Harbourside Design Criteria

The following design criteria apply the design principles to all Character areas and all development:

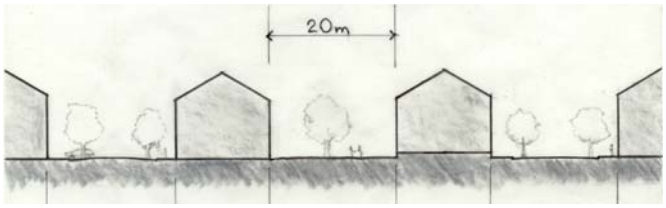
HDC 1: Site Layout

Inner Basin Character Areas - General Criteria

- Buildings should be built to the front edges of both the street and the wharf, as defined by the building platforms shown on Structure Plan in Appendix 26.1.4, with third and forth levels permitted to span over, and frame, identified view shafts between building platforms.
- Identified view shafts should provide 24-hour public access through buildings at ground level to connect Fryatt Street/Birch Street and the harbour edge wharf promenade.
- Distinctive building frontages (as opposed to backs) should address both the street and wharf sides of the buildings.

Fryatt Street North, Mixed Use and Mason Street– General Criteria

- Buildings shall occupy the full width of their site at full height at the street frontage, with the exception of Mason Street where there is to be a 2 to 3 meter front yard setback.
- Buildings feature public fronts addressing the street and private backs with private open space(s) for residential and other uses aggregated in the centre of the block
- Buildings are aligned with the street edge.



street *courtyard* *street*

- Back to back distances between buildings containing residential and commercial activities across rear courtyards should be not less than 20m (excluding balconies/decks/terraces up to 3m in depth). In order to achieve this separation distance new residential and commercial development should be a minimum of 10m from rear boundaries.

HDC 1: Site Layout (continued)

- On-site carparking should be located behind, below or within buildings, never in front of buildings.
- Vehicle access, where permitted, should be kept to the minimum dimension while serving the maximum number of vehicles.
- Building over vehicle access lanes is encouraged at upper floor levels so as to create a gateway through the building as opposed to a gap between buildings.

Mason Street

- All development is to include a front yard setback of not less than 2m, and not greater than 3m.

The following structures may infringe the front yard setback:

Ground level apartments set back and raised above ground

- decks and balconies
- canopies and porches over entrances residential units or shared circulation lobbies
- semi basement car parks up to one meter above street level

HDC 2: Built Form

General Criteria

Sympathetic harbour edge character

- The expression of form and character of harbour edge buildings should be sympathetic with the port and harbour edge context.
- Façades visible from streets and other public places, including wharves, should be varied in rhythm and modulation to break down the impact of the bulk and scale of the built form.
- Windows, excepting those at ground floor level along identified pedestrian frontages, should generally have a vertical dimension greater than the horizontal dimension – a recommended ratio is between 1.5:1 and 2:1.
- Windows should be set in from the façade to express the thickness of the wall and articulate the façade or have facings built out to achieve a similar effect.

Varied rhythm and modulation

- For each character area the rules define maximum height both in terms of metres and a maximum number of floors. The maximum number of floors should not be exceeded with any additional height available intended to allow for the expression of roof forms and concealment of mechanical plant.

Harbourside Design Criteria

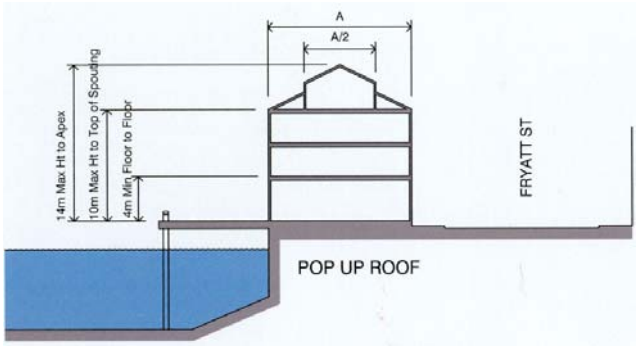
HDC 2: Built Form (continued)

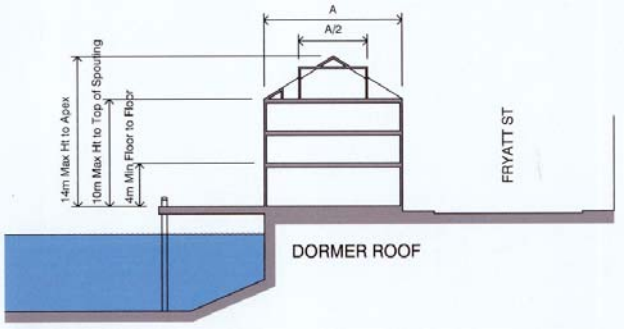
Inner Basin North

- Development over the entire Inner Basin North Character Area should be expressed as a minimum of three distinct buildings (the 'buildings' may adjoin but are required to appear as architecturally distinct).

