

Draft Lyttelton Master Plan *for public consultation* *November 2011*

Suburban Centres Programme

A PLAN FOR REBUILD & REGENERATION



Mayor's Foreword

“...Lyttelton is now the setting for a new era – with new hopes and dreams and challenges to overcome. Lyttelton’s draft Master Plan is an exciting step toward that future.”

There is no doubt that a future Lyttelton will look vastly different from the township that was the setting for some of the region’s great historical milestones – the completion of the railway tunnel in 1867, the setting-off point for Antarctic exploration of the 1900s and the opening of the road tunnel in 1964.

While many of the historic buildings and structures that stood witness to these events are now gone, what remains is the spirit and character of the people who have, over the years, made this charming port town their home.

That indomitable Lyttelton spirit came to the fore as the community turned-out in their hundreds to meetings to discuss a master planning process for Lyttelton’s commercial centre.

The Christchurch City Council has worked closely with the Lyttelton community to bring their vision, ideas and aspirations together into a draft Master Plan to support the regeneration and rebuilding of their suburban centre.

Lyttelton is now the setting for a new era – with new hopes and dreams and challenges to overcome. Lyttelton’s draft Master Plan is an exciting step toward that future.

Bob Parker
Mayor of Christchurch



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The Lyttelton Master Plan as depicted in this document has been approved by the Council for consultation. It is still in draft form for consideration by the community and other stakeholders. The Master Plan will continue to evolve through this final consultation phase.

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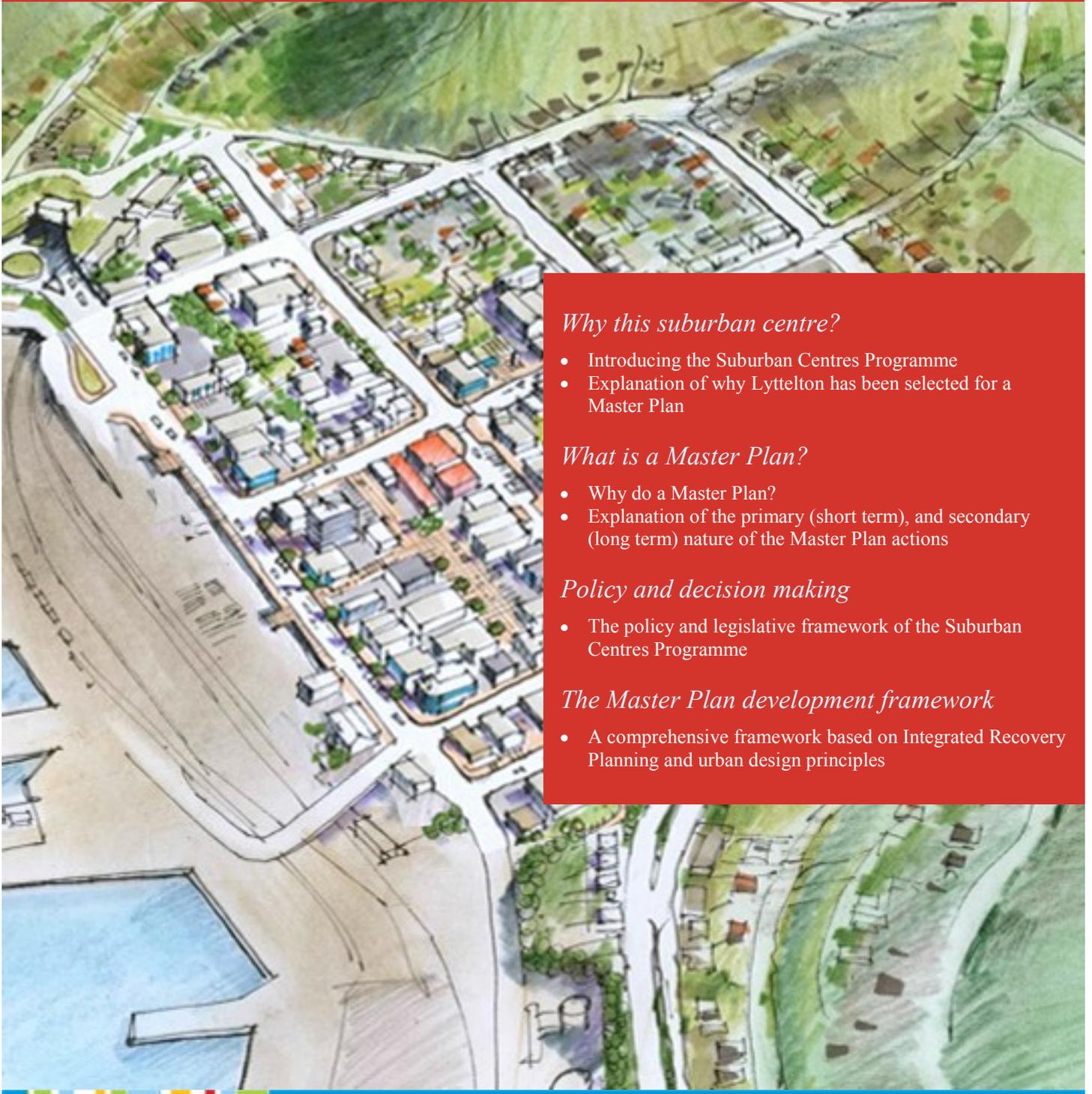
Appendix 3: Natural environment actions

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1. Introduction

About the draft Lyttelton Master Plan.



Why this suburban centre?

- Introducing the Suburban Centres Programme
- Explanation of why Lyttelton has been selected for a Master Plan

What is a Master Plan?

- Why do a Master Plan?
- Explanation of the primary (short term), and secondary (long term) nature of the Master Plan actions

Policy and decision making

- The policy and legislative framework of the Suburban Centres Programme

The Master Plan development framework

- A comprehensive framework based on Integrated Recovery Planning and urban design principles

1.1 Why this suburban centre?

Explanation of the Suburban Centres Programme

The magnitude 6.3 earthquake that ripped through Christchurch in February 2011 was the most destructive earthquake to strike a New Zealand City in 80 years. Continuing earthquakes and aftershocks have had a devastating impact on the Central City as well as many of the smaller commercial centres including Lyttelton.

Although the Canterbury Earthquake Recovery Act 2011 does not require the Christchurch City Council to provide plans for the recovery of suburban centres, the Council recognises the need to prioritise and support earthquake recovery in these local areas. Commercial centres are important to the city and in the way it functions. They support the social and economic well-being of communities as they are places where people can easily access a variety of goods and services.

Following the earthquakes, the Council assessed 150 commercial centres against a range of indicators. Some of these included:

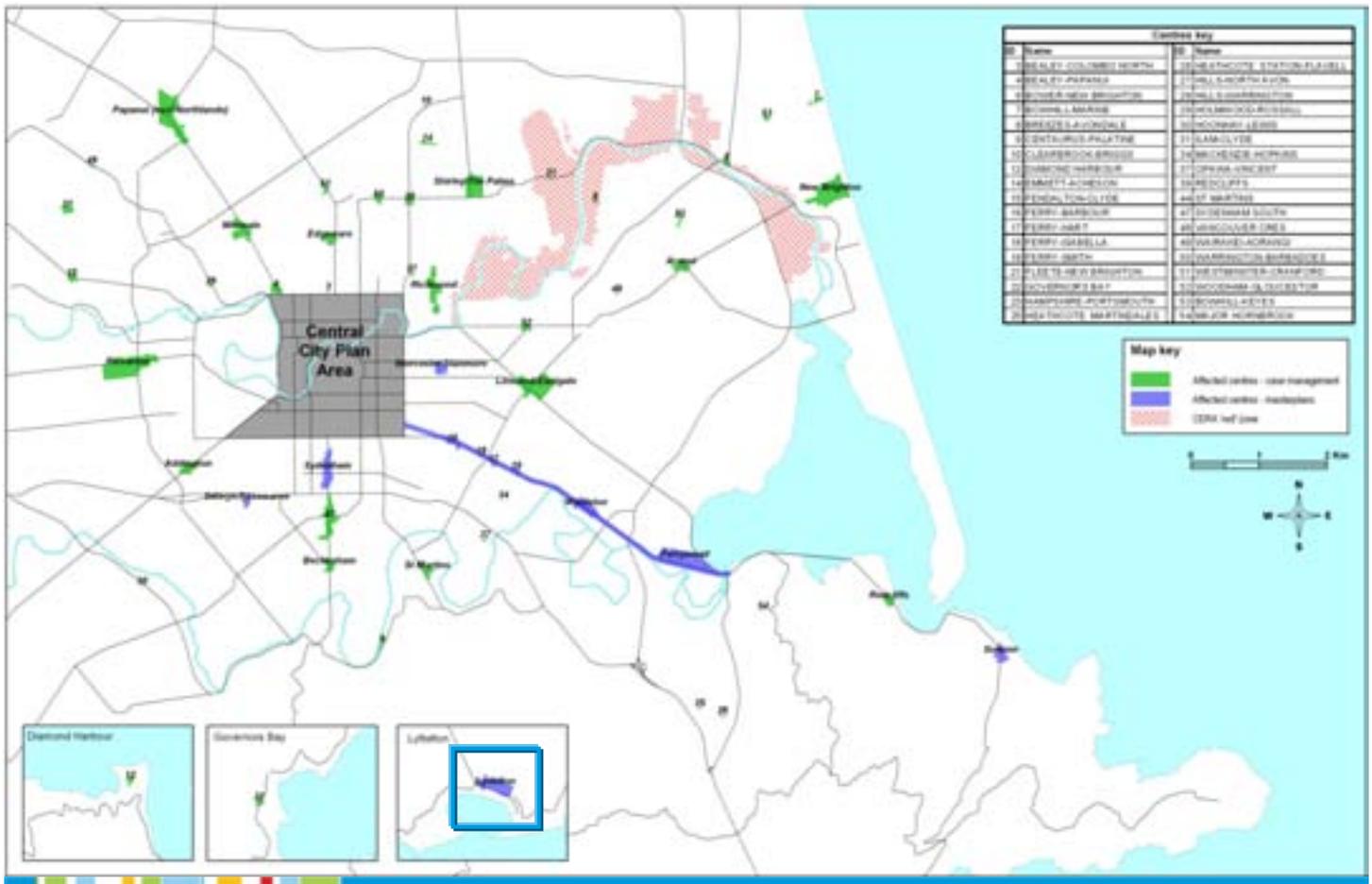
- The extent of damage in the centre.
- The size of centres and the area they serve.
- The well-being of communities within the immediate vicinity of each affected centre.

