

3.0: Architectural Character

- 3.1 Maintain facades of sufficient heights (typically 15-25 metres) in Lorne/High Street to enclose the street, offset by an emphatic rather than progressive setback above that height.
- 3.2 Reinforce the character of the area, where appropriate, by requiring the design of new buildings, to conform to the scale and alignment of existing buildings when viewed from the road,
- 3.3 Ensure that future development is designed in a sympathetic and sensitive manner to enhance and complement the existing qualities, both at street level and above;
- 3.4 Maintain an appropriately urban use of permanent building materials, in contrast to impermanent suburban and/or rural materials and components;
- 3.5 Ensure that, as far as possible, retail continuity is maintained and that aggregated vehicle and service access provisions to buildings does not dissipate the street frontage;
- 3.6 Recognise that diversity is a chief architectural characteristic of the area, and ensure that future developments respond to this without compromise to the integrity-within-diversity of the area;
- 3.7 Maintain the small scale variation and articulation of shopfront detail present, in contrast to bland or featureless continuous frontage detail;
- 3.8 Recognise architecturally the importance of corner sites in bridging the linear, narrow street segments and the open, expansive intersection open-space nodes along the axis.

4.0: Heritage Buildings and Sites

- 4.1 Promote the recognition, description, and (where appropriate) the retention, refurbishment, adaptive re-use, and conservation of those buildings in the area of architectural, historic and streetscape significance;
- 4.2 Provide for and facilitate the archaeological investigation of heritage sites in the area;
- 4.3 Continue to erect historic plaques in the area to commemorate past significant events, buildings, or events;
- 4.4 Provide mechanisms and guidance for conservation activities in accordance with current conservation philosophies and techniques.

5.0: Functional Character

- 5.1 Provide planning mechanisms and design guidelines to protect as far as is possible the present fine-grained retail nature of the area;
- 5.2 Discourage large aggregate interruptions to retail facade continuity;
- 5.3 Encourage street cafe use, both at street level, and on appropriately-constructed over-street verandah decks off upper level cafes;
- 5.4 Provide where possible street areas which facilitate on-street entertainment and promotional activities; and specific locations for street trading activities.



6.0: View and Vistas

- 6.1 Maintain the existing significant views from public places in and around the area, by constraining overlarge or unusually located signage, banners and other structures which would compromise these views.

7.0: Microclimate

- 7.1 Maintain the existing sunlight admission control to Freyberg Place and to Albert Park, and maintain a lesser level of general access to skylight through appropriate bulk and location controls;
- 7.2 Monitor and control adverse wind effects of developments or demolitions on surrounding streets and public places
- 7.3 Administer existing verandah controls in the area with particular emphasis on height and weathering continuity.

8.0: Pedestrian Environment

- 8.1 Retain and enhance a safe, convenient, interesting and stimulating pedestrian environment through careful traffic and on site parking management techniques, and further environmental improvements to High/Lorne Street, Durham Street East and Vulcan Lane to increase the area available for pedestrian amenities such as minor pleasure areas, periodic landscaping, and streetside cafes;
- 8.2 Maintain and enhance a comprehensive set of east-west links providing pedestrian permeability across the area;

9.0: Traffic and Parking

- 9.1 Maintain low-speed limits to traffic flow and adjust the balance of surface allocation to vehicular flow versus pedestrian activity;
- 9.2 Maintain ample service vehicular access to commercial activities dependent on this, but restrict hours of access;
- 9.3 Discourage on-street service requirements in new developments;
- 9.4 Encourage a dispersal of individual service or off-street parking entrances to avoid significant discontinuities to retail frontages;
- 9.5 Undertake changes to street paving and pedestrian-area furniture to convey a clear message of pedestrian priority in the area;
- 9.6 The provision of areas of specific pedestrian amenity (such as pleasure and seating areas, and sidewalk cafes) in the area;
- 9.7 Additional planting and landscaping at particular pedestrian 'pause' locations, but limited in scope so as not to detract from spatial and view amenities.



