

# PROJECT central city



## Central City Lanes Report

### Lanes Design Guide Part 6 of 7



# Acknowledgements

Thank you to the following people for their contribution these guidelines;

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# INTRODUCTION

This document forms Section 5 of the overall Lanes Report and should be read in conjunction with the full document.

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1	Summary
2	Lanes Plan
3	Inventory
4	Planning & Policy Review
5	Traffic Planning
6	Design Guide
7	Prioritisation

# INTRODUCTION

## Background

*“Christchurch’s Central City lanes and alleys, once home to many of Christchurch’s early warehouses and factories, is now a thriving entertainment and retail precinct.”*

This excerpt from the ‘Christchurch Central City Lanes Walk’ brochure highlights the success of lane developments in the city so far. A number of privately initiated development projects within the Central City have been undertaken which demonstrate how lanes can create an alternative urban environment that diversifies the experience of the city and encourages greater urban revitalisation.

In 2001, Christchurch City Council released the Stage 1 Central City Revitalisation Strategy and the Central City Transport Concept in which the Council has agreed to embark on a 25 year programme to revitalise the heart of Christchurch. The vision is to reinforce the City Centre as Christchurch’s vibrant, strong, safe and sustainable heart.

In 2004, the Central City Transport Concept was consulted on, and from this the Draft Central City Streetscape Plan has been developed, which provides guidance for the design and development of streets in central Christchurch.

In 2007, The Central City Lanes Plan (Lanes Plan) was prepared as part of the Central City Revitalisation Strategy to enhance pedestrian movement through the City Centre and to encourage mixed use activity. The Lanes Plan provided a mandate for Council to pursue joint partnership with property owners on lanes and redevelopment projects.

The goal of the Lanes Plan is *“attractive and vibrant lanes that provide safe and convenient pedestrian corridors and which become a popular mixed use destination for inner-city residents and Central City visitors”*.

## Purpose

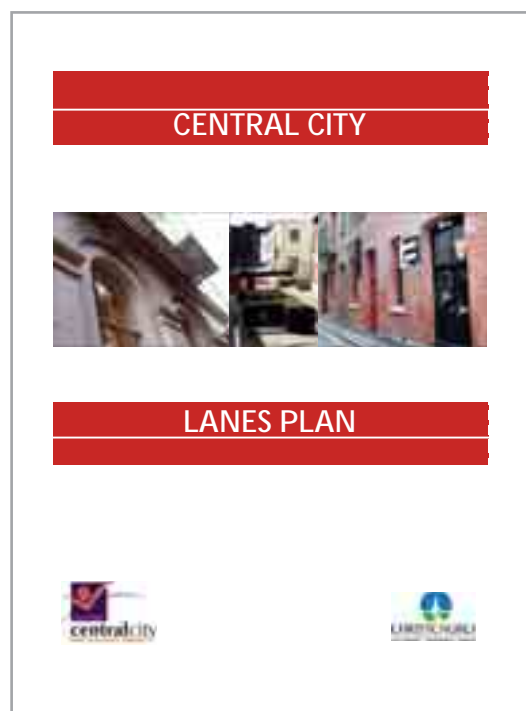
These guidelines have been commissioned by the Christchurch City Council to provide a means to assess future lanes development proposals and to provide guidance to Council staff and potential developers.

The guidelines aim to:

- Facilitate the implementation of the Lanes Plan in a consistent and coherent manner
- Streamline the implementation with the Council’s capital improvement programme

The ongoing application of the guidelines is intended to reinforce the existing distinctive qualities of the lanes but also develop them in ways that are both unique within New Zealand and internationally.

It is intended that this document undergo a full review at the end of 10 years in operation.



Central City Lanes Plan



# Scope

These guidelines are focused on the Central City of Christchurch, defined as the area inside the four avenues, with the majority of the existing lanes located in the 'Core', 'Frame 1' and 'East Fringe' zones as per the Christchurch City Plan.

Within this geographical area, 26 lanes have been identified in the Lanes Plan. Numerous short sections of service lanes, which often lead to open parking lots, have been omitted from the inventory but could be reconsidered under the Lanes Plan if private property redevelopment or lane enhancements are proposed.

Lanes classified as 'Arcade' are excluded from these guidelines, unless consideration is being given to converting them to open air lanes as per the definition of a lane below.

As with 'His Lordships Lane', there is also potential for other new lanes to be created. These guidelines are intended to accommodate both existing lane upgrades and the creation of new lanes with the intention to continually build on the existing lanes network.

The success of individual laneways is dependant on development of the lane itself along with the built form and mix of activities positioned along its edges. To ensure the Council's capital investment in lane upgrades is efficient and effective, these guidelines take a holistic approach to lane development and encourage new development to carefully consider a wide range of issues from broad context to ongoing management.



- Key:
- Ownership*
- Arcade
  - Council
  - Legal Road
  - Private
- Precincts*
- Pedestrian Core
  - High Street Precinct

Lanes location plan

## Definition of a Lane

For the purposes of the Lanes Plan:

*'a lane includes paths, streets, or access ways which are secondary to main routes or streets within the City. They may be known as service lanes, alleyways, or rights of ways. They are primarily open to the sky and enclosed by buildings on both sides for the majority of their length, although some of the lanes are partially built over. Ownership may be public, private, or a combination of both via public easements.'*

## Lane Qualities

Although some of the lanes identified in the Lanes Plan are called Streets (eg. Ash Street), Christchurch's laneways have a character which is in stark contrast to its streets, squares and malls based around the historic grid pattern.

Lanes are unique and complex places within the city that are discovered over time and herald an 'alternative city'. They are industrial, gritty and often dark, but add vitality and interest to the Central City.

Some of the main qualities of lanes include:

- An underworld character that is experientially different from other more familiar urban environments, with the element of surprise that evokes a strong sense of discovery as people travel throughout the network.
- Richly detailed with diverse and fine grain activities.
- A strong connection to the history of the city, exposing multiple layers of elements and building fabric which have built up over time, and remain unaltered due to long term under investment.
- Narrow and with a strong sense of enclosure that emphasises the gritty and industrial materials and finishes when viewed at close range and slow pedestrian speeds.
- Traditionally used for servicing activities, removing such functions from street frontages.

## Using the Guide

This guide has been structured into four main sections, ranging from lane configuration to detailed considerations of design and management:

- Part 1 - Context and Structure
- Part 2 - Lane Components
- Part 3 - Lane Details
- Part 4 - Lane Management

Sub-sections have mainly been divided by topic with 'Objectives' identified for each topic followed by a list of key considerations to achieve 'Best Design Practice'. These are followed by diagrams that clearly demonstrate the desired outcomes and accompanied by precedent images of similar successful outcomes elsewhere. Where possible, 'Rules of Thumb' have been included at the end of each section to give broad quantitative design guidance.

These guidelines have been created as a 'living document' where sections can be updated, substituted or added to as successful lanes evolve and more is learnt from implementing new lanes. It is important to check for updates when referring back to this document.

When considering redeveloping a lane or creating a new lane, the Council and developers will need to consider:

1. Lane network
2. Use classification
3. Lane width

The designation and combination of these for each lane will influence which area-specific treatments are applied throughout this guideline document. These are defined below and Appendix B specifies these categories for each existing lane identified in the Lanes Plan.

Note that this document provides guidance only, and that each lane should be assessed and designed on a case by case basis.

Relevant links to further information are also listed in Appendix B. These provide links to key Council documents and more detailed guidance on use, particular issues or approaches adopted by other cities.



# Lane Networks

The Central City has a centralised lanes network which relates to the different primary spaces found in the heart of Christchurch. These include:

- **Cathedral Lanes:** includes all lanes accessing Cathedral Square and bordered by Gloucester Street in the north, Oxford Terrace in the west, Hereford Street to the south and Manchester Street to the east.
- **Mall Lanes:** includes all lanes accessing City Mall within the area bordered by Hereford Street to the north, Oxford Terrace to the west, Lichfield Street to the south and Manchester Street to the east.
- **Fringe Lanes:** all lanes that fall outside the lanes above. These are generally located in the Frame 1 and East Fringe zones of the Central City.



Cathedral Lanes



Mall Lanes



Fringe Lanes



Lanes Networks

## Use Classifications

Irrespective of ownership, lanes have been split into three use classifications:

- **Pedestrianised Lanes:** those lanes that are primarily pedestrian, with no regular vehicle access eg: Chancery Lane
- **Shared Lanes:** those lanes that have a shared surface. The deliberate coming together of all road users (pedestrians, cyclists and motor vehicles). These lanes should be designed to promote slow traffic speeds, and should be without kerbs and other physical separations.
- **Service lanes:** those lanes which have a primary role to service buildings off a primary street or lane and do not have the qualities suitable for encouraging regular pedestrian use.

- Narrow lanes (2-4m)
- Wide lanes (4-10m)

Lanes wider than 10m will begin to lose some of the lane qualities and can better accommodate two way traffic. These will need special consideration over and above these guidelines.

## Planning Considerations

There are a range of Christchurch City Council planning and policy documents that will influence lane development and revitalisation of lanes.

New lane developments should reinforce broader planning strategies, which cover a range of scales and detail. These strategies encourage new developments to incrementally shape the future growth of Christchurch in a sustainable way - environmentally, socially and economically.

'Section 4: Planning and Policy Review' within the 'Christchurch Central City Lanes Report' also covers this in further detail. Refer Appendix B for links to other relevant planning documents.

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## Lane Widths

The existing laneways range in width from approximately 2m to 10m wide with a few exceptions. The width of a lane affects how the lane can be utilised and how vehicles will be able to interact with pedestrians and other activities. Lane treatments will differ for :



ZONING LEGEND	
<span style="color: red;">■</span>	CCC Identified lanes
<span style="background-color: #cccccc;">■</span>	Core
<span style="background-color: #999999;">■</span>	Frame 1
<span style="background-color: #e0e0e0;">■</span>	East Fringe
<span style="background-color: #666666;">■</span>	Conservation 2
<span style="background-color: #333333;">■</span>	Southern City

*Lanes location plan and zoning*

PART **1**

# LANE CONTEXT AND STRUCTURE

**7**

# 1.1

## INTEGRATION WITH OTHER ROUTES

Increasing the number of possible linkages into and out of a lane provides more choice of routes and reduces travel distances, making the lanes network easier to access and service.

An increased frontage area available within city blocks also makes more efficient use of under developed rear lots and buildings creating greater amenity for the central city.

### Objectives

- To utilise the lanes network to enhance pedestrian permeability across the central city.
- To identify potential new pedestrian connections that will increase activity levels within lanes and sustain the lanes economy.

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### Best Design Practice

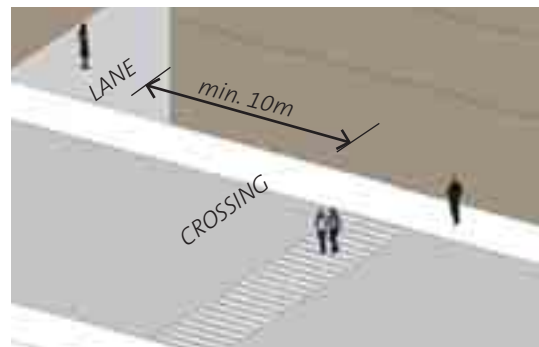
- Ensure lanes contribute to improving convenient and comfortable access to key destinations or public transport within the City Centre.
- Increase pedestrian permeability through large city blocks by considering potential new access points. Increase the number of connections between other laneways, internal public spaces and primary streets where possible.
- Where the lane is bisected by a road or access way where cross traffic is present, careful attention should be paid to avoid the road or access disenfranchising one side of the lane from the other. Maintaining good connections helps build a lane network. Careful attention should be paid to ensuring crossing points are safe, efficient (ideally affording pedestrians priority such as zebra crossings) and on the pedestrian desire line. (ViaStrada)
- Provide safe and easy access between connecting lanes in the network, even if they cross primary streets. Due to the dual use of most lanes for pedestrian and vehicle access,

crossing points (e.g. signalised junctions, zebra crossings) should not be provided at lane entrances unless both lanes are pedestrianised. Crossing points should instead be provided in close proximity to entrances without compromising the directness of the route connections.

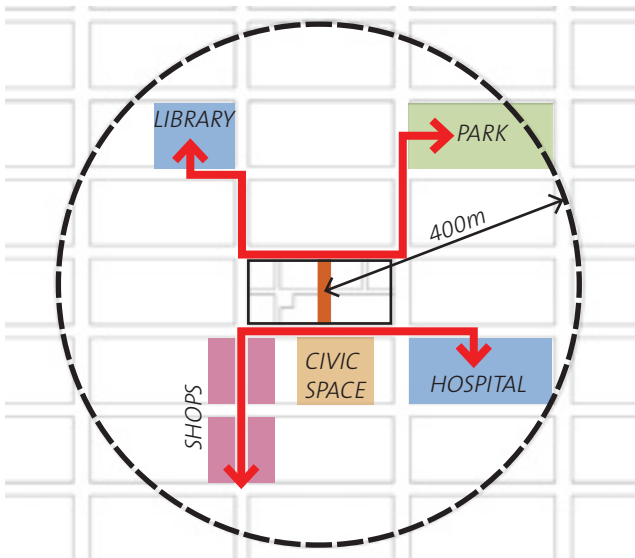
- Increasing the number of linkages reduces the overall block size, creates more frontage and greater value. This makes it more feasible to provide basement or multi-storey car parking away from main pedestrian routes.

### Rules of Thumb

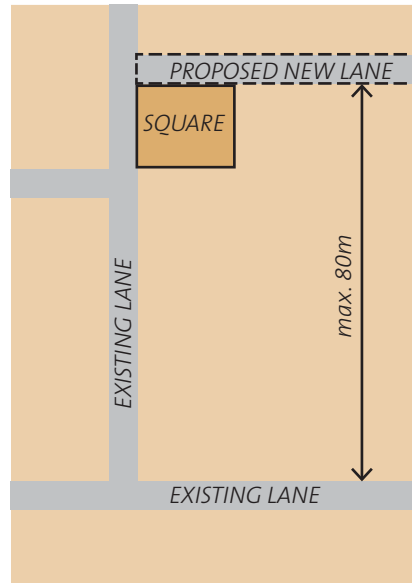
- Map 400m (5 minute) walking distances to identify which key destinations are in a comfortable walking catchment from a lane. Identify how supplementary connections can be created to better access and link these.
- Central City blocks are typically 100m deep x 220m long. These are considered too long for an active laneway without supporting connections. Lanes should preferably have mid-block connections of no more than 80m apart but preferably less.
- Pedestrian crossings at the ends of lanes should be reviewed on a case by case basis. In order to avoid conflict with turning vehicles the best option may be to locate crossings 10m from lane entrances



*Pedestrian crossing in close proximity to lane entrances but avoids conflict with vehicles*



Walkability diagram showing possible new links to key destinations



Increasing the pedestrian permeability of city blocks with new limits



✓ A well-used connecting lane (Melbourne)



✓ Additional connections can also be established through buildings



## COMPATIBLE LAND USE MIX

Mixed-use development typically contains non-residential land uses (commercial, community, recreational or institutional) alongside residential ones. These uses may be organised either vertically or horizontally, or as a combination of the two, and generally in close compatible relationships.

In the Central City, mixed use can be beneficial for reducing travel demand, intensifying land use and spreading activity more evenly throughout the day and night for safety, vitality and to support the lanes economy.

The improvement of existing lanes and creation of new ones provides access to previously inaccessible and undeveloped internal parts of Central City blocks, creating greater development opportunities and value. They provide more frontage space within blocks that can be utilised and inhabited by a diverse range of activities, but the proximity between these can also create conflict, which needs to be managed throughout the evolution of the lane.

directly out to the lane and in many instances utilise parts of the lane for additional space needs. Main building entrances and small foyers should also be part of ground level use along the laneway. Upper levels and rear parts of the building are more suitable for residential uses, where there are fewer disturbances from lane activities and more opportunities for views, privacy and access to light. Commercial uses often fit in between, where a quicker access to the lane and a greater public profile is advantageous.

- Residents who choose to reside in mixed use developments within lanes will generally have a positive attitude to urban living. However, it is important that noise, vibration, daylight access, light spill, privacy and outdoor living space are well managed through good quality design. In particular, noise insulation is critical, both at the interface with the lane and between neighbouring units.
- Locate all primary building activities, pedestrian entrances and windows along the lane to contribute to lane activity and create positive surveillance from all building levels.
- Generally avoid residential uses within entertainment precincts with long opening hours unless a suitable buffer is provided to shield ambient noise and vibration, such as an intervening building.

### Objectives

- To increase and diversify the use of lanes during day and night for safety, vitality and the lanes economy.
- To locate activities in appropriate places and manage conflicts between them.
- To encourage a more permanent residential population to inhabit the lanes.

### Best Design Practice

- Vertical stacking of land uses is preferable due to the confined nature of lanes. Retail, cafes, bars and restaurants are most suited to the ground floor where they can benefit from passing trade and regularly supervise the lane. Most ground level units will be able to open

### Rules of Thumb

- Design mixed use buildings to be adaptable, such as designing floor to ceiling heights to 3.5-4m to allow for a wide range of uses to occupy buildings and adapt as laneway themes, activities and market demands evolve. These also match closely with other historic warehouse building construction, which are often considered highly flexible.