- The ownership profile of businesses.
- Whether or not the community has other options nearby for obtaining goods and services.
- Whether any planning or revitalisation work had already been done prior to the earthquake to enable a quick start.

64 centres suffered some degree of damage or disruption in the February earthquake and of those, six were considered highest priority for significant Council support in planning for a rebuild. Most of the remaining affected centres can be supported through liaising with individual or small groups of property owners through a Council ‘case manager’ to help affected property owners consolidate their plans and to assist in creating good outcomes for the community who use these centres.

The allocation of funds and resources is part of an on-going process. The Council will continue to assess the identified suburban centres as more information is identified and refined over the coming months to ensure an appropriate approach for each centre is maintained.

Suburban Centres Programme - affected centres and the proposed recovery approach



Explanation of why Lyttelton has been selected for a Master Plan?

Lyttelton is a severely affected suburban centre that the Council considers to be one of the most vulnerable to permanent loss of commercial function.

Some of the reasons to take action in Lyttelton include:

- Lyttelton has lost a significant number of its commercial and community buildings (over 20 sites).
- Lyttelton has route security vulnerabilities associated with the Lyttelton Tunnel (State Highway 74) and Evans Pass.
- The township has suffered from a significant reduction in trade.
- Some advanced planning has already occurred in Lyttelton.
- A large portion of the residential catchment has been red stickered largely, due to rock fall risk.
- It also services Lyttelton Harbour settlements.

1.2 What is a Master Plan?

Why do a Master Plan?

A successful Master Plan forms a link between the overarching direction which the centre is striving towards, and the way in which this is delivered. Comprehensive Master Plans are underpinned by many qualities:

- **Integrated:** they reconcile multiple, sometimes opposing, interests to best pursue well-being within resource constraints.
- **Tailored:** they recognise that every place is unique and different and each must be dealt with sensitively and with intelligence. They look to understand the character qualities, heritage and cultural values, lifestyles and economics and physical resilience qualities which make a place what it is.
- **Grounded in reality:** they take the ideas and aspirations of the community and form them into project actions that are backed up by an implementation schedule.
- **Achievable:** they are more than a wish list. They set out priorities of importance and outline staging, governance and delivery targets.
- **Flexible:** they plan for change and are able to respond to future circumstances which cannot be predicted.

The Master Plan will guide decision making around:

- What facilities, services and infrastructure should be in the centre to support its growth.
- What role the centre should play in the context of the city.
- How land for commercial use could be redeveloped.
- The types of employment that are needed to create jobs and prosperity.
- How to harness the full potential of the centre and attract private investment.
- How parks, features and other characteristics which build the centre's identity could be protected or enhanced.

The Master Plan process looks to ensure the centre is not only rebuilt, but becomes stronger and more resilient in the face of future uncertainties.

Explanation of the primary (short term), and secondary (long term) nature of the Master Plan actions

There are two key strands of the Lyttelton Master Plan:

1. Actions that focus on what is urgent, i.e. rebuilding and recovery of the town centre in the short term.
2. Actions that focus on what is important, i.e. improvements beyond the town centre in the long term.

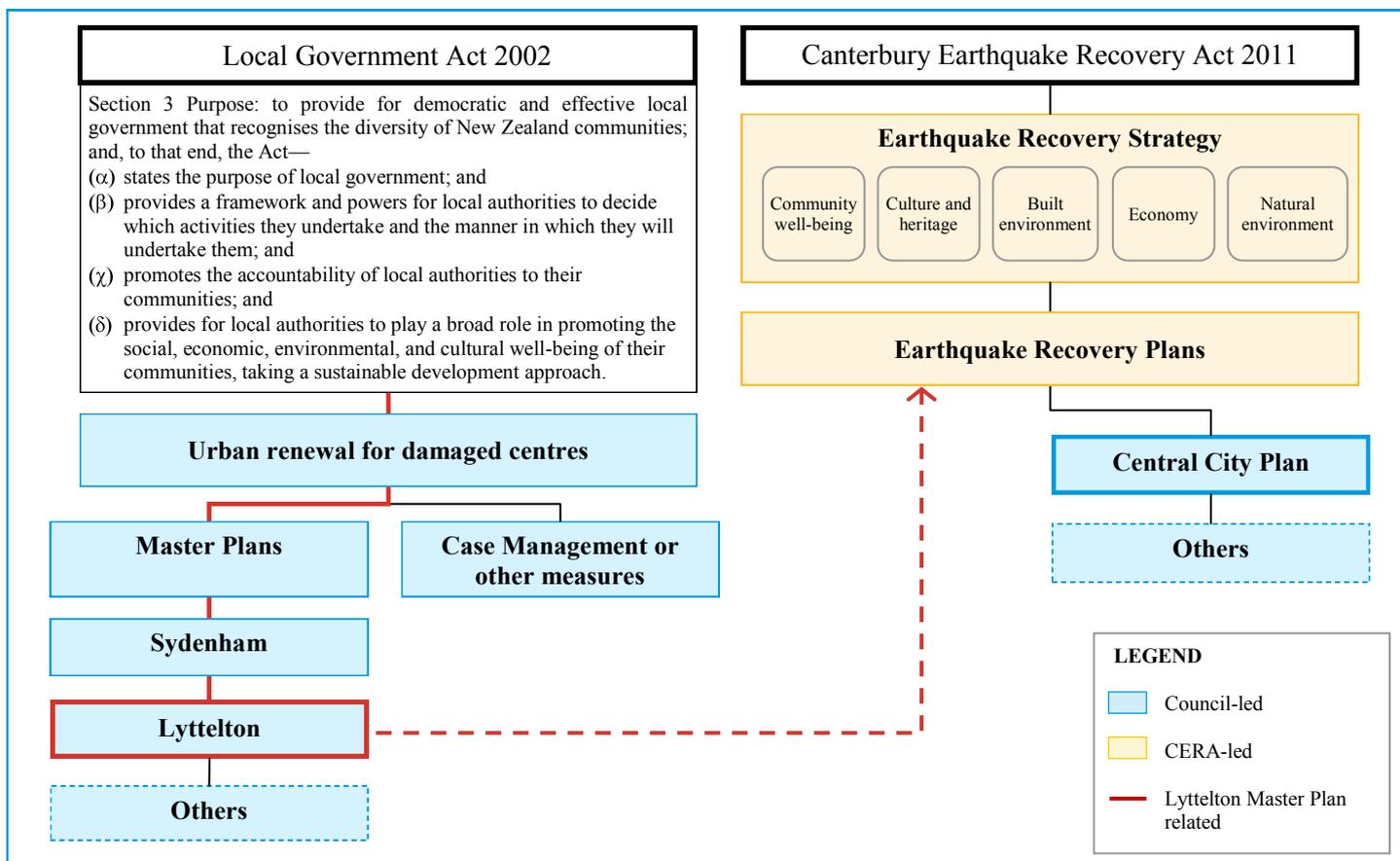
Firstly, the Master Plan aims to provide immediate support to businesses and the community who are in urgent need. This may take many forms, from fast-tracking the regulatory process through amendments to the District Plan or the provision of advice or financial support mechanisms. It looks for ways to build or bridge relationships between the public and private sector. This will help get businesses back up and running, and people back shopping, working, living and socialising in the centre.

Secondly, the Master Plan establishes a strategy for comprehensive urban regeneration beyond the town centre. It looks for opportunities to enhance aspects of the centre that work well, and opportunities to upgrade some areas that could work even better. This may include ways to improve the safety, activity mix, transport and quality of public amenities.

The Master Plan protects the valued qualities of the centre (pre-earthquake) but makes the most of new opportunities which have arisen as a consequence of recent events.

1.3 Policy and decision making

The policy and legislative framework of the Suburban Centres Programme



The Lyttelton Master Plan sits within a robust hierarchy of legislation and policy which links to the work of the Christchurch City Council and Canterbury Earthquake Recovery Authority (CERA). These agencies are tasked with leading and coordinating the reconstruction and rebuilding efforts following the earthquakes.

All planning instruments must be read together and consistent with the Earthquake Recovery Strategy. The Recovery Strategy is currently being prepared by CERA and it will be presented to the Minister for Canterbury Earthquake Recovery in December 2011 for consideration and approval.

Under the Canterbury Earthquake Recovery Act 2011, the Council must develop the Central City Plan within nine months. Alongside a Central City Plan the Council has also initiated a Suburban Centres' Recovery Programme to support suburban areas. This Programme has two streams:

Stream One focuses on the most affected suburban centres, starting with Lyttelton and Sydenham. In these centres a 'Master Plan' approach is used to agree with each community a vision for the centre and to coordinate development. The Master Plan process involves significant community engagement.

A Master Plan may be developed prior to the Recovery Strategy and then amended following its release.

Stream Two focuses on the remaining suburban centres, where a Council 'case manager' will help affected property owners realise their rebuild plans and assist in creating good outcomes for the local communities.

While it is the responsibility of the Council to oversee the roll-out of the majority of the Master Plan, there may be instances where it is requested that CERA powers are used. By way of an example, the Master Plan process may identify a need to change the City Plan to incentivise rebuilding, retain investment and protect local employment. If deemed essential to the rebuilding efforts, CERA in some cases may be able to provide direction and leadership to simplify and stream-line resource management processes and decision-making.

1.4 The Master Plan development framework

A comprehensive framework based on Integrated Recovery Planning and urban design principles

There are many options for the rebuilding and development of Lyttelton. It is important that the Master Plan takes a comprehensive view of the centre’s potential and develops this in a considered and integrated manner. For this reason an overarching framework has been prepared to guide the framing of Master Plan goals and actions. A framework provides a rationale and focus for what development should achieve.

The framework has drawn from the following sources:

- The four environmental well-beings (natural, social, economic and cultural) to ensure planning is undertaken in a holistic and overarching manner.
- The *Integrated Recovery Planning Guide* (Version 2.0, June 2011).
- Urban design concepts and principles documented in the Ministry for the Environment’s *New Zealand Urban Design Protocol (UDP)* (March 2005) and *People+Places+Spaces: A design guide for urban New Zealand (PPS)* (March 2002).