In addition to the general criteria, buildings in the Inner Basin North should reflect the harbour edge context by adaptation of the wharf shed typology through the following criteria:

- Linear gable form with ridge running parallel to Fryatt Street and the wharf.
- Roof pitch of 25-30 degrees.
- Maximum height = 14m measured from wharf level to the apex of roof & 10m measured from wharf level to the top of the eve along both the harbour and street sides of the building.
- Up to three storeys are permitted over full floor plate plus one extra half width loft level for up to 75% of the building length.
- Where the extra half width loft level is provided windows shall be in the form of pop-up roofs (see diagram) and/or dormer type windows not exceeding 6m in width and with a minimum 4m gap between such dormers.





HDC 2: Built Form (continued)

Inner Basin South

- Development over the entire Inner Basin South Character Area should be expressed as a minimum of four distinct buildings (the 'buildings' may adjoin but are required to appear as architecturally distinct).
- Three storeys are permitted over the full floor plate up to a maximum height of 13m. A fourth storey is permitted over 75% of the floor plate up to a maximum height of 15m.
- The visual impact of the fourth floor should be broken up through techniques such as stepping in from the main building façade line; incorporating the 4th floor into the roof element; or introducing capping elements to the roofline.

Inner Basin North East

- Development over the entire Inner Basic South Character Area should be expressed as a minimum of four distinct buildings (the 'buildings' may adjoin but are required to appear as architecturally distinct).
- Three storeys are permitted over the full floor plate up to a maximum height of 13m. A fourth storey is permitted over 75% of the floor plate up to a maximum height of 15m.
- The visual impact of the fourth floor should be broken up through techniques such as stepping in from the main building façade line; incorporating the 4th floor into the roof element; or introducing capping elements to the roofline.

Fryatt Street North

- For sites wider than 20m, buildings should be expressed as two or more distinct architectural entities of between 10 and 20m in width.
- Buildings should be visually divided vertically into three distinct elements: a base, middle and top.
- The horizontal banding arising from the above vertical divisions should show consideration to alignment of horizontal banding in adjoining buildings.
- Consideration should also be given to vertical banding within each façade to complement the prevailing/emerging streetscape rhythm.

HDC 2: Built Form (continued)

Mixed Use & Mason Street

- For sites wider than 30m, buildings should be expressed as two or more distinct architectural entities of between 15 and 30m in width.

Industrial Activities

The following building form / site layout features are anticipated for new industrial development:

- Buildings fronting up to street boundaries for their entire street frontage.
- Visual engagement with the street at ground level by way of display windows or office windows.
- Main entrances directly to the street.
- Acknowledgement of scale and rhythm of streetscape to building as seen from street.
- Service yards and on-site outdoor parking located behind buildings.
- Access to rear service yards and rear parking through gateways in the street front building wall, as opposed to down lanes that create gaps in the street elevation.
- Containment of the visual and acoustic effects of the activity within the site by such means as high perimeter walls on shared boundaries with suitable level acoustic insulation in relation to the activity proposed.

HDC 3: Additions and alterations to existing buildings

(Scheduled heritage buildings are subject to the rules in the Townscape Section (Chapter 13))

Sympathetic contrast

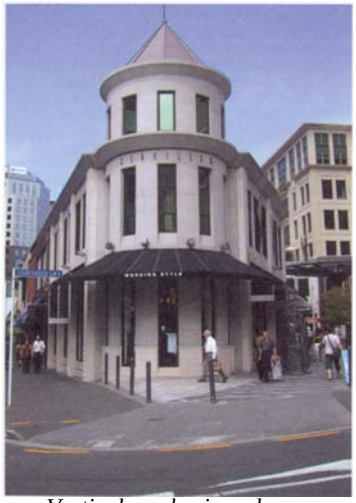
A coherent relationship with the existing structure should be established by such means as:

- common alignments, particularly vertical alignments of load bearing elements and centre lines of openings.
- use of common materials textures and colours.
- expression of common modules or elements of similar dimension and proportion.

