

01 EXTRACTS FROM 2009 LANDSCAPE AND URBAN DESIGN STRATEGY

CONTEXT

overall site plan: nts



SCALE: 1:2000 @ A3

02 EXTRACTS FROM 2009 LANDSCAPE AND URBAN DESIGN STRATEGY

CONTEXT

overall site plan: nts



KEY

	Shops		Pedestrian link identified from survey		Main vehicle link		Bus stop
	School		Cycleroute		Railway		
	Green space		Public transport route		Historic feature		

SCALE: 1:2000 @ A3

03 EXTRACTS FROM 2009 LANDSCAPE AND URBAN DESIGN STRATEGY

CONTEXT

overall site plan: nts



KEY

	Shops		Pedestrian link identified from survey		Main vehicle link		Bus stop
	School		Cyclerroute		Railway		
	Green space		Public transport route		Historic feature		

SCALE: 1:2000 @ A3

overall site plan: nts



KEY

- Pedestrian link
- Cycleway
- Public transport route

Proposed bus stop, final location to be determined

Concept Shown on OPTION 3B



N

SCALE: 1:2000 @ A3

05

EXTRACTS FROM 2009 LANDSCAPE AND URBAN DESIGN STRATEGY

ACCESSIBILITY

overall site plan: nts



- KEY
- Pedestrian link
- Cycleway
- Public transport route
- Proposed bus stop, final location to be determined
- Concept Shown on OPTION 3B



SCALE: 1:2000 @ A3

06 EXTRACTS FROM 2009 LANDSCAPE AND URBAN DESIGN STRATEGY

ACCESSIBILITY

overall site plan: nts



- KEY
- Pedestrian link
 - Cycleway
 - Public transport route
 - Proposed bus stop, final location to be determined
- Concept Shown on OPTION 3B

URBAN DESIGN STRATEGY

The design strategy seeks to:

- Provide a context sensitive outcome.
- Increase the cross route connections and ease the ability of pedestrians to more freely access the urban arterial.
- Enhance the green corridors and ecological linkages that are both a characteristic of the area and an ecological gain.
- Maintain or create opportunities for community gain through protecting access to the old rail line tunnel and identifying scope for community based artists work, future public transport.
- Use the development opportunity to create a gateway at the top of the hill as an entrance portal to Dunedin city.
- Achieve a safe, effective and attractive environment for road users and local residents.
- Be a cost effective solution to the requirements of the urban arterial route.
- Improve connectivity for pedestrians and cyclists.



DESIGN DRIVERS

Dunedin is well known for its University, Speights Brewery, the wool and gold history and heritage buildings, its wildlife, harbour, albatrosses, vibrant arts community, railway and Scottish heritage.

This provides a multiplicity of reference which could be used to develop an overall themed design approach to the urban arterial.

To create an urban arterial route the road needs to have an identity as well as responding to both the roads and character of the adjacent area through which it passes. It also needs to service the local community as well as the longer distance vehicle traveller.

A simple solution which reinforces the local pattern along the highway is proposed.

This can be achieved by:

- Reconnecting the underlying street pattern (lost due to earlier rail and road construction) across the arterial using blocks of tall planting on the old street alignment. This will both visually draw the sides of the road together and create a series of baffles which will help to slow traffic speeds.
- Reinforcing the 'town belt' dark green swathe along the west of the road with new native planting.
- Creating clear, direct footpath links to crossing points, with widened waiting points and median refuges where possible.
- Using Rhododendrons as markers along cycleways and walkways.
- Using feature lighting and colour on footbridges and under passes and under bridge decks and rails.
- Creating feature paving and space at the Caversham village signalised intersection, relating to the brick work detailing.
- Linking all side streets to the footpaths which parallel the arterial.
- Using detailed planting in proximity to side streets away from the arterial where floral effect can be appreciated, while maintaining sight lines.
- Using artwork incorporated into walls to help identify the theme and Dunedin's character.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions are ones which provide an integrated design response, achieves a sense of place and local character related to the areas through which it passes, while creating continuity and identity for the whole route.

Roadway elements which form part of this response include:

- Alignment and proximity to adjacent uses.
- Elevation and relation of form to adjacent land.
- Safety barriers which may block access or protect pedestrians.
- Perimeter fencing which may block access or protect pedestrians.
- Median solid or painted or planted which can provide safe pedestrian refuge, help to break down the width and scale of the highway and tie road sides together.
- Under/Overbridges providing cross highway connections, which can reflect the character of adjacent areas in form and materiality.
- Footbridges providing connections and viewpoints benefiting the community.
- Abutments to structures which can endorse and focus views, reduce road crossing width, improve connections, opening up views, increasing light and perceived safety for users.
- Lighting which can improve night time safety for pedestrians and make a feature of a mundane element, provide identity and sense of place at night.
- Signage reduced numbers of signs provides more time to read them, land form and detailing which is directional reduces the need for signage (non-statutory).
- Handrails on structures which can block or provide views to/from the highway.
- Noise barriers which can become an integrated landscape and be of ecological value.
- Planting mass planting of regenerate native vegetation on the edges of the Caversham Valley slopes;
block tree planting in grassed areas and street tree plantings at lower end of route;
low shrubs or hedge planting (native) along railway line boundary
ornamental rhododendron plantings near local roads and footpath/cycleways, low speed environments;
reintroduction of native species and endangered species and local feature rhododendrons.