The *Integrated Recovery Planning Guide* has been developed by the Christchurch City Council and the Canterbury District Health Board in consultation with other stakeholders. It provides a quake specific revision to the 2008 planning document, *Health Promotion and Sustainability Through Environmental Design: A Guide for Planning*. The Guide assists people involved in recovery planning to integrate outcomes relevant to health, well-being and sustainability into policy and planning.

The Master Plan has also been prepared in accordance with the Council’s relevant strategic documents, such as the *Greater Christchurch Urban Development Strategy* (2007) and *Centres Policy* (draft).

The five themes of the Lyttelton Master Plan closely align to the elements of integrated recovery planning found in the guide: Each of these themes are explained in more detail the framework on the next page.



The framework is based on the following sources:

Integrated Recovery Planning Guide (Version 2.0)

VERSION 2.0
INTEGRATED RECOVERY PLANNING GUIDE
For a healthy, sustainable & resilient future

A holistic approach to earthquake recovery planning which provides an overview of the principles of recovery planning together with an in depth exploration of fourteen dimensions or determinants of health.

New Zealand Urban Design Protocol

Environment
New Zealand Urban Design Protocol

Establishes seven qualities of successful urban places, referred to in the industry as the ‘Seven C’s’:

- **Context:** seeing buildings, places and spaces as part of whole towns and cities.
- **Character:** reflecting and enhancing the distinctive character, heritage and identity of the urban environment.
- **Choice:** ensuring diversity and choice for people.
- **Connections:** enhancing how different networks link together for people.
- **Creativity:** encouraging innovative and imaginative solutions.
- **Custodianship:** ensuring design is environmentally sustainable, safe and healthy.
- **Collaboration:** communicating and sharing knowledge across sectors, professions and with communities.

**People+Places+Spaces:
A design guide for urban New Zealand**

Environment
People+Places+Spaces
A design guide for urban New Zealand

Identifies five key urban design principles and supporting good practice design tools to deliver sustainability into built outcomes:

- **Consolidation and dispersal**
- **Integration and connectivity**
- **Diversity and adaptability**
- **Legibility and identity**
- **Ecological responsiveness**

RECOVERY PLANNING PRINCIPLES

ECONOMY AND BUSINESS

Economic development

Prosperous businesses, quality employment and job security; creating opportunities for training and employment; encouraging business opportunities - new businesses and supporting existing.

Urban Design Protocol

Context Character
Choice Connections
Collaboration

Equity

Fairness to current and future community; improving housing standards; supporting employment and educational opportunities.

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

MOVEMENT

Accessibility for all

Finding balance between the needs of all road users within the town centre and the wider transport network; reinforcing entry, departure and identity; strengthening connections and route choice.

Urban Design Protocol

Context
Choice

Strategic network

Enabling movement of freight between the Port, State Highway and arterial networks, and finding ways to create safe streetscapes for all road users.

Connections
Custodianship
Collaboration

Sustainable transport

Promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling.

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

Parking

Providing convenient parking opportunities for the commercial core to encourage people to stop and spend; creating a parking management strategy for London Street and the surrounding area.

NATURAL ENVIRONMENT

Natural capital

Supporting local biodiversity and ecosystem services; providing green spaces which support wildlife and the experience of natural heritage.

Urban Design Protocol

Context
Character
Choice
Connections
Creativity
Custodianship
Collaboration

Resource sustainability

Reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste; support for green building.

Lifestyles

Improving opportunities for play and exercise; encouraging cycle and walking opportunities; providing accessible and diverse open places and spaces.

People+Places+Spaces

Environmental responsiveness
Legibility and identity
Integration and connectivity
Consolidation and dispersal

Food security

Access to wholesome, affordable and locally-produced food; safeguarding productive soils; finding sites for community food production.

COMMUNITY WELL BEING/CULTURE AND HERITAGE

Public services

Enhancing access to quality public services and facilities - social, educational, recreational and health; co-locating community services, facilities and businesses.

Urban Design Protocol

Context
Character
Connections
Creativity
Custodianship
Collaboration

Social and community capital

Building strong social connections - supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.

Community resilience

Planning and preparing for future disasters and climatic changes.

People+Places+Spaces

Integration and connectivity
Diversity and adaptability
Legibility and identity

Cultural diversity

Supporting inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring tangata whenua contributions; reflecting the principles of the Treaty of Waitangi.

BUILT ENVIRONMENT

Community safety

Reducing crime rates and using Crime Prevention Through Environmental Design (CPTED) principles; traffic calming techniques.

Urban Design Protocol

Context Character
Choice Creativity
Custodianship Collaboration

Neighbourhood amenity

Well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future proofing heritage features; rebuilding neighbourhood shops.

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity
Diversity and adaptability
Legibility and identity
Environmental responsiveness

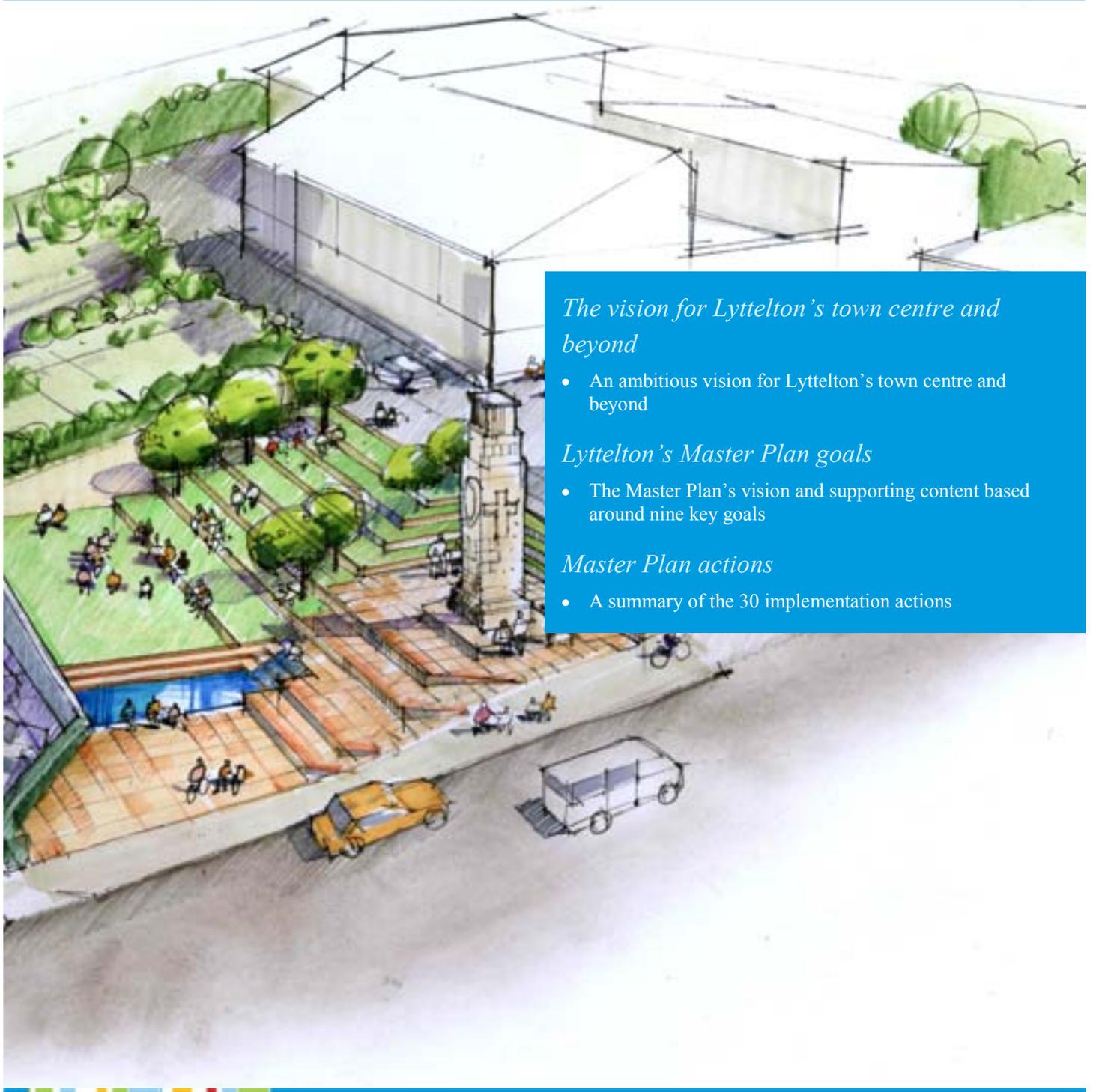
Housing stock

Affordable, efficient, secure, dry and warm accommodation; upgrading existing housing stock; finding opportunities for more efficient use of land for housing.

Four environmental well-beings: Natural • Social • Economic • Cultural

2. *Vision*

The high level strategic direction for Lyttelton's town centre and beyond



The vision for Lyttelton's town centre and beyond

- An ambitious vision for Lyttelton's town centre and beyond

Lyttelton's Master Plan goals

- The Master Plan's vision and supporting content based around nine key goals

Master Plan actions

- A summary of the 30 implementation actions

2.1 The vision for Lyttelton's town centre and beyond

An ambitious vision for Lyttelton's town centre and beyond

People will be attracted to Lyttelton because of the lifestyle on offer, diverse businesses and unique entertainment options. It will once again be renowned as a thriving centre with a mix of shops, boutique businesses and spaces for creativity to flourish. Locals and tourists will enjoy the ease of access to dramatic volcanic landscapes, the harbour and waterfront as well as new civic spaces and leisure attractions. The township will grow and make better use of existing facilities that support creative expression, education and self-sufficiency.

Leveraging economic advantage

A unique destination

A place for creative pursuits

An easy place to get to and enjoy

A public waterfront and operational Port

A clear sense of place with a compelling story to tell

New public spaces

A great place to live

Sympathetic new buildings with remaining heritage protected

Lyttelton will be a **rebuilt and prosperous niche centre**. Retail will be an energising force, and the re-opening of businesses of London Street will help to stimulate other forms of employment and growth in a concentrated retail area. Telecommunications infrastructure will allow high speed wireless internet access through the town centre. Lyttelton will again be a welcoming, must visit location within the Christchurch and Canterbury experience with good visitor services, weekend and weekday leisure and tourism activities.

