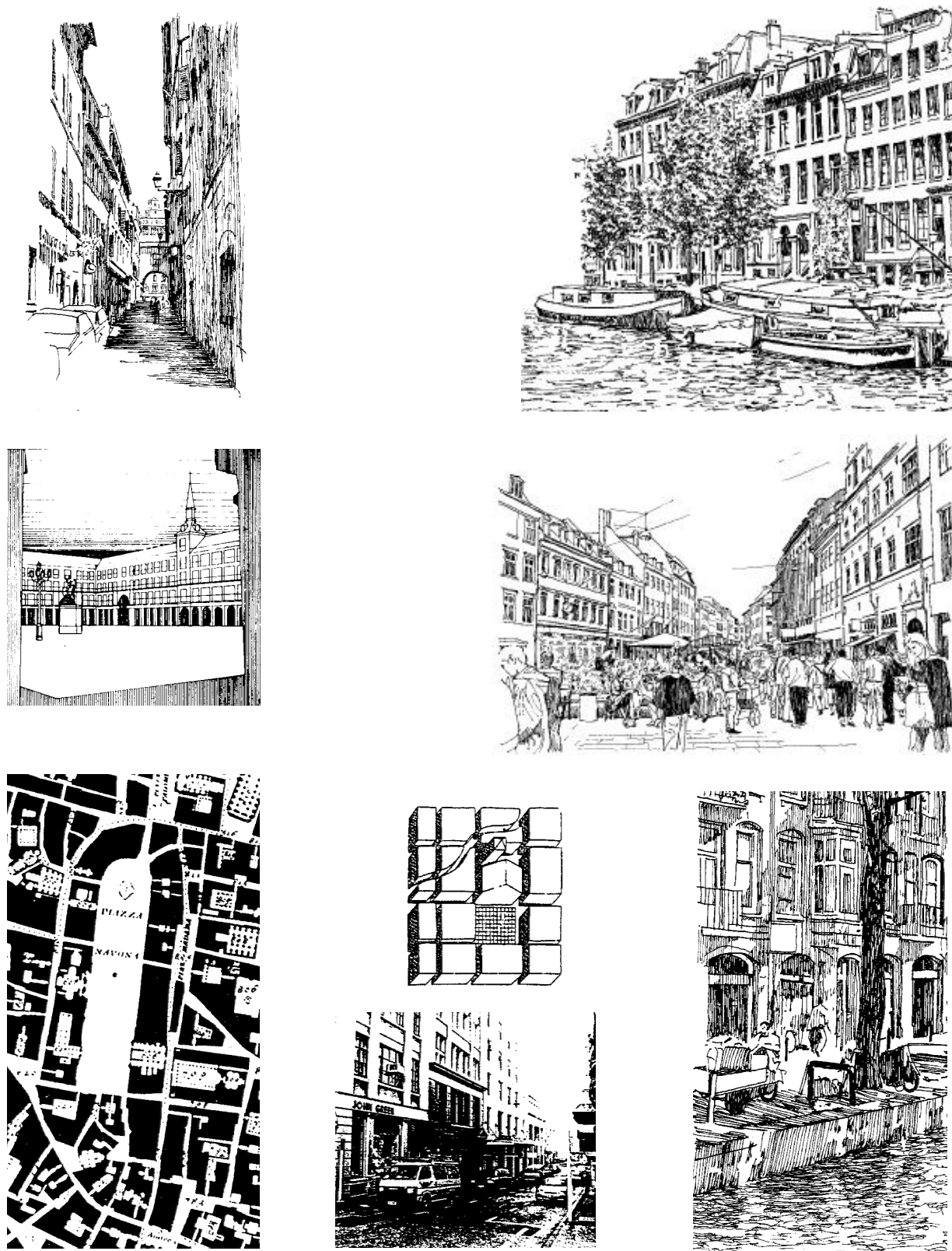


Figure 22: Illustrations of well defined edges to squares, waterfront promenades, streets, lanes, and 'city blocks'.



SQUARES

- 2.5.1 There are two main public squares proposed in the Viaduct Harbour area. The larger of the two has been named Waitemata Plaza, and the smaller, Market Square.