10.0: Signage

- 10.1 Encourage a finely-crafted co-ordinated signage image for the street;
- 10.2 Encourage banner signs for upper levels;
- 10.3 Define precise dimensional (or building envelope) limits for all types of signage to protect other amenities whilst encouraging adventurous signage;
- 10.4 Promote co-ordinated group signage in some arcade/through-site-link situations, whilst eliminating Sandwich board signage on public streets.



SUMMARY OF DESIGN GUIDELINES

1.0 SPATIAL AND TOPOGRAPHIC GUIDELINES

- 1.1 Maintain remaining elements of landform and surface topography wherever possible to act as an "aide-memoire" of original terrain;
- 1.2 Preserve existing clear views of rising or falling terrain as seen along street axes, by maintaining clear lines of sight unobstructed by built elements or by streetworks;
- 1.3 Reinstall important elements of lost landform profile where possible and where appropriate, such as at Freyberg Place adjacent to Courthouse Lane in extensions to the pleasance area;
- 1.4 Maintain currently available glimpse views of key public open space areas and their character, such as the over-hanging higher-level trees of Freyberg Place or Khartoum Place as seen from High Street and Lorne Street;
- 1.5 Maintain the spatial clarity of open streetspace above verandah level by constructing within statutory limits but generally to the street edge whilst avoiding permanent cross-street or cantilevered structures intruding significantly into the streetspace;
- 1.6 Preserve and enhance the topographic and spatial qualities of the Freyberg Place Special Amenity Yard, especially in relation to the stairs, hill topography, major structural planting, and enhanced access to (and across) the topography. In any adjacent development ensure that a building responds to the presence of the landscape amenity by interfacing externally with the existing off-site levels, and by creating complementary landscaped on-site decks or terraces which thematically extend the topography in the yard itself;
- 1.7 Maintain sunlight performance controls to Freyberg Place, and monitor the effectiveness of the time and date requirements of the District Plan control in relation to evolving patterns of use;
- 1.8 Enhance spatial continuity of streetscape by maintaining the built edge to the existing line of footpath at ground level.

In those instances where on-site activities promote extensions into street space (e.g. for a street cafe, where this is feasible and the necessary consents have been obtained) ensure that the linkage between the existing footpath and the adjoining space maintains the line of the existing built edge to the street. (e.g. in the form of a colonnade);
- 1.9 Minimise the aggregation of service functions (such as loading docks) and non retail uses on building frontage at street level, as these break the continuity and street presence of retailing activity.



2.0 STREETScape GUIDELINES

- 2.1 Respect the special pedestrian character and scale of Freyberg Place and Khartoum Place, by constraining frontage height and adjacent building bulk visible from these locations so as to maintain sense of existing scale to the streetspace at those locations;
- 2.2 Maintain streetscape edges and continuity by building to the street boundary.
- 2.3 Construct street-level frontages in a manner which combines a general continuity along the street edge with small-scaled variation of line, such as modelled window bays or recessed doorways capable of supporting display space as well as functional entries;
- 2.4 Achieve a maximum level of street cafe uses consistent with maintaining adequate pedestrian transit space, and maximise the level of interaction between such uses on-site and the streetspace itself by not excessively defining the street boundary at the frontage with physical features;
- 2.5 Establish a constrained but identifiable sense of entry to the area with constrained furniture and/or tree-planting features at major street thresholds to the vicinity, so as to stimulate an identity commonly felt at all major points of entry;
- 2.6 Develop Freyberg Place as a focal centre to the area with street furniture, canopies, or other features intended to enhance the integrity of the space as an integrated, structured open area with an effective sense of place, and freedom from the more disruptive effects of unfiltered vehicular access and speeds;
- 2.7 Maintain the 'signature' presence of palms above the Freyberg Place landscape by ensuring the botanical welfare of these existing and by extending the group by transplanting or by new planting;
- 2.8 Soften and 'green' the stair/fountain wall at the grade change in Khartoum Place by draped and climbing species growing from existing planter boxes or from new beds as required. Establish an automated watering provision for this landscaping;
- 2.9 Develop Durham Street East as a 'Trader Alley' to support a wide range of small-scale itinerant street trading activities, by providing dedicated street-level platforms clear of existing shop window frontage but generally continuously in the street, and provide keynote lighting-cum-banner standards in the street to emphasise its changed role but without compromise to key views down the street;
- 2.10 Enhance the 'sense of place' of Lorne Street between Wellesley and Rutland by providing a landscaped front-door presence and axial stairs to the Public Library, associated with seating and paving. Relocate existing parallel parking in this part of the street to the same quantity of angle parking at the ends of the street;
- 2.11 Identify especially desired through-site-link routes through the area which complement and further extend the available network in a structured manner to respond to the extensive east-west pedestrian flow generated between the University and the Queen Street Valley