- expression or reinforcement of the vertical hierarchy of 'base, middle and top', where relevant to the existing building.
- sympathetic contrast to existing forms and materials where appropriate.

Retention of existing built fabric

HDC 4: Corner Sites

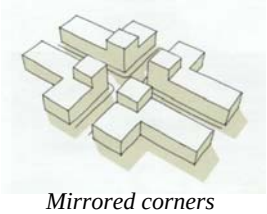


Vertical emphasis and wrap around elements

A corner site provides an opportunity to reinforce the street corner and add definition and emphasis to the streetscape. The role is recognised with selected corner sites (identified in the Structure Plan in Appendix 26.1.1) that provide for one additional storey.

Strong corner definition can be achieved by such means as:

- Giving greater emphasis to the vertical dimension.
- Feature elements including pediments, parapets, awnings or verandahs that wrap the corner.
- Mirrored features on opposite corners.



Mirrored corners

HDC 5: Active Frontages

Principle factors that contribute to achieving a high quality active edge for frontages where retail, restaurant and tourist related activities occur at ground floor level include:

- The frequency, location and design of entrances and windows at ground level. The proportion of ground level windows and openings should be generally well above 50% of the ground floor façade area.
- The continuity of the built frontage so as to avoid gaps between buildings and across footpaths for vehicle crossings or deep set backs for storage or parking.
- The provision of extra ceiling height at ground floor level to admit more light and create more volume to street edge premises.

  Nb. *The Harbourside Identified Pedestrian Frontage rule prescribes a minimum height between finished ground floor level and finished first floor level of 4m.*

active frontages with retail at ground level

- The provision of entrance recesses that allow for ease of access and space to pause outside the main flow of pedestrian traffic while adding visual and spatial relief to the building frontage.

Nb. *Avoid narrow and deep recesses where poor sight lines make them vulnerable to undesirable behaviour.* ***Rule of thumb:*** *Entrance recess depth should not exceed width.*

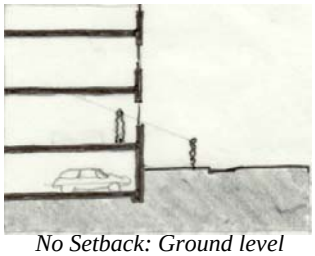
- Ease of transition between public and private space with no noticeable level change between the street and ground floor level activities.

HDC 5: Active Frontages (continued)

Principle factors that contribute to achieving a high quality active edge for areas that allow residential use at ground floor level include:

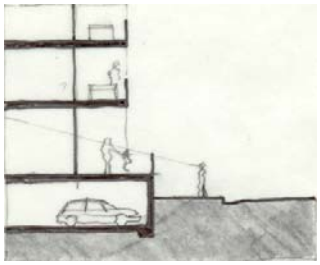
Residential active frontage

- Distinctive entrances that form suitable transition spaces between public and private areas. Separate entrances from the street to each ground floor level dwelling unit, or a shared entrance directly from the street to a grouping of upper level apartments, are recommended. Entrances may be set back into the building frontages to provide shelter at street level or entrance canopies or overhangs may encroach over the footpath. Entrances should not lead directly into the main living space.
- Outdoor spaces such as terraces and balconies facing the street and upper level windows from living areas facing the street to contribute to the sense of occupation, activity and surveillance. ***Rule of thumb:*** *Where residential unit fronts the street,* organise unit layout to provide a living, dining or kitchen area overlooking the street.



No Setback: Ground level privacy

- The continuity of the built frontage so as to avoid gaps between buildings and across footpaths for vehicle crossings or deep set backs for storage or parking.
- Minimal widths for vehicle accesses ways through building frontages while providing for the maximum number of vehicles per access way.



Setback: Ground level privacy

- Where buildings are required to be built up to the street frontage, ground level residential units should have a floor level of not less than 1m above ground level and window sill levels not less than 1800mm above ground level.
- Where buildings are setback from the street (i.e. Mason Street), a rise in height from street level to open amenity space (between 600mm and 1200mm) is recommended in conjunction with a low fence, screen or hedge (600mm to 1000mm) along the edge of the amenity space fronting the street.