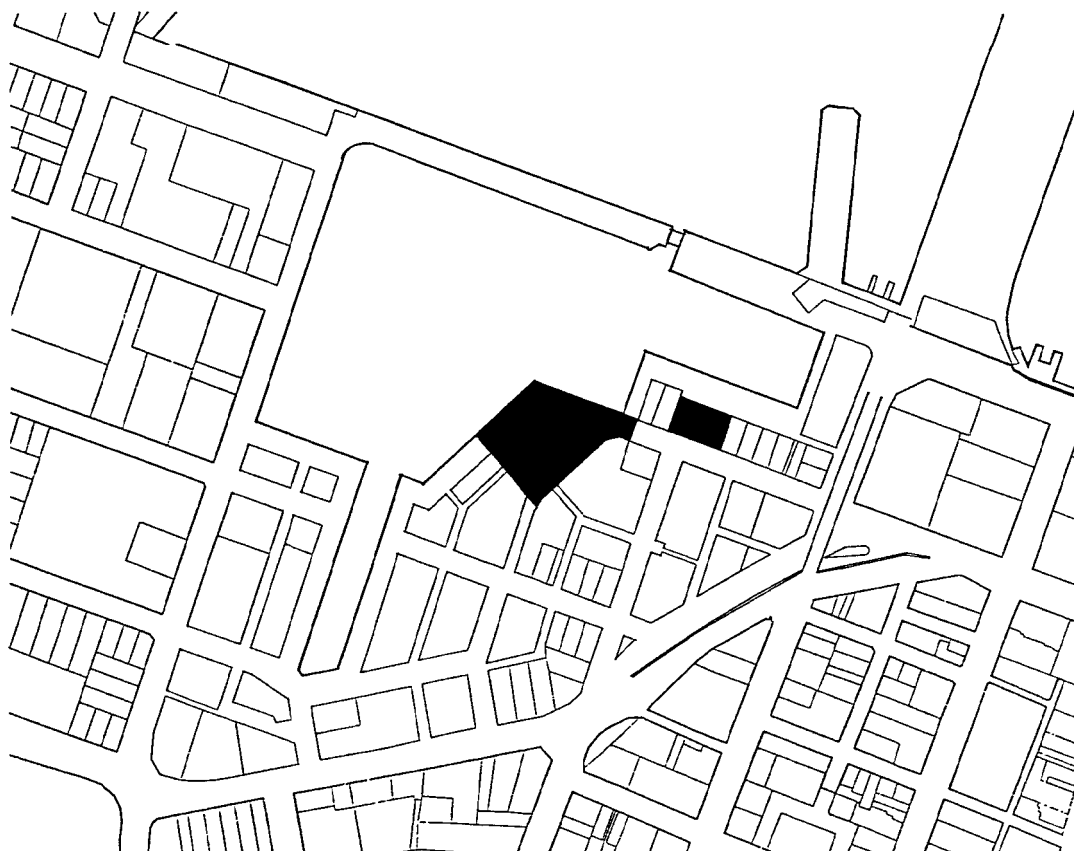


Figure 23: Plan of the layout of squares

2.5.2 Waitemata Plaza:

- 2.5.3 Waitemata Plaza is intended to be the pre-eminent public place in the entire Viaduct Harbour area. It is one of the most attractive positions on the edge of the Harbour; sunny, and protected from the prevailing south-westerly winds. It is an attractive vantage point from which to view the full extent of the Harbour itself, as well as a portion of the Waitemata harbour to the north. It will also terminate the visual and spatial axis of Customs Street West and relate to a major building axis of the National Maritime Museum, thereby providing a node of public recreational activity to draw people into the area, as well as cementing a much needed connection between the Viaduct Harbour area and downtown Auckland generally.

- 2.5.4 Because of its large size, prominent location, importance in the hierarchy of public space, and because only two of its edges will be defined by buildings, "Special Character Viaduct Harbour Frontage" controls have been established to ensure that developments around the edges of Waitemata Plaza contribute to realising its full character potential.

- 2.5.5 Because of the lengths of the two built edges to the Plaza, it is essential that new developments are of a scale and character appropriate to the use of the Plaza by the public for urban and waterside recreational purposes.

