# Appendix 26.2: Harbourside Design Code

Introduction

The Dunedin Harbourside has been identified as an area of significant potential for redevelopment within Dunedin City. The vision for the harbourside area is that of a people-focused mixed-use environment, where enhanced public access to the harbour edge is the stimulus to a vibrant and thriving place to visit, work and live in.

## Purpose of Design Code

As the harbourside area redevelops, new activities will be introduced to the harbourside area, which over time will affect its look and character. This Design Code is intended as a tool to manage and influence the outcome of changes to the built form and character of harbourside, consistent with the identified character areas to create a quality environment. The intention of the Design Code is to optimise the quality of the Harbourside Zone urban environment and encourage adaptive re-use and development that will enhance the area as a vibrant people-oriented place.

The illustrations in the code are intended to support the text by explaining principles. They are not intended to represent actual design solutions.

## Relationship to District Plan

The design code forms part of the District Plan and is the basis for design assessment of controlled, discretionary (restricted or unrestricted) and non-complying activities within the Harbourside Zone. The rules establish the minimum performance standards for development while the design code will guide the qualitative outcomes.

Applicants are required to demonstrate a commitment to maintaining and extending the present and/or intended character of the Harbourside Zone. Provided that this intention is supported and the design code is followed, designers have a degree of flexibility in the preparation of development proposals.

# Structure of Design Code

This document begins with an urban character description of the harbourside area and sets out the principles of urban design upon which ongoing development is to be based. It then establishes the design criteria for new development and alterations, including design criteria specific to each identified character area. Finally, it sets out the design criteria specific to residential buildings and harbour edge public open space and wharf structures.

## Definition of public space

The wharf area in the harbourside area is currently in private ownership with limited public access based upon working wharf areas. As the area is developed for activities that move away from a working wharf area to a recreational and people oriented place, any space to which the public has generally unrestricted access in effect becomes public. These areas are marked on the Structure Plan in Appendix 26.1.2 as public open space.

It is intended that public open space forms an integral part of the urban form and as development occurs these areas will be set aside and retained as public open space. These spaces will be vested in public ownership upon subdivision.

Public space, or the public realm, refers to all areas to which the public has access – including streets and accessways, pedestrian routes, squares and wharves that are part of a private development.

### Character Area Boundaries

Urban Character Descriptions

The opportunity for the public to access the harbour edge is a primary focus of the harbourside vision.

Central to this is Steamer Basin, traditionally the heart of the working port and the City's early gateway for both trade and new immigrants. This inlet forms the closest part of the Otago Harbour to Dunedin's city centre and its proximity offers the best opportunity for the public to access and enjoy the water's edge and the indigenous wildlife that uses the harbour in the inner city. Creating and maintaining a high quality active public water edge will attract businesses, visitors and residents to the area and in so doing enhance its vibrancy and spur further development in adjoining areas.

Integral to the development of a cohesive harbour edge character is the development that occurs in the **Steamer Basin South Character Area.**

Traditionally the hub of port activities, the wharf sheds performed an intermediary function between land and sea transport. In doing so they also formed a barrier to public access to the wharves. With the shift in function towards recreational use and redevelopment of the Steamer Basin, improved public access will be encouraged by activities that facilitate public use at ground floor level, and by a series of view shafts through the wharf–side buildings creating direct public pedestrian access connecting Birch Street to the water's edge.

The buildings along the Steamer Basin South frame the edges to the Steamer Basin and play a major role in defining its character. Building footprints for new development adhere to the narrow strip of land traditionally occupied by wharf sheds, between the wharves and the streets that run parallel to them. The design code guides the creation and enhancement of this character, and encourages a high level of public interaction between the ground floor level activities and the wharves alongside them.

It is intended that new development reflects and enhances the port/maritime heritage of this location, and that this character is maintained and carried through to redevelopment of the wharves.

The rules and criteria are designed to create buildings in the same location as the wharf sheds and of a similar mass. In order to allow greater visibility of the water from Birch Street, additional gaps between the buildings are allowed and extensive use of glazing is encouraged.

The harbour edge is divided into a series of development segments with developers required to refurbish or rebuild the wharves to a prescribed standard concurrently with the development of the buildings alongside them in each segment. The majority of the wharf structures are located in the coastal marine area, which falls within the jurisdiction of the Otago Regional Council. To establish a cohesive urban design for the harbour edge area, it is essential that both the wharf design is integral with the design of the wharf edge buildings, and that the wharf segments collectively create a continuous and cohesive harbourside promenade where a variety of opportunities are created for public interaction with the water's edge.