3.0 ARCHITECTURAL GUIDELINES

- 3.1 To design and construct frontages of sufficient heights in Lorne Street and High Street to effectively enclose the street whilst maintaining a sense of scale appropriate to the small frontages characteristic of existing and historical subdivision patterns in the area. This would typically result in facades 15 - 25 metres high, depending on existing adjacent frontages. Offset higher building masses at upper levels with an emphatic set-back rather than a progressive angular regression of facade. Maintain a generally-dominant vertical emphasis in the form and detailing of building facades;
- 3.2 Maintain consistency in architectural character between upper levels and below-verandah levels of buildings so as to enhance the integration of street frontages;
- 3.3 Articulate facades vertically and horizontally to avoid dominance of facade elements larger than those historically present in the area. Modulate and vary street frontage layout so as to avoid the architectural monotony at excessive linear, wall-like glazed frontages in contrast to a varied line of small unit frontages with recessed entry areas;
- 3.4 Design larger units of frontage as far as possible to avoid aggregated service and access interruptions to retail continuity, by dispersing such requirements along available frontage;
- 3.5 Recognise that architectural diversity in scale and style is a prime characteristic of the area by creating elements of frontage on individual sites (or within larger sites) which respond to this richness of mix by adding constructively to it without relying on pastiche or casual and ad-hoc imitation of architectural style or detail;
- 3.6 Recognise the importance of corner sites in linking the narrow street spaces to the wider more expansive intersections and public open spaces. Design building on such sites so as to 'address' the corner with symmetry and formality;
- 3.7 Provide strong architectural visual cues to accessways and through-site-links, with portal or clearly-indicative entrance imagery, so as to enhance the visible sense of pedestrian permeability to the area. Provide clear and easily-visible signage to the ends of such links.

4.0 HERITAGE GUIDELINES

- 4.1 Promote wherever possible adaptive reuse of existing building stock of heritage character in the area, in accordance with currently respected conservation and heritage philosophies so as to preserve valuable visual aspects of street and heritage elements whilst stimulating the ongoing commercial vitality of the area;
- 4.2 Promote the recognition and interpretation (with signage, leaflets or other means) of buildings, sites, or features of historic, architectural, streetscape, or scientific value in the area;
- 4.3 Identify and recognise locations which potentially warrant archaeological investigation or rescue excavation as and when site clearances make such work desirable and possible. Provide for and facilitate rights and obligations to enable this to occur;
- 4.4 Continue the current policy of on-site plaque identification of items of heritage interest, using the established and systematic enamelled information plaques. Where appropriate include items in the area on established Heritage Trail routes accompanied by informative leaflets;
- 4.5 Provide guidance and advice to assist building and site conservation in accordance with current standards.



5.0 FUNCTIONAL CHARACTER GUIDELINES

- 5.1 Promote the presence of street cafe uses, both at grade, and on canopy upper surfaces constructed to appropriate structural and other safety standards but without walls or overhead shelter other than table umbrellas - this provision is expressly not intended to foster any level of enclosed over-street space;
- 5.2 Provide for, design, and implement street areas intended to facilitate and encourage casual on-street entertainment and non-product promotional activities;
- 5.3 Provide for and where appropriate construct specific locations, for a moderate level of street trading activity on an itinerant basis at selected concentrated areas such as Durham Street East.

6.0 VIEWS AND VISTAS GUIDELINES

- 6.1 Preserve view lines offering significant views into, through, and out of public places by avoiding the emplacement of permanent signage, banners, or other structures which would compromise the clarity of such view lines;
- 6.2 Identify and protect regionally important views such as those from Victoria Street West to Albert Park, and from Wellesley Street West to the Art Gallery, which runs through the High Street/Lorne Street area;
- 6.3 Maintain and promote the existence of features or objects which offer glimpse views of major features seen from a distance along the areas axis, such as the overhanging tree growth of Freyberg Place or Khartoum Place. Maintain sight-lines which support such glimpse views.