2.5.6 Urban Design Guidelines:



Development around the built edges of Waitemata Plaza should:

- (i) maximise pedestrian accessibility into the Plaza by, in addition to the desired streets and lanes, providing linkages which enhance the pedestrian permeability of city blocks and individual sites generally, and in particular those blocks/sites which directly adjoin the Plaza.
- (ii) not dominate the Plaza, and not 'privatise' it by giving the impression that the Plaza is little more than a forecourt to the private development abutting it. The public should feel comfortable using any part of the Plaza without having to be paying customers of the development backdrop or of adjacent retail facilities, and should not be made to feel as if they are intruding on someone else's domain.
- (iii) provide an architecturally varied edge to the Plaza, composed of a high quality, elegant, and suitably durable facade made up of well proportioned and detailed elements, and avoiding the repetition of similar forms, architectural materials, and details along the lengths of the two sides of the Plaza,
- (iv) exhibit a predominantly vertical emphasis in the design composition and detailing of all elevations facing on to the Plaza.
- (v) provide a wide range of building elevations containing a variety of materials, doors, windows, verandahs, awnings, and shopfronts to link the public realm of the Plaza and the semi-private/semi-public realm of the interior world of the development, particularly at ground level.
- (vi) provide the potential for all built edges to the Plaza, to take on the character of a "grandstand", covered with people. Exterior walls adjoining the Plaza should have windows, doors, and balconies opening the interior of floors to the outdoors so that the walls of the buildings could become alive with people watching events in the Plaza, in the Viaduct Harbour, or out on the Waitemata Harbour.
- (vii) seek to provide a colonnade around the built edge of the Plaza, in a manner which makes possible a contiguous connection with existing or future sheltered pathways along the built edges of adjoining city blocks/sites.

2.5.7 The remaining two edges of Waitemata Plaza are bounded by the water of the Viaduct Harbour itself. This edge plays the dual role of linking the square to the Viaduct Harbour, as well as forming a component of the continuous pathway around the edge of the Viaduct Harbour from Quay Street to Wynyard Quarter.

2.5.8 Urban Design Guidelines:

Development of the water's edge of Waitemata Plaza should:

- (i) be designed and developed in a way which confirms the Plaza as an element continuing the pathway around the perimeter of the Viaduct Harbour. These two superimposed components of the water's edge should co-exist harmoniously, but in a way which allows, to a small degree, the Plaza to predominate.
- (ii) offer a wide variety of possible experiences of the land/water interface and provide opportunities to experience the edge at close quarters.
- (iii) be built of a limited palette of permanent urban materials providing a range of edge types, from hard-surfaced, fixed, stable, land-like edges such as steps, terraces, etc., to less stable, maritime edges such as floating platforms, jetties, etc.
- (iv) be able to accommodate from time to time a wide variety of uses of the water's edge, such as fishing, boat mooring, loading and unloading of people and goods, etc.



- (v) ensure that edge design and detailing is simple, robust, and flexible in its potential use, rather than be complex, requiring a high level of maintenance, and tailored to particular uses in particular place.

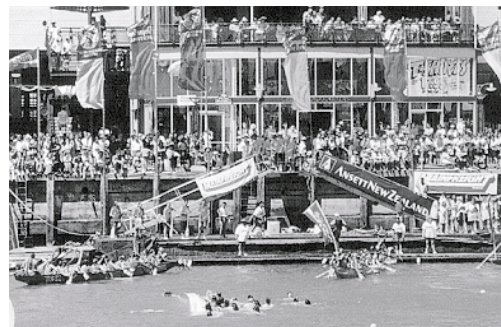
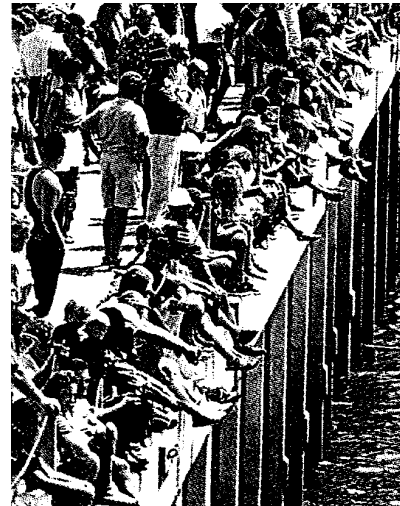


Figure 24: Illustrations of the character of public space considered appropriate to Waitemata Plaza