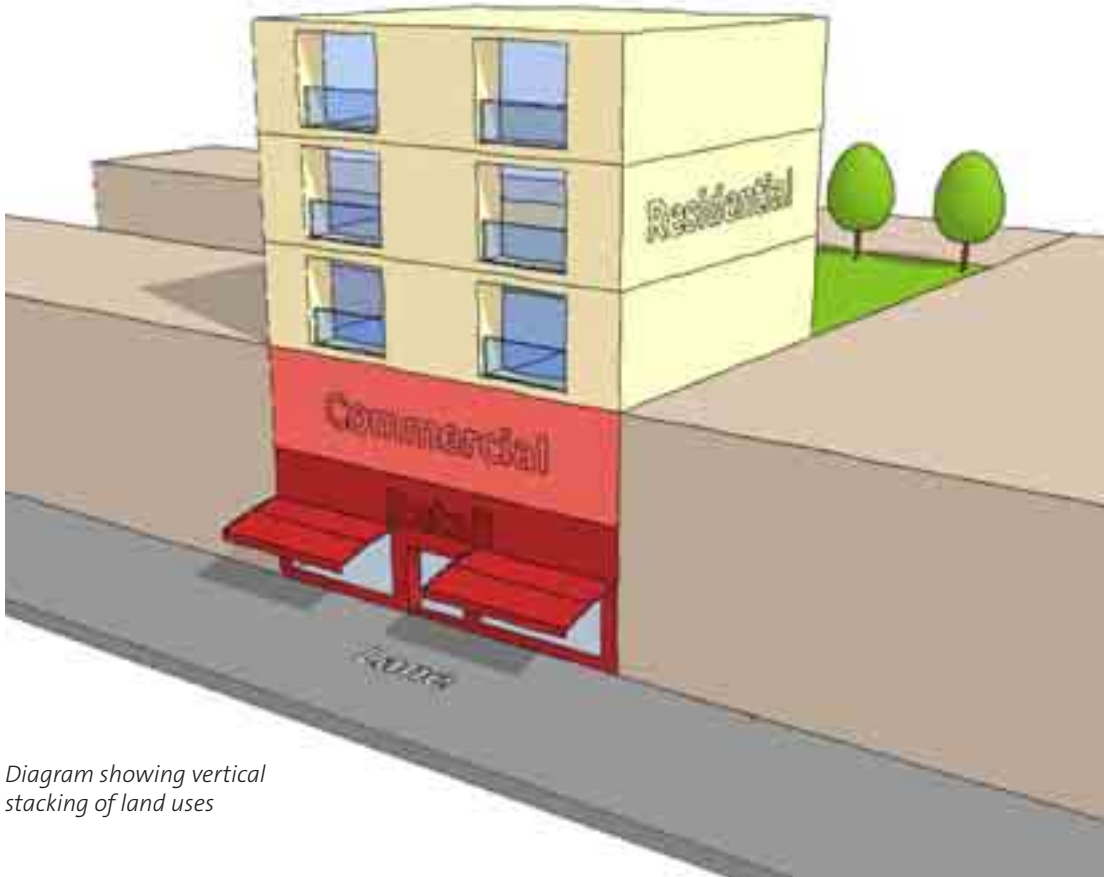


Diagram showing vertical stacking of land uses



✓ Vertical stacking of land uses - retail at ground, commercial above and residential on top level (London)



✓ Small scale vertical stacking- cafe' at ground level and commercial above (Queenstown)



## HERITAGE AND CULTURAL VALUES

The City of Christchurch has a distinctive character and identity, derived from its buildings, public spaces, memorials and structures. A number of these have architectural, social and historical importance and provide a valued link to the past for present and future generations. Lanes are potentially a significant part of this, providing access to large inventory of historic building stock which can be experienced at close range.

- Consider building other cultural references into lanes development through artworks, plant selection and detail design that reflect New Zealand's Maori and other multi-cultural connections.

Note that Resource Consents will be required for alteration or removal of heritage items and buildings.

Please also refer to the Urban Conservation Area Study for more information.

### Objectives

- To maintain and conserve heritage values in laneways where they contribute to a dynamic and developing city.
- Ensure that variety, richness and depth of history and culture continue in lane development.



*Recognition of New Zealand culture in contemporary artworks (Queenstown)*

### Best Design Practice

- Research the lane history (e.g. historic photos, morphology of lot and street layout, building plans) to provide cues during design development.
- Retain, conserve and enhance lanes heritage and character features ensuring the passage of time is clearly evident in lanes development. Contrasting historic detailing with simple contemporary styles creates a positive contrast and presents multiple layers of architectural and landscape features to lane users.
- Consider retaining character buildings other than those that are heritage listed. Christchurch lanes have an idiosyncratic and utilitarian character and it is important not to sterilise or hide these but highlight them in laneway facades.
- Refurbish, re-use or relocate heritage elements in keeping with their historic use and local context



*Artistic references to lane history*

# 1.4



## VIEWS AND LANDMARKS

Recognition of existing points of interest both within and beyond the lane can enhance the lane experience and provide memorable points along a route for orientation and navigation. This is particularly important in the tighter spaces of the laneway network but must be balanced with the need to reinforce the sense of discovery and underworld qualities of the laneways.

### Objective

- To enhance the sense of place and way finding in lanes through the recognition of key views and subtle use of landmark features.

### Best Design Practice

- Maintain short and distant views to prominent natural and built features beyond the laneway (e.g. Port Hills, Cathedral and other key buildings along primary streets). These provide vital visual connections to the wider city context.
- Identify key landmarks within a laneway that could be used as a feature of the development (i.e. Character buildings, architectural features and artwork).
- Consider the potential for new view shafts and landmarks within or outside a block that may inform the location and orientation of new lanes.
- Avoid the creation of iconic landmark buildings. Small yet recognisable features work better in a tight lane environment. Lane corners should be positive yet discrete to keep the edges of an urban block intact.



✓ Clear views down Colonial Lane to Cathedral landmark



✓ Clear views down Poplar Lane at historic facade

## CLIMATIC CONDITIONS

The Lanes currently provide a relatively sheltered environment but can be dark and overshadowed by adjacent buildings. This is often accepted as part of the lanes experience but in a temperate environment, such as Christchurch, extremes in climate should be mitigated along the lanes and in larger squares.

### Objectives

- To achieve a habitable and comfortable lanes environment which maintains activity and encourages people to use and reside in laneways throughout the day and night.

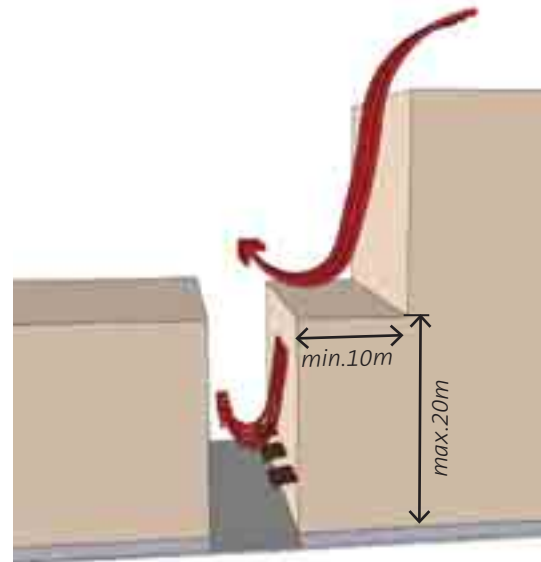
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### Best Design Practice

- Christchurch's prevailing winds (i.e. easterly, north westerly and southerly) should be considered when designing new lane connections, public spaces and building forms.
- Shelter structures (e.g. wind screens) should be partly or fully transparent to allow light penetration to the footpath and views along building facade.
- A laneway's aspect or orientation will dictate the amount of sunlight a lane or square will receive, particularly during peak activity periods (eg mid-day lunch). Consider any changes in the climatic conditions that may occur from new buildings or re-organisation of lane spaces.
- The scale and extent of shelter structures need to balance the need for wind protection with pedestrian flows through the lane and to avoid breaking up the lanes into discreet spaces, which may destroy their linear nature.

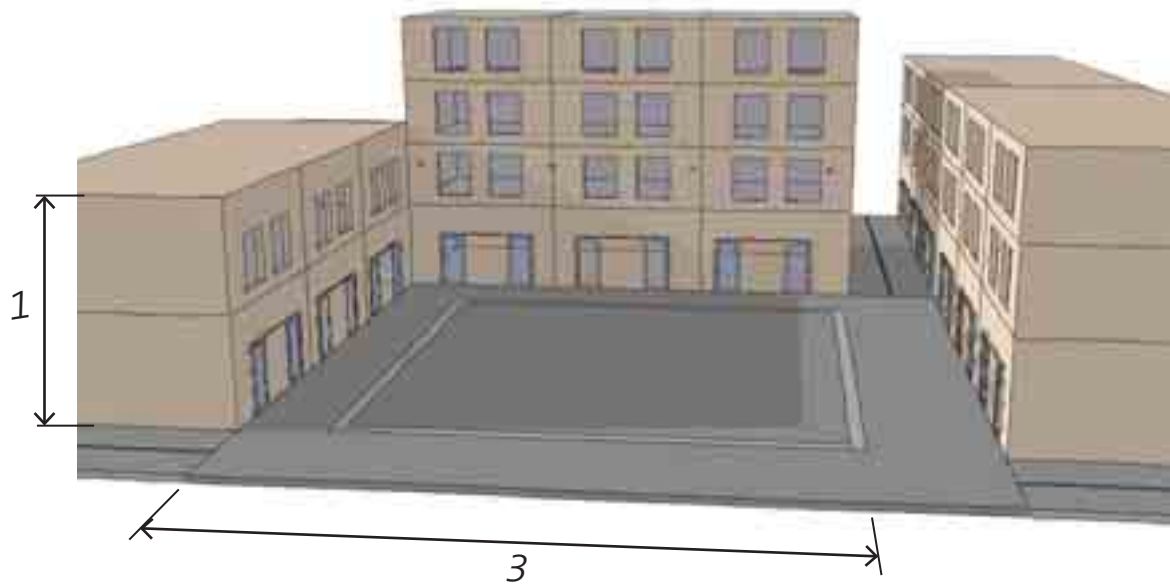
### Rules of Thumb

- Tall buildings or towers can create down drafts and may discourage people to reside in spaces. New developments taller than 20m should provide an upper level set back of 10m before complying with permitted zone heights.
- New buildings should be designed to minimise overshadowing of public squares. Buildings on the northern or western side of squares should not exceed a 1:3 height to width ratio to ensure squares receive at least two hours of sunlight during peak activity periods (i.e. 12pm- 2pm) in winter.
- Use the lane's aspect to your advantage. Maximise daytime outdoor activities in the sunniest parts of the lane.



*Upper level building setback to reduce wind effects on lane*





Minimise overshadowing of public space from adjacent buildings. Building heights on the Northern and Western side of squares should not exceed 1:3 height to width ratio.



Manage use of transparent wind screens to avoid blocking pedestrian movement (His Lordships Lane)



Outdoor heaters fixed to wall could be used to extend activity periods in a lane (Melbourne)





PART 2  
LANE CHARACTERISTICS

## 2.1

# OPEN TO THE SKY

Lanes are characterised by having clear views of the sky. The ability to see the sky is a key feature and distinguishes a lane from an arcade. This characteristic often allows the narrow space of a lane to feel more spacious and users to remain in touch with changes in the external environment and activities of the city.

## Objective

- To ensure laneways maintain their vertical relief and external connections with the wider urban and natural environment.

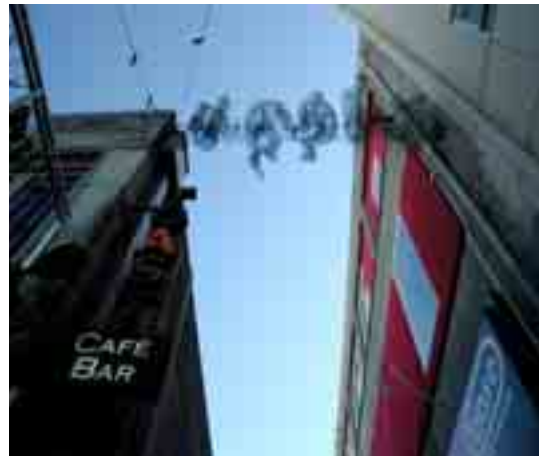


*Overbridges over lanes dominate views to the sky (Melbourne)*

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## Best Design Practice

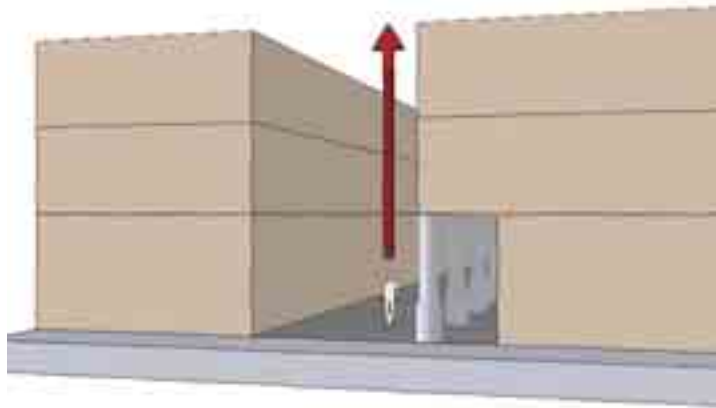
- Buildings along laneways should have vertical facades and avoid building over the lane or using any form of building overhang.
- Overbridges should not be used as they dominate sightlines to the sky and distant views, while discouraging ground level activity through the lanes.
- Ensure that awnings, umbrellas or overhead canopies do not overly hinder views to the sky. Awnings should be retractable and used only in hours of operation.



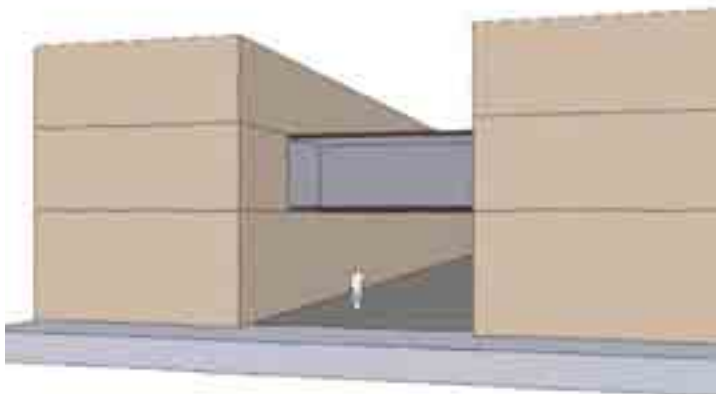
*Clear views of sky (His Lordships Lane)*



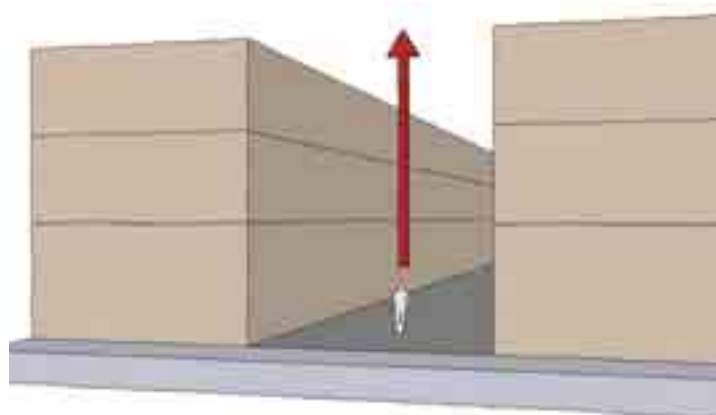
*Retractable awning (Poplar Lane extension)*



*Overhanging buildings*



*Overhead walkway*



*Ability to see sky*

## FRONTS AND BACKS

Lanes have traditionally been secondary streets used to service buildings that address the primary streets of the historic grid. As the laneways have become the centre of more public attention, their service role diminishes but much of their utility features remain, such as hoisting beams, loading bays, utilities, fire escapes and downpipes. Many of these historic or 'honest' elements are now recognised as character features of the lanes with new activities retaining or complementing these features. However, many service lanes will remain and these will need to be further distinguished from those developing greater pedestrian priority.

### Best Design Practice

- The second tier frontages created along pedestrian priority lane edges should not replicate the refined frontages found on primary streets. These lanes should still be considered to be within the city blocks defined by the historic grid and retain a more paired down aesthetic, which is not plain but references their previous historical location and service functions.
- Many of the pedestrian priority lanes will have a dual service function. While utilities often reinforce the character of the lanes, some elements, such as air conditioning units, remain unsympathetic. Developments should screen utilities made of modern materials, where significant concentration of services occur or where they are susceptible to vandalism or damage.
- Service lanes that remain, along with new utility areas, should be differentiated by design treatment or gated off.

### Objective

- To create a second tier of frontages that recognise and reflect the previous lanes character.
- To distinguish between pedestrian orientated lanes and those lanes that have a service role.
- The intention of the lanes design guidelines is not to remove the servicing character and function of the lanes, but to strike a balance between new retail/commercial uses and the existing requirements for servicing.



*The refined frontage of High Street on the left and the second tier frontage of Poplar Lane on the right.*

## 2.3



# FINE URBAN GRAIN

This characteristic relates to the small and frequent division of lanes, buildings and features which increase land use diversity and richness of detail. These lanes, and the buildings that enclose them, are experienced at close range and demand greater pedestrian interest and attention to detail than other parts of the city.

See also the following related sections:

- 2.7 Building Line Continuity
- 2.8 Facade Articulation



✓ *Frequent and smaller 'boutique units'*

## Objective

- Enhance pedestrian interest and give more attention to detail across the laneways network.

## Best Design Practice

- Promote frequent and smaller 'boutique' units along laneway frontages using good facade details and textured materials to create a distinctive and interesting ground level when viewed at close range and at slow walking speeds.
- Buildings should be developed with flexible structures to allow for units to easily divide, merge or extend.
- Where existing coarse grained building stock exists break down elements by retro-fitting with detailed and articulated facades or sleeving development.



✓ *Textured facade and attention to detail creates visual interest (Struthers Lane)*

## Rules of Thumb

- To achieve a lively and attractive lane frontage



✓ *Use of colour and signage to create diversity (London)*



## SAFETY AND SECURITY

Lanes can exaggerate perceived concerns over safety given their character and often historic reputation. To increase the pedestrian use of lanes these concerns must be addressed.

CPTED (Crime Prevention through Environmental Design) principles aim to improve both public perception and the reality about personal safety by minimising the potential for crime through positive behaviour. A CPTED assessment should be undertaken before a lane is upgraded to ensure it is addressing any existing issues, and not creating further safety and security issues.

See also the following related sections:

- 5.3 Lighting and Power
- 6.3 Graffiti and Tagging

### Objectives

- To ensure that laneways are safer and secure
- To promote sustained use of the laneways as pedestrian through-routes and destinations in the city.

### Best Design Practice

- Laneways should be straight with a visually clear movement corridor through the block or to key internal destinations.
- Active ground level activities should be encouraged to occupy and use the remaining lane edges and take ownership of adjacent lane space.
- Design lane edges to be flush with the building line and avoid recessed areas or street furniture that could serve as concealed hiding places.
- Provide lighting only in lanes that are designated for pedestrian priority to avoid inadvertent use of un-safe laneways and to

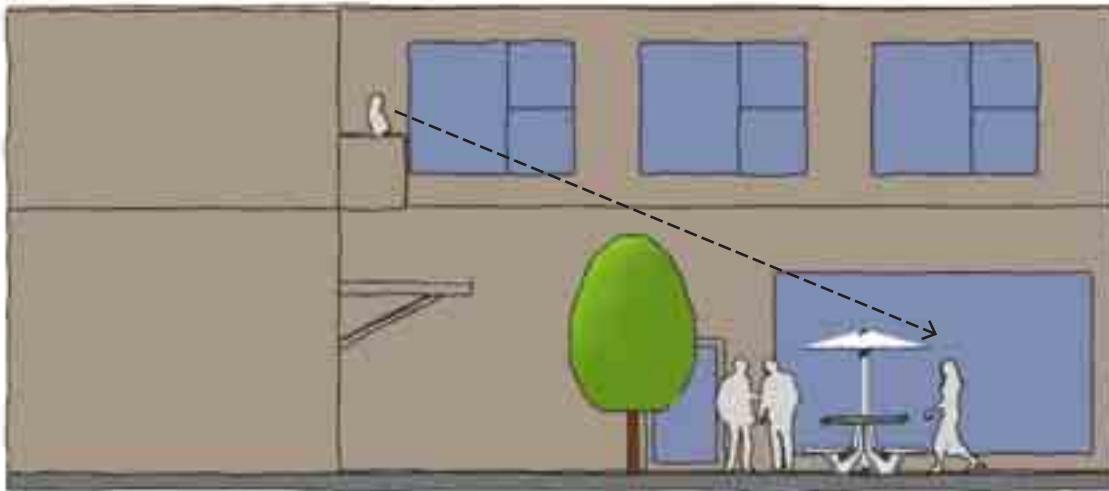
concentrate activity on those that are regarded as safer.