Nb. *The provisions of the above two bullet points are to enable natural surveillance over the street while retaining suitable privacy for the residents. Where these provisions cannot be met in such cases as adaptive reuse of existing buildings as apartments, proposals will be assessed in terms of alternative methods proposed to ensure adequate privacy, natural light and views for residents while establishing passive surveillance over the public realm.*

HDC 5: Active Frontages (continued)

Identified Pedestrian Frontages

- Ground level layouts and activities should facilitate public access and visibility through the building from street side to wharf side.
- Ease of movement should be encouraged between ground level activities and the street or wharf by such means as full width openings and minimal change in floor level between inside and out.
- Frontages are required to have glazing or entrances over a minimum 50% of the ground level façade area.

Inner Basin Character Areas (except Identified Pedestrian Frontages)

Where the ground floor has a public use such as restaurant, café or hotel lobby facing the street or waterside, glazing and entrances shall generally have a surface coverage of above 40% of the ground level façade.

Retail activities exceeding 20sqm

- Shop frontages for retail outlets exceeding 20m in width across the street frontage should be expressed as two or more shop fronts to maintain the 'boutique' nature of the character area.
- Ease of movement between ground level uses and the wharf should be encouraged by such means as generous entrance widths and minimal change in floor level between inside and out.
- Main entrances to shops are to be directly to the street, wharf or public square as opposed to parking courtyards.

HDC 6: Colours

- Colours should be compatible with the harbourside context, with more subdued colours favoured over bright and primary colours.
- Colour schemes should compliment the architectural articulation of the building.
- Corporate colours should be modified where they don't achieve the above criteria.

HDC 7: Materials

- Cladding and construction materials shall be robust and durable so as to stand up to the port maritime environment and reflect the robustness of the traditional harbourside buildings.
- On upper floors, the frontages should be predominantly solid with voids for windows to reflect traditional fenestration patterns, as opposed to predominantly glazed walls.

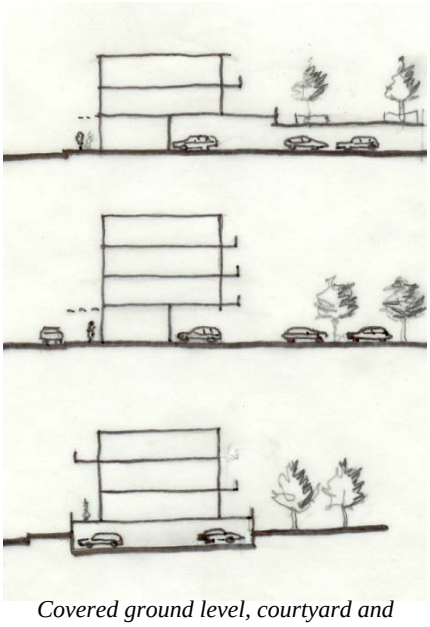
HDC 8: Signage

- For identified pedestrian frontages, signage should be confined to the ground floor level of buildings other than a single building name sign above ground level per façade.
- A single building name sign per façade may be incorporated into the building fabric above ground floor level. Such a sign should be integral with the fabric of the building and should not take the form of a signboard mounted onto a building.
- Placement and design of signage should respect and complement the architectural detailing and modulation of the building.
- Signage at ground floor level on identified pedestrian frontages should be below verandah level, or if there is no verandah, signage should not extend past finished first floor level.
- Cut out lettering or relief signage is preferred to sign boards mounted onto building surfaces.
- Signage above ground floor level should be backlit or spotlit as opposed to being illuminated.

name incorporated into building fabric

HDC 9: Car Parking

- Where car parking is provided on-site it should not impact on requirements for active frontages or identified pedestrian frontages at ground floor. Acceptable solutions include:
  - Basement or semi-basement carparking
  - Parking at first floor level
  - Alternative arranges to provide parking on a nearby site.
- Parking should not occur within 8m of a building frontage at ground floor level in either an identified pedestrian frontage or Mason Street.
- On-site carparks should not occur between the street (or other public space) and the building frontage.



Covered ground level, courtyard and semi-basement parking

- Carparks should not occur on vacant front lots and buildings should not be demolished to create parking lots.
- Semi basement parking extending up to 1200mm above ground is acceptable at street frontages.

Inner Basin North

Vehicle entrances are limited by the rules to one per building. This is interpreted as one entrance being permitted per segment of building, where the two view shafts through the Inner Basin North building footprint define the building segments.