7.0 MICROCLIMATE GUIDELINES

- 7.1 Sustain the existing sunlight admission performance standards towards Freyberg Place, and monitor the ongoing sufficiency of the control in relation to evolving patterns of recreational pedestrian use of the area;
- 7.2 Monitor and investigate wind performance levels throughout the area, and enforce the current performance standards on new construction or demolition activities in the area where identified adverse effects are predicted for such changes;
- 7.3 Administer current verandah controls to footpath areas of the area with particular focus on qualities of height and location of the shelter edge, adequacy of shelter and continuity with adjacent facade surfaces and adjacent elements of canopy, so as to maximise effective shelter;
- 7.4 Design and construct new development in the area to fulfil the desired high level of pedestrian amenity microclimatic performance standards identified above, and to alleviate or avoid undesirable adverse effects.



8.0 PEDESTRIAN ENVIRONMENT GUIDELINES

- 8.1 Identify and promote an enhanced and completed network of east-west pedestrian links across the area;
- 8.2 Retain and enhance a safe, convenient, and more spacious pedestrian environment through environmental on-street improvements and facilities consistent with careful traffic and service vehicular management techniques; and selective modification to street surfaces to visually enhance the pedestrian environment and create a disincentive to excessive casual vehicular transit through the area;
- 8.3 Identify and make available further areas of streetspace for active pedestrian amenities such as street cafe locations, minor pleasure and seating areas, limited street tree planting, and pedestrian accessed dedicated street-trading localities.

9.0 TRAFFIC AND PARKING GUIDELINES

- 9.1 Identify, design, and promote the installation of street paving and access-limiting barriers to constrain vehicular access routes (whilst preserving adequate service access) and to release excess or inefficiently used carriageway for pedestrian use;
- 9.2 Maintain ample vehicular service access to all commercial properties which are dependant on such provisions, subject to carriageway area limitations and restrictions on hours of availability in High Street;
- 9.3 Minimise the need for on-street service requirements by appropriate inclusion of alternative provisions in project design;
- 9.4 Minimise the need for aggregate service or parking vehicular access points, by designing efficient, dispersed arrangements of these facilities in order to maximise retail continuity;
- 9.5 Design and promote significant changes to on-street decorative and functional paving, and to surface levels and grades, so as to convey a clear sense of pedestrian priority of access and 'right-of-way' in the High Street axis of the area;
- 9.6 Constrain vehicular routes and speeds by appropriate limiting measures so as to release on-street space for areas of specific pedestrian amenity features in the area, such as seating and pleasure areas, sidewalk cafe extensions at planned locations, and street landscaping limited in scale and location so as to be consistent with other goals towards spatial and view amenity.



10. SIGNAGE GUIDELINES

- 10.1 Maintain the policy of finely-crafted individual retail identity signs for the area;
- 10.2 Encourage and make provision for non-product advertising banners at first and second floor levels (to identify premises) within a specifically - limited dimensional profile between those heights and not more than 1.0m from the facade or front boundary line, whichever is further from the street edge;
- 10.3 Define and promote group-retail-identity signage opportunity for identified significant arcade situations, to co-ordinate such signs within a coherent systematic image and installation;
- 10.4 Eliminate all sandwich-board advertising from the narrow confines of High Street and Lorne Street in order to maximise an enhanced pedestrian amenity level and freedom of use;
- 10.5 Promote co-ordinated but restrained area 'threshold gateway' identity signage features including cross street banners at major entry points to the area and at internal nodes, such as street intersections.