- Provide security gates to all service lanes and close at night to control pedestrian use in unsupervised and unlit areas. Design gates in keeping with the lanes character.

Based on the CPTED National Guidelines, seven qualities should be considered when developing a lane or lane network. Most of these have been addressed in other parts of these guidelines but are summarised below:

- **Access: Safe Movement and Connections.** Places with well defined routes, spaces, and entrances that provide for convenient and safe movement without compromising security.
- **Surveillance and sightlines: See and be seen.** Places where public spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.
- **Layout: Clear and logical orientation.** Places laid out to maximise safety and help orientation and way finding.
- **Activity Mix: Eyes on the street.** Promoting a compatible mix of uses and increased use of public space.
- **Sense of Ownership: Showing a space is cared for.** Places that promote a sense of ownership, respect, territorial responsibility and community.
- **Quality Environments: Well designed, managed and maintained environment.** Spaces designed with management and maintenance in mind to discourage crime and promote community safety in the present and future.
- **Physical Protection: Inclusion of well designed security features and elements such as security cameras and physical barriers.**
- Avoid dead ends and dog legs.





✓ *Overlooking from adjacent building provides natural surveillance of space*



✓ *Active ground level activities provide a sense of ownership (Melbourne)*



✓ *High quality security gates where through traffic is to be discouraged after hours*

## MINIMISING CLUTTER

Clutter is the unauthorised or uncoordinated use of signs and street furniture in intensely used urban areas. As lanes are particularly confined spaces, they are highly susceptible to the accumulation of clutter, which can have a visual and physical affect on the lane aesthetic and function.

### Objective

- To ensure lanes are visually uncluttered and can maintain clear access for pedestrians and/or vehicles at all times of the day and night.



*Clear views through uncluttered lane and dual use of street furniture*

### Best Design Practice

- Street furniture and lighting should be integrated together or with other lanes features to reduce the lane space required for each individual element.
- Street furniture should be located on the edges of spaces to provide clear pedestrian access ways and allow for a wide range of outdoor activities to occur. These should be fixed to walls where possible or should at least minimise the intersection with the ground to maximise visual pavement. (e.g. Seat legs should be designed to be vertical rather than block-like with foundations hidden).
- Signage should be designed to incorporate with other street furniture elements or hung from buildings where possible.
- Sandwich boards should not be allowed at lane entrances, or within lanes
- Utilise furniture for dual-use (e.g. moveable planters that define vehicle corridors in place of bollards) which can be moved when required to change the nature or use of a space.
- Avoid the use of chain or ropes to designate seating areas



*Uncluttered Melbourne lane with clear access for pedestrians and dining areas*



Signboards cluttering lane entrance (His Lordships Lane)



Simple uncluttered signage fixed to wall (Sargoods Lane)



Planters cluttering movement route and without dual use. (His Lordships Lane)



Planter on lane edge which doubles as a seat (His Lordships Lane)



Cluttered laneway with signboards and tables reduces pedestrian access. (Melbourne)



Clear pedestrian access ways and furniture on edge of lane (London)



## ART AND CREATIVITY

Public art offers the opportunity to create a unique sense of place and identity and may provide additional marketing opportunities to lanes developments. Art adds another layer of character and idiosyncrasy to the lanes that could reflect on the history of the area, community values, cultural influences or may simply be part of an aesthetic theme used throughout the lane.

### Objective

- To encourage public art to be incorporated into laneway developments
- To respond to local industrial character and create a unique sense of place within the laneway network

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### Best Design Practice

- Art should be incorporated into the design of buildings, public spaces, street furniture and paving in a way that is reflective of lane characteristics or the theme of the lane.
- Use art to emphasise key views, landmarks or gateways. Art can be memorable and interesting and can be used to improve orientation, reduce perceived walking times and draw people into the lanes.
- Art can be commissioned as site specific pieces for a particular location or as generic works which could be sited across all lanes, such as use of bespoke street furniture or lighting.
- Integrate public art into the development early in the design process in collaboration with Council and the Public Art Advisory Group.
- Art can be created through a process of community involvement (schools or other community organisations) that can help link the development with the community.

### Rules of Thumb

- Stand alone sculptures should only be provided in larger public spaces and where its scale and size do not affect the flexibility of the space. Installation should take up no more than 1% of the total public space area.
- Allow sufficient budget within the project for the design, fabrication and installation of artwork of an appropriate character and scale. Given the varied characters, scales and uses of the lanes, it is felt that instead of prescribing a set percentage of the total lane development budget for art, that the value be agreed with Council prior to commencement of lane design.



✓ Installation art (Melbourne)



✓ Memorable interactive art built into existing structure (Melbourne)



✓ Cultural art in paving (Paris)



✓ Media art encouraging people into lane (Melbourne)



✓ Art incorporated into paving (London)



✓ Interactive art incorporated into paving (Melbourne)

## BUILDING LINE CONTINUITY

Lanes are distinct from other streets by the heightened sense of enclosure and intimacy created by buildings that line both sides. This is less influenced by building height and more by the continuous building facade at lower levels.

See also the following related sections:

- 2.3 Fine Urban Grain
- 2.8 Facade Articulation

### Objectives

- To ensure that building facades enclose lanes and re-enforce the continuity of existing lane edges.



Broken facade weakens lane edge



Continuous facade provides edge to lane and creates sense of enclosure

### Best Design Practice

- Ensure buildings define lanes and squares by providing a continuity of building edge. Where possible, fill gaps or replace lower buildings in the lane edge before developing other internal block sites.
- Building setbacks should only be used to create larger squares and public spaces adjacent to laneways.
- Avoid small recesses along the lane edge. (Eg. fire doors, utility areas and car parking), as these reduce the definition of the lane and create concealed corners and unsafe hiding places. If necessary, use gates or sliding doors to continue flush with the building line.

### Rules of Thumb

- Buildings should generally be built up to the building lines. However, new developments could be setback to widen existing narrow lanes to enable more space for ground level spill out zones, providing they form a consistent width



Continuous facade defines lane edge (Melbourne)



## 2.8



# FACADE ARTICULATION

Generally, historic warehouse buildings within the existing lanes do not have highly variable façade depths. Buildings tend to keep strictly to the boundary line yet deep door and window reveals and use of highly textured materials, break down the dominance of the building.

See also the following related sections:

2.3 Fine Urban Grain

2.7 Building Line Continuity

- Are discreet rather than prevailing elements of a building's design
- Have a temporary and movable function (eg. awnings) that will not interfere with pedestrian and / or vehicle movement along the lane.
- Are located in larger squares or public spaces.

## Objectives

- To encourage the design of new building facades to respect the fine grain, rhythm, scale, architectural features, fenestration, finishes and colour of the historic lane buildings.

## Best Design Practice

- Provide frequent yet subtle architectural modulation, facade relief, openings and a mix of textures in building design to enhance the visual interest of the lane.
- Use of high quality building materials and details that will engage the eye of the pedestrian, endure with regular use and contact and will mature with age.
- All visible building edges should be fully designed, avoiding any blank walls that are visible from lanes and public spaces.



✓ High quality materials and texture facade relief (Poplar Lane)



✓ High quality details engage the eye (His Lordships Lane)

## Rules of Thumb

- Open balconies, fixed canopies, projecting cornices or other building elements should not overhang the lane more than 1m unless they:
  - Follow a local character pattern.
  - Contribute positively to the character and safety of public spaces.



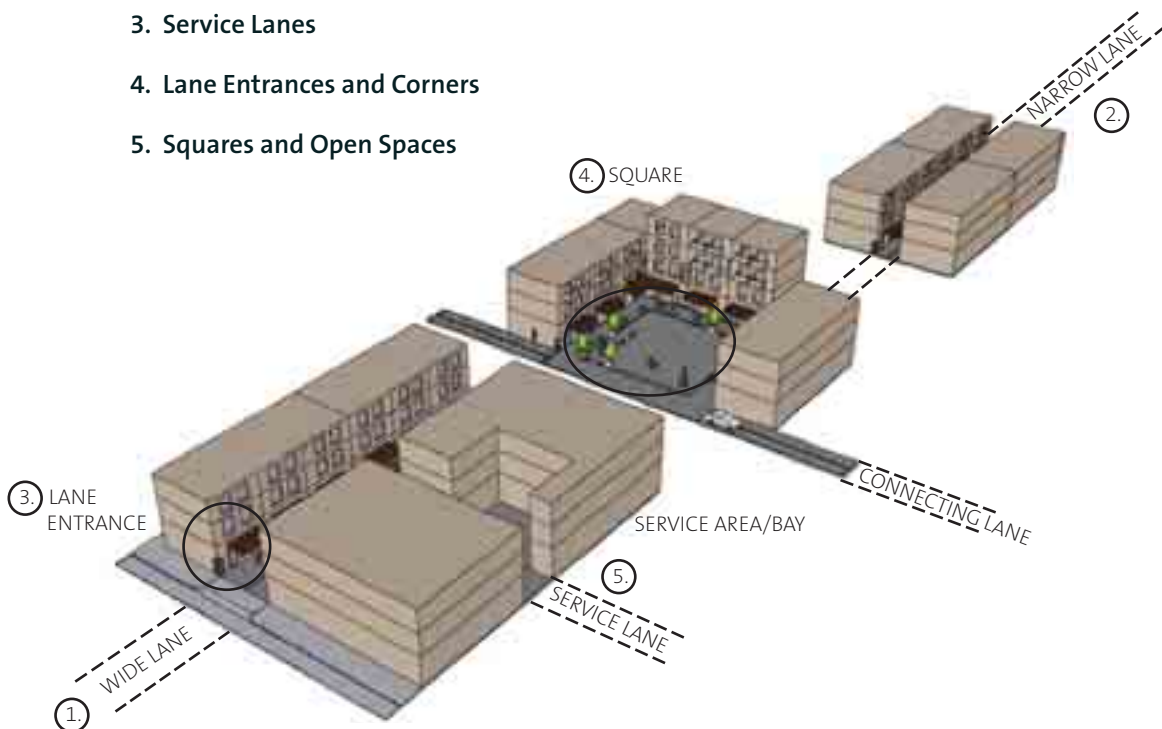
## PART 3

# LANE COMPONENTS

There are four basic components that typically make up a laneway. Not all are required but are advantageous in various combinations, for the smooth function and full laneway experience. This experience starts with lane entrances and is punctuated by larger open spaces. The actual lanes that link them together could be wide or narrow and are then supported by lesser service lanes. In this section a range of design considerations and issues are explored for the following lane components:

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1. Wide Lanes
2. Narrow Lanes
3. Service Lanes
4. Lane Entrances and Corners
5. Squares and Open Spaces



## 3.1

# WIDE LANES

Wide lanes typically range from 4m to 10m in width and vary in length. Wide lanes have the capacity to host a greater range of activities simultaneously with less likelihood of conflict if configured and managed carefully.

Some wide lanes include:

- Poplar Lane
- Struthers Lane

Wide lanes are most prevalent across the lanes network and have unique design considerations and issues, which are explored below:

## Shared Zones

‘Shared zone’ is the term used for the deliberate coming together of all road users (pedestrians, cyclists and motor vehicles). This is essentially what is needed to achieve for a high quality lane environment where motor vehicle use is unavoidable. A useful reminder to users is the display of “shared zone” signage. “Share with care” has been used as a supplementary message elsewhere. Ideally good design should negate the need for such signage however it may be required in high vehicular traffic lanes or to meet a legal requirement with respect to the Land Transport Road User Rules (2004). If the lane is a legal road then it is recommended that legal advice be sought concerning the need (if any) to formally ratify and sign shared road space. (ViaStrada Ltd)

## Spill-out Zones

The spill-out zone is the first few metres outside the ground level of buildings edging the lane. This could be used to extend internal activities into public parts of the lane, as provided for in other areas of the Central City (eg. The Strip). The extent of the zone is dependent upon the requirements of the movement corridor (below) but can generally accommodate tables and chairs,

planters, screens or display stands. It is important to encourage private use of this zone to extend a sense of ownership into the lane, diversify the visual character and promote greater edge activity for vitality and safety.

The Council could consider leasing these zones to adjacent businesses but this should only be considered once the lane is well established as a destination.

## Movement Corridor

Wider lanes will be more easily accessible for residential, service and emergency vehicles across a broader spectrum of the day. Vehicle movements can provide a sense of activity and added supervision but need to be managed carefully in terms of traffic speed and volume to reduce conflicts in this pedestrian priority context. During peak activity periods, vehicle restrictions may need to be considered.

Lanes of this width should only be one way, with a central shared 4m clearway for pedestrian and vehicle through movement.

Laneways should also have a minimum height clearance of 4.5m along this movement corridor to allow emergency vehicles and larger service vehicles to access the laneway.

## Car Parking, Loading Zones and Clearways

Wide lanes could have some provision for temporary car parking and loading zones. In other instances car parking is integral to developments and will require clear ways to be provided within the spill out zone to manoeuvre into vehicle access ways or ramps.





✓ Wide lane (Struthers Lane)



✓ Flexible car parking (Poplar Lane)

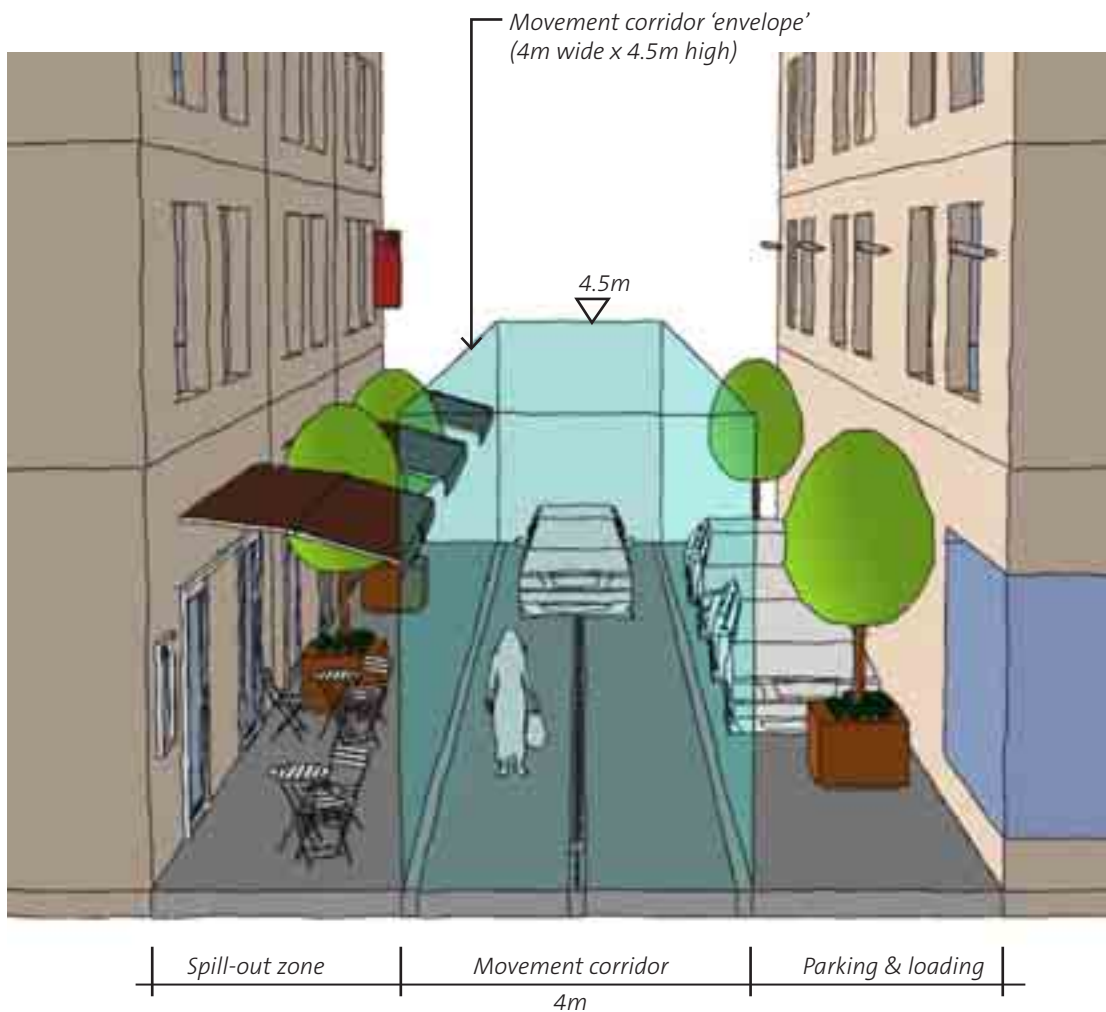


✓ Spill-out zone (His Lordships Lane)

It is important that lanes should be pedestrian orientated spaces first, with car parking and loading zones provided where opportunities arise, such as alongside blank building facades. These should be carefully defined and managed with restricted times and use rights. Enforcement signage and space definition should be combined with other street furniture elements. Free standing signs should be avoided to ensure a flexible space is maintained (e.g. use of planters to define parking and locate associated signage).

Dedicated car parking and loading zones are secondary to the pedestrian orientated functioning of these lanes and may need to be removed, temporarily or permanently, for new active ground level activities or major events. As such, only short-term restrictions should be allowed, which cater for drop offs or short shopping trips.

No permanent road markings should be applied to lane pavements.



3D model of typical wide lane



## NARROW LANES

Narrow lanes are typically less than 4m in width and vary in length. On pedestrian orientated lanes, this narrow width is more likely to cause conflicts with vehicle access as most vehicles will take up a large proportion of the space available.

Some narrow lanes include:

- Chancery Lane
- Woolsack Lane

Narrow lanes have several particular design considerations which are explored below:

### Pedestrianisation and Spill Out Zones

Pedestrianisation of a lane should only occur on lanes too narrow for vehicles, with high pedestrian through-movement or where a lane becomes a key destination. This will often depend on the location of a lane in the broader movement network and its ownership status.

Only where narrow lanes are pedestrianised should spill out zones be provided. These will be narrower than those provided on wider lanes as the requirements to maintain a central pedestrian 'movement corridor', clear from street furniture is imperative. Depending on the level of pedestrian through-movement, this movement corridor could be narrowed to 2m.

In general, much more reliance will be placed on ground level uses within buildings to create a source of space for activities, such as outdoor dining and product display. Design of ground level building facades will need to have a strong indoor/outdoor relationship that exposes a high proportion of the frontage to the lane (e.g. concertina doors). This is preferable to other alternatives such as moving dining areas to rear courtyards where the benefits of the activity are lost from the public spaces along the lane.