The remaining character area of harbourside is the **Mixed Use Character Area**, occupying the flat reclaimed area behind the Steamer Basin South Character Area.

As the area develops, the Harbourside Zone rules anticipate a move away from the predominant single storey port/industrial sheds to facilitate mixed use buildings of up to three, and in some cases four, stories in height. In many cases, however, the existing building fabric makes a positive contribution to the streetscape and character of the area. The design criteria of this design code encourage creative solutions that retain character buildings, amidst complementary additions and new infill buildings.

On the south side of the Steamer Basin the **Mixed Use Character Area** includes the blocks south of Birch Street and north of French Street, where buildings are more modern industrial buildings with open yards.

Cumulatively the mix of styles and forms in the Mixed Use Character Area creates a distinctive streetscape character. Industrial features such as exposed brick and concrete surfaces contribute to a robust industrial quality, and new development is required to complement this. Allowance is made for residential and commercial activities to be introduced alongside the traditional industrial and service uses.

Urban Character Descriptions

Improving accessibility from the inner city to the Steamer Basin and pedestrian permeability within the harbourside is regarded as vital step towards creating a sustainable mixed-use environment. The harbourside vision envisages that Mason Street will eventually be linked to the Steamer Basin by new pedestrian streets/walkways to improve connectivity. The more westerly of these creates a direct link between the railway footbridge and the harbour edge, and will be a key pedestrian link from the city centre to the Steamer Basin.

In addition to the harbour edge wharf/promenade, other new public spaces are encouraged.

A waterfront square at the junction of the Steamer Basin and the Cross Wharf would form a widening in the harbour edge promenade at the closest point to the centre of the city. The absence of contiguous harbour edge development platform here ensures good year round solar penetration. The final design of this space could provide for public gatherings, street theatre and other outdoor performance as well as varied options for the public to engage with the water's edge. The opportunity could be taken to create a new link from Willis Street to the waterfront between Fish Street and Tewsley Street. This could be aligned with Fairley Street or could be nearer to the centre of the block. Through the block links may also occur within buildings (arcades) or through private courtyards, where access can be controlled.

# Principles

Development within harbourside is based on the following key urban design principles. All applications are required to demonstrate how these principles are achieved.

## Design Coherence

A new building or public space should have its own design coherence and integrity. Rather than an ad-hoc assemblage of forms and materials to meet rules or guidelines, each development should demonstrate its own inherent design integrity and coherence that integrates and optimises all relevant design criteria.

Design coherence should not however detract from a building's relationship to its context.

*coherent corner site, mixed use*

Additions to existing buildings should be sympathetic with the expression of the original building. Where additions are made to scheduled heritage buildings the design and integrity of the original building must be respected.

However it is neither necessary nor desirable to replicate the style and appearance of heritage buildings or other existing buildings. Such techniques can undermine the integrity and authenticity of both the original building and the streetscape context. New façades can be innovative and reflect contemporary culture and technology while still relating to their context by such means as reflecting the vertical and horizontal articulation and rhythm of neighbouring buildings, or sympathetic contrast in materials or form.

The harbour edge, including the refurbished wharves and associated areas, over time, is to become a continuous public promenade. It must therefore exhibit a high level of overall design coherence and integrity in terms of architectural detail, spatial transitions and materials and fixtures, as its various segments are refurbished or rebuilt in independepent stages. Particular importance is therefore placed on the first segments developed, as these will set the tone for future segments.

Principles

## Relationship to Context

All development should consider and respect the local context, including both the local streetscape and the broader neighbourhood. The aim is to recognise the unique qualities and sense of place of the harbourside setting, and respond to and enhance these qualities in new development and alterations.

In the harbourside area, the sense of place and character is derived from a combination of the harbour edge setting, a strong historical pattern of building orientation and alignment, and robust port industrial buildings and structures. As the area changes towards a wider mix of use, a more intimate rhythm and scale to the built form is anticipated. The challenge is to compliment and enhance the traditional character by such means as the use of similarly robust materials, reference to traditional forms or features and the retention of key elements of existing built fabric.

*Frvatt Street North*

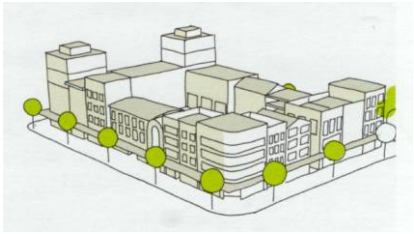
Developments in prominent locations, or accommodating activities of public significance, should consider the context of the city. Public significance is determined in terms of social and cultural relevance to the broader community of the activity. Buildings located along the harbour edge, should consider the visual prominence of the location and the impact on vantage points from across the Harbour.