2.5.9 Market Square:

- 2.5.10 Market Square has been located to provide a focal point of public activity, to draw people into the area, and to terminate the visual and spatial axis down Nelson Street and Market Place to the harbour. Its location ensures that the historical glimpse of the harbour from Nelson Street will be retained. Market Square provides a welcome spatial interlude, or "breathing space", along the relatively linear and spatially channelled pathway running along the western edge of the old Harbour Board Workshop building and along the northern edge of the buildings to the north of Customs Street West. Within this context, and within the overall spatial composition and sequencing of the pedestrian pathway around the entire edge of the Harbour itself, Market Square will act as a kind of anteroom to the major public outdoor room of Waitemata Plaza.
- 2.5.11 Although not as large as Waitemata Plaza, the limits of Market Square are no less important. In this connection, the bounds of this outdoor room should be regarded as being defined by the Harbour to the north, the eastern elevation of the building development to the west, the western-most elevation of development in the adjoining site to the east, and the northern-most elevations and corners of developments in sites to the south across Customs Street West. In other words, the public place should be regarded in a spatial sense, acknowledging that its limits are formed by vertical surfaces of building edges, and not by some spatially immaterial line on the ground marking the boundary between a public place (Market Square) and public streets (Customs Street West and the northern-most segment of Market Place).
- 2.5.12 Because of this principle it is highly desirable that Market Square be designed and developed in a way which recognises the full potential of its actual spatial limits rather than its strictly legal plan dimensions. It is appreciated that continuity of vehicular access between Customs Street West and Market Place will be necessary, but it is important that this be accommodated in a manner which respects the spatial condition, integrity, and pedestrian-oriented character of Market Square.
- 2.5.13 In particular, it is highly desirable that the length of Market Place to the north of Customs Street West be designed and developed so that it becomes visually and functionally incorporated into the adjoining waterfront promenades to the east and west. It should still be possible, occasionally, for vehicles to move slowly across the Square to its northern edge, but the provision for this possibility should not be overtly expressed in the design, layout, clarity of vehicular route, or selection of materials for use on the ground surface of the square.

2.5.16 Urban Design Guidelines:

Development around the built edges of Market Square should:

- (i) maximise pedestrian accessibility into the Square by providing linkages which enhance the pedestrian permeability of development sites generally, and in particular those sites which directly adjoin the Square.
- (ii) not dominate the Square, and not "privatise" it by giving the impression that the Square is little more than a forecourt to the private development abutting it. The public should feel comfortable using the Square without having to be paying customers of the development backdrop, and should not be made to feel as if they are intruding on someone else's domain.
- (iii) provide an architecturally varied edge to the square, by avoiding the repetition of similar forms, architectural materials, and details around the three sides of the Square.
- (iv) exhibit a predominantly vertical emphasis in the design composition and detailing of all elevations to the Square.
- (v) provide a wide range of building elevations containing a variety of materials, doors, windows, verandahs, awnings, and shopfronts to link the public realm of the Square and the semi-private/semi-public realm of the interior world of the development, particularly at ground level.



- (vi) have the potential to take on the character of a "grandstand" covered with people. Exterior walls adjoining the Square should have windows, doors, or balconies opening the interior of floors to the outdoors so that the walls of the buildings could become alive with people watching events in the Square, in the Viaduct Harbour, or out on the Waitemata Harbour.
- (vii) provide a sheltered pedestrian pathway around at least the eastern and southern built edges of the Square, in a manner which makes possible the contiguous connection with existing or future sheltered pathways along the built edges of adjoining city blocks/sites.

2.5.17 The remaining edge of Market Square is bounded by the water of the Viaduct Harbour itself. This edge plays the dual role of linking the square to the Viaduct Harbour, as well as forming a component of the continuous pathway around the edge of the Viaduct Harbour from Quay Street to Waitemata Plaza.

2.5.18 Urban Design Guidelines:

Development of the water's edge of Market Square should:

- (i) be designed and developed in a way which confirms the Square as an element continuing the pathway around the perimeter of the Viaduct Harbour. These two superimposed components of the water's edge should co-exist harmoniously, but in a way which allows, to a small degree, the Square to predominate.
- (ii) offer a wide variety of possible experiences of the land/water interface and provide opportunities to experience the edge at close quarters.
- (iii) be built of a limited palette of permanent urban materials providing a range of edge types, from hard-surfaced, fixed, stable, land-like edges such as steps, terraces, etc., to less stable, maritime edges such as floating platforms, jetties, etc.
- (iv) be able to accommodate from time to time a wide variety of uses of the water's edge, such as fishing, boat mooring, loading and unloading of people and goods, etc.
- (v) ensure that edge design and detailing is simple, robust, and flexible in its potential use, rather than be complex, requiring a high level of maintenance, and tailored to particular uses in particular places.