### Moveable and Temporary Street Furniture

Narrow lanes will be shared by a variety of activities but spread across time rather than space. All these uses will therefore be temporary and street furniture should be designed for quick and easy removal and storage with qualities such as being light, stackable and retractable. Storage of street furniture and other elements will need to be on private property or in designated Council storage areas as often provided for market stalls.

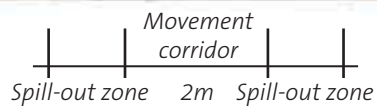
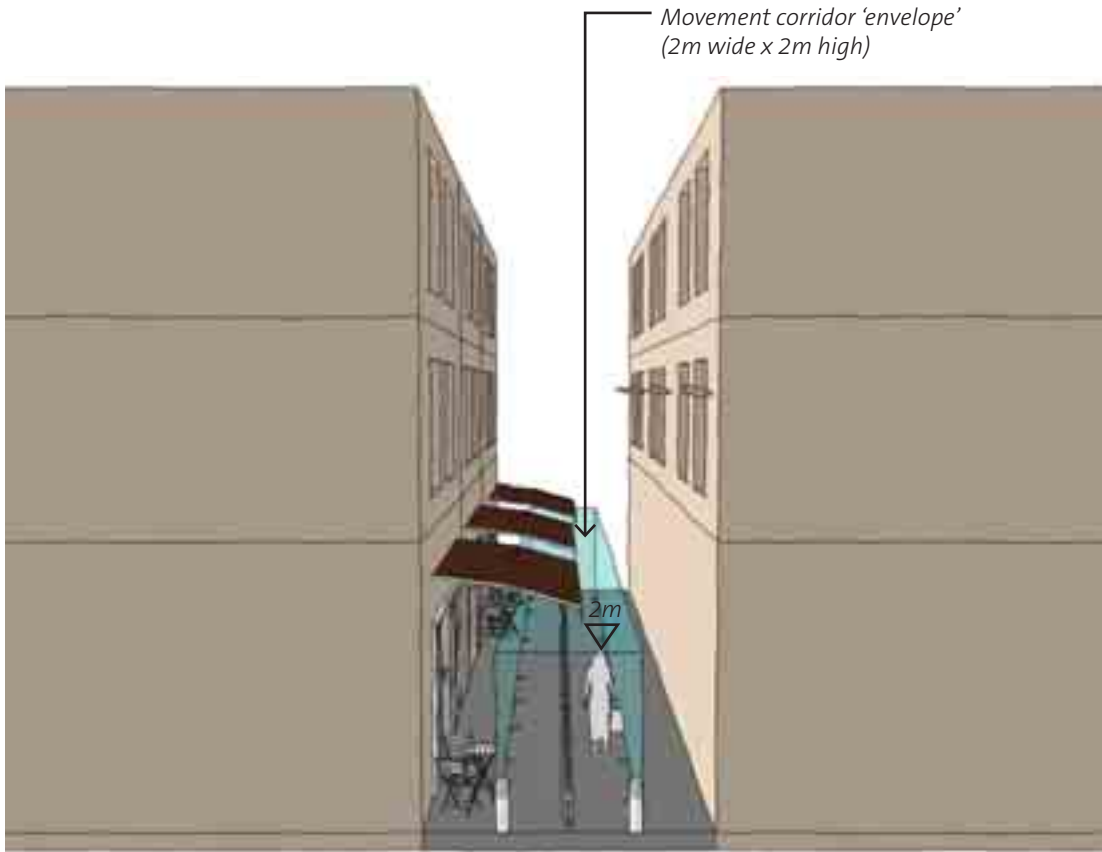
Fixed elements will need to avoid encroaching within a 2m movement corridor located at the centre of the lane and 4.5m in height.

### Vehicle Access and Parking

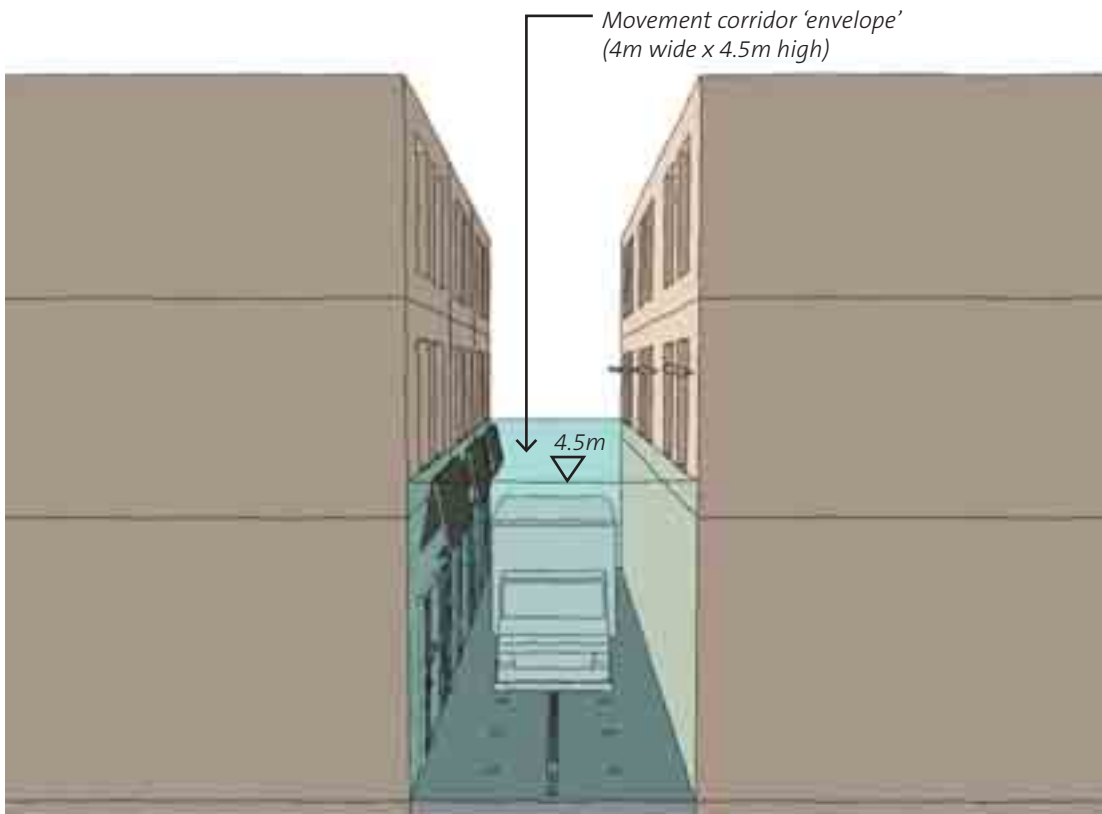
Many narrow lanes have existing service functions, such as receiving deliveries or refuse collection, which could be limited to hours outside peak times of pedestrian use. During peak periods these lanes should be readily pedestrianised. However, pedestrianisation may not be possible along the entire length of the lane if existing uses of the lane include access to private car parking areas or no alternative emergency access is possible to properties deep within the block. Options could be investigated to part-pedestrianise a lane providing alternative exits with suitable manoeuvring space are made available.

Parking or loading zones should not be provided on narrow lanes where vehicle access is possible. Subtle approaches to parking restrictions should be used without the need for road markings or excessive signage.





3D model of typical narrow lane during the hours of operation



3D model of typical narrow lane outside hours of operation

## SERVICE LANES

Service lanes are those lanes designated primarily for vehicular traffic, providing service corridors for local business use. Although used heavily by vehicles, they still contribute to the overall lanes network and should be given some design consideration, particularly where they join pedestrian priority lanes or squares.

The existing service lanes are typically narrow (3-5m in width) and are usually paved with asphalt surfacing. Primarily used during the day, these lanes have vehicles collecting and dropping off goods and can regularly block pedestrian access.

Some service lanes include:

- Tattersalls Lane
- OGB Lane
- Lichfield/ Bedford Row connection

### Clear Hierarchy

Service lanes need to read as the third tier in the movement hierarchy of the Central City, behind primary streets and pedestrian priority lanes. New developments are encouraged to create dedicated service areas off the lanes to avoid conflict with other lane uses. Service lanes should still be visibly recognisable within the lanes network and appear well managed; otherwise, they should be visually screened by gates or sliding doors flush with the lane edge.

Entrances to lanes should provide a 4m skirt of paving at the entrance that matches the network it resides within. This integrates with the lane treatment and gives an early warning to drivers exiting onto pedestrian priority lanes. Beyond this, asphalt or a similar monolithic material is recommended with a 500mm banding of unit paving along each building edge to carry the lanes character through.

### Priority

If separation is well defined motorists will generally assume an automatic priority to lane space. Quality lane environments are ones where motorists feel like invited guests in the pedestrian domain. If separation is desired or required then it is best to do this subtly such that confident pedestrians maintain a measure of comfort walking in a vehicle passage. This also helps moderate vehicle speeds.

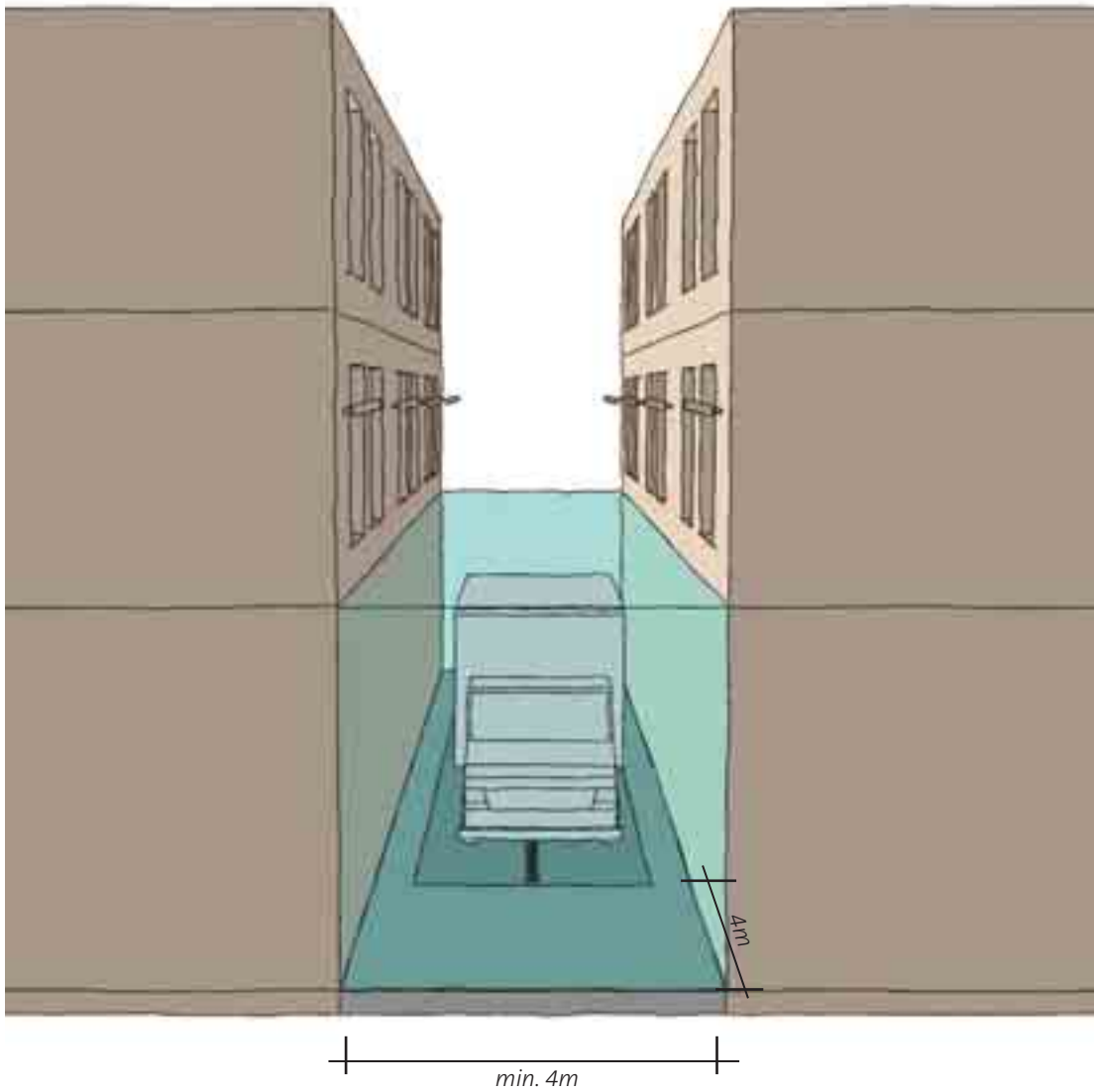
### Security

The dark and narrow nature of many service lanes requires careful thought when considering pedestrian use and safety. Most service lanes should be considered for day use only and potentially closed at night with security gates.

Barriers like these should be considered as a design item and should involve an artist to assist with the overall appearance that is in keeping with the character and pedestrian scale of the lanes network. If gated, lighting should be minimised to avoid unwanted public use but may be needed temporarily for business use.



- ✓ Service areas and utilities screened from lane (gates flush with facade) or placed in basement (Queenstown)



*Service lane with skirt of paving gives an early warning to drivers exiting onto pedestrian priority lanes*



*Service lanes should be recognisable within the lanes network*



*Service lane entrance can be gated at night*



*Gates should be considered as a design item (Ash Street)*



## LANE ENTRANCES AND CORNERS

Entrances to lanes are an important threshold where lanes meet primary streets, public spaces or other lanes. These cross over points should generally be discrete and understated in nature and reinforce the element of discovery and surprise which is intrinsic to most laneways.

### Building Corners and Safety Sightlines

Rounding or bevelling of corner buildings (as suggested within ViaStrada Ltd traffic planning report) can be inviting on a standard street corner, but it is felt that it weakens the industrial underworld character of the laneway network. As such, buildings framing the entrance to lanes should have positive corners but could be transparent at ground level to provide a more welcoming atmosphere. Corners, if glazed, could allow the activities on the inside to connect and contribute to the laneway atmosphere and forewarn pedestrians turning the corner to expect oncoming traffic or safety threats.

Lane entrances should remain clear and visible and maintain good sightlines from the street into the lane. Any visual obstructions on the approach to the lane entrance should be avoided. Clutter (eg: sandwich boards, signs, poles etc) should be avoided, and where required should be located against building edges.

See also the following related sections:

Part 5 Lane Furniture

Corner detailing should be robust to handle vehicle manoeuvring, particularly on service lanes.



✓ Reinforced corner detail

### Entrance Threshold

Due to the importance of preserving the integrity of the historic grid, lanes should only be provided with discrete drop kerbs on the carriageway edge and continue the use of existing footpath material through the vehicle cross over.

The introduction of a shared surface and change in the scale of paving pattern beginning at the building line should clearly signal to drivers that they are entering the pedestrian priority lanes network. This entrance threshold could be further highlighted through the introduction of public art, overhead lighting and a pinching of lane width (eg. Planters) on wide lanes, where appropriate.



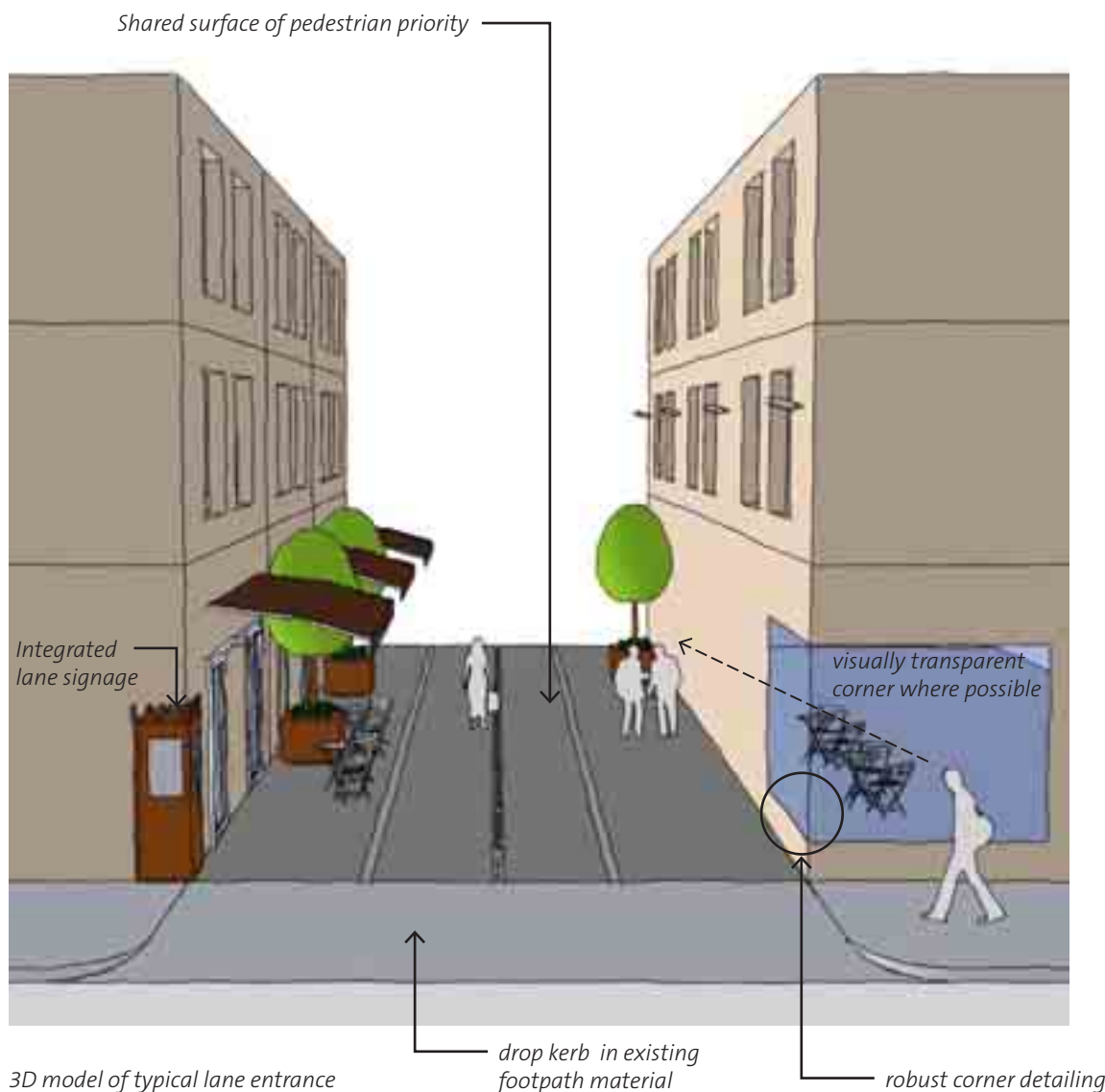
✓ Glazed corner (His Lordships Lane)

# Lane Names

Lanes entrances need to signal to the pedestrian that there are alternative routes and connections through the city. Providing name signage at entrances is important in terms of 'branding' the lanes as a distinct part of the pedestrian network. Name signage should be reflective of the gritty, industrial character of the lanes and where possible reflect the local history of the lane area. Name signage should be integrated with both business signage and network maps and located on only one corner of the lane entrance. A further provision should be made at ground level by incorporating the lane name in the pavement at the end of the central strip drain.



