

## STREETSCAPE OBJECTIVES

- Recognise and protect the special character and qualities of the public open space at Freyberg Place and Khartoum Place.
- Maximise continuity of retail frontages and stimulate "building-to" the frontage rather than to arbitrary bonused or enforced setbacks;
- Maintain an articulated character of frontage -especially embayed doorways, entrances , and a multiplicity of building openings ( doors, windows, balconies, etc )- to enliven the street and avoid the sterility of flat frontages;
- Encourage streetside cafe uses and a high level of interaction between such uses and the street, specially at Khartoum Place and in High Street;
- Establish a sense of entry and 'place' to the precinct with symbolic entry planting/structures/banners at major thresholds to the area;
- Continue the development of Freyberg Place as a focal node for the precinct, and promote an appropriate built edge where structures abut the space;
- Maintain the key presence of the palm trees above Freyberg Place as a 'signature' for the area;-Soften the hard visual image of the Khartoum Place stairwell;
- Develop Durham Street East as a 'trader alley' with specific improvements and provision for street traders;
- Enhance the street character of Lorne Street south between frontages to create a sense of 'place', and link it to the rest of Lorne Street with appropriate continuity of detail whilst recognising the entertainment precinct role of this street;
- Encourage through-site-links to further elaborate east-west pedestrian communications through the precinct, but on a structured basis to promote useful links but discourage others, such as repetitive routes close to existing links, or those which do not effectively shorten pedestrian travel.



## ARCHITECTURAL CHARACTER

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The architectural character of the High and Lorne Street area is characterised by a highly diverse range of ages, stylistic characters, levels of detail, heights, and bulk. This results in a particularly wide spectrum of interest, with extremes in either direction contrasting and complementing each other.

Lot and frontage widths tend to increase with site amalgamation accompanying more recent developments, but small buildings continue to exert a strong presence in the streets. Because of the number of these small units, the architectural character is diverse; this is perhaps the major charm of the area.

Facades of greatly differing height nestle side by side giving Lorne/High Street a rather uneven appearance. As redevelopment occurs these differences will become less apparent as facades reach the maximum permitted height under the Frontage height and Setback Control. Some areas of fairly uniform height (5-6 storeys) are evident around the Vulcan Lane/High Street junction.

A Special Character Frontage Control applies to Lorne Street, Khartoum Place, Chancery Street, High Street, Vulcan Lane and O'Connell Street. The intention of the control is to ensure that the design of new buildings conforms to the scale and alignment of the existing buildings in relation to the street and thereby maintain the sense of intimacy and enclosure which characterises the area. With this control, it is intended that new development, when viewed from the street, will appear to be of similar scale to existing buildings.

The Special Character Frontage Control identifies two frontage types. Frontage type A applies to the narrower streets of High, Lorne and O'Connell Streets and reflects the generally lower frontages of existing buildings which range from 2-7 storeys in that area. Frontage Type B applies where the typical frontage heights are 6-8 storeys and the higher frontage height is appropriate for the wider street pattern

Analysis of the spatial character of the study area has evidenced that Lorne Street also enjoys a high degree of enclosure generated by the narrowness of street lined by buildings of different heights. Although wider than High Street, typically the street has a building height to street width ratio of 1:1.3 (Lorne Street North).

Lorne/High Street fulfils a service lane function for unloading goods to adjoining buildings. Traditionally loading docks and kerbside parking were used for this purpose. In recent years however, the demand for vehicle crossings onto sites has intensified due to increased servicing demand and the increasing availability of on site parking.

Demands on street frontage for office foyers, loading docks, and vehicle entry/exit points have created voids in the facade continuity at street level. This is especially apparent where such facilities are aggregated.

Older buildings are of lower scale with contemporary buildings extending to 14 floors. A comparison of facade heights is tabled below.

	<b>Height Range (floors)</b>	<b>Most building fall within</b>	<b>Height in Metres</b>
<b>Lorne Street</b>	1 - 14	2 - 6 floors	7.5 - 23m
<b>High Street</b>	1 - 14	2 - 7 floors	7.5 - 26m
<b>Vulcan Lane</b>	1 - 6	3 - 6 floors	11 - 23m
<b>O'Connell Street</b>	2 - 10	2 - 4 floors	7.5 - 15m



## ANNEX 4

Decoration of building facades is generally relatively plain and restrained. In relation to the earlier buildings, the lack of decorative detail probably reflects the utilitarian original uses - warehouses, tradesmens and service workrooms, light manufacturing, stables, motor garages etc., but may also be a response to the less-than-prime location. The traditional service lane function of the High Street/Lorne Street precinct meant that a high degree of ornamentation was not thought to be necessary.

The Victorian public houses in Vulcan Lane however are close to Queen Street and therefore more visible. Their more intricate facades reflect this proximity.

Some corner buildings such as Norfolk House, Campbells Shoes, and Gifford's Building (all surrounding the Vulcan Lane/High Street junction) have responded to their corner location and taken extra care with facade details and curved corners.



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The General Building (corner O'Connell and Shortland Street), the former South British Insurance Building (corner High Street and Shortland Street), both built in the Chicago style, and Administrator House (formerly the Alliance Assurance Company in O'Connell Street) were all built in the 1920's and display a restrained and subtle approach to decoration, reflecting the image the insurance companies wished to convey - solid, reliable, confident, and conservative.



## ANNEX 4

Most older facades in the precinct have clearly articulated floor levels and a comparatively narrow street frontage in relation to their height, which tends to give facades a vertical emphasis. Even buildings of quite extensive total street frontage contain shop facades of narrow individual width. This subdivision of a building into visually digestible elements has a human scale and suggests a variety of spaces behind the facade.

Few modern buildings respect the ambience of the precinct in any coherent way - most show adherence to stylistic imagery current and popular at the time of their creation.

The most notable departure is Peter Beaven's sensitive and evocative Canterbury Arcade addition (the High Street frontage) which perceptively reinforces the Parisian feel of the street with its intricate balconies, shutters, and garret-like penthouse. The building has a high sense of interaction and involvement with the street, and is an object lesson in empathy and sensitivity without compromising the building's identity or date of construction.

The urban character of the area is particularly well supported by the range of materials evident in the buildings in the precinct. Those especially of note include stone, marble, granite, brick, cement plaster, steel, wrought iron, copper, bronze, glass, and flexible awnings and timber shutters. Occasional anomalies where suburban or rural materials (e.g large areas of timber surface) are used are conspicuously out of character.

### ARCHITECTURAL CHARACTER OBJECTIVES

- 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.
- Reinforce the character of the precinct, where appropriate, by requiring the design of new buildings to conform to the scale and alignment of existing buildings when viewed from the road.
- 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.
- Maintain an appropriately urban use of permanent building materials, in contrast to impermanent suburban and/or rural materials and components.
- 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.
- Recognise that diversity is a chief architectural characteristic of the precinct, and to ensure that future developments respond to this without compromise to the integrity-within-diversity of the precinct;
- Maintain the small scale variation and articulation of shopfront detail present, in contrast to bland or featureless continuous frontage detail;
- 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;