Figure 25: Illustration of the character of public space considered appropriate to Market Square



WATERFRONT PROMENADES

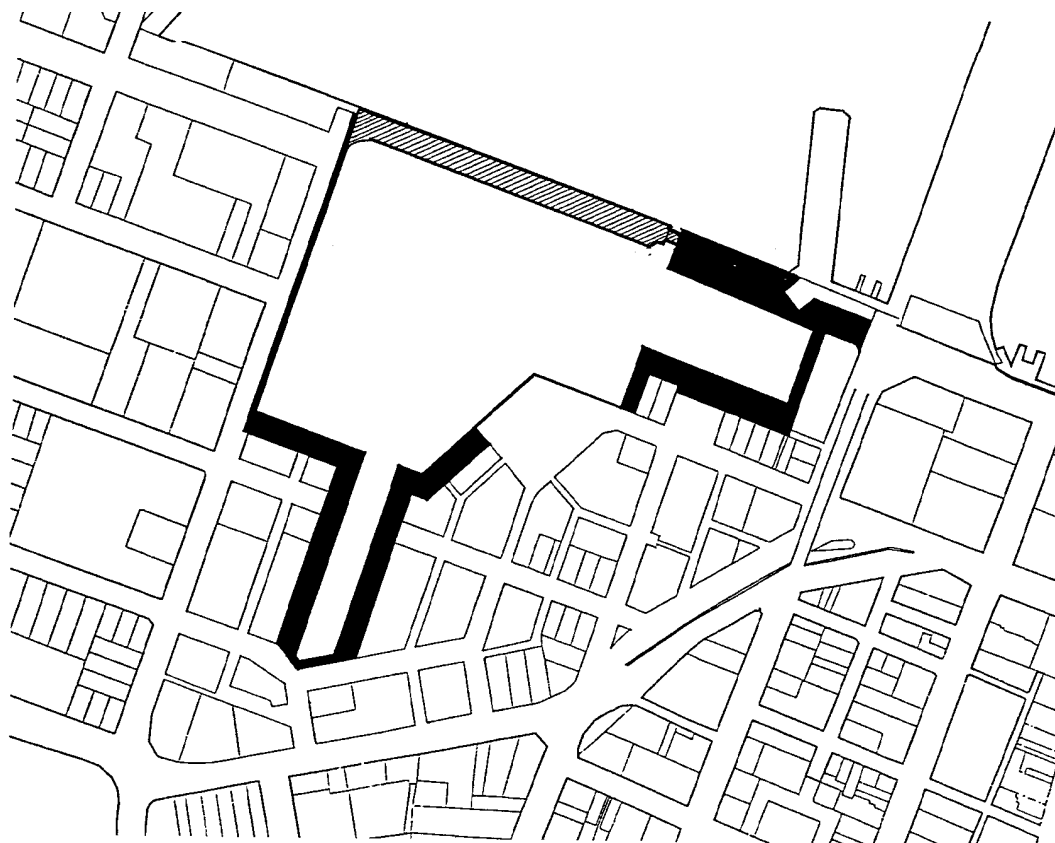


Figure 26: Plan of waterfront promenade layout

- 2.6.1 Promenading is a traditional and cross-cultural recreational activity, enjoyed by people of all ages.
- 2.6.2 Promenades are typically characterised by their linear, directional, and often quite axial qualities which encourage people to stroll up and down and back and forth along the length of the water's edge. With promenades of this nature connected end to end around the entire perimeter of the Viaduct Harbour, and incorporating Waitemata and Market Square, the downtown Auckland waterfront will gain a magnificent recreational resource.
- 2.6.3 Some of the most popular promenades in the world are those associated with water, where, particularly at dusk, the reflections on the water of the sun going down below the horizon can be particularly dramatic.
- 2.6.4 Whilst all of the waterfront promenades will have water on one of their edges, the other edge will invariably be formed by buildings. If a promenade is to be high in quality, then the buildings along its length also need to have high quality architectural character. They also need to house activities compatible with promenading. A typical such activity is eating and drinking at an outdoor restaurant or cafe where people can sit and watch those promenading.



2.6.5 The overriding urban design objective with respect to waterfront promenades in the Viaduct Harbour area is to provide a varied series of waterfront promenades which, when combined and integrated with Waitemata Plaza and Market Square, will collectively form a continuous and unobstructed public pathway around the entire perimeter water's edge of the Viaduct Harbour at all times.