Name signage integrated in paving







## SQUARES AND OPEN SPACES

Squares are larger and readily accessible external open spaces that form an integral part of the laneway network in Christchurch. Spaces include public and privately owned land available for public use.

Squares provide periodic relief from the confines of the lanes and help break down their excessive length, providing points of interest and opportunities for rest along the route. They also provide a means for gathering and community events.

High quality squares should be flexible in nature and able to cater for a variety of activities.

### Flexibility

While provision should be made for street furniture and public artworks that people can gather around and use, it is important that these do not interfere with the freedom to move through the square or restrict its periodic use as an event space. Fixed elements should be kept to the edges or minimise the extent of space they occupy.

Moveable furniture may be incorporated to provide flexibility and be available for other uses (e.g. seats used as vehicle barriers during the day and stage by night).

Squares should have a simple ground plane of materials with minimal changes in level.

### Connections

Squares work most effectively when there are three or more connections into the space from different origins. This provides through movement and helps activate the corners and edges of the square as pedestrians take direct routes to their destination and interact on route. These could be the lanes themselves or arcades through buildings.

### Size and Enclosure

The spaces provided will need to be complementary in scale to the lanes themselves. Many successful squares are quite small but need to be big enough to differentiate them from lanes and function as event spaces when required.

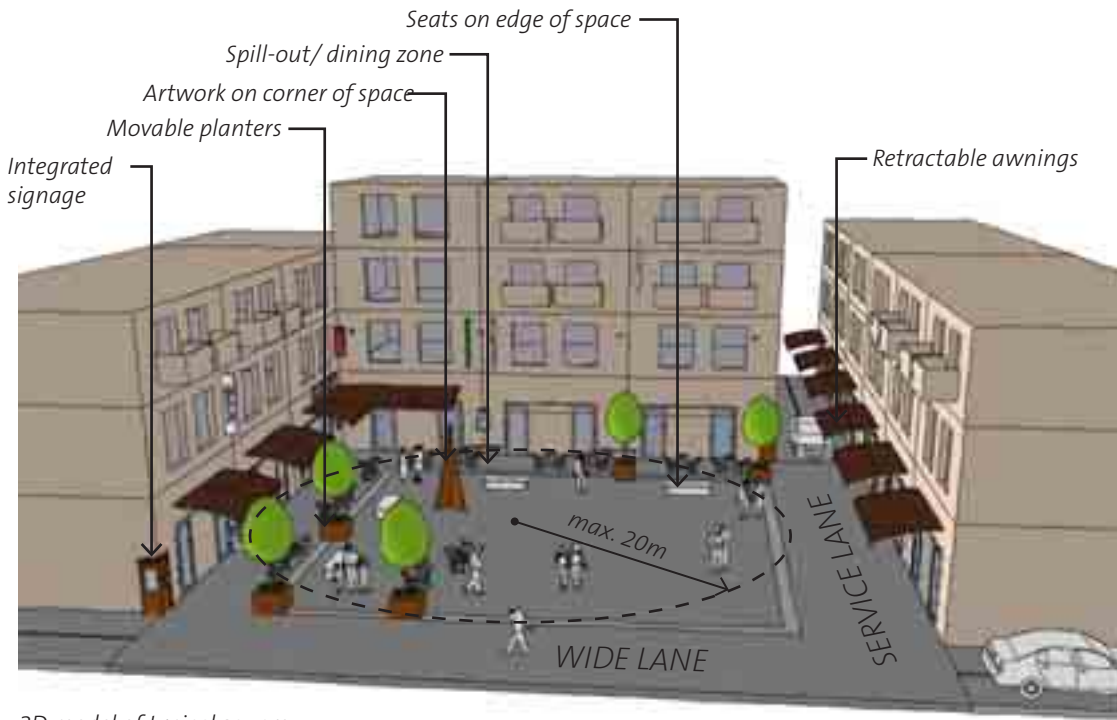
Public spaces should be designed to accommodate a circle between 10m - 25m in diameter to achieve this. Spaces should be enclosed on at least three sides by buildings with active frontages and regular building entrances.

### Aspect and Orientation

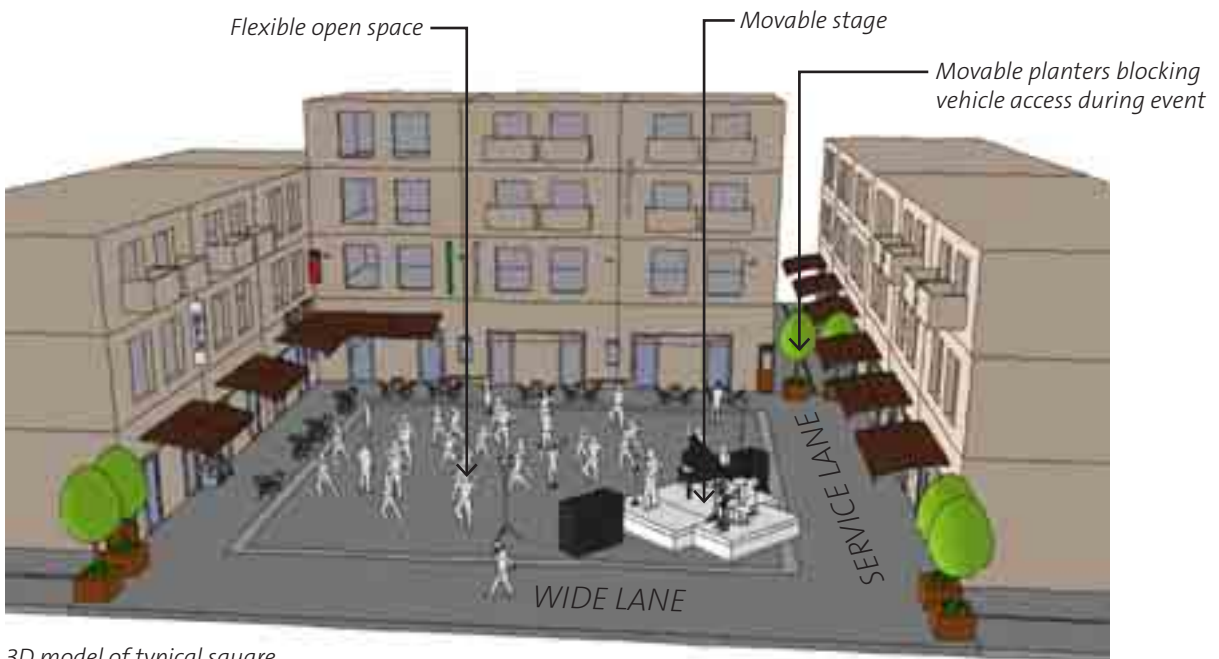
To enhance the prolonged use of squares and activate the ground level of surrounding buildings, the northerly orientated edges of the space should receive at least 2 hours of sunlight during peak periods of the day. The height and/or bulk of buildings defining the square should allow sunlight to access northern or eastern facing facades. This means buildings should not exceed a 1:3 height to width ratio on the northern or western edge.

### Differentiation

Squares provide opportunities for particular lanes to express different qualities and become distinctive and memorable across a broader network. Square designs are encouraged to use the existing network palette of materials as a base but diversify the way these are used (i.e. sizes and patterns) to create a point of difference.



3D model of typical square



3D model of typical square



✓ Movable mass seating for dual use as stage (Vienna)



✓ Flexible use of square with good surveillance (SOL Square)



✓ Distinctive paving treatment



PART 4  
LANE PAVING



## 4.1

# GENERAL SURFACE TREATMENTS

It is the variety of building types, materials and fixtures that is intended to provide much of a lane's visual interest. The pavement treatment of the lane itself can afford to be much more subdued and understated, while creating an impression of high quality and longevity. In this way, the activities which occur within the lane can change and evolve with time, without requiring substantial re-working of the base pavement or infrastructure beneath. Street furniture or site specific elements, such as public artworks, will then have a simple base canvas to build on.

It is important laneways integrate with the character of the public spaces they connect to, are seen as an extension of these spaces and help to draw in additional pedestrian activity. In addition to this general section, a broad materials palette and typical paving layout have been provided for each network. These give guidance for development of more detailed paving suites, which are adaptable to the requirements of individual lanes within these networks. A suite of standard details for each network should be evolved through the detailed design process as lanes are progressively implemented over time (Refer Appendix B for links to paving design palettes used in other cities).

## Definition of Routes

'Some definition of the primary pedestrian route through the lane is essential to the smooth functioning of the lane. This can be achieved through careful placement and enforcement of furniture, signage locations etc' (ViaStrada Ltd)

'Tactile strips may not be necessary where the pedestrian route along the lane is clearly defined and separated from other lane activities by kerbs or bollards or other features that provide tactile clues to the visually impaired.' (ViaStrada Ltd)

It is recommended that active/passive definition be provided through a change in texture and size of paving material rather than through the use of concrete 'tactile pavers' and steel or plastic buttons.

The tactile design of the lane surface should also take into account the flexible nature of the lanes. For example in a narrow lane the primary pedestrian route is likely to be located through the centre of the lane with tables and chairs located against buildings, whereas during off-peak hours the full width of the lane may be used by servicing vehicles. In this case installing tactile route markers through the centre of the lane may create conflict with the sight-impaired and service vehicles.



✓ *Textural change provides boundary for tables and route definition for the visually impaired*



## Objectives

- To work with the industrial and historic character of the lanes
- To visually integrate lanes with those in the local network and associated primary public spaces
- To provide robust and durable natural materials that cope with a variety of uses
- To differentiate pedestrian priority lanes from service lanes
- To provide in-built definition between active and passive areas through the use of surface texture change

## Best Design Practice

There are general considerations for surface treatments that should be applied across all networks, including:

- All pavements should have a 25 year design life.
- A limited palette of materials and colour should be used for all lanes, with a general approach of 'honesty of materials'. In other words, paving should be natural (eg. stone) and strip drains should be un-painted steel.
- Replace storm water and sewage lines where appropriate, and provide surplus underground conduits to avoid re-lifting finished paving surfaces for future utility upgrades.
- Finished paving surfaces and base construction across the full width of the lane should be able to withstand vehicular traffic, including turning, braking and acceleration, all of which will occur frequently in laneways.



Limited palette of materials should be used for all lanes, with a general approach of 'honesty of materials'. (His Lordships Lane)



✓ Cast iron covers without visible concrete surround

- Smaller stone units should be used along building edges to allow flexibility with differing door heights, angled building faces and step foundations.
- Unit paver jointing (where on a sand bed) should be grouted to protect against regular water blasting and left unsealed to allow a natural patina to develop over time.
- Service covers should be rectangular cast iron and should be installed to be square with the paving pattern. They should be designed to allow unit paving right up to the frame without the need for visible concrete surrounds.
- It is recommended that Council look to create a custom service covers for use in all laneway developments. This could have artistic involvement to make the covers into a recognisable lanes feature. They should be of a size that fits with paving unit sizes commonly used in these developments and can be used over the majority of underground services, such as water toby's, water meters and rodding inspection covers. This will provide a visual consistency throughout the lanes, and will simplify issues of availability and cover quality.
- External downpipes from buildings should be fed directly into storm water mains or rider mains, not onto pavements or through kerb outlets. Inspection covers for rodding downpipes should be as close to the building frontage as possible.
- Where a lane meets a primary street the lane paving should stop at the building line and finish flush with the adjacent footpath.
- Stormwater should be treated on site wherever possible, in accordance with CCC best practice.

## 4.2



# CATHEDRAL LANES

Cathedral Square has a simple natural stone paving palette, consisting of light grey granite 300 x 196mm (60mm thick) with dark grey granite banding 600 x 400mm (40mm thick). The light grey granite is laid in a 90 degree herringbone pattern, over a flexible base. The dark grey bands are laid on concrete beams, which provide restraint to the flexible pavement.

- Lanes within the Cathedral network should utilise this materials palette. Layouts, unit sizes and finishes should be complementary to those already used within Cathedral Square.
- Any additional squares in the Cathedral network shall match the paving palette of Cathedral Square but could be expressed in a unique way for each space.

## Rules of Thumb

- Main paving - 200 x 100mm light grey granite sett pavers laid in herringbone pattern with single course as a header around all paving.

*(Note: This is the same unit size used in Colonial Lane, but is different to the units used throughout Cathedral Square. using a 1:2 ratio reduces the need for paving cuts and small slivers of paving against edges)*

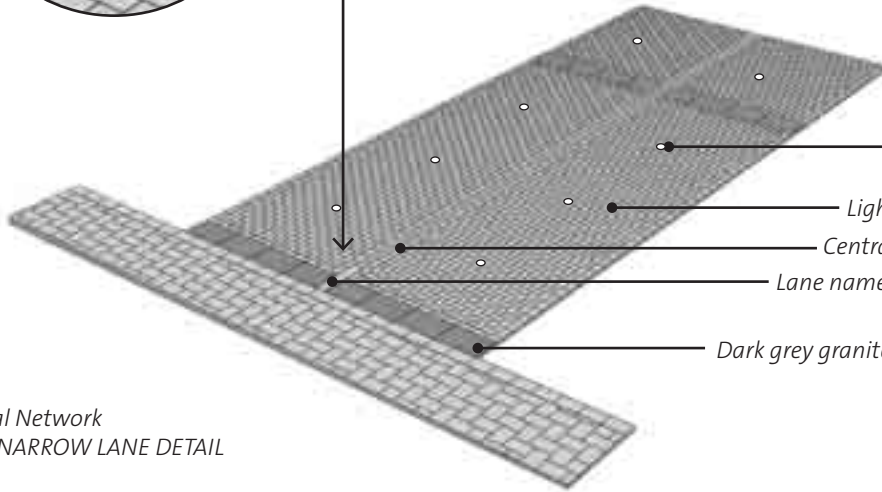
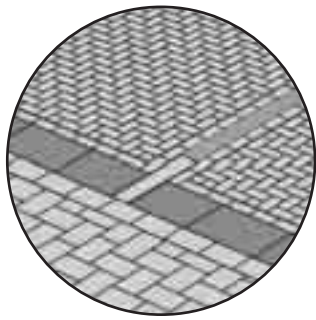
- Banding - 200mm wide x variable length (min 400-max 600mm) dark grey granite paving.
- Narrow lane to have banding across lane at approx 8m intervals. Marker discs defining edge of spill-out zone are to be located 1m from building edge and at 2m intervals along lane.
- Wide lane to have banding along lane, located 2m on either side from central drain to define movement corridor. Banding across lane to be at 8m intervals.
- Grate drain to be located centrally with lane name located at lane entrance.



Cathedral Square paving



Cathedral Square paving



Markers identifying spill-out zone  
(textural and/or colour difference)

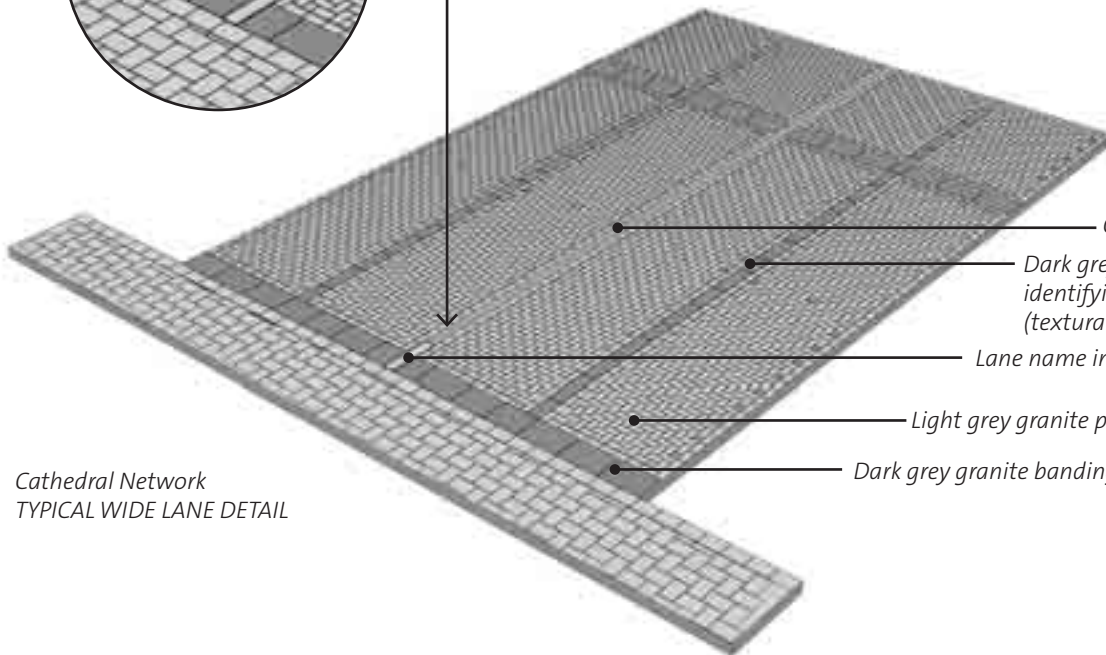
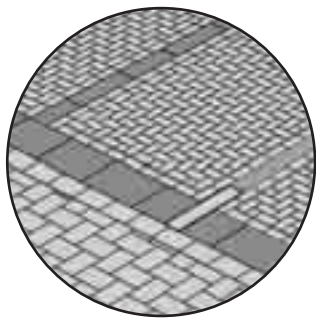
Light grey granite pavers

Central grate drain

Lane name in paving

Dark grey granite banding

Cathedral Network  
TYPICAL NARROW LANE DETAIL



Central grate drain

Dark grey granite banding  
identifying spill-out zone  
(textural and/or colour difference)

Lane name in paving

Light grey granite pavers

Dark grey granite banding

Cathedral Network  
TYPICAL WIDE LANE DETAIL

## 4.3



# MALL LANES

City Mall (Central City Revitalisation Project – Stage 1) has a number of paving materials including Timaru Bluestone setts, flagstones and kerbs, Nubrik clay pavers, and Marshalls Mistral concrete pavers. The paving design of the mall has bluestone setts along all building edges and across laneway entrances.

- Lanes within the Mall Network should utilise a similar palette of layouts, materials, unit sizes and finishes already used within the City Mall to create a cohesive ground plane.
- A limited palette of the materials above should be continued in the lanes but should include Timaru Bluestone setts and clay pavers as a minimum.
- Any additional squares in the Mall network shall match the paving palette in the designated plazas (eg. Hereford and Colombo Street corner) but could be expressed in a unique way for each space.