*Robust traditional character*

Principles

## Perimeter Block Layout

The historical development pattern in the harbourside area has tended towards buildings occupying entire sites. This has created a perimeter block layout with buildings fronting the street edge, and with no side yards between buildings.



***The Block***

This has proven efficient and effective for port/industrial uses and is also most suitable for a vibrant mixed-use, pedestrian focused environment. The perimeter block layout serves to clearly define and reinforce the street and public space layout and creates an uninterrupted street frontage optimal for a pedestrian-friendly active edge condition.

To reinforce the perimeter block layout, new development should be built at full height to the edge of the street (or other public space such as a wharf, square of pedestrian lane) across the full width of the site. Large or random edge setbacks should be avoided. The complex shapes or prominent location of particular sites may be recognised and expressed through a limited set back from the street edge. This must maintain the general pattern and coherence of street edge definition, and create a positive open space that demonstrably contributes to the wider system of public space.

***The Core***

Private and shared open amenity space is aggregated in the core of the blocks creating sheltered courtyards that provide natural light and ventilation amenity to the buildings.

Deep sites with narrow frontages are not readily adapted to perimeter block layout and where such sites exist amalgamation of titles or joint ventures incorporating neighbouring sites are recommended.

Principles

## Active Edges

Buildings lining the edges of streets and other public spaces contribute towards the character, quality and attractiveness of the street or public space. Collectively they define the setting for the activities that take place there.


*Active identified pedestrian frontage*

Active edges are established by a strong emphasis on both visual and physical connections at the public–private interface, generally the street side façade of a building at ground floor level. Such active building edges provide a sense of occupancy and natural surveillance and contribute towards the visual interest and safety required to attract passers-by and in doing so, enhance the vitality of the adjacent public spaces.

This principle is essential in streets with identified pedestrian frontages, where people orientated activities are encouraged. It is also important for frontages to other streets, wharves, squares, view shafts and pedestrian walkways. Where residential use occurs at ground floor level, the visual and physical connections between public and private realms needs to be more subtle in order to retain natural surveillance (eyes on the street) over the street, while attaining an acceptable level of privacy for the residents.

Distinctive entrances to buildings along a street frontage add to streetscape character and invite public interaction. Residential entrances onto the street should incorporate devices such as canopies, overhangs or recesses to create transition zone between public and private zones.

Large areas of blank wall, parking forecourts, or multiple vehicle accessways are discouraged along active edges where they inhibit pedestrian engagement and interaction.

Principles

## Building Scale and Rhythm

As the harbourside area is redeveloped the underlying rules will over time result in a relatively high level of consistency in terms of the bulk and scale of the built environment. It is vital that a rich and varied range of expression tempers this consistency.

In the Steamer Basin Character Area, the total development footprint is required to be expressed as a minimum number of contiguous, distinctly expressed, buildings.

For each of the remaining character areas within harbourside an overall maximum width of street frontage per building is recommended in the design criteria section of this code, beyond which single developments are required to express a façade as two (or more) separate architectural entities.

*Rhythm and scale on George Street*

These measures enable the retention (or formation) of a prevailing rhythm and intimacy to the streetscape without any one building becoming overly dominant, and reduce the likelihood of a single architectural gesture being overly repeated.

*vertical and horizontal articulation*

Vertical and hortizontal modulation with façades allows for further articulation and expression. Careful alignment of the horizontal bands across a building can enable a new building to pick up the grain of a traditional street without mimicking the form.

For perimeter block development, the street façade is the primary element of the building as seen from the public realm. As new buildings extend to the new height limits they will in some instances stand out above their neighbours. In addition, a number of corner sites have been identified where an extra storey is permitted in order to accentuate the corners and add variation to the overall bulk and scale of the urban blocks. It is important to give attention to all façades visible from public places. Design of the roof, often considered the fifth elevation to a building, should also be considered in this respect.

Principles

## Building Scale and Rhythm (continued)

All harbourside character areas have a prescribed maximum height as well as a prescribed maximum number of floors. The purpose of this is to provide the designer latitude for the expression of roof form, and scope to easily accommodate and conceal mechanical services. In no circumstances should additional floors be crammed into the overall maximum height permitted.

## Appropriate Parking and Servicing

As the harbourside area makes a transition from port industrial activities to a mixed-use environment there will be a change in demand for parking. Onsite parking is often inactive and unattractive and an undesirable activity at ground level where visible from public spaces. It is also undesirable within buildings along their ground level frontages to public places.