Fryatt Street North

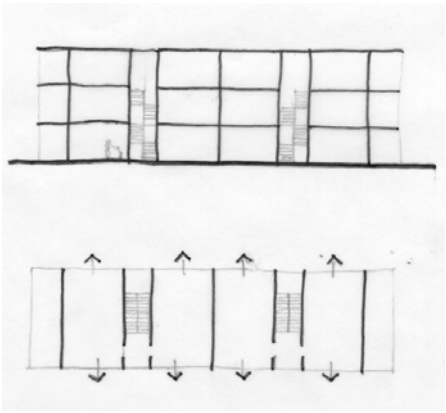
Access to any on-site parking provided is to be from Willis Street or a street perpendicular to Fryatt Street.

Nb. *This may require acquiring right of ways.*

RDC 1: Site layout

The following site layout features are encouraged:

- Layouts where dwelling units address the street, with ground level dwelling units having individual entrances onto the street and upper level units having shared accessways with entrances direct to the street.
- A clear statement of entry (whether to individual units or to a shared lobby) as transition space between public and private realms.
- Visual diversity and variation to façades particularly where visible from the street.
- Emphasis on vertical circulation as opposed to shared horizontal corridors, with lobbies at each level providing access to ideally 2, and not more than 4, units.



Vertical circulation

- Individual entrances directly to ground level/street for units located partially or entirely on ground floor level.
- Building depth generally between 9 and 14m.
- Shared or communal open space aggregated at the rear of buildings, in the centre of blocks.
- Buildings with fronts facing fronts (ideally across the street) and backs facing backs of neighbouring buildings.
- A minimum separation distance between the back of one building and the back of another of 20m. This excludes any balconies that project beyond the building edge.
- Landscaping incorporated into any communal open amenity space and outdoor on-site carparking.
- Optimum solar orientation to living spaces within units.
- Provision of secure weatherproof storage, including bicycle parking, easily accessible from ground level.
- Adequate and discrete/screened space for refuse and recycling storage (often best integrated with on-site parking provision).
- Minimising the number and width of vehicle access points and carefully integrating them into the streetscape where they occur.

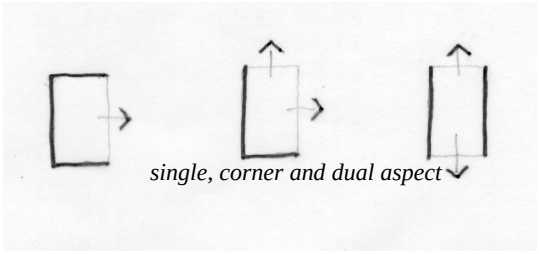
The following building / site layout features should be avoided:

- Access to dwellings from lengthy access lanes perpendicular to the street.
- Access to apartments via long internal corridors or external circulation balconies.
- Shared internal corridors of less than 1.4m in width.
- Parking in shared amenity open space courtyards.
- Refuse and recycling storage near shared or communal entries.
- High blank walls screening dwelling units or their private open spaces from the street or other public space.

Residential Design Criteria

RDC 2: Residential Unit/Apartment Layout

The following unit layout features are encouraged:



single, corner and dual aspect

- Dual or corner aspect unit layouts to achieve cross ventilation and optimal day lighting.
- A living, kitchen or dining area overlooking the street to promote good passive surveillance.
- Ground floor dwelling units with a floor level of a minimum 1m above street level and windowsills a minimum of 1.8m above ground level.
- The use of passive and/or active solar design techniques and other design mechanisms to encourage energy efficiency.

The following unit layout features should be avoided:

- Habitable rooms that rely on daylight and outlook through a living area (except in cases where the bedroom is at a mezzanine level).
- Single aspect layouts where the apartment depth/maximum distance from windows exceeds 8m.
- Main entrances/front doors directly into living areas.

RDC 3: Private/Shared open amenity

- Each dwelling unit at ground floor (or where the main living area is at ground floor) shall have a private open amenity space in accordance with the following:
  - a minimum area of 24m2 and be capable of containing a 4m diameter circle.
  - not obstructed by buildings, parking spaces, shared vehicle access or manoeuvring areas.
  - directly accessible from the main living room of the residential unit.
  - located to the north, east or west of the residential unit.
- Each dwelling unit above ground floor shall have either:
  - a primary open amenity space in the form of a deck or terraced areas with direct access to a living area, or
  - access to a shared communal space at ground or roof level of $12m^2$ per dwelling unit.
- For dwelling units with two or more bedrooms, decks as primary open amenity space are to have a minimum depth of 2m and a minimum area of $6m^2$
- For studio apartments and one bedroom dwelling units, decks as primary outdoor amenity space are to have a minimum depth of 1.6m and a minimum area of $2.5m^2$.
- Private open amenity spaces should be screened from adjoining private open amenity spaces for the full adjoining depth.
- Where buildings are setback from the street (Mason Street) private open amenity space can be accommodated in the front yard, provided a careful balance is achieved between achieving privacy, providing natural surveillance over the street and avoiding high blank walls at the street edge. This can be effectively achieved by a rise in height from street level to open amenity space (between 600mm and 1200mm) and a low wall, screen or hedge (600mm to 1100mm) along the edge of the amenity space fronting the street. A similar treatment can be applied to private open amenity spaces for ground level dwelling units facing communal open amenity space at the rear of buildings.

