OPEN AIR MARKETS, KIOSKS, STALLS, AND DISPLAYS

5.2.1 Public spaces are enlivened by activities which provide temporary attractions and services. Even the activities setting up these attractions can invigorate the public realm.

5.2.2 Urban Design Guidelines:

Structures (temporary or otherwise) erected in public space should:

(i) be located in areas which are not subject to major pedestrian pathways.

(ii) be architecturally expressive of their temporary nature.

(iii) be simple in form, colour, and materials to place emphasis on the activities taking place.

(iv) complement, and contrast with, the architectural character of permanent buildings.

(v) not intrude on any view shaft.

SERVICING

5.3.1 Servicing can have positive and negative impacts on the experience of the public realm.

5.3.2 It can provide tangible evidence of the need to sustain the life of the city. Examples include delivery of merchandise, cleaning, and couriering goods and information.

5.3.3 It can also frequently have an unwelcome impact on the environment generally. Examples include conflict between refuse vehicles and pedestrians, the smells and storage of rubbish, and noise associated with rubbish collection.

5.3.4 Urban Design Guidelines:

Development should:

(i) provide service access points which do not compromise long lengths of what should predominantly be vibrant and pedestrian-comfortable commercial/retail street edges.

(ii) combine service access with car park access wherever possible.

(iii) provide service vehicle access from streets and lanes.

(iv) restrict the width of any street front service vehicle access.

(v) seek to combine vehicle access/egress points so as to limit their effect on the pedestrian environment.

(vi) house all rubbish and rubbish containers so that they are not visible from public spaces.

Figure 48: Illustration of appropriate character of open air markets

CAR PARKING

5.4.1 Car parking is an increasingly significant urban issue, especially in the Central Area core, because the area is not well served by public transport.

5.4.2 Currently, a large area of land in the Viaduct Harbour area is given over to open air car parking. As development proceeds, this parking facility will be progressively displaced. At the same time, the demand for parking will rise in accordance with the provision of new development floor space.

5.4.3 Special events in the Viaduct Harbour will attract great public interest and lead to traffic congestion and car parking demands in excess of the available space.

5.4.4 Urban Design Guidelines:

Development should:

(i) locate vehicular ramps into above or below ground car parks within the central areas of city blocks/sites, so that they are not exposed to public space.

(ii) provide access to car parks from streets and lanes.

(iii) avoid access ramps running parallel to street edges because this arrangement typically compromises long lengths of otherwise potentially pedestrian scaled and commercially attractive street edge.

(iv) combine car park access with service vehicle access wherever possible.

(v) restrict the width of any street front car park access.

(vi) seek to combine vehicle access/egress ponits so as to limit their effect on the pedestrian environment.

(vii) provide pedestrian access to and egress from above or below ground car parks directly within buildings via lifts and stairs, or directly into streets (like underground transport entrances and exits on footpaths).

(viii) not locate access to and egress from car parks in public squares, as this may compromise the flexibility of use of these places and introduce into them permanent structural and visual 'intrusions'.

STREET FURNITURE

6.1 The intimate waterfront character of the Viaduct Harbour Area is founded on the functional appearance of fishing boats and other craft. Their associated maritime componentry includes dockside mooring bollards, flags, gantries, and nets, providing a unique tactile and visual tapestry.

6.2 Urban Design Guidelines:

Development should:

(i) design and construct a rich variety of high quality durable public space paraphernalia, such as seats, litter bins, bollards, sign posts, advertising signs/billboards, lamp posts, other lighting fixtures, drinking fountains, plant containers, flags, awnings, canopies, umbrellas, and temporary structures, that reflect the waterfront character of the Viaduct Harbour and avoid imposing a standardised precinct style.

(ii) the layout of street furniture should be determined by the plan form of and circulation patterns within the public space. Such furniture should generally reinforce the periphery of the space, leaving the centre clear and free of clutter.

(iii) lay out street furniture in a simple, axial, and formal fashion rather than an abstract or haphazard manner.

(iv) 'standard issue' elements, such as telephone booths, should be discretely located so that they are easily seen and accessible but do not dominate their surroundings.

(v) minimise the number of sign posts and supports by attempting to combine more than one sign or notice on to any one vertical support. Consideration should be given to attaching signs to buildings sympathetically, rather than mounting them on poles.