Where on-site parking is required or provided, it should not conflict with or compromise the quality of the street edge, or the status of the main pedestrian entry to the building. Parking should be located at the rear of buildings, below ground, or in some cases at first or second floor level within buildings. Under no circumstances should onsite parking be provided in parking forecourts between buildings and the street or public space. Parking should also be avoided at ground floor level along street or public space frontages within buildings.

***Note:*** *Semi basement parking (a half level below ground) is often very compatible with residential uses directly above in that the extra half level up creates a desirable interface between street and residence.*

The main entrances to buildings should always address the street and not parking courtyards in the centre of blocks.

Carparking is not generally regarded as an appropriate use for a heritage building, however there are a number of warehouse and industrial buildings in the harbourside that could be adapted for parking. As options for parking within the Steamer Basin character area are very limited, arangements may need to be made for meeting onsite parking needs in other nearby locations outside the Steamer Basin character area.

Principles

## Personal Safety

Safety is an essential element of successful open spaces and can be supported by adopting the principles of Crime Prevention Through Environmental Design (CPTED).

Key components include:

- Active building edges where a sense of security is provided by way of natural passive surveillance over public space.
- A mix of uses at sufficient density to ensure that streets and other public spaces are well used throughout the day and evening.
- A clear delineation between public spaces that are open to the public, and on-site communal spaces that are private or semi private, particularly in residential developments. The former should be open to all, the latter access-controlled to maintain safety and security. Any through site links should be designed to have a reasonable proportion of active edge.
- Effective night-time lighting with the emphasis on clearly lighting the main pedestrian routes and spaces with multiple low level light sources. This avoids the intensity and glare produced by fewer brighter light sources which can make it harder to see into darker zones of contrast further from the light source. Light spill from shop front windows can enhance the attractiveness and safety of the street edge, when shop keepers are encouraged to keep their lights on throughout all hours of darkness.
- Avoid dark recesses or shrubs, low trees or larger objects, which offer refuge and concealment for undesirable activities.
- Provide escape routes to all publicly accessible spaces to allow exit from any potential threat.
- Avoid grilles and 'jail bars' for lock up to shops and other ground level premises. Security facilities should ideally be an unimposing and integrated part of the shop front design.

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

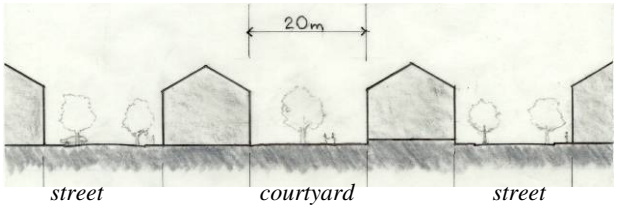
## HDC 1: Site Layout

***Steamer 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 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.

***Mixed Use– General Criteria***

- Buildings shall occupy the full width of their site at full height at the street frontage.
- 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.




- 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.

## HDC 2: Built Form

### General Criteria for New Buildings

- 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.

*Sympathetic harbour edge character*

- 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.

*Steamer Basin South*

- Development over the entire Steamer 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 fourth floor into the roof element; or introducing capping elements to the roofline.

## HDC 2: Built Form (continued)

***Mixed Use***

- 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

(***Note to Plan Users**: refer to Section 13 townscape for rules relating to buildings listed on Schedule 25.1, including additions and alterations)*

*Sympathetic contrast*

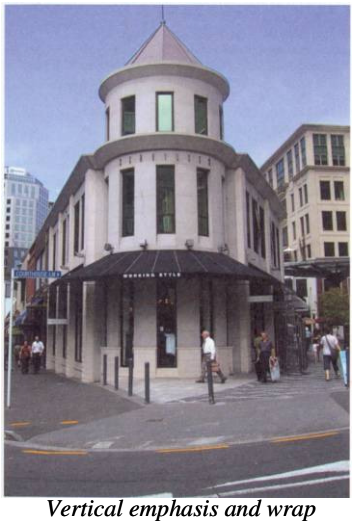
A coherent relationship with the existing structure should be established by such means as:

- 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.
- Respecting existing fenestration

*Retention of existing built fabric*

Additions and alterations to existing buildings containing industrial activities should adhere to the building form/site layout features outlined in HDC 2: Built Form – Industrial Activities and design principles where appropriate whilst still maintaining function and practicality of the building.