2.6.6 Urban Design Guidelines:

Development should:

- (i) provide building facades with proportions of a predominantly vertical emphasis and with sufficient detail to satisfy and hold the interest of the wandering gaze of the human eye at walking pace.
- (ii) provide a variety of predominantly simple promenade spaces where the linearity of the pathway is further defined and reinforced by:
 - the paving pattern on the ground surfaces.
 - rows of lights/lamp standards.
 - rows of seats.
 - special views, buildings, features, etc., as focal points at the ends of sections and/or at key destination points along the length of the promenade.
- (iii) provide steps down to the level of the water at regular intervals around the edge of the waterfront promenade so that the public are able to stop and enjoy a rest looking out over the harbour or back at the city.



Figure 27: Illustration of appropriate waterfront promenade character



STREETS

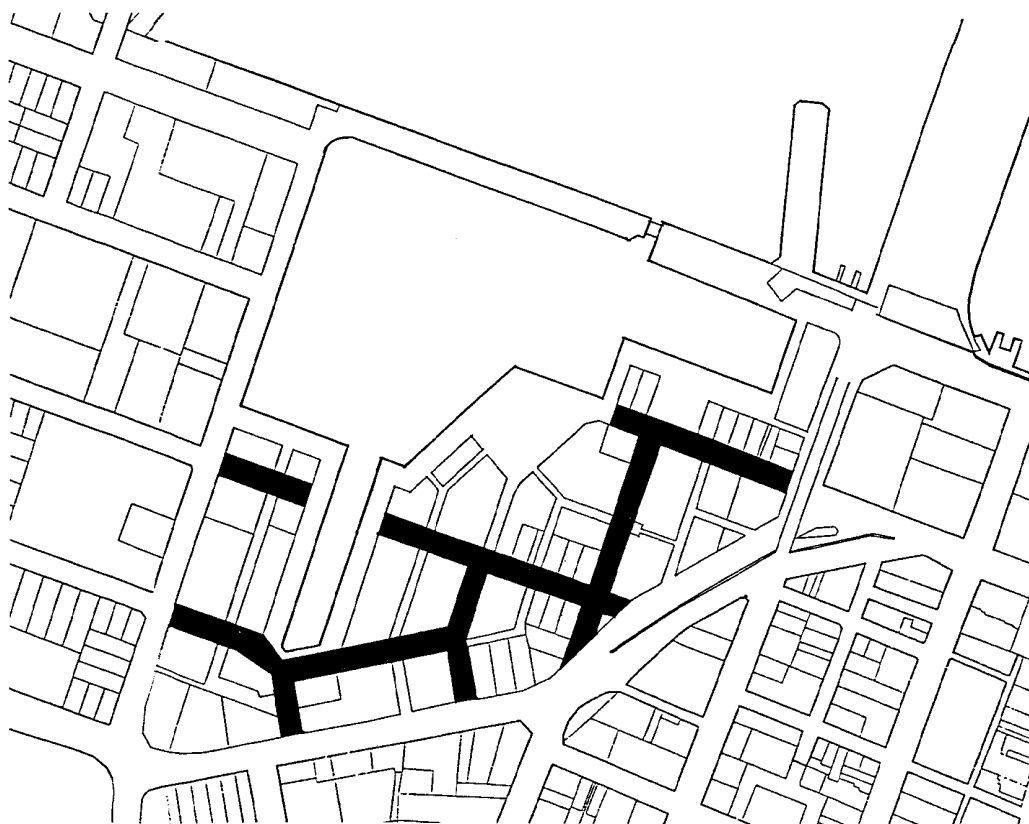


Figure 28: Plan of street layout

- 2.7.1 Streets are the most ubiquitous and most important spaces in cities. They are the ‘corridors’ of cities, the ‘arteries’ of cities, and should be pulsing with life. Buildings form the walls of these spaces and must be carefully placed to give the rooms a good shape. The lower floors of buildings are the parts that are most important because that is where pedestrians are, that is where the shops are, and that is where the sense of the room is felt. Random open spaces and setbacks done at the volition of individual developers or architects may not cumulatively produce a good overall result for the city. Thus these guidelines are intended to direct the layout and shape of streets by defining the public space network and enhancing pedestrian activity.
- 2.7.2 The plan form of a street will be significantly influenced by the individual form, facade, and detailing of buildings and the collective impact of all the buildings and landscape in the street and those connected to it.
- 2.7.3 The street life of the Viaduct Harbour area should present clear evidence of the uses that are developed and provide the public with a sense of place on the waterfront.
- 2.7.4 Successful development will combine public security with intrigue, entertainment, and commercial interest.
- 2.7.5 These guidelines aim to ensure that development in the Viaduct Harbour area fully acknowledges the critical importance of streets which are defined as fully public access ways for pedestrians and vehicles at all times.