APPENDIX 1 - DETAILED HISTORY

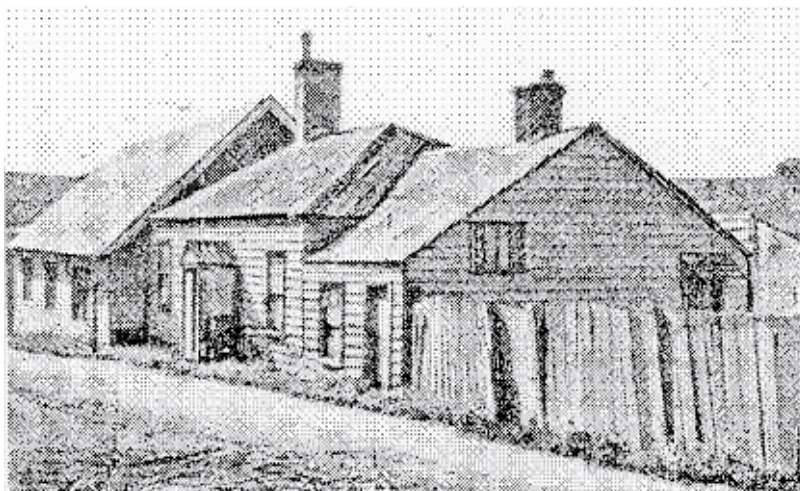
The further subdivision and land speculation which followed Felton Mathew's plan created small lots which had access only to the service lane system. In some instances new lanes had to be subdivided off to provide access to these new lots. Examples are the creation of O'Connell Street, Cruise Lane and Fields Lane. As most of these new lanes fed into Felton Mathew's narrow lane system, the planned purpose of the system was to a large degree lost, and the lanes became congested thoroughfares in their own right.

Because of the swampy ground conditions of the Queen Street Valley floor, most early buildings tended to be located on higher ground. There was a marked concentration along Shortland Crescent between the market place in the valley near the shore landing point, and the focus of government on the ridge. In this area there were shops, taverns, houses and small workshops closely mixed together. The residents of Shortland Crescent were mainly shopkeepers who lived on their premises, but there were also professional men, mechanics, gardeners and servants. The greatest number of "mechanics and artisans", however, lived in O'Connell, High, Chancery, Queen and Albert Streets, within easy walking distance to their places of work.

Sheltered and contained in the lee beneath the Britomart Ridge, this area retained the scale of its early residential origins, with workshops, small brick and timber labourers and tradesmens cottages, and patches of household cultivation surrounded by picket fences. This was essentially a pedestrian environment. Vulcan Lane and the northern end of High Street were the main points of entry into this system of lanes. By 1866 High Street was still without access to Victoria Street East, though the records show that a Mr Hardington offered to open up this connection through a property owned by him if Council formed the road.

Besides the trades of baking, bookbinding, saddlemaking, clothing and mineral water manufacture which were located in the area, there were other activities that were less suited and which caused much discontent. In 1845 there were complaints about slaughtering in the vicinity of Chancery Street and Fields Lane.

Settlement in the Queen Street Valley also included a number of public buildings, perhaps the most important of these being the Auckland Mechanics Institute and Library founded in 1842. This was a timber building located in Courthouse Lane, containing a hall which for many years was the only place available for public meetings in the whole of Auckland. This building was also Auckland's first public library until 1887, when the new Art Gallery and Public Library opened on the corner of Wellesley Street and Kitchener Street.



Aucklands first Public Library. Date of photo unknown, probably early 1850's. Source : "Municipal Record" Volume 2, No 3. October 1925....



ANNEX 4

Next to the Mechanics Institute, on the corner of High Street and Chancery Street, a weatherboard Wesleyan Chapel was built in 1843 (rear of photo above). This was replaced by a large brick Church, across Chancery Street in 1848. The flight of stone steps which led to this later church can still be seen on the corner of High Street and Freyberg Place.

In 1844, Auckland's first theatre opened on the corner of Shortland Street and Cruise Lane but unfortunately closed its doors after only nine months of operation.

Vulcan Forge, the blacksmiths' forge which operated in Vulcan Lane from 1849-53 and from which the lane gets its name, was located on the same site as is now occupied by The Occidental Hotel which was constructed in 1870.

Many of the early buildings were constructed of timber. Inadequate supplies of water and the lack of fire fighting equipment meant that fires often spread rapidly through several blocks before being brought under control. One such fire in 1858 destroyed 50 buildings, mainly houses, in the High Street/Shortland Crescent area. This fire eroded the Shortland Street role as commercial centre, due to the rapid emergence of Queen Street in replacement.