Harbour Edge Public Open Space & Wharf Structure Design Criteria

HDC 1: Harbouredge Public Open Space

The development of public open space will be assessed in terms of the standard of the following characteristics:

- Facilitation of continuous access along the Inner Basin harbour edge.
- Integration of the wharf, buildings and activities to create an area for public interaction.
- Interaction between ground floor activities within buildings and public open spaces, including the wharf.
- The ability to undertake a wide and varied range of opportunities for the public to interface with water's edge, such as pontoons, marinas, small boat moorings and kayak launching, broad steps or terracing into the water.
- Creation of spaces that facilitate shelter from prevailing winds by such means as level changes and transparent screens.

HDC 2: Wharf Design

The development or refurbishment of wharves will be assessed in terms of the following characteristics and standards:

- In the Inner Basin North, a minimum wharf width of 10m of which up to 4m on the landward side can be leased for commercial purposes.
- In the Inner Basin South and North East Character Area, a minimum wharf width of 14m of which up to 6m on the landward side can be leased for commercial purposes.
- In the Inner Basin South, a maximum width of 4.2m of the redeveloped or refurbished wharf may be used for ground level residential open amenity provided that this occurs landward of the sea wall and that the floor level of the residential area is a minimum of 800mm above the public wharf level.
- The ability to facilitate a wide and varied range of opportunities for the public to interface with the water edge such as pontoons, marinas, small boat moorings and kayak launching, broad steps or terracing into the water.
- The cohesiveness of design with the building alongside it, both visually and physically, so as to foster interaction with ground floor use.
- The cohesiveness of the design of each segment of wharf with adjoining sections including materials fixtures and design detail.

Nb. *Where a segment of wharf is contiguous to another segment that has been previously rebuilt/refurbished, the new segment will be evaluated in terms of the extent to which it integrates visually and materially with the contiguous segment.*

- The durability and robustness of surface materials and suitability for range of non-motorised activities including strolling, cycling, roller-blading, wheelchairs and pushchairs.
- The provision of wharf fixtures including wharf edge railing, fendering, bollards lighting, seating, and surface materials designed to compliment the port/maritime ambience required of the wharf side buildings.
- The provision of wharf fixtures including wharf edge railing, fendering, bollards lighting, seating, and surface materials of suitably robust and durable construction for the harbour edge environment.
- The suitability for berthage of recreational vessels.

Nb. *All wharves are required to be free of structures and obstructions above wharf level such as kiosks or ticket booths.*

Nb. *The current (2006) wharf structure straddles mean high water springs and therefore any use of the structure as esplanade falls partially outside the jurisdiction of the Dunedin City Council.*

- The quality and durability of the wharf construction.
- Design and construction of wharf shall incorporate the following:
  - New Zealand Building Code Requirements, with a minimum structural (operational) life of 50 years.
  - AS 4997-2005 being the Guidelines for Maritime Structures.
  - AS 3962-2001 being the Guidelines for Design of Marinas.

HDC 3: Harbouredge Wharf and Open Space Lighting

The provision of Wharf and Open Space Lighting will be assessed in terms of the following characteristics and standards:

- An optimal standard of components for a marine environment.
- The provision of even, moderate levels of lighting at ground level of between 150 and 200 lux on average, achieved by multiple light sources, avoiding intense glare with zones of relative darkness and obscurity. This should not however prevent special feature lighting to objects and features at higher level.
- White light sources are preferred to yellow low-pressure sodium sources.
- Light stands should be designed with a height, frequency and field of light, which does not intrude into residential or commercial windows and create large shadows or areas affected by glare. In general light stands should be spaced at not greater than 10m intervals with the light source not higher than 4.5m above wharf level.
- The contribution to ambient light levels from within shop fronts combined with either open grille shutters or toughened glass both as a safety measure and a means of contributing towards the ambient light levels in public spaces.