## Rules of Thumb

- Main paving - 230 x 114mm Nubrik clay sandalwood pavers laid in herringbone pattern with single course as a header around all paving.
- Entrance paving - 100 x 100mm tumbled bluestone sett pavers laid in grid pattern 4m deep at lane entrance.
- Narrow lane - marker discs (to define spill-out zone) to be located 1m from building edge and at 2m intervals along lane
- Wide lane - 200mm wide x random length bluestone banding to be located 2m either side of central drain to mark the edge of the movement corridor and spill-out zone.
- Grate drain to be located centrally with lane name located at lane entrance

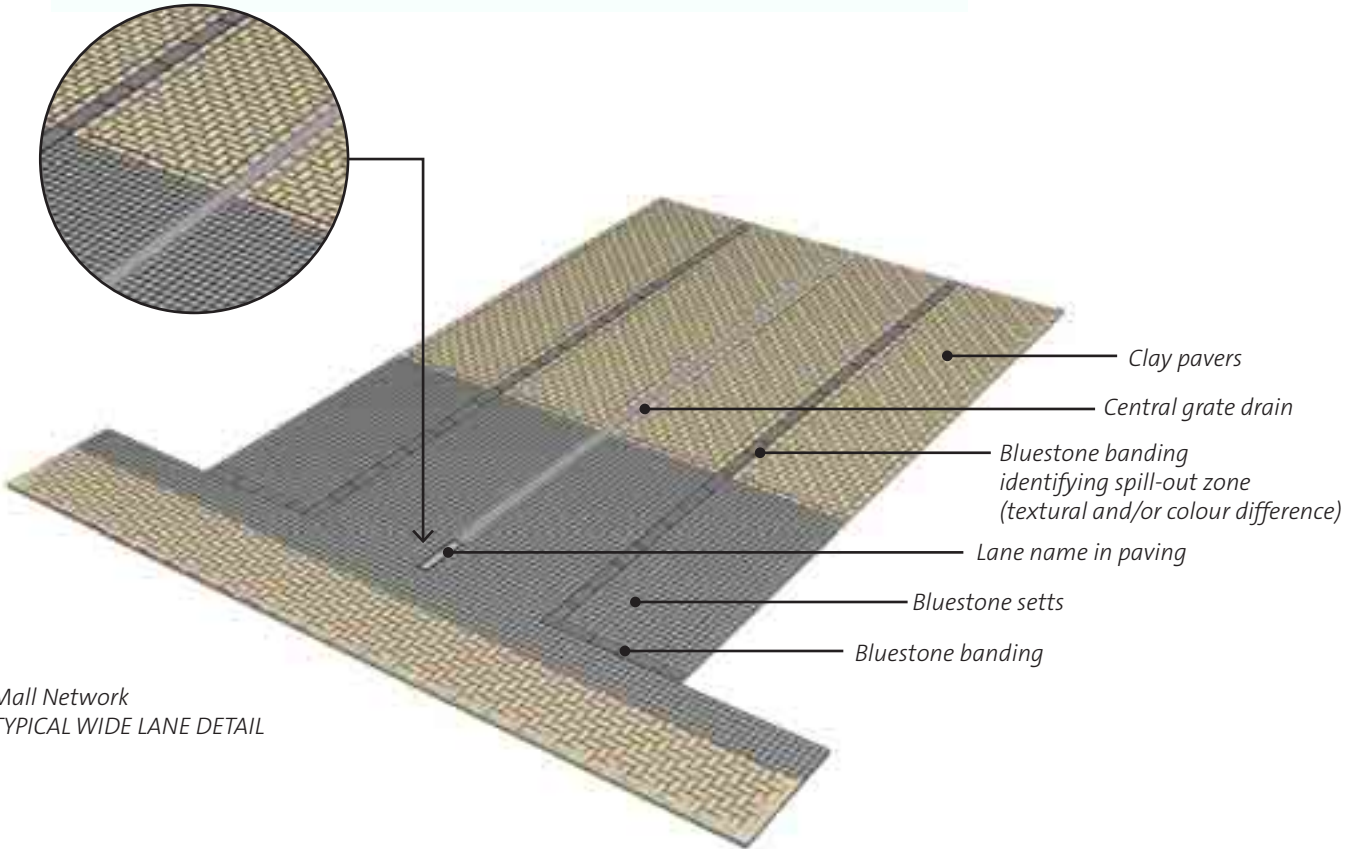
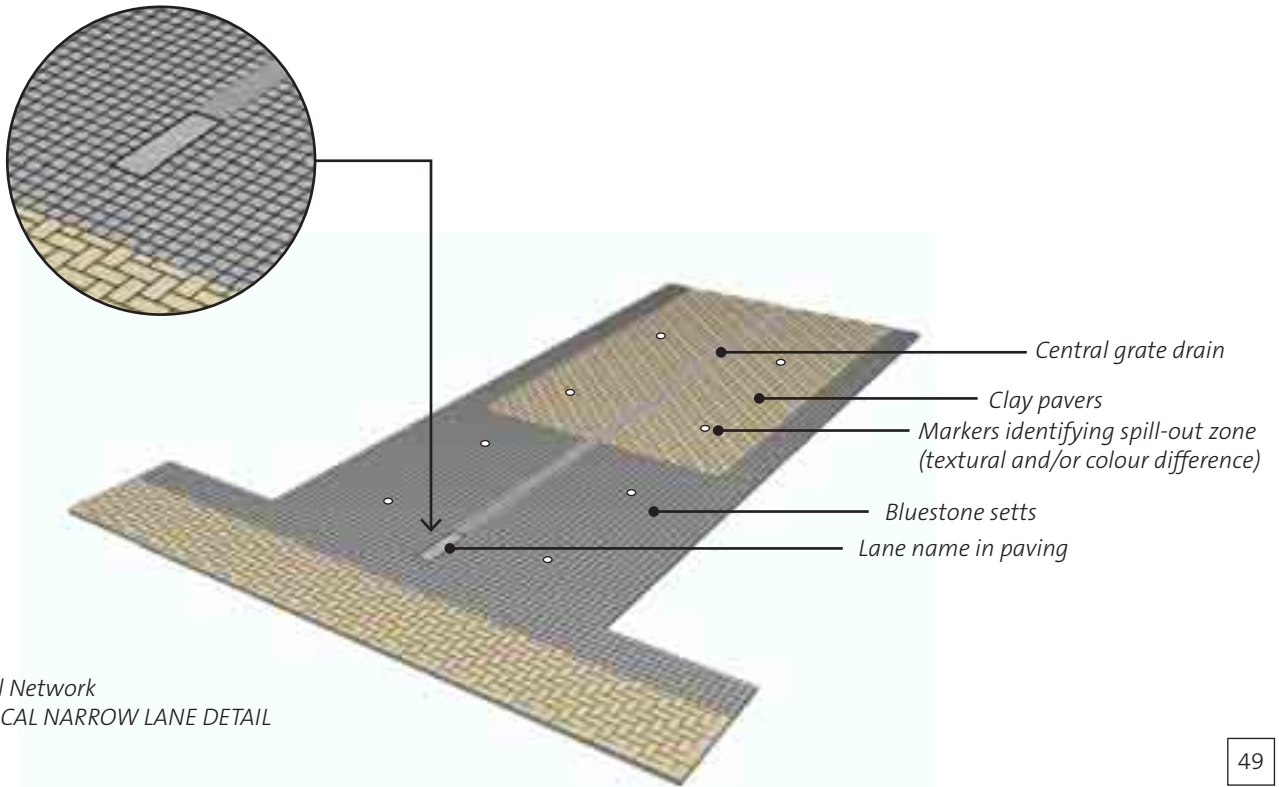


*Bluestone pavers along building line in City Mall*



*City Mall clay paving*







## 4.4

# FRINGE LANES

The first of the laneway developments (His Lordships Lane, Poplar Lane and Struthers Lane) have set a strong precedent which should be continued in future projects within this network. Materials used are predominantly Timaru Bluestone and Taiko (Red basalt sourced from Timaru).

- Future lane developments should use bluestone setts (100x 100mm) as the primary paving material, with any banding to be a subtle variation of the same material (200mm x variable length between 400 - 600mm). Layouts, unit sizes and finishes shall be complementary to lanes already completed.
- Any additional squares in the Fringe Lanes Network shall be primarily Taiko with Timaru Bluestone banding (or vice versa) with patterns expressed in a unique way for each space.

## Rules of Thumb

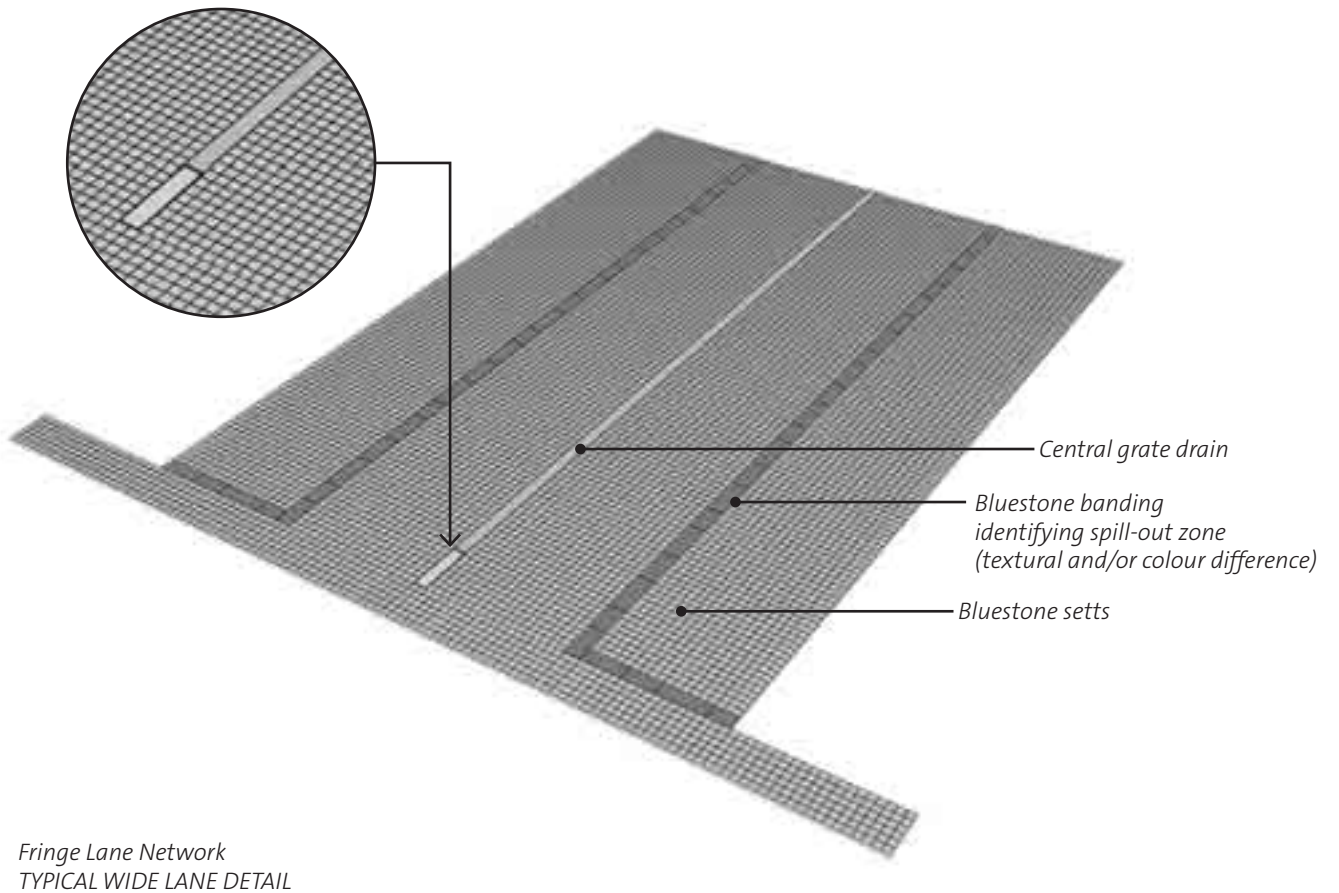
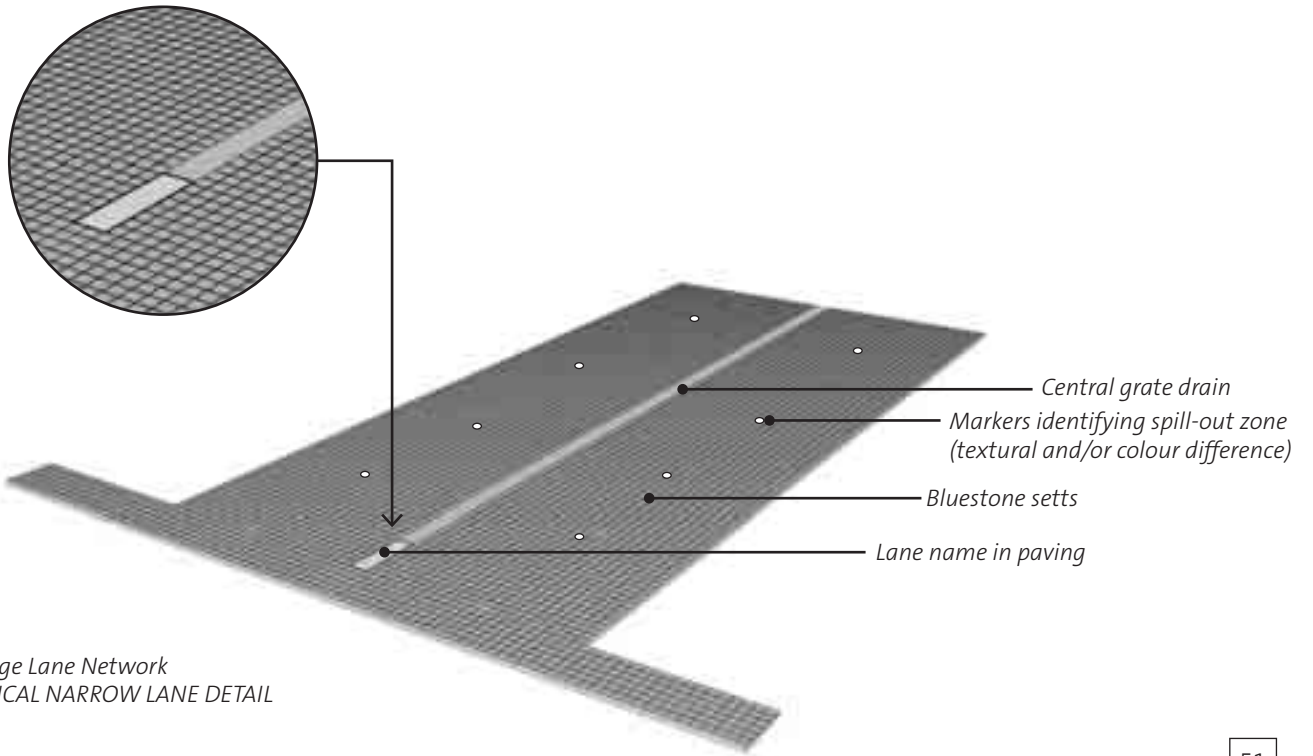
- Main paving - 100 x 100mm tumbled bluestone sett pavers laid in grid pattern.
- Narrow lane - marker discs located 1m from building edge and at 2m intervals along lane.
- Wide lane - 200mm wide x variable length (min 400-max 600mm) bluestone banding laid 2m on either side from central drain to define movement corridor and spill-out zone.
- Grate drain centrally located with lane name at lane entrance



*Bluestone sett paving (His Lordships Lane)*



*Poplar Lane paving*



## EARLY WINS AND SERVICE LANES

It is recognised that some lanes will remain primarily for vehicle access and servicing. In these lanes pedestrian uses will be minimal and therefore have a lower priority for Council upgrade and capital investment. In these situations it is proposed that a more utilitarian approach should be taken to the pavement surface while still acknowledging their role in the lanes network. This means complementary to adjacent pedestrian priority lanes, notably at entrance ways.

In addition, the development of the laneways network could benefit from a number of 'early wins' to improve the appearance of lanes without high capital spends in the short term while redevelopment occurs. A similar materials palette should be employed while lane activities are establishing or where funds are not available to fully upgrade the lane.

- Stone paving sizes and patterns should be in keeping with the Lane Networks in which they are located and remain adaptable for future lane upgrades.
- Lane entrances should provide a paved skirt 4m deep of stone paving. The remaining primary surface should be asphalt, with edges to have an average 500mm wide banding of stone setts on both sides, for the full length lane. This palette will provide a hard wearing surface, while providing fine-grain interest for pedestrians using or viewing the lanes.
- Lighting and/or gating of early win and service lanes should be evaluated on a case by case basis, and should be informed by the lane's CPTED study. In some cases it may be appropriate to exclude pedestrians after hours, whereas in other cases it may be appropriate to light the lane and encourage pedestrian through-traffic after hours.

See also the following related sections:

- 2.4 Safety and Security
- 3.3 Service Lanes
- 5.3 Lighting and Power
- 6.4 Hours of Operation

### Rules of Thumb

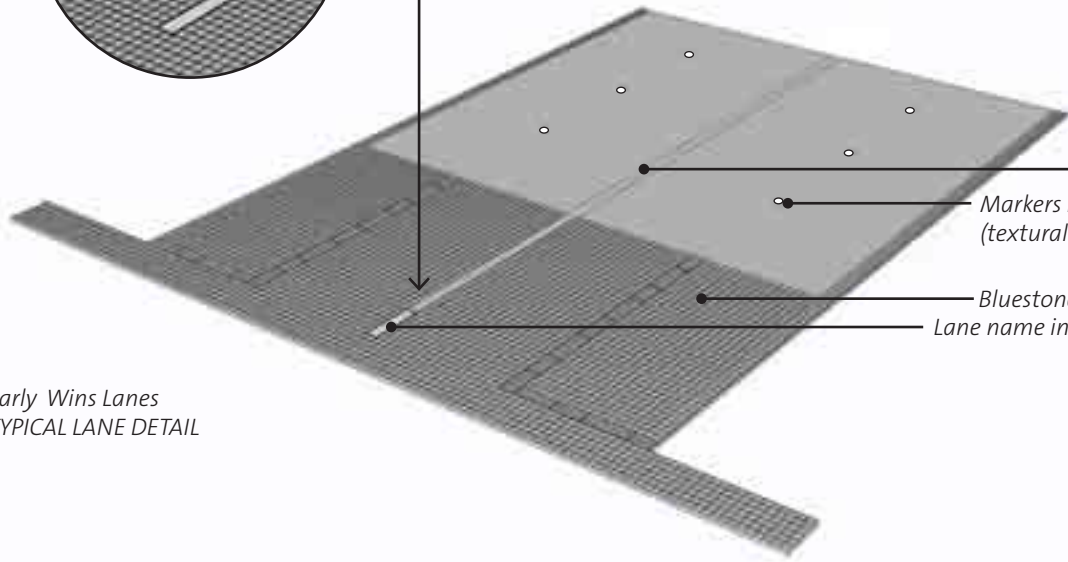
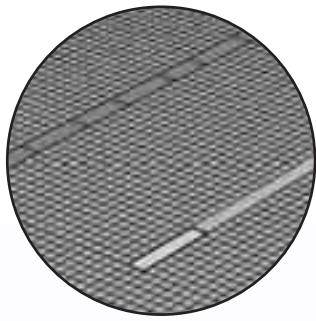
- Main paving - Asphalt surfacing
- Entrance paving -100 x 100mm tumbled bluestone sett pavers laid in grid pattern.
- Early win lane to have 500mm or 5 rows of bluestone setts along building edge.