Lyttelton will be a hot house for creative individuals. The town centre will have a creative quarter which functions as a series of collaborative spaces for artists, the community, enterprises, start-ups, students and the public sector to create and innovate. People will have **access to creative spaces** such as galleries, studios and workshops that showcase talent. Streets and squares will be used for outdoor events, and a black box (experimental) theatre being proposed in the town centre will provide a large multi-purpose indoor performance and film venue. More funding will be available for public art to enrich the public environment.

There will be **well managed access to the town centre**, with London Street allowing traffic and convenient parking opportunities, but also further opportunities for pedestrian space and the ability to close the street for special events. Through clever design of building rooftops, there will be more places for people to sit and enjoy the sun and the views along London Street and out over the beautiful harbour and hills.

The reclaimed foreshore has long been an area for port-related industry. In the future access to the inner harbour will be improved. The shifting of Lyttelton Port of Christchurch operations east will enable **staged alternative port and local harbourfront access**. The waterfront will be a working, marine commercial and recreational environment linked to the town centre by a sequence of engaging public spaces such as viewing platforms, parks and squares.

To meet the growing demand for public space experiences that fuse story-telling and exhibition experiences, the rebuild and recovery will **tell the story of the place** of Lyttelton in the world. Public spaces and new buildings will celebrate its long history of Māori and European settlement, commerce and sea-faring culture. There will be opportunities to learn about Lyttelton's natural and cultural heritage, development milestones and personalities. Interpretive plaques and public space design will help people to interpret the scale of loss suffered by Lyttelton in the earthquakes, as well as provide spaces for reflection.

Behind the ordered street grid layout of the township, laneways will connect London Street and Norwich Quay and provide spaces for courtyards, gardens, boutique shops and bars. A new civic square will contribute to highly **accessible and sociable spaces**. Public spaces and playscapes will be designed according to low-carbon, sustainable and Crime Prevention Through Environment Design (CPTED) principles. Lyttelton's cenotaph will be reinstated and placed in an appropriate location. Actions to **build the capacity of community facilities and services** will better support grassroots community networks and providers.

Responsive planning will encourage new buildings that echo what stood before and maintain the grain of the old townscape. Developers will be supported by clear architectural guidance, supportive District Plan rules, the fast tracking of consent applications and a Case Manager. Local design professionals will sit on the City's Urban Design Panel and property owners will work together to find development efficiencies and build quality developments.

2.2 Lyttelton Master Plan goals

The Master Plan's vision and supporting contents are based around nine key goals

The Master Plan, prepared by the Council in partnership with the community and key stakeholders, sets out nine key goals. Together these form a strategic vision to transform Lyttelton into a quality place for businesses to operate in, and people to work, live, shop and socialise. These goals are to be delivered through a number of detailed implementation actions. These ensure community, private sector and government-led decision-making aligns and moves forward together in a logical sequence. Action details are mapped in Section 2.3, and described in Section 5 of the Master Plan and in its supporting Appendices.

Goal 1. A rebuilt and prosperous niche centre

- The centre will experience growth in small to medium enterprises, especially personal and professional development businesses that support the local community. These businesses will be attracted to the centre by its superior business settings, credible business address and access to dynamic, quality places for its staff and clients.
- Hospitality-based businesses will be re-established and these will help Lyttelton to continue its role as a niche centre that serves the surrounding catchments well and encourages tourists and visitors.
- The creative and design sector will be retained and others attracted to the centre with affordable spaces for rent, opportunities for chance meetings, and a quality lifestyle.
- Rebuilding will be supported with planning policies that help with affordability and viability.
- New buildings, events and WiFi on London Street, and internal laneways through the town centre will play a pivotal role in building levels of activity, energy and vitality.

Key Master Plan actions

Reference	Action name	Go to page
E1	Funding provision for a Lyttelton Marketing and Attraction campaign	A1-1
E2	London Street WiFi	A1-3
E3	Appoint a Lyttelton case manager	A1-4
E4	Support for a creative hub of affordable workspace	A1-5
E5	Funding options and temporary support	A1-7

Goal 2. Staged alternative port and local harbourfront access

- Investigate access for all modes of transport along Norwich Quay and the waterfront, and access to the Lyttelton Port of Christchurch. This will take a partnership approach between the Council, New Zealand Transport Agency, Kiwirail and the Port.
- Stage 1 interventions on Norwich Quay could look to improve the environment for pedestrians, but will need to protect critical freight connectivity. Norwich Quay will be redeveloped progressively as the Port operations move to the east with wider footpaths, cycle lanes, connections to the western inner harbour, viewing platforms and new public spaces.

Goal 3. Well managed access to the town centre

- A key approach to revitalising the town centre will be in maintaining the relationship between traffic and land use to support business vitality. Convenient car parking will be provided to support businesses and a Parking Management Strategy will be developed for Lyttelton's town centre and the surrounding area.
- More sunny and public open spaces, wider footpaths with seating, quirky laneways through blocks, and event-friendly streets will improve the desirability of the town centre for pedestrians.

Goal 4. Ensuring route security

Key Master Plan actions

Reference	Action name	Go to page
M1	Movement and the waterfront	A2-1
M2	Move Port access off Norwich Quay (Heads of Agreement)	A2-4
M3	Pedestrian linkages	A2-7
M4	London Street public realm enhancements and public event opportunities	A2-9
M5	Parking investigations	A2-11
M6	Access to and from Lyttelton	A2-12

Goal 5. Accessible and sociable spaces

- A new civic square within the town centre will provide locals and visitors with a vital new focus for Lyttelton’s civic life. It will be a place to meet, linger, play and if the cenotaph is relocated to it, a place to remember those that have fallen.
- Norwich Quay will be pedestrian and cycle friendly, providing people with an interesting section of journey between Adderley and Godley Heads (the Head to Head Walkway). Opportunities to learn about Lyttelton’s cultural heritage and the natural environment will be provided through signage, interpretation and sculpture.
- Actions will enable more effective use of existing open spaces for the local community such as next to the Pool.

Goal 6. Tell the story of the place

- A series of unique spaces (with landscaping, interpretation and signage) will tell of the area’s unique maritime history and identity, as well as natural and cultural features.
- The values of significance to Te Hapū o Ngāti Wheke as Tangata Whenua will be included in the regeneration of Lyttelton. Cultural references will be embedded into the design of the urban environment.

Key Master Plan actions

Reference	Action name	Go to page
N1	A new civic square	A3-2
N2	Pool garden off-season access	A3-4
N3	Rooftop park between, or on a combined, Lyttelton Library and Service Centre	A3-5
N4	Head to Head Walkway	A3-7
N5	Temporary landscapes	A3-8
N6	Local landscape and heritage interpretation	A3-10
N7	Interpretation of Tangata Whenua values	A3-11

Goal 7. Build the capacity of community facilities and services

- Existing community services and groups in the centre will be supported with additional mid-size spaces to meet, run activities and share ideas. Community services which have lost facilities in the earthquake will have quality, temporary spaces to operate out of.
- Public services that are delivered in the centre (including at the Lyttelton Library, Service Centre and Recreation Centre) will expand their reach within the community, offering multi-functional, flexible spaces and building partnerships with community providers and groups, including those aimed at young people and older adults.

Goal 8. Access to creative spaces

- A new creative precinct centred around Donald Street will provide studio and showroom spaces for Lyttelton’s artists and creative professionals at affordable rentals. Public art installations will be peppered around streets and open spaces.
- A new black box (experimental) theatre will fulfill a need for an operational venue to showcase the local talent of the many performers, theatre groups, musicians and artists in the community. This will in turn support Lyttelton’s hospitality and tourism sector.

Key Master Plan actions

Reference	Action name	Go to page
C1	Improved utilisation of the Lyttelton Recreation Centre	A4-2
C2	Alternative use of a Council property on Canterbury Street	A4-3
C3	Combined Lyttelton Library and Service Centre redevelopment	A4-4
C4	New public amenities in the town centre	A4-5
C5	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement	A4-6
C6	Naval Point redevelopment	A4-7
C7	Donald Street arts precinct and art in the street	A4-9
C8	Performance/film venue	A4-10
C9	Emergency preparedness	A4-10

Goal 9. Responsive planning

- Aspects of the District Plan are to be overhauled so that it enables and supports rebuilding. Town Centre Zone provisions and resource management guidance provides clarity, certainty and consistency, including to those facing the redevelopment of demolished properties.
- New buildings and spaces will assist in defining a new Lyttelton town character rather than making it look like ‘just another’ suburban centre or a compromised replica of what stood before. This will be achieved through design guidelines and support mechanisms such as local input into the Urban Design Panel and design expos that engage with individuals.
- Retention of existing heritage and character resources and values including buildings, red stone walls, spaces, topography, grain, etc.

Key Master Plan actions

Reference	Action name	Go to page
B1	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments	A5-1
B2	Design and character guidance	A5-4
B3	Inclusion of local involvement in the existing Urban Design Panel	A5-6
B4	Identify and assist retention of remaining built heritage	A5-7

2.3 Master Plan actions

A summary of the 30 implementation actions

Actions are either spatial and have a fixed location, or non-spatial. Non-spatial actions are listed in italics below. Full details of each action including rationale and delivery considerations are found in Section 5 and Appendices.