The buildings which replaced early timber structures tended to be constructed of more permanent materials, such as masonry.

During the 1860's publishing and printing houses were concentrated about the Vulcan Lane - High Street - Shortland Street area.

Over the years, the junction of High Street and Chancery Street has housed a grouping of public buildings. Up till the 1880's, the Courthouse was located where the creche and rest-rooms now stand next to the Ellen Melville Hall on the northern corner of High Street and Chancery Street (the building had also been a Post Office) and the Police Station was located next door.

During the 1880's, a number of changes occurred but the functions of this cluster of buildings remained essentially public.

In 1881 the Auckland City Council took over the old Courthouse for their offices. In 1887, along with the library from the Mechanics' Institute, they moved to the new Art Gallery and Public Library. The Wesleyan Chapel became the Courthouse for a while until the District Court was constructed on the same site in about 1911. The Chapel later became the Lands and Deeds Office. The old Council Offices were taken over by the Hospital and Charitable Aid Board.

During the 1920's, with increasing use of the motor vehicle and as properties were redeveloped, a number of the narrow streets within the High Street area were widened. These were the east side of O'Connell Street, the south side of Vulcan Lane West and the east side of the lower end of High Street. The old Council Offices were one of the buildings sacrificed. This and the adjacent site which was also acquired by Council were leased as a carpark for many years.

The types of uses in the locality of this time included warehouses, wholesalers, motor garages, professional offices, workshops and retail shops.

In the 1940's the idea was mooted of converting the Council - owned carpark site on the corner of High Street and Chancery Street into public open space. This idea was adopted in 1945 and plans were drawn up for the improvements which included lawns, seating, flower gardens and a water feature.

In 1946 it was decided the area would be called Freyberg Place after the New Zealand General Freyberg. There was a tremendous shortage of building materials after World War II and because this project was not considered a priority, the plans were adapted for the use of second hand materials. However the project still failed to go ahead because of the shortages. By 1954, the Freyberg Place site was being considered for the Pioneer Womens' and Ellen Melville Memorial Hall which included rest rooms and a childrens' creche, and this was constructed on the site in 1963.

In 1971, the section of Chancery Street between O'Connell Street and High Street was renamed Freyberg Place and pedestrian amenities were constructed on the southern side. In the late 1970's a statue of General Freyberg was finally erected as a memorial.



Lorne Street was formerly known as Barrack Street (probably because of its close proximity to the Albert Barracks) and in the early days like High Street was a residential area. The street was planned and built as a minor street and though it serviced properties along Queen Street, it was not a specific narrow service lane of the type like High Street, O'Connell Street and Vulcan Lane.

During the 1860's there were constant complaints from the residents about the shocking state of the road and in 1866 it was properly formed and metalled. The street developed a bad reputation (perhaps from unruly soldiers) and in 1872 after petitioning from the inhabitants, the name was changed to Lorne Street. Around this time too, Albert Barracks was being dismantled.

As development progressed up Queen Street, the sorts of uses found in Lorne Street were similar to those in High Street at the time: warehousing, and light industry such as furniture manufacture and stables. During the 1920's, with greater reliance on the motor car, garages, a driving school and a motor cycle company located in the area.

In 1928 the St James theatre was built, the road concreted, and the footpath widened. The same sorts of uses continued with more retail shops opening. In the 1960's a coffee shop, 33 Coffee Lounge, became very popular.

In 1964 Lorne Street between Victoria Street and Wellesley Street became a one way street. In 1968 Broadlands developed two buildings on the south eastern corner of Victoria Street and Lorne Street. Originally Auckland's Turkish Baths, the five storey corner building together with Old Pattersons brick stables next door were converted into eleven small specialist shops making a valuable addition to Lorne Street's retail shopping.

During the 1970's, the first stage of the new public library was built in Lorne Street between Wellesley and Rutland Streets. In 1974 this end of Lorne Street was made one way.

In the 1970's and 1980's much development occurred in Lorne Street. As a result almost the entire western side of the street between Wellesley and Victoria Streets is relatively new, in contrast to the North end of High Street whose buildings almost all predate 1930.