*Sett pavers along building edge*

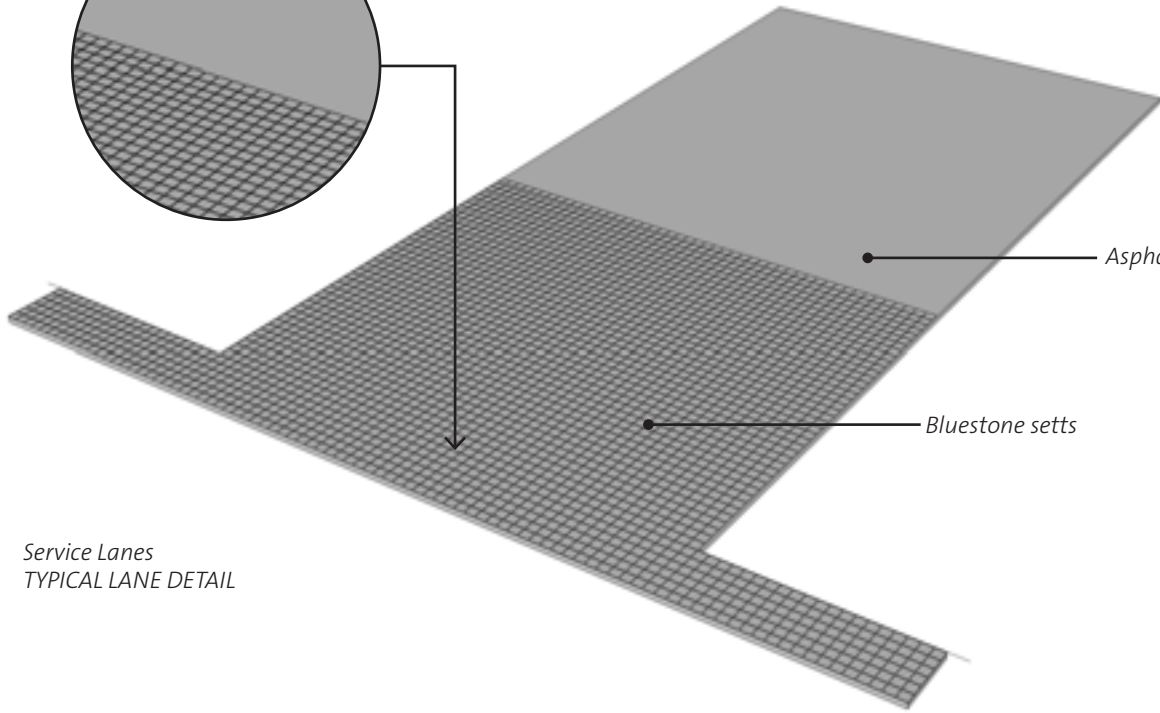
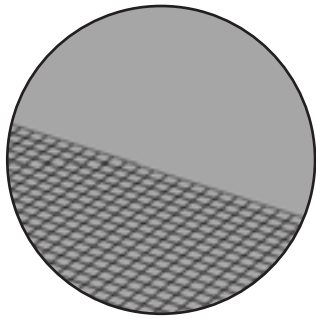


*Sett pavers with asphalt surfacing*



- Central grate drain
- Markers identifying spill-out zone (textural and/or colour difference)
- Bluestone setts
- Lane name in paving

Early Wins Lanes  
TYPICAL LANE DETAIL



- Asphalt paving
- Bluestone setts

Service Lanes  
TYPICAL LANE DETAIL





## LEVELS AND DRAINAGE

Shared spaces with no level changes and with effective drainage of ground surfaces are critical part of the success of the lanes. Poorly designed levels and drainage can affect the function and popularity of these spaces. Lanes should therefore be designed to cater for pedestrian focused uses, where pedestrians can walk or stop and chat without intimidation by vehicles.

Streets are typically designed with footpaths adjacent to buildings with the carriageway centrally crowned. This profile often limits what can be done on footpath areas including outdoor seating, the result being that the pedestrian space suffers to allow more efficient drainage of the vehicle area. Lanes are generally much narrower, and their ground plane should be a shared surface to signal their pedestrian priority. Level changes around buildings and drainage should primarily address the needs of the pedestrian while still fulfilling the technical requirements of crossfall and capacity.

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### Objectives

- To keep lanes free from pedestrian obstacles, minimising mobility issues
- Changes in level should be limited to steps and ramps within buildings to make it easier for pedestrians to move around and promote social intervention
- To incorporate drainage which allows for flexible pedestrian use of the lane surface
- To use visually recessive options for drain channels, fittings and covers

### Best Design Practice


- Irrespective of lane width, strip drains should be provided centrally to allow even crossfall both sides of the lane, keep drains out of vehicle tracking paths and allow lane edge activities to occur on both sides without constraint.

- All grates and service covers shall be cast iron (unpainted) and be allowed to weather with time. This provides opportunities to commission bespoke artistic patterns specific to the lanes network.


### Rules of Thumb

- Drainage of the laneway should take into account that the lanes are primarily areas of pedestrian activity. As such crossfalls on pavements should ideally be 2%, with an absolute maximum of 4%



 *Change in level changes character of lane (near Poplar Lane)*



 *Change in level at entrance way (Melbourne)*



PART 5  
LANE FURNITURE



## GENERAL LANE FURNITURE TREATMENTS

Given the tight nature of many lanes, elements found in traditional streets should be reduced and rationalised. Like the paving treatments, a limited palette of street furniture should be developed for each lane network using the guidance that follows this general section.

### Objective

- To work with the industrial and historic character of the lanes
- To minimise the ground level space taken up by street furniture and maintain the flexibility of spaces for a range of uses
- To provide robust and durable street furniture that copes with intensive use

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### Best Design Practice

- Lanes are typically linear spaces and street furniture should not be used to compartmentalise these spaces or be allowed to interfere with reasonable pedestrian and vehicle movement through them. Keep the lane as flexible as possible by restricting fixed elements to lane edges.
- Minimise the number of fixed furniture elements built into a lane, particularly at ground level. Wherever possible, combine elements together, especially where there are opportunities to create bespoke designs that could be installed throughout the lanes network.
- Fixed elements should provide the base aesthetic to lanes and squares, such as consistent area lighting, pedestrian and vehicular controls, and way-finding signage. Other fixed elements may include bollards and rubbish bins. These should generally use familiar and identifiable elements found in the primary spaces of each network to

aid orientation but could be replaced with artistically designed elements, if desired.

- Moveable elements will largely be privately owned and managed by activities within adjacent buildings. This will greatly enhance the visual diversity of the lanes but will need to be carefully controlled in public areas. It is important to provide adequate internal storage areas for moveable elements, which is out of sight and allows lanes to be cleaned after hours.
- Only moveable elements should be used centrally within lanes and adjoining squares to allow easy transformation into an open event space. Moveable elements may include planters, tables, seats and wind screens.
- All private furniture should be submitted to Council for approval.
- Street furniture should be fit for purpose while idiosyncratic in aesthetic to reflect the nature of the laneways character. A general approach of 'honesty of materials' should be used. This implies that steel should remain unpainted, timber should not be stained, and fixings should be visible and highlighted as a feature. These elements should follow the existing lanes aesthetic, being industrial and sturdy.



✓ Movable private tables and seating on lane edge (*His Lordships Lane*)

## 5.2

# SEATING

Most seating in laneways is usually provided by private businesses spilling out from buildings along the lane edges. However, there are some instances where opportunities for public seating may be appropriate.

## Objectives

- To provide opportunities to rest in public places throughout the lanes network.
- To ensure laneways and squares remain flexible for a diversity of uses.

## Best Design Practice

- Informal opportunities for sitting or leaning should be considered when detailing building facades or designing other street furniture (i.e. planters).
- If using fixed seating, this should only be provided along the building edge of lanes and squares where they will not interfere with the movement corridor.
- In larger squares it may be more appropriate to use heavy massed benches which help define the space, and could be assembled to create a stage when events are held.
- Public seating should be located in well supervised and managed spaces where they do not interfere with other activities.
- Seats should have skateboard proofing designed into them, rather than relying on bolt-on solutions at a later date.
- Consideration should be given to the visual weight of the seat design in relation to the scale of the lane (e.g. within narrow lanes it is considered appropriate to maximise visible pavement underneath, increasing the perceived size of the space).



✓ Private movable seating on edges (Poplar lane)



✓ Artistic movable seating and seating attached to wall- background (Vienna)



✓ Movable seating on edges of public space (Poplar Lane Square)

## LIGHTING AND POWER

Lighting is critical for both crime and traffic safety and to stimulate the use of lanes during evening periods. Lighting therefore has both functional and aesthetic roles.

Access to power can allow planned or spontaneous events to occur without inconvenience or costs imposed on adjacent building occupants.

See also the following related sections:

- 2.4 Safety and Security
- 6.3 Graffiti and Tagging

### Objective

- To ensure lighting is discrete and maintains the flexibility of the lane spaces.
- To provide high quality lighting that is appropriate to the scale of the lane and sheds an attractive and comfortable light for pedestrians.
- To provide power supply to larger squares to allow for events within these spaces.

### Best Design Practice

- Where possible, light fittings should be integrated with the lane surroundings. Encourage area lighting to be attached to buildings rather than free standing poles, or could be suspended from a catenary system. Council ducts providing power to lighting should be run from above the fixtures or adjacent to other utilities, such as downpipes, to keep ground level facades free from clutter.
- Area lighting must be connected to the Council reticulation system, and the electrical system must be accessible externally
- Given the mixed-use nature of the laneways, upward spill light should be minimised through choice of fitting and internal baffles. External sleeves on light fittings to screen light are generally not acceptable.
- Feature lighting should be used in moderation, and could be developed in conjunction with artists and combined with other street furniture items such as litter bins, bollards or seats. The use of coloured light is encouraged to enhance the life and vitality of the lanes, however this should be restricted to feature lighting and not used for area lighting.
- Weigh up the appearance and scale of light fittings against their output, efficiency, ease of maintenance and their build quality. Big is not always better but equally small fittings are lost against the industrial features found in many lanes.
- Simple contemporary fixtures should be used to provide positive contrast to historic buildings and avoid the loss of authenticity.
- Spot lighting of artworks and other distinctive lane features is encouraged where these features will help draw people into the lane.



Discrete power source (His Lordships Lane)

- Pre-empt where events are likely to be held looking at such things as the space's aspect, pedestrian circulation, vehicle access and locate power supplies nearby to avoid running cables across the area during an event.
- Power outlets should be associated with other street furniture to reduce clutter. Individual power pillars should be avoided, and if necessary should be located against buildings.

## Rules of Thumb

- Area lighting should be of a high quality and maximum efficiency and designed to meet relevant 'P' category standards to provide a safe level of light in laneways. Avoid over lighting laneways and losing the sense of 'underworld quality' typical of lanes.
- A 'white light' source is recommended such as metal halide. Yellow light sources (such as sodium) produce a yellow/orange light which does not result in good colour rendition and is not considered a 'safe' light for pedestrian environments, especially in enclosed spaces such as laneways.
- Where uplighters are required, these should be used sparingly to minimise spill light.
- Use of light fittings with cut-off glass is preferred to minimise glare and spill light.
- Where possible attach light fittings to buildings in favour of installing poles.



✓ Catenary feature lighting (Struthers Lane)



✓ Artistic area lighting attached to building (Melbourne)





## SIGNAGE AND ADVERTISING

The intimate scale of the lanes and the need to reduce clutter means signage and advertising should be carefully managed. The following signage types are envisaged throughout the laneways network :

- Lane names
- Interpretation signage (Eg. Historic interest, arts walk)
- Wayfinding signage (e.g. network maps with business locations)
- Advertising (e.g. posters framed or hanging retail signs)

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Note that the location and size of signage in public places is outlined within the City Plan and Bylaws.

### Objectives

- To provide signage which clearly communicates its message, fits in with the industrial nature of the lanes, and does not occupy excessive space or obstruct pedestrians
- To allow for cultural activities to grow over time, such as historic and arts walks, and for these to be adapted into a laneways signage strategy
- For advertising to be of a pedestrian scale, and restricted to designated areas to reduce the incidence of posters being stuck on inappropriate surfaces or interfering with effective pedestrian movement.
- should be identified by plaque or interpretive signage fixed to buildings along laneways.
- Lane name signage, way finding and business location signage should be integrated and positioned to wrap around building corners at lane entrances. This signage should be visible from a number of approaches but only occupy one corner and be raised off the ground or fixed to a suitable corner wall. This should replace standard street signs and sandwich boards.
- Poster bollards are not considered appropriate given the scale of spaces in the lanes. Instead, selected areas of blank facade may be considered as appropriate for bill stickers. Posters are a part of the 'underworld' character of the lanes, but require careful consideration and management to ensure they do not overwhelm the space.
- Billboards should not be located on, or adjacent to, heritage or character buildings.
- Arched entrance signage should be avoided to preserve the sense of discovery for users. Fixings for temporary banners, advertising and community events may be provided.
- Retail signage should be made of high quality materials such as steel or stone and fixed or hung from shop frontages. Sandwich boards should not be used as they add to the lane clutter and interfere with pedestrian movement and cleaning regimes.

### Best Design Practice

- Signage attached to buildings should be of pedestrian scale and lit at night.
- Signage should be easily recognisable from a distance, but of a fine grain nature which provides interest at close range and slow pedestrian speeds.
- Listed buildings and features of historic interest

### Rules of Thumb

- Regulatory signage (such as parking, shared zones, lane names) should be attached to buildings or other items such as planters or light poles
- Any signage fixed to the ground or building facades should be placed outside a designated movement corridor of 4m wide by 4.5 high located on the lane centre line and raised 100mm off the pavement for ease of cleaning.



Integrated entrance signage diagram



✓ Retail signage should be fixed or hung from shop frontages. (Poplar Lane)



✓ Business signage fixed to buildings (SOL square)



✓ Retail signage should be made of high quality materials such as steel or stone. (Queenstown)



✓ Well managed poster frames, and regulatory signage on wall (Struthers Lane)

## PLANTERS AND VEGETATION

Vegetation can be utilised to create a pedestrian scale, soften hard unarticulated modern walls and provide additional colour within laneways.

See also the following related sections:  
2.4 Maintaining and Replacing Vegetation

### Objective

- To contribute to the aesthetic quality of the laneway environment by providing planting with minimal use of available space.
- To evolve the distinctive character of laneways without compromising the qualities of the build form.
- To minimise opportunities for vandalism and graffiti.

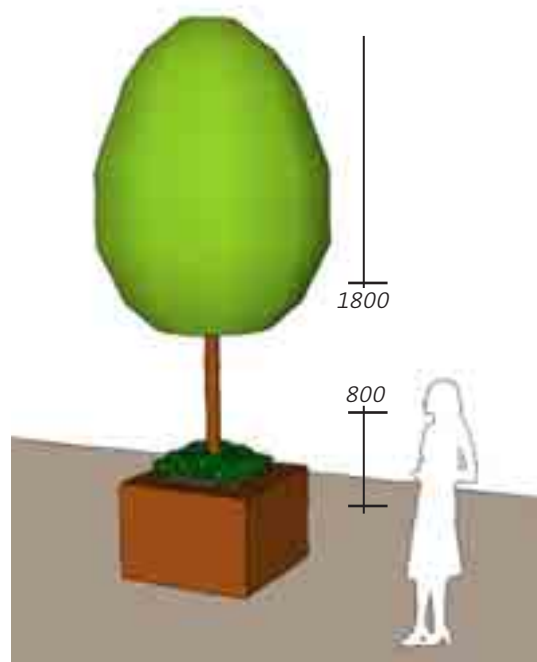
- 'Green walls' could be created in areas of excessive blank facade using high tensile steel cables fixed to buildings. Use non-invasive climbers and place in narrow linear planters to avoid issues with foundations or flexibility of the laneway space.

### Rules of Thumb

- Planters should not be narrower than 500mm in width as it will be difficult to grow anything substantial and keep vegetation looking good. The minimum soil depth should be 800mm for a small sized tree.
- Maintain views over planters and groundcovers within the range of 800-1800mm to prevent planters and vegetation becoming informal hiding place.
- Planters can be used as opportunities for seating or leaning on with a wide edge of 200mm and either 450mm or 800mm off the ground.

### Best Design Practice

- Planters should all be moveable to allow for flexible use of lane space, and to allow cleaning underneath.
- Planters should respond to the scale of the laneway and not obstruct pedestrian movement or sightlines.
- Planters can act as art objects in their own right. Enlist the help of designers and artists to design planters that are a statement and build on the idiosyncrasies of the lane.
- Use Canterbury native plant species to achieve a local character. Native evergreen plants also maintains a green appearance throughout the year and reduces maintenance issues such as leaf fall in Autumn. Many native species are also drought tolerant allowing planters to be moveable and requiring less regular watering and maintenance.
- Choose species appropriate to the size of the planter. If trees are required, use small trees that do well in planters. Trees in planters may require staking and/or tree guards if in windy areas or in situations where they may be prone to damage.



*Maintain clear sightlines over planters and under tree canopies*





*Native species are encouraged for their drought tolerance and reduced maintenance*



*Native plants species in planters (His Lordships Lane)*



*'Green walls' soften lane edge (London)*



*Lanes tree planter which provides opportunities for seating (His Lordships Lane)*

## BOLLARDS

Bollards are a pedestrian-friendly way of managing vehicle movement and can contribute to making laneways into comfortable pedestrian scaled environments.

### Objectives

- To provide controlled vehicle access to lanes with high pedestrian usage or narrow pedestrian-only lanes.
- To ensure flexibility of spaces through targeted use of bollards.
- To prevent damage of sensitive lane elements from vehicle movement through lanes.

### Best Design Practice

- Bollards should be recessive elements and used sparingly to minimise visual clutter.
- Bollard design should be consistent on a network by network basis. Within each network all bollards should appear the same, whether fixed or retractable.
- Use of bollards should be limited to where the role of controlling vehicle access cannot be practically achieved using moveable items such as seats or planters.
- Bollards should be used in preference to grills to protect utilities from damage by passing vehicles.
- Bollards are often lightly knocked by vehicles, causing them to bend slightly without breaking, and are often not replaced leaving a poorly maintained appearance. It is recommended that bollards with a ball joint and shear pin be installed where the likelihood of bollards being knocked is high.
- Where barriers are required to delineate space, rope and chain should not be used.

### Rules of Thumb

- In order to prevent vehicle access, bollards should be spaced with a maximum 2m gap between centres.
- Where bollards are required, retractable or removable models should be installed to allow for future flexibility of laneway space.