<ul style="list-style-type: none"> (E1) <i>Funding provision for a Lyttelton Marketing and Attraction campaign</i> (E2) London Street WiFi (E3) <i>Appoint a Lyttelton case manager</i> (E4) Support for a creative hub of affordable workspace (E5) <i>Funding options and temporary support</i> 	Business and Economy	<ul style="list-style-type: none"> (C1) Improved utilisation of the Lyttelton Recreation Centre (C2) Alternative use of a Council property on Canterbury Street (C3) Combined Lyttelton Library and Service Centre redevelopment (C4) New public amenities in the town centre (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (C6) Naval Point redevelopment (C7) Donald Street arts precinct and art in the street (C8) Performance/film venue 	Community well-being/ culture and heritage actions
<ul style="list-style-type: none"> (M1) Movement and the waterfront (M2) Move Port access off Norwich Quay (Heads of Agreement) (M3) Pedestrian linkages (M4) London Street public realm enhancements and public event opportunities (M5) Parking investigations (M6) Access to and from Lyttelton 	Movement	<ul style="list-style-type: none"> (B1) <i>Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments</i> (B2) <i>Design and character guidance</i> (B3) <i>Inclusion of local involvement in the existing Urban Design Panel</i> (B4) <i>Identify and assist retention of remaining built</i> 	Built environment
<ul style="list-style-type: none"> (N1) A new civic square (N2) Pool garden off-season access (N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre (N4) Head to Head Walkway (N5) Temporary landscapes (N6) <i>Local landscape and heritage interpretation</i> (N7) <i>Interpretation of Tangata Whenua values</i> 	Natural environment		

Map showing the location of spatial 'place-making' initiatives



3. *The place*

About Lyttelton centre.



Lyttelton's place in the context of Christchurch

- The role of the centre in its wider context.

Lyttelton's history to the present

- Learning about Lyttelton's past and the context of the centre today
- Lyttelton's pre-earthquake profile

Lyttelton's earthquake damage

- Now: Lyttelton centre post-earthquake

3.1 Lyttelton's place in the context of Christchurch

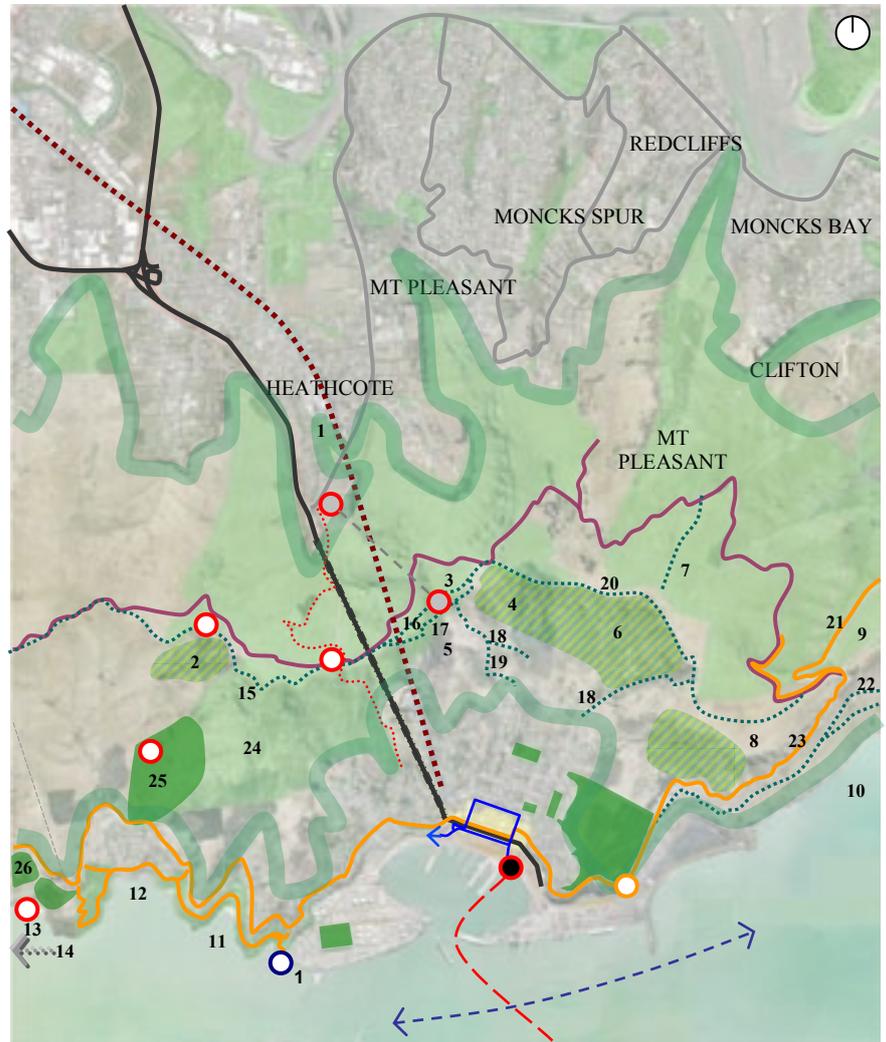
The role of the centre in its wider context

The Master Plan is focused on the Lyttelton commercial area (centred on London Street) as defined by the Town Centre Zone of the Banks Peninsula Proposed District Plan.

In the development of the Master Plan it has been necessary to understand and respond to challenges in a wider context beyond the immediate township area. Lyttelton is the largest settlement on Lyttelton Harbour and is located 12km to the south-east of Christchurch. Rebuilding and regeneration of the centre needs to be consistent with the Central City Plan and other strategic planning policies.

Key observations about the relationship of Lyttelton within a wider context:

- The town is located in a natural volcanic amphitheatre and much of the town is built on the lower slopes of the Port Hills. The only flat land is reclaimed around the inner harbour and used for the Port and related activities. The natural terrain is a unique feature within the Christchurch and Canterbury experience.
- Lyttelton is connected to many recreational walking and cycling routes both around the bays and on the upper slopes of surrounding hills. Volunteer groups work with the Council and Department of Conservation on development and maintenance of these reserves, and also monitor the waterways around and including the Harbour.
- Lyttelton is connected to Christchurch via Governors Bay Road (the road skirting the bays to the west) and Dyers Pass Road, Lyttelton Road and the State Highway tunnel, Evans Pass Road and Sumner Road, and also via the rail tunnel.
- In the event of road and/or tunnel closures, access to Lyttelton could be restricted. This access has implications for population and tourism growth and the types of activities attracted to Lyttelton.
- Regionally the Lyttelton Port of Christchurch is economically significant and the company has plans to expand and move operations further east. The movement of trans-regional freight and heavy commercial vehicle movements will continue to place pressure on Norwich Quay and the township until an alternative port access road is built.
- Lyttelton has a local catchment of approximately 3000 people (Lyttelton township plus some surrounding communities such as Corsair Bay, Cass Bay and Rapaki) (2006 Census data).
- Lyttelton fulfills an important service centre role for the small communities around the Lyttelton Harbour. A ferry service connects the settlement of Diamond Harbour on the southern shore to Lyttelton.
- Ferry users and cruise ship visitors need easy, safe and direct pedestrian access into the town centre from their terminals.



LEGEND	
1. Heathcote Valley Park	●●●● Railway
2. TORS Scenic Reserve	— State Highway
3. Mt Pleasant Scenic Reserve	— Bus route
4. Lyttelton Scenic Reserve	— Summit Road
5. Major Hornbrook Reserve	— Main recreational road cycling 'round the bays' route
6. Tauhinu-Korokio Scenic Reserve	— Other main roads
7. Jollies Bush Scenic Reserve	— Mountain bike track &/or Wainui Track
8. Buckley Bay Scenic Reserve	— Bridle path (footpath link)
9. Rapanui Bush	— Tunnel
10. Gollans Bay	① Redevelopment opportunity for private boating
11. Corsair Bay	○ Tourism node
12. Cass Bay	● Gondola station
13. Rapaki Bay	— Gondola route
14. Governors Bay	● Ferry dock
15. Crater Rim	— Diamond Harbour ferry route
16. Gondola Track	■ Totara Forest (ecology and safety)
17. Mount Cavendish Bluffs Track	■ Green belt
18. Chalmers Track	○ Lookout
19. Major Hornbrook Track	
20. Mt Pleasant Bluffs Track	
21. Evans Pass Road	
22. Old Sumner Lyttelton Road	
23. Sumner Road	
24. Whakaraupo Reserve	
25. Steadfast	
26. Rapaki	

3.2 Lyttelton's history to the present

Learning about Lyttelton's past and the context of the centre today

A brief history of Lyttelton and its town centre

Lyttelton is a place connected to the world via the sea. It is a place of arrival and departure and a place of discovery from its Māori past to the present day. Oral histories and traditions record the great navigator and explorer Tamatea Pōkai Whenua as one of the first people to sail into the harbour (Whakaraupo) on the ancestral migration waka, Tākitimu in the 14th Century. The original Māori settlement in Lyttelton was a fishing village called Ohinehou. This village was centred on the foreshore near the corner of the present day Norwich Quay and Dublin Street. Local Maori from around the harbour provided essential produce to early settlers, whalers and workmen in particular from 1830 to 1850. A small trading market was established near the old jetty (now the site of the Oxford Street Bridge to the Port land).

Lyttelton was also the landing point of the first four ships carrying the first settlers of Canterbury. It was also the departure point for Shackleton and Scott's Antarctic expeditions in the early 1900's. Quail Island in the Lyttelton Harbour was used to quarantine animals for Antarctic expeditions.

The original town plan for Lyttelton was developed in 1849 by Edward Jollie after the initial survey for the town was carried out by the Chief Surveyor for the Canterbury Association. Jollie was also responsible for the town plans for Christchurch and Sumner. The plan reflected both mid-19th century colonial planning models and the realities of the requirements of building and settling in the dramatic volcanic landscape with its steep topography. The central street grid layout for Lyttelton was typical for this colonial period and maximized the number of regular land parcels for sale to colonists.

Unlike the Port area, which has grown many times its original size, the Lyttelton Township Historic Area has remained relatively undeveloped. It retains a small-scale human dimension as an open township where the properties are easy to see and have a high degree of interconnection. Lyttelton's buildings provide a wide range of architectural styles, although generally not grand in scale or design.

The Lyttelton basin's topography means that houses have not been obscured by later development or infill. Streetscapes have variety and in many instances it is possible to traverse several decades of architectural developments in short 100m sections. The present layout of commercial buildings in London Street is a result of rebuilding after the devastating fire in 1870 - New Zealand's worst urban fire to date, as well as change in land ownership and use over time.

Lyttelton's places demonstrate the history of the township. The predominance of workers' dwellings provide a strong social link between the history of the township and the Port. The remains of the very large gaol and associated buildings, located right in

the township, the police station, and the infrastructure completed using prison labour (including much of the red stone walling) demonstrate the presence of law and order in the township.