2.7.6 Urban Design Guidelines:

Development should:

- (i) adhere to the desired dimensional characteristics of streets and their interrelationship, as key factors in the design of all landscape and building fabric as outlined in this document.
- (ii) ensure that streets are spatially well contained and well defined by buildings along their edges.
- (iii) avoid space 'left over' being visible from the public realm, by ensuring that designs exhibit a close relationship between the geometry of the footprint of a building and the geometry of its site,
- (iv) ensure that, where new streets pass close to or overlap with pedestrian promenades around the water's edge, their character should be one of a predominantly pedestrian environment, across which vehicles may pass in an obvious path.
- (v) provide service access points and entrances to underground car parks which have been particularly carefully designed to avoid destroying long lengths of what should predominantly be vibrant and pedestrian-comfortable commercial/retail street edges.
- (vi) consider locating vehicular ingress and egress ramps within the centres of development sites (or possibly adjoining ones with passages under streets) or behind street edge developments, and not along the edges of streets. Such points of access should also be separated rather than aggregated as far as is possible.
- (vii) in the case of new streets, design the proportions of their cross-sections (the ratios of height to width of the spaces) to ensure comfortable degrees of spatial containment, intensity, and enclosure, and acceptable levels of light.
- (viii) utilise high quality ground surface materials for pedestrian pavements, stone (not concrete) for kerbs, and bitumen seal for carriageways. If coloured concrete paving materials are used for footpath surfaces, they should be consistent in hue (same colour) , and of colours which are high in greyness (not pure colours) and heavy in weight (darker colours). If patterns are used, they should be simple, regular, low key, and not busy.