GROUND SURFACES

7.1 Ground surfaces are one of the three surfaces which define public space. The other two are building walls and the sky. For this reason the design of the ground surfaces, which includes the choice of materials and pattern of their layout is of paramount importance in determining the quality of the public realm.

7.1.1 Urban Design Guidelines:

Development should:

(i) use materials and details in the design of public places which are typically encountered in urban and port-operating waterfront locations. Materials should have a robust, durable quality.

(ii) select materials for all components of street development (and maintenance) on the basis of the collective criteria of economy, serviceability, durability and appearance.

(iii) surface public places with hard paving which should be simple in design and pattern, and assist in tying surrounding buildings into a coherent relationship.

(iv) provide paving and alternative textural, tonal, and modular materials which contribute to human comfort in scale and appearance, and which prevail over harsh surfaces such as asphalt and concrete.

(v) consider level changes, especially where these assist in achieving a transition between the levels of land and water, but not to the extent that the flexibility of use of the public place or the access of non-ambulent people is likely to be constrained or compromised.

(vi) seek conformity of detail and material, where private developments can be integrated with street construction.

(vii) where vehicles and pedestrians share the same circulation network, design the ground surface so that the whole space retains its integrity and does not become divided up and/or dominated by the traditional manifestations of a vehicular road/carriageway. The space should be designed as one primarily for people on foot, but across which vehicles may have clearly defined and free access.

(viii) that street engineering responds to the nature and character of the area.

(ix) minimise the slope and number of falls provided for the drainage of surface water.

LIGHTING

8.1 This section refers to lighting provided by Council and others, for public spaces and the activities therein.

8.2 The lighting of public places, their surrounding buildings, the water's edge, and the water itself is an integral part of any public space design. A variety of lighting devices, including floodlights, lamp posts, and under water lights are appropriate to these purposes.

8.3 Urban Design Guidelines:

Development should:

(i) optimise public safety throughout the area.

(ii) use lighting to enhance and modulate the public environment for night time activity.

(iii) carefully consider the type, placement, and quality of lighting as a fundamental design component, including lighting of building facades and details.

(iv) vary lighting levels to suit various locations but without compromising security and safety (inadequate lighting) or privacy and character (excessive or harsh lighting).

(v) not use fluorescent lighting.

(vi) not use coloured lighting, except for special events on a temporary basis.

(vi) where the use of neon is desired, ensure that its design and colour is integrated with the architecture to which it is attached, and the expressive of the premises and activities to which it is drawing attention.

PLANTING

9.1 Planting provides changing variety and richness in the urban fabric and complements the architectural environment at both the intimate and grand scale. The Viaduct Harbour area is adjacent to Victoria Park which provides a large area of intensely green urban recreational landscape. By contrast the character of the Viaduct Harbour area is a somewhat more complex series of hard, robust, waterfront precincts, with a strong port operating and commercial fishing heritage.

9.2 Urban Design Guidelines:

Development should:

(i) deploy planting as a space-defining material. Species should be selected for their architectural form and sculptural qualities, and should be located in a formal arrangement which responds to the use of, and location of other elements within, the public realm.

(ii) not use planting to soften or camouflage inappropriately designed building edges.

(iii) respect the urban planting tradition, where trees typically grow out of a horizontal, hard or planted ground plane. A suburban approach to planting where trees typically arise out of a mass of other plant types is considered inappropriate.

(iv) where appropriate public and urban space defining forms can be achieved, preference should be given to the use of native planting.

(v) restrict planting to areas where the contribution of the planting (whatever its form and design) to the space and its uses, is considered necessary.

SIGNS

10.1 Signs contribute to the overall fabric of the urban environment, providing information for the public and embellishment of the architecture. Well designed signs are welcome elements. They should be an intimate enhancement, not dominating or contrasting with the development.

10.2 Urban Design Guidelines:

Development should:

(i) ensure that signs are designed to a high standard and complement the architectural qualities, materials, details, and colours of the buildings to which they relate.

(ii) ensure that shape of signs and their location on the building, assist in reinforcing a vertical proportional emphasis in the building facade.

(iii) ensure that location (eg: street names) and building (eg: building name) signs are attached to building walls.

(iv) avoid free-standing commercial signs.

(v) exclude billboard type signs that draw the eye from vistas or buildings, and are not of pedestrian scale.

Figure 47: Illustrations of appropriate signs.

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