The distribution of cemeteries and churches tell of the early presence of various religious groups despite the town originally being planned as a Church of England settlement. The high number of late 19th and early 20th Century hotels and lodges (fraternal organisations) and places such as a Sailors' home and a Seamen's Institute reflect the town's past as a working port where the social life of local men and seamen were well catered for. The location of the Lyttelton Borough School immediately adjacent to the gaol was purely a result of availability of land within the geographical constraints of the town.

The extensive water supply, drainage and sewerage systems developed over time provide important archaeological remains associated with places. Some of these no longer exist (such as the immigration barracks, gaol, hospital, cottages and commercial and industrial buildings), however the underground Victorian brick barrel stormwater complex is an important surviving structure.

The key historical elements of the Lyttelton township are as follows:

- Native flora and fauna.
- Original Māori trading and trade routes such as the Bridle Path and foreshore track.
- Viewshafts from Lyttelton to Te Pōhue (The Monument) and to all of Te Pātaka o Rākaihautū (Banks Peninsula).
- The continuing historical association between the township and the Port.
- Place names, street names and street layout (including split leveling and 'ramps' on many of the steep streets).
- Public pedestrian walkways and steps.
- The numerous 20th Century timber cottages.
- Predominance of volcanic stone walls and the connection to Parihaka prisoners.
- Public spaces such as the cemeteries, former gaol site and streets.
- The archaeology of the town (especially the Victorian brick barrel stormwater system under the entire town).
- Historic public and commercial buildings in the lower part of the town.
- Historic kerb and channeling on Oxford Street and Simeon Quay.
- Churches and lodges.

A large part of the town was awarded Category 1 Historic Area status in 2009 by New Zealand Historic Places Trust.

Resources

- NZ Historic Places Trust Lyttelton Historic Area: Registration Documentation (5 Volumes) which includes:
 - Historic information. Historic maps and photographs
 - A street by street townscape assessment and photographs (2008)
 - A site boundary map for the Registered Lyttelton Historic Area
- Edward Jollie – Reminisces 1849 -1851
- Helen Brown, Pouārahi NZHPT (June 2011)

3.3 Lyttelton's earthquake damage

Now: Lyttelton centre post-earthquake

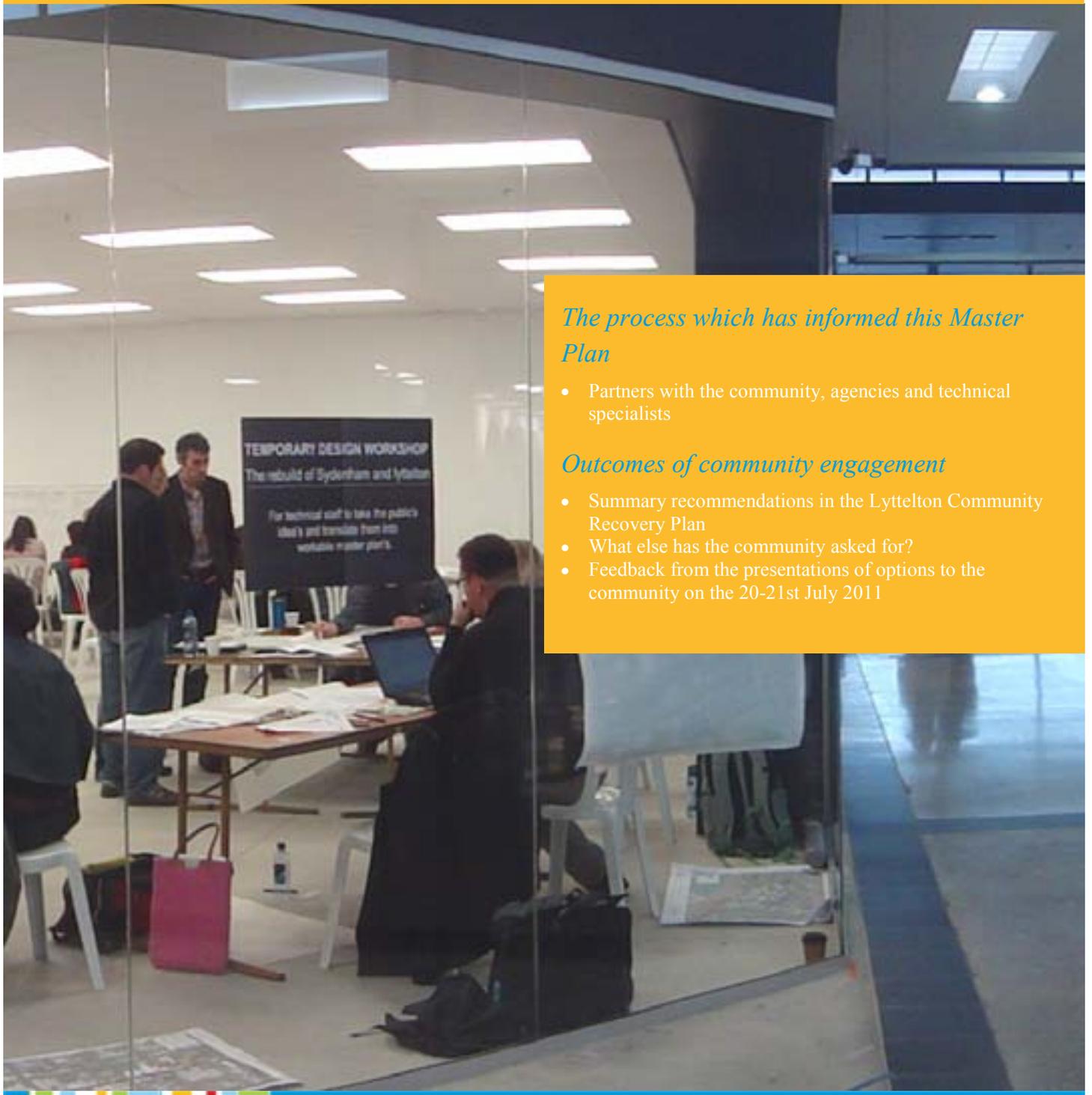
- The town centre, centred on the block between London, Oxford and Dublin Streets and Norwich Quay, was dominated by high proportion of 20th century buildings many of which were listed in the District Plan. A third of buildings on London Street sustained heavy damage in the February 22nd earthquake. Most prominent heritage buildings have been lost, including those which occupied commanding positions and served as 'bookends' to the main street.
- Some shops have reopened and others are in the process of being rebuilt. Some businesses are operating out of temporary premises such as caravans and containers. Other cleared sites have an uncertain future.
- Lyttelton Port of Christchurch (LPC) sustained significant infrastructure damage in the February earthquake compounding the effects of the September earthquake. Its operating environment has changed as a result of restricted berth and land space and the continuing repair programme. LPC has long term intentions to gradually move east and to develop the western inner harbour for marine services and waterfront commercial activities.
- The cruise season which typically runs from October to April was cut short and some ships bypassed Lyttelton altogether. Cruise ships should be back for the next season and will require supporting services and infrastructure.
- Some locals and visitors have fears about going on State Highway 74 through the Lyttelton Tunnel. Evans Pass Road as an alternative route from Sumner remains closed.
- The Lyttelton Farmers' Market continues to be held every Saturday on the area known as The Grassy, on Oxford Street.
- Lyttelton's arts scene, performance venues and restaurant businesses have sustained significant damage. A collective of local artists are raising money for earthquake recovery through the sale of CD's. Some performance venues have reopened but most have been closed or demolished.
- Many historic commercial buildings which provided affordable rentals to creative businesses have been lost. These businesses and individuals are looking for new premises.
- A high proportion of housing stock predates 1945. Most historic residential buildings appear to have survived, although many chimneys collapsed. It appears the character of the Residential Conservation Zone adjoining the town centre will be maintained.
- Immediately after the February earthquake a significant number of local community organisations were unable to use their premises. Many continue to operate out of alternative spaces and/or in a revised format. Facilities including the Plunket Room, Museum and Council Service Centre have closed or been demolished because of significant damage.
- The community has a high degree of social connectedness and a strong culture of volunteering. The Lyttelton Fire Brigade, St Johns Ambulance, Civil Defence, the Timebank and Project Lyttelton are among some of the local groups.
- There is a high degree of community pride and identity.

Source: Adapted from Christchurch City Council's *Strengthening Communities Southwest Team Report* (31 May 2011).



4. *Master Plan process*

Consultation, engagement and collaboration in the project process.



The process which has informed this Master Plan

- Partners with the community, agencies and technical specialists

Outcomes of community engagement

- Summary recommendations in the Lyttelton Community Recovery Plan
- What else has the community asked for?
- Feedback from the presentations of options to the community on the 20-21st July 2011

4.1 The process which has informed this Master Plan

Partnering with the Community, agencies and technical specialists

The process involved a collaboration between the Council, the Community Board, the community and other stakeholders that have specific interests in Lyttelton. The Master Plan process has used an ‘Inquiry By Design’ format. The key steps of the process are explained below.

Stage 1 began with gathering of technical and other information, an assessment of the impact of the earthquake and the identification of the key stakeholders in Lyttelton. This included the *Lyttelton Community Recovery Plan*.

Stage 2 involved a series of focus group sessions with representatives of the local community and public ‘hands on’ design meetings. These meetings raised awareness of the Master Plan and rebuilding efforts in the community, and provided an opportunity for people to propose, discuss and test ideas for the regeneration of Lyttelton. This crucial step of the process allowed community opinions and local knowledge to be canvassed.