✓ *Bespoke bollard (Poplar Lane extension)*



✓ *Contemporary bollards (Melbourne)*



## RUBBISH BINS AND RECYCLING

Pedestrian priority lanes are likely to attract higher numbers of users and will require similar facilities to those found in other pedestrianised spaces around the Central City. It is particularly important to reduce littering as this is one of the easiest ways to improve the perception of safety in public spaces.

### Objectives

- To minimise rubbish accumulation in public areas which are subject to intensive use throughout day and evening periods.
- Conceal private rubbish and recycling storage areas while maintaining easy access for collection operations.

### Best Design Practice

- Single recycling bins and rubbish bins for public use should always be installed together to provide users an option to recycle. It is not considered appropriate to install public recycling stations in the laneways given their large size and imposing nature.
- Public recycling bins should be a single bin which matches the litter bin differentiated only by simple colour-coding.
- Public bins should be located in positions which are easily accessible by rubbish and recycling vehicles. Carrying of bin liners any distance creates OSH (Occupational Safety & Health) issues, and results in unnecessary staining of pavements due to spills from leaking liners.
- Generally, bins should be associated with squares and intersections and discretely designed or integrated into other street furniture to minimise visual clutter along laneways.
- Private storage, rubbish and recycling bins

should be stored within adjacent buildings or in rear service areas screened from view.

- Private bins put out for collection should not be located within any designated movement corridor for each lane. These should be in larger communal wheelie bins, not individual bags or small recycling bins. The locations for litter and recycling pick-up will require co-ordination with Council and relevant collection contractors to ensure vehicle access is possible.



✓ *Bespoke litter bin - part of the custom furniture suite. (His Lordships Lane)*



✓ *Private rubbish and recycling bins should be stored within adjacent buildings or in rear service areas out of view. (Denmark)*



## PART 6

# LANE MANAGEMENT

The ongoing management and maintenance of the lane environment is critical to its long-term success, and therefore the success of the lane network. It is critical that all parties (Council, lane owner(s) and lane businesses) share the vision for the lane, and are actively involved in its management. Maintenance agreements and responsibilities should be agreed with all parties.

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This section covers the following key maintenance and management areas:

1. Cleaning and Waste
2. Car Parking and Storage
3. Graffiti and Tagging
4. Hours of Operation / Traffic Management and Planning
5. Maintaining and Replacing Vegetation

## 6.1

# CLEANING AND WASTE

Although the laneway environments are historically dirty and gritty, it is important that these new people-orientated environments appear clean and well managed, without becoming too sterile.

See also the following related sections:

5.7 Rubbish Bins and Recycling

## Objective

- To ensure the high quality of lane implementation is not devalued through poor after care.
- To ensure lane maintenance and management is of a standard appropriate to a higher intensity of pedestrian use.

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## Best Design Practice

- Lanes should have a regular cleaning regime carried out either through Council maintenance contracts, or privately contracted as is done in His Lordship's Lane. A regular sweeping, cleaning, graffiti, fly poster removal and rubbish collection regime is required. A policy should be developed specifically for maintenance of lane areas.

## Rules of Thumb

- All public and recycling rubbish bins shall be emptied as required to ensure bins are not full to overflowing.
- Private rubbish collection should occur outside business hours, preferably in the morning between 6 am – 9 am, to avoid conflict with peak pedestrian flows during lunch and evening periods.



 *Litter bin storage required*



## 6.2

# CAR PARKING AND STORAGE

Car parking with associated access ways and manoeuvrability areas are required to be provided within most private Central City developments. For many developments, lanes will be the only practical means of accessing these private car parking areas. In addition, temporary parking and private loading zones may be required to service lane-based activities.

See also the following related sections:

6.4 Hours of Operation

## Objectives

- To balance necessary servicing with the quality of laneway environment.
- To integrate necessary private car parking and access ways into lanes without compromising the lane character and pedestrian activity.
- To minimise public car parking and loading zones on lanes to appropriate areas and times.
- To keep laneway movement corridors clear for pedestrians and / or vehicles on pedestrian-priority lanes.

## Best Design Practice

- Car parking within lanes should be kept to a minimum or excluded where possible to maintain lanes as a shared surface zone with pedestrian-priority. Place the majority of car parking on service lanes or lanes with a low pedestrian frequency.
- Car parking and loading zones will be subject to change as new ground level uses evolve within lanes. They should only be provided on a short term or temporary basis, defined by movable planters and with no line markings. Signage should be fixed to planters, where possible.
- Where parking is required within private developments alongside laneways, avoid using adjacent ground level buildings, by either consolidating parking in a multi-storey

buildings or placing underground in basements.


- Where ground level parking is the only option, the entrances should be minimised and parking set back or sleaved to allow for active uses on the lane frontage. Any security gates should be decorative or an industrial nature.

## Rules of Thumb

- Car parking or loading bays on laneways should be a minimum of 12m to allow for two cars or a larger service vehicle with enough space for manoeuvrability around planters.
- Parking time limits should be restricted to P10 to allow for deliveries or short shopping trips and avoid commuter parking or the necessity for parking meters.

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 *Car parking (Struthers Lane)*



 *Artistic security gates (Ash Street)*

## GRAFFITI AND TAGGING

Graffiti vandalism, the tagging of property without the permission of property owners, is regarded as a crime, nuisance, and a social problem in Christchurch. These discourage legitimate users from using laneways, leaving them prone to further criminal activity. However, some forms of graffiti art and stencilling are common in laneways and can be a contributing part of the lane character. Graffiti art can transform a dull blank wall and bring a bright and contemporary presence to a laneway. These can often further reduce illegitimate graffiti vandalism in these locations.

See also the following related sections:

- 2.4 Safety and Security
- 5.3 Lighting and Power

### Best Design Practice

- Minimise available blank facades wherever possible to reduce opportunities for graffiti. This could include providing more active frontages, green walls or poster frames.
- Provide a higher level of surveillance around laneways and maintain clear sightlines to manage graffiti and tagging activities.
- The use of murals and other graffiti art may be suitable in locations where non textured and unarticulated blank walls already exist.



✓ Active facades deter tagging (Melbourne)

- Consider commissioning street art or murals for large blank facades (excluding character brickwork) which are prone to tagging.
- Maintain stores of paint in correct colours for touching-up painted walls and features.

### Rules of Thumb

- Where graffiti is a potential problem, consider treating walls and other flat, blank surfaces up to 3m height using graffiti proofing products.
- Unauthorised graffiti should be removed within 24 hours of graffiti being identified or reported to Council.



✓ Graffiti art commissioned for planters (Struthers Lane)



✓ Graffiti art in laneway (Woolsack Lane)

## 6.4

# HOURS OF OPERATION

The limited space available in lanes and recurring conflicts between old and new uses for lanes often needs to be managed over time. The intention of the lanes design guidelines is not to remove the servicing character and function of the lanes, but to strike a balance between new retail/commercial uses and the existing requirements for servicing. Paying careful attention to hours of operation to avoid conflict is critical to the successful functioning of the lane.

See also the following related sections:

3.1-3.3 Wide, Narrow and Service Lanes

6.2 Carparking and Storage

## Objectives

- To minimise conflict between essential service functions and pedestrian based land uses.

## Best Design Practice

- Lanes designated as Council owned 'Legal Roads' or public easements need to maintain full pedestrian and vehicle access 24 hours a day, unless a special dispensation has been granted by the Council.
- Within narrow lanes and entertainment zones, where large number of pedestrians gather adjacent to vehicle movements, retractable or electronic bollards should be utilised to manage vehicle use of lanes.

## Rules of Thumb

- Retractable or electronic bollards should be raised between the hours of 6 pm – 6 am for late night entertainment lanes or 11 am – 11 pm for narrow lanes which are suitable for pedestrianisation and associated spill out zones. Service vehicles only access the lane in the remaining time periods but preferably during the morning.



Poor quality security gates closed for after hours (Ash Street)



Shared zone signage (Melbourne)



Retractable bollards (His Lordships Lane)



## MAINTAINING AND REPLACING VEGETATION

Planters positioned alongside intensely used pedestrian priority laneways will become the focus of much attention and potential abuse. They could also become one of the few hiding places in a lane if vegetation is not kept under control.

See also the following related sections:

5.5 Planters and Vegetation

### Objectives

- To keep vegetation planters and their surroundings to a standard that appears cared for and attracts activity into the lanes.
- To prevent vegetation becoming a safety risk along pedestrian priority lanes.

### Best Design Practice

- All plant material is to be maintained, replaced or supplemented to ensure an excellent standard of planting at all times of the year.
- Vegetation in planters should be maintained to allow clear sightlines over groundcovers and small shrubs or between ground covers and tree canopies.
- Weed, trim and prune vegetation in planters and on green walls regularly, including collection of debris around the base of planters.
- Regular watering should be undertaken to maintain healthy plants, particularly in summer months.
- It is critical that maintenance responsibilities are clear between Council and private parties. Inadequately maintained planting will reflect badly on the lane, whereas flourishing, well-maintained planting is likely to attract foot traffic into the lane.

### Rules of Thumb

- To comply with CPTED guidelines, the combination of planters and vegetation should provide clear sightlines between 800mm – 1800mm. This allows for both a 450mm planter with 350mm ground cover planting and a small tree limbed to a canopy height no less than 1800mm above ground level.



Diagram of typical planter



- ✓ Planter provides seasonal interest, however would be more effective at or below eye level (His Lordships Lane)



# APPENDICES

# APPENDIX A: LANE CLASSIFICATION

This table should be read in conjunction with the Lanes location Plan located within the Lanes Design Guide Introduction, and Section 3 of the overall Lanes Report: Lanes Inventory.

The table below shows the lane ID and name, which network they lane is located in and the lanes approximate width.

<i>Lane name</i>	<i>Networks Classification</i>	<i>Width</i>
1 Chancery Lane	Cathedral Lanes Network	< 4m with
2 Colonial Lane	Cathedral Lanes Network	< 4m with
3 Press Lane	Cathedral Lanes Network	< 4m with
4 Cathedral Junction	Cathedral Lanes Network	> 9m
5 Tramway Lane	Cathedral Lanes Network	4 - 8m width
6 OGB Lane	Cathedral Lanes Network	4 - 8m width
7 Westpac Lane	Cathedral Lanes Network	4 - 8m width
8 Strand Lane	Cathedral Lanes Network	< 4m with
9 Shades Arcade	Mall Lanes Network	< 4m with
10 Links Centre	Mall Lanes Network	< 4m with
11 Tattersalls Lane	Mall Lanes Network	4 - 8m width
12 Woolsack Lane	Fringe Lanes Network	< 4m with
13 Madras/Hereford Corner	Fringe Lanes Network	< 4m with
14 Lichfield/ Bedford Row	Fringe Lanes Network	< 4m with
15 Kivers Lane	Mall Lanes Network	4 - 8m width
16 Plymouth Lane	Mall Lanes Network	4 - 8m width
17 Lichfield/ Tuam	Fringe Lanes Network	< 4m with*
18 Struthers Lane	Fringe Lanes Network	4 - 8m width
19 Kivers extension	Fringe Lanes Network	4 - 8m width
20 Sargoods Lane	Fringe Lanes Network	4 - 8m width*
21 His Lordships Lane	Fringe Lanes Network	4 - 8m width
22 Poplar Lane extension	Fringe Lanes Network	< 4m with
23 High/ Poplar back alley	Fringe Lanes Network	< 4m with
24 Poplar Lane	Fringe Lanes Network	4 - 8m width
25 Ash Street	Fringe Lanes Network	4 - 8m width
26 Mollett Street	Fringe Lanes Network	> 9m

## APPENDIX B: RELEVANT LINKS

Below are a list of website links to useful documents, including those relating to development of a lanes in Christchurch and to other successful lane developments overseas.

### *Christchurch City Council documents*

CCC Lanes Network website and lanes plan documents:

[www.ccc.govt.nz/CentralCity/Programmes/LanesNetwork.asp](http://www.ccc.govt.nz/CentralCity/Programmes/LanesNetwork.asp)

The Christchurch City Plan (City Plan)

[www.cityplan.ccc.govt.nz/NXT/gateway.dll?f=templates&fn=default.htm](http://www.cityplan.ccc.govt.nz/NXT/gateway.dll?f=templates&fn=default.htm)

CCC Lanes plan document

[www.ccc.govt.nz/CentralCity/Programmes/CentralCityLanesPlan2007.pdf](http://www.ccc.govt.nz/CentralCity/Programmes/CentralCityLanesPlan2007.pdf)

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Existing lane developments

[www.ccc.govt.nz/CentralCity/Projects/Lanes](http://www.ccc.govt.nz/CentralCity/Projects/Lanes)

Public Places and Signs Bylaw 2003

[www.ccc.govt.nz/bylaws/chchcitypublicplacesandsignsbylaw2003.pdf](http://www.ccc.govt.nz/bylaws/chchcitypublicplacesandsignsbylaw2003.pdf)

Greater Christchurch Urban Development Strategy

[www.greaterchristchurch.org.nz](http://www.greaterchristchurch.org.nz)

Earthquake-Prone, Dangerous and Insanitary Buildings Policy 2006

[www.ccc.govt.nz/policy/EarthquakeProneDangerousInsanitaryBuildings.asp](http://www.ccc.govt.nz/policy/EarthquakeProneDangerousInsanitaryBuildings.asp)

Artworks in Public Places Policy

[www.ccc.govt.nz/policy/appoperationalappendix8.pdf](http://www.ccc.govt.nz/policy/appoperationalappendix8.pdf)

The Public Streets Enclosures Policy

[www.ccc.govt.nz/consultation/publicstreets](http://www.ccc.govt.nz/consultation/publicstreets)

The Central City Design Guidelines and CPTED Guidelines

[www.ccc.govt.nz/environment/urbandesign/guides/CPTEDFull.pdf](http://www.ccc.govt.nz/environment/urbandesign/guides/CPTEDFull.pdf)

Canterbury Safety Working Party (2004) Safer Canterbury – Creating Safer Communities  
[www.ccc.govt.nz/environment/urbandesign/guides/cptedfull.pdf](http://www.ccc.govt.nz/environment/urbandesign/guides/cptedfull.pdf)

Christchurch City Council Waste management plan  
[www.ccc.govt.nz/haveyoursay/draftwastemanagementplan/draftwastemanagementplan2005.pdf](http://www.ccc.govt.nz/haveyoursay/draftwastemanagementplan/draftwastemanagementplan2005.pdf)

***Melbourne lanes:***

[www.onlymelbourne.com.au/melbourne\\_details.php?id=9408](http://www.onlymelbourne.com.au/melbourne_details.php?id=9408)

[www.visitvictoria.com/displayobject.cfm/objectid.000C534E-3881-1F3C-AAA180C476A90000](http://www.visitvictoria.com/displayobject.cfm/objectid.000C534E-3881-1F3C-AAA180C476A90000)

<http://lanesofmelbourne.blogspot.com/2004/07/lanes-of-melbourne.html>

***Other links:***

Ministry for the Environment New Zealand Urban Design Protocol  
<http://www.mfe.govt.nz/publications/urban/design-protocol-mar05/index.html>



# APPENDIX C: GLOSSARY

<b>Active frontage</b>	Street-side building frontage that reveals activity inside (such as a shop front or window display) or that generates activity on the pavement (such as a café).
<b>Aspect</b>	The compass orientation of a building or space, in relation to sunlight access to those buildings or spaces.
<b>Bespoke</b>	Custom made, site specific item.
<b>Building authenticity</b>	The coherence of character, appearance, texture, form and scale.
<b>Building condition</b>	The state and quality of a buildings appearance.
<b>Building recess</b>	Doorways, windows, service bays and other openings which are not flush with the exterior face of the building.
<b>Building setback</b>	The minimum distance which a wall face or window is required to be from a property boundary or another window to a habitable room.
<b>Built form</b>	The combined effect of the height, bulk and silhouette of a building or group of buildings.
<b>Catenary</b>	Flexible cable fixed to a building or pole at each end, used to hold lighting as an alternative to pole-mounted light fittings.
<b>Character building</b>	Those buildings that have been defined as having heritage features of historic value and have not been listed as 'Heritage buildings'.
<b>Connectivity</b>	Connections to other lanes or between key city spaces and popular destinations.
<b>Demarcation</b>	Separation of space for different uses.
<b>Density</b>	A unit of measure in relation to a given area of land 'dwellings per hectare of a development site or aggregation of sites'.
<b>Facade</b>	Exterior face of a building.
<b>Facade articulation</b>	Defining the parts of a whole through form and detailed relief or detail which provides interest to an otherwise solid surface.
<b>Facade openings</b>	Windows or doors in the face or front of a building that allow access or views into the building.
<b>Fenestration</b>	The arrangement of windows on a facade.
<b>Fine grain activities</b>	Activities that provide reoccurring interest along a building facade and contribute to a sense of liveliness.

<b>Heritage building</b>	Buildings that are listed as being of heritage value by the 'Historic Places Trust'.
<b>Idiosyncratic</b>	Having individualistic characteristics or unique and quirky qualities.
<b>Interface</b>	The point at which two spaces are interconnected.
<b>Lane</b>	A linear space or passage defined by walls or buildings.
<b>Mixed use development</b>	The compatible mixing of a range of appropriate uses, integrated in close proximity to each other to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase.
<b>Monolithic</b>	A simple surface with no pedestrian scale interest (eg: tilt-slab concrete or flat, plastered surface finish)
<b>Morphology</b>	The form and structure of surrounding buildings or open space.
<b>Movement corridor</b>	The part of the laneway that is predominantly used by vehicle and pedestrians when moving through a lane.
<b>Over shadowing</b>	The effect of a development or building on the amount of natural light presently enjoyed by a neighbouring property, resulting in a shadow being cast over that property.
<b>Pedestrian permeability</b>	The extent to which urban forms permit (or restricts) movement of people or vehicles in different directions. Permeability is a positive attribute of an urban design, as it permits ease of movement and avoids severing neighbourhoods.
<b>Pedestrian scale</b>	The use of elements which relate well in size to an individual human being in a way which makes people feel comfortable rather than overwhelmed
<b>Public open space</b>	Urban space, designated by council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (eg: amenity, ecological, educational, social or cultural usages).
<b>Public realm</b>	All parts of the physical environment of towns and cities that the public has access to, and that form the setting for community and public life.
<b>Recess</b>	See 'building recess'
<b>Setback</b>	See 'building setback'
<b>Shared zone</b>	Where pedestrians, cyclists and vehicular traffic have equal rights to access.
<b>Sleeving</b>	Insertion of a new building between existing buildings.
<b>Streetscape</b>	The visible components in a street between the facing buildings. Including the form of the buildings, garages, setbacks, fencing, landscaping, driveway and street surfaces, utility services and street furniture such as lighting, signs, barriers and bus shelters.
<b>Utilitarian</b>	A purely practical or functional approach to design of a space or building, with little consideration for aesthetics
<b>Vertical stacking</b>	Layering of building levels on top of each other to increase floor area but not increase site coverage.
<b>Visual integration</b>	Presence of views through blocks to internal squares or landmark buildings.