Figure 29: Illustrations of appropriate street character



LANES

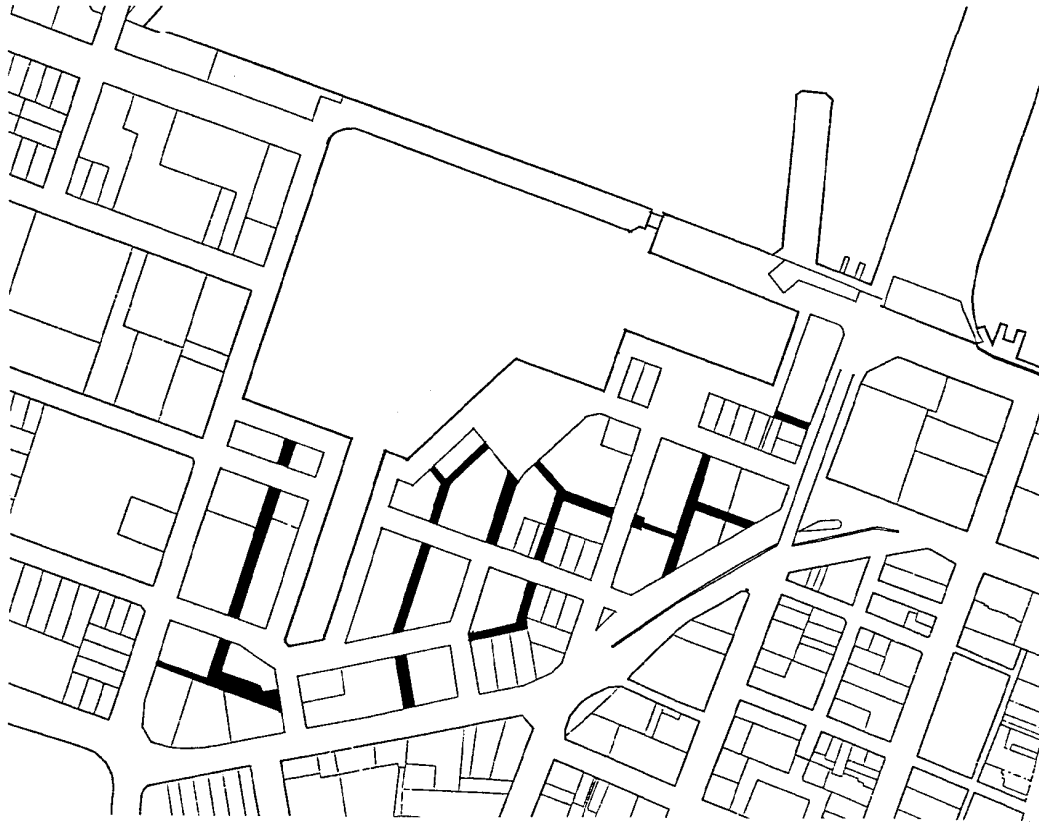


Figure 30: Plan of lane layout

- 2.8.1 Lanes have similar formal and spatial characteristics and proportions to those of streets, but their scale is usually smaller. Nonetheless, the architectural quality of the buildings which form these lanes is just as important as it is for those aligning streets. The character of a lane however may be somewhat less sophisticated and/or formal than a street, and is likely to derive from a combination of commercial retail, recreational, and servicing activity.
- 2.8.2 There is often something of a 'back alley' character to lanes, but they still attract the interest of the pedestrian by providing quiet and relaxing alternative circulation pathways for the public.
- 2.8.3 The scale of lanes is often sufficiently small to give pedestrians a sense of dominance in the space, and motorists a sense that they should give way to pedestrians. This atmosphere is frequently further reinforced by the treatment of the ground surface as a continuously paved or cobbled footpath, across the full width of the lane, from one building frontage to another. In some cases however, cars should be prevented from entering pedestrian areas.
- 2.8.5 It is not uncommon for very narrow lanes to be transformed into 'arcades' by being clear glazed at the level of the highest adjoining building height.



2.8.6 Urban Design Guidelines:

Development should:

- (i) adhere to the desired spatial and dimensional characteristics of lanes and their interrelationship, as key factors in the design of all landscape and building fabric as outline in this document.
- (ii) ensure that all lanes, alleyways, arcades, etc., are spatially well contained and well defined by buildings along their edges.
- (iii) avoid space 'left over' being visible from the public realm, by ensuring that designs exhibit a close relationship between the geometry of the footprint of a building and the geometry of its site.
- (iv) ensure that, where new lanes pass close to or overlap with pedestrian promenades around the water's edge, their character should be one of a predominantly pedestrian environment, across which vehicles may pass in an obvious path.
- (v) provide service access points and entrances to underground car parks which have been particularly carefully designed to avoid destroying long lengths of what should predominantly be vibrant and pedestrian-comfortable commercial/retail lane edges. To this end, consideration may need to be given to locating ingress and egress ramps within the centres of development sites (or possibly adjoining ones with passages under lanes) or behind lane edge developments, and not along the edges of lanes. Such points of access should also be separated rather than aggregated as far as is possible.
- (vi) in the case of new lanes, design the proportions of their cross-sections (the ratios of height to width of the spaces) to ensure comfortable degrees of spatial containment, intensity, and enclosure, and acceptable levels of light and sunlight penetration
- (vii) where an existing building is to be retained, any lane specified in the 'desired public space network' may be take the form of an 'arcade' of not less than the specified lane width and not less than two storeys in height. Such an arcade must also remain open to the public at both ends and throughout its entire length at all times.
- (viii) new arcades should be designed as external lanes, whose building edges have an 'exterior' wall quality, whose 'floors' have a paved lane quality, and whose 'ceiling' is simply clear glazed over at the highest upper storey level of the adjoining buildings.
- (ix) avoid kerbing and channelling between carriageway and footpath, and instead, provide a ground surface across the entire width of the lane which is suitably paved for pedestrian and vehicular use. The design of the ground surface should be such that pedestrians are given priority over vehicles.
- (x) provide for service vehicle access only during restricted times of the day.



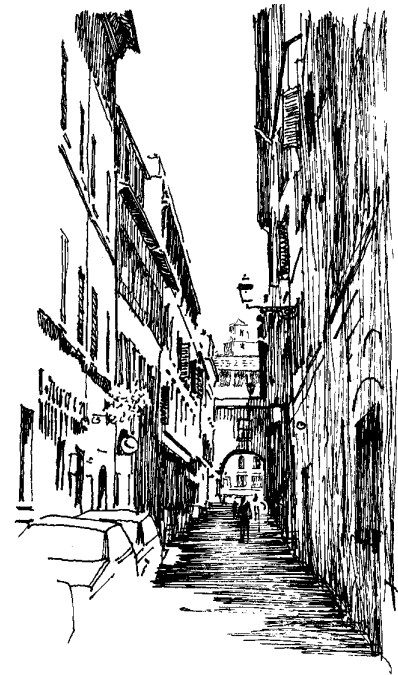


Figure 31: Examples of appropriate lane character