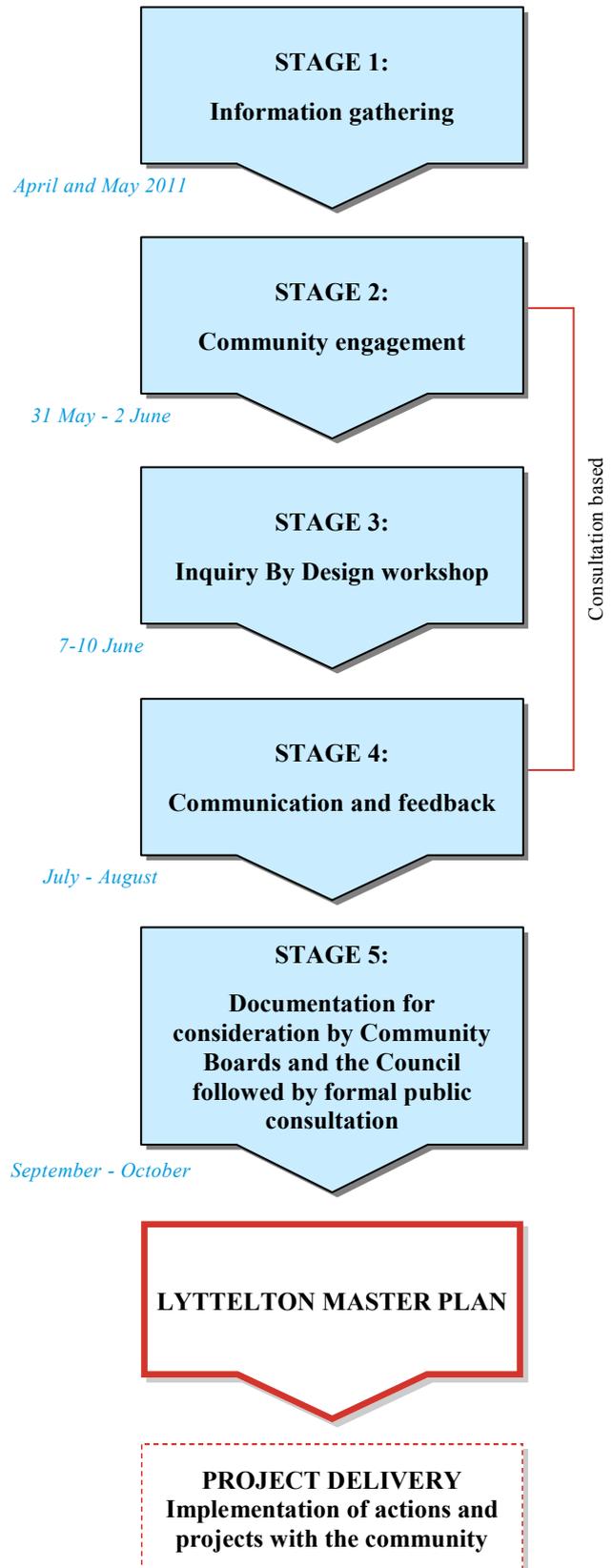
Stage 3 completed an ‘Inquiry by Design’ exercise. The purpose of this was to combine the aspirations of the community and stakeholders with the input of specialists with technical knowledge. This unique part of the Master Plan process was focussed around a four-day workshop. The workshop was undertaken with the guidance of a multi-disciplinary team of government agencies, technical specialists and stakeholders including CERA, Recover Canterbury, the New Zealand Transport Agency, Environment Canterbury, the Canterbury District Health Board, New Zealand Historic Places Trust, Lyttelton Port of Christchurch and Te Hapū o Ngāti Wheke. Input from experts in all aspects of the development process was included to ensure that the Master Plan was both realistic and achievable.

Stage 4 involved the presentation of provisional ideas and options for the centre arising from Stages 2 and 3. This stage enabled feedback to be gathered from the community, stakeholders and elected members. People were able to view the presentation of options on the Council’s website and make submissions.

Stage 5 involved preparation of the draft Master Plan, including peer review by local design professionals prior to consideration of it by the Community Board and the Council for community consultation. After any hearing of submissions and/or amendments arising from submissions, the Master Plan will be considered by the Community Board prior to adoption by the Council.

Project delivery

The delivery and timing of individual projects is dependent upon a number of factors, including the successful bidding for funding from various sources, insurance payouts, the ability and willingness of landowners to work together and community support from both residential and business.



4.2 Outcomes of community engagement

Summary recommendations in the Lyttelton Community Recovery Plan

Led by the Lyttelton/Mt Herbert Community Board following the February earthquake, the *Lyttelton Community Recovery Plan* provides a comprehensive summary of community ideas and priorities for the recovery of Lyttelton. People were asked to consider two questions: 1) How did the earthquake affect people and the town; and 2) How could the effects of the earthquake be fixed or remedied? Over 400 responses were received and grouped under the four recovery themes below. Items in bold below represent identified high priority needs with broad community support. Non-bolded items were other recommended recovery items listed in the Recovery Plan. Master Plan-related community consultation has both built on and, where possible, incorporated the community's values, aspirations and priorities identified in the Recovery Plan. The corresponding Master Plan actions are noted in italics under each item.

References: Volume 1 Community Comments; Volume 2 Recommendations

INFRASTRUCTURE AND TRANSPORT	LOCAL ECONOMY
<ul style="list-style-type: none"> • Heavy port traffic re-routed off Norwich Quay. <i>Addressed by actions M1 and M2</i> • An assessment of the environmental effects of proposed reclamation using demolition rubble. • Undergrounding of power and telephone poles as roads are repaired. • Telco infrastructure which allows high speed wireless internet access across the town centre. <i>Addressed by action E2</i> • A review of Lyttelton's storm-water, surface water and subsurface water. • Completion of the programme of wastewater and water supply upgrades. 	<ul style="list-style-type: none"> • A plan for the renewal of Lyttelton Town Centre developed with genuine community participation, and incorporating many of the suggestions made by the community. <i>Addressed by the Master Plan process generally</i> • Public access to the inner harbour waterfront. <i>Addressed by actions M1, M2 and C6</i> • Cruise ship terminal facilities, designed to enable a contribution to the local economy. <i>Addressed by action M2</i> • A combined community museum. <i>Addressed by action E4 and N6</i> • Grubb Cottage opened as soon as possible to provide a visitor attraction. • A “financial recovery in hard times” workshop for business people. <i>Addressed by action E3 and E5</i> • Temporary and permanent performance space to provide employment for Lyttelton performers. <i>Addressed by actions E4, N5, C1 and C8</i>
SOCIAL ENVIRONMENT & COMMUNITY SERVICES	HERITAGE AND URBAN DESIGN
<ul style="list-style-type: none"> • More gathering places. <i>Addressed by actions M1, M3, M4, N1, N2, N3, N5, C6</i> • A replacement performance/film venue. <i>Addressed by action C8</i> • Urgent temporary storage for Lyttelton Toy Library stock. <i>Addressed by action C2</i> • Permanent shared facilities for Plunket and Lyttelton Toy Library. <i>Addressed by action C2</i> • Repair of Cressy Terrace tennis court reserve. • An imaginative state-of-the-art playground. <i>Addressed by actions N1 and C4</i> 	<ul style="list-style-type: none"> • In general, to make the most of what heritage fabric remains, then build anew. <i>Addressed by action B4</i> • Restoration of red volcanic stone retaining walls. <i>Addressed by action B4</i> • Urgent restoration of the eastern cemetery. <i>Addressed by action B4</i> • Interpretive plaques on new buildings to show what used to be there. <i>Addressed by action N6</i> • A design advice fund to provide free architectural advice to building owners. <i>Addressed by actions B2 and B3</i> • Establishment of a Lyttelton Design and Advisory Committee to review resource consent applications. <i>Addressed by action B3</i>

What else has the community asked for?

This page presents a selection of the main themes, ideas and aspirations heard for Lyttelton at the Master Plan-related focus group and public meetings held on 1 and 2 June 2011.



Consultation and engagement headlines

Through the community and stakeholder engagement process it was clear people are focused on getting businesses back up and running quickly, building certainty and making sure people and displaced community groups come back to Lyttelton. People want new buildings to be built in a style which fits the former architectural character and quirkiness of the town. They also want the town to be rebuilt with the future generation in mind. Amongst many ideas this could involve making the place affordable, promoting green building initiatives, using earthquake resilient materials, supporting lower carbon transport modes and growing self-sufficiency via locally produced food.

In general, people strongly connect the following attributes of Lyttelton:

- The make-up of the community - well-informed, united and proactive.
- Its strong identity which is made up of the harbour, Port, its unique history, culture, food and community attributes.
- The proximity of the town to the inner harbour and working Port.
- The mix and diversity of local businesses.
- The strong architectural qualities of Lyttelton and the collision of building styles and forms.
- The lanes, alleyways, stairs, red scoria walls and courtyard gardens.
- Views to the Port, Lyttelton Harbour and hills.
- The wider recreation offer - walking tracks, mountain biking and cycle training routes and public reserves.
- Connections to its coastal neighbours at Diamond Harbour and other small communities around the harbour.

Post-earthquake, people said they like some of the changes to the environment. The cleared sites let more sunlight into

London Street and provide unusual play spaces for young people. Through this project people have asked the Council to explore opportunities to reframe planning rules to make sure new buildings do not shadow public spaces and to maintain the valued character attributes like verandas. They are also generally supportive of temporary landscaping solutions.

Consulted parties recognise the challenges and opportunities associated with the steep topography. The steepness makes the usability of some public spaces limited. It is also difficult for people carrying shopping. In the community workshop people thought of innovative ways to use the slopes: stepping up buildings, using basement parking and a 'cut and cover' of the State Highway and rail line.

The community feels strongly about diverting port-related heavy vehicles off Norwich Quay, getting public access back to the waterfront and integrating it with the township. Many want to see an iconic waterfront which becomes a destination in its own right, but doesn't compete with London Street. Many expressed a desire to strengthen the tourism and destination appeal of Lyttelton through facilities such as a cruise ship terminal.

In general, the community values the nooks and crannies behind London Street. Many support opening up spaces and laneways behind the supermarket on London Street to connect to Norwich Quay. People strongly associate with Lyttelton artisans and would like more local art in public areas as well as creative enterprise.

Many mentioned the need for more public amenities including gathering places and toilets. Some people would like the cenotaph to be centrally located, and combined with a new large community meeting space for events, play and general use.



Feedback from the presentations of options to the community on 20 and 21 July 2011

A number of options and ideas were presented to members of the community in July 2011. People were given the opportunity to provide preliminary feedback to help formulate the draft Master Plan. 145 people sent in submissions.

Economy and business

Lyttelton Marketing and Attraction Campaign

Of the submissions received, the majority supported a marketing and attraction campaign, subject to it reflecting and promoting Lyttelton's uniqueness and being driven and supported by local businesses/residents/Project Lyttelton/Lyttelton Information centre/ and other community groups. Only a few people did not think a marketing and attraction campaign is needed.