## HDC 4: Corner Sites

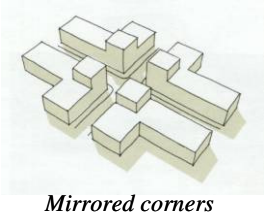


*Vertical emphasis and wrap around elements*

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.

*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.

***Note:*** *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.*

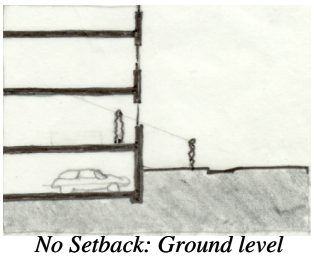
- Ease of transition between public and private space with no noticeable level change between the street and ground floorlevel activities.

## 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:

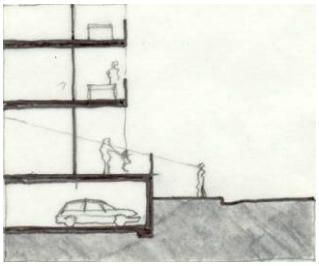
*Residential active frontage*

- 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, 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.

***Note:*** *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 re-use 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)

***Steamer Basin Character Areas***

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.

## 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

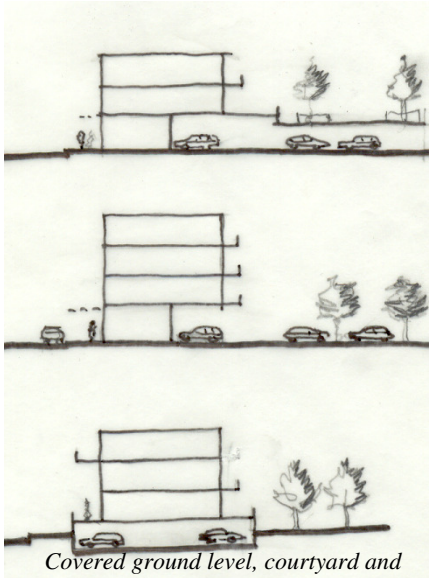
- A single building name sign per façade may be incorporated into the building fabric above ground floor level. Such a sign should be integral with the fabric of the building and should not take the form of a signboard mounted onto a building.
- Placement and design of signage should respect and complement the architectural detailing and modulation of the building.
- 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*

Harbourside Design Criteria

## 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.



*Covered ground level, courtyard and semi-basement parking*

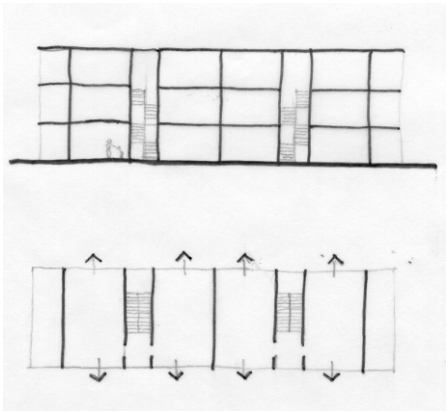
- On-site carparks should not occur between the street (or other public space) and the building frontage.
- Carparks should not occur on vacant front lots and buildings should not be demolished to create parking lots.
- Semi basement parking extending up to 1200mm above ground is acceptable at street frontages.

.

## 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*

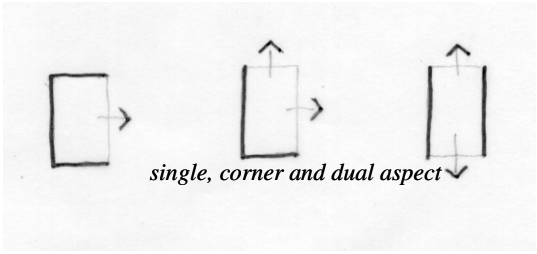
- Individual entrances directly to ground level/street for units located partially or entirely on ground floor level.
- Building depth generally between 9 and 14m.
- Shared or communal open space aggregated at the rear of buildings, in the centre of blocks.
- Buildings with fronts facing fronts (ideally 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.

## RDC 2: Residential Unit/Apartment Layout

The following unit layout features are encouraged:




- 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 24m$^2$ 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 of 6m$^2$ 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.

Harbour Edge Public Open Space & Wharf Structure Design Criteria

## HDC 1: Harbour Edge 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 Steamer 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 Steamer Basin South 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 Steamer 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.

***Note: 1.*** *All wharves are required to be free of structures and obstructions above wharf level such as kiosks or ticket booths, with the exception of the Tewsley Street pontoon/breakwater where one minor building is anticipated.*

***2.*** *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: Harbour Edge 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.