London Street WiFi

Of the submissions received, the majority support the provision of WiFi in London Street, if not beyond to other areas/public facilities in Lyttelton or the whole of Lyttelton. It is possible that those not so interested do not understand the technology and implications of its provision.

Appoint a case manager

Of the submissions received, the majority support a Lyttelton case manager, subject to it being a paid position, occupied by an appropriately qualified/experienced and local person.

Creative hub – support for affordable workspace for creative start ups and businesses

Of the submissions received, affordable workspace for creative start ups and businesses is supported by the vast majority, but for all businesses (not just for creative businesses).

Other proposals

Two submissions have sought other types of practical assistance that will assist Lyttelton's rebuild and recovery.

Movement theme

Norwich Quay street and public space enhancement

Of the submissions received, this proposal drew a mixed reaction. About half of the submitters see Norwich Quay enhancements as a practical compromise which will have a positive effect for the amenity, walkers and cyclists until such time as the port access issue can be resolved, heavy traffic diverted off Norwich Quay and public access to the waterfront reinstated. The other half did not think the enhancements could work in practice, would make sufficient difference given the investment or would create problems of their own. The majority of those opposed wanted the port access issue resolved now, rather than provide interim mitigation, and felt it important that the Master Plan not sidestep this issue. Doing so will risk its acceptance by the local community and its successful implementation.

Port access/tunnel

Of the submissions received, again there is a strong preference for heavy traffic to be diverted off Norwich Quay sooner rather than



later, with the preference (of those who stated it) being for access points A, option 1.

London Street to Norwich Quay pedestrian linkages

Of the submissions received, almost everyone supports the establishment of walkable lanes from at least London Street to Norwich Quay, if not linking them also to Oxford, Canterbury and Donald Streets and to the wharves (the Diamond Harbour ferry in particular) as well.

London Street business area enhancements

Of the submissions received, the preferred London Street enhancement was a two-way option with parallel parking on both sides and a wide southern footpath. This was preferred by a very slim margin ahead of parking reconfiguration and removal of spaces for more public space. A number of people suggested amendments to the options identified for consideration. In light of recent London Street enhancements, verbal submissions suggested that making further works a longer term objective would be a more prudent use of funding available for Lyttelton's rebuild and recovery.

Parking investigations

Of the submissions received, approximately half recognise that the generally desired reduction/elimination of the on-site car parking requirements will adversely affect the ability of on-street parking to take the overflow and the need for a car parking building to do this. However, those who oppose a car parking building do not see the need for it, the wisdom of perpetuating unsustainable transport modes long term in this age of peak oil or consider a multi-story car parking building too costly for and alien to the town.

Access to Lyttelton

Few direct submissions were received on this, as they weren't explicitly sought on the feedback form. The possible permanent closure of Evans Pass Road due to earthquake damage is of concern to people and warrants serious investigation as part of a broad hazard management or other lifelines-type study of the Harbour Basin. Likewise, a review of post-earthquake public transport provision both to and from Lyttelton for use by residents and visitors would be prudent in light of multi-modal transport objectives for the city.

Other proposals

Of the submissions received, those raising the lack of a fuel station and location of the Diamond Harbour ferry are significant issues. The lack of a fuel station in Lyttelton to service the day to day vehicular fuel needs of both businesses and residents is something that could directly and indirectly hamper the rebuild and recovery of Lyttelton.

Only one submission was received, suggesting excessive downhill speed by traffic could be mitigated by narrowing Dublin, Canterbury, Oxford and Winchester Streets without erasing or interrupting the grid design, while also providing additional land in the street to 'green'. Lyttelton's wide streets are, however, part of its character and they provide view shafts to the harbour.

Natural environment theme

Civic Square

Of the submissions received, most people liked the idea of a multi-purpose civic square in conjunction with the recreation centre, including the cenotaph and day-lighting barrel drains. Some also expressed a desire that it be developed in a style and with materials consistent with Lyttelton's character and identity as a port town. However, some people have reservations about this site. Due to concerns with access, shading and day-lighting of the barrel drains, they prefer the civic square to either be extended to, or located on, London Street, over the whole of the Ground site or including the Volcano site. Another idea is for it to be located more centrally either on London Street or in the car park behind the supermarket. A number of people also felt that the recreation centre is in need of an upgrade and refurbishment to make it more useable. Some people also preferred that the issues with the current cenotaph site be addressed, allowing it to remain in its existing, more solemn location. One person also suggested that the issues with the original cenotaph site on the corner of London and Oxford Streets be addressed, to allow the relocation of it back there.

Pool garden off-season access

Of the submissions received, people overwhelmingly considered this to be an easy and inexpensively implemented good idea which will promote better use of an existing public facility. Trees, a coin-operated BBQ and links to the existing community garden and The Grassy (school playground) were requested, as was implementation in a CPTED manner that discourages anti-social behaviour. Pool coverage was also suggested, to enable use for a longer period.

Roof-top park above the library

Of the submissions received, most people liked the idea, as long as the views which the platform aims to capitalise on are, or will not be, obstructed and development of it incorporates glass wind protection, seating, planter boxes and security. Dissenters considered it to be (at best) a long term idea or (at worst) too big an expense for too little gain in light of other existing and proposed open spaces and harbour views being obtainable from similar platforms privately built and from people's homes. Someone also suggested it would not be needed if the car park behind the supermarket was developed as the civic square.

Head to Head Walkway

Of the submissions received, most people thought this would be a great asset for both locals and tourists, particularly if useable by both pedestrians and cyclists, if Evans Pass does not reopen and if enhanced with seating, rubbish bins, fruit trees, esplanade linkages and accommodation on route. However, a number of supporters do not see it as an immediate priority for recovery of the Lyttelton town centre – more a long term objective. Those who opposed the idea question the need for it in light of other existing walks, particularly the Crater Rim Walkway "which does a lot of this route anyway".

Temporary landscapes

Of the submissions received, the majority recognised such creative, easy and cheap initiatives as beneficial for avoiding eyesores and lifting moral during the rebuild, subject to cooperation of the landowners, them being low cost and assisted financially by the Council, but otherwise organised by the community. A number of activities and locations were

suggested. The few dissenters favoured the use of vacant sites for temporary commercial activities instead (there is nothing to stop this), careful placement and design of youth recreation activities and highlighted a greater need for indoor social space.

Local landscape interpretation

Of the submissions received, there is almost total support for maintaining references to Lyttelton's past, with respect to both Māori and Pakeha, the natural and built environment and pre and post earthquakes (and as broadly as the social, cultural, biological, geographical, and geological stories of Lyttelton). Specific suggestions have been made as to aspects of Lyttelton's history to be included. People generally favour such landscape interpretation to be done in a fresh and imaginative way by local poets, artists and sculptors, etc, and in a manner complementary to the Museum. However, the focus tends towards the benefit of visitors to Lyttelton, rather than locals who "do not need the town interpreted and explained for us".

Ohinehou heritage trade trail

Similar to the above, of the submissions received there is overwhelming support for maintaining references to Lyttelton's pre-colonial past, by way of the Ohinehou Heritage Trade Trail and reference to other significant cultural events that occurred in the harbour, in a manner complementary to the Museum.

Other proposals

Some submissions received highlighted the need for a more holistic view of the Lyttelton Harbour to be taken with respect to ecology and transport. Quite a few submissions expressed uncertainty around and support for the restoration/retention of two elements of local identity - the red scoria retaining walls and Lyttelton Museum (either in its existing location or elsewhere in the town).

Community well-being

Lyttelton recreation centre

Of the submissions received, almost everyone supports better use of a higher profile, multi-purpose recreation centre, albeit largely through its upgrade and refurbishment. One submission opposes money being invested in the current building, suggesting funds would be better spent on a major overhaul and redesign and/or new building. Either way, the building is acknowledged as one of Lyttelton's few remaining public venues of any size.

Plunket/Toy library

Of the submissions received, all appeared to accept that premises for both Plunket and the Toy Library are needed and that linking them is a good idea. However, it appears that those people who actually use the Plunket rooms would prefer to retain the existing Plunket building, in the long term at least. The majority of available funds might be better spent making that building safe, rather than making the suggested alternative location a permanent one.

Civic square

See summary under the Natural Environment theme.

Library and Service Centre redevelopment

Of the submissions received, all support this proposal.

Public toilet

Of the submissions received, all supported the provision of at least one public toilet, preferably two, accessible for both families and people with disabilities. The most commonly suggested locations are at either end of London Street, more specifically the existing toilets at the Information Centre on Oxford St and in the Library/Service Centre/Recreation Centre area. Their provision was identified by a number of the submissions as an opportunity for local artists, etc, to design something that is a decorative attraction as well as being functional. Other facilities requested include a drinking fountain at the skate park and rubbish bins.

Naval Point redevelopment

Of the submissions received, the majority support the limited but relatively fast, easy and inexpensive recreational development of Naval Point proposed (including, in some cases, the urban forest, by way of local initiatives such as families buying, donating and planting a tree). Most favour immediate rather than long term implementation. However, those opposing it consider this idea a poor substitute for opening of waterfront access in the inner harbour. They would like to see the area subject to separate planning, in consultation with the groups that use the area in particular, so that any short term works can be combined with, and are not at the expense of, or compromise the inner harbour design.

Donald Street arts precinct

Of the submissions received, the majority support the establishment of an arts precinct and in the location proposed. Those who oppose the idea express reservations around the site's shaded nature, exposure to heavy traffic on Norwich Quay and lack of car parking in the vicinity (the latter may be mitigated by other Master Plan recommendations). A number of people are also concerned that both the Plunket Rooms and Museum are not displaced. On the contrary, most desire that the Museum is incorporated into the proposed arts precinct.

Performance/film venue

Of the submissions received, all but one agreed that a combined live performance/film venue is needed as a minimum - a multifunctional venue could also provide different sized meeting spaces, etc. The desire of many is for locals to be involved in the provision of this, particularly the Harbour Arts Collective, and if temporary in the interim, supported by Council funding as required.

Other proposals

It is suggested that almost all of the ideas and needs pertaining to the Lyttelton Recreation Centre, Plunket/Toy Library, civic square, the performance/film venue plus the parking building could be contained in a single development in the area signalled for the Arts Precinct.

21 percent of the total 143 submissions received were from people actively involved in maritime-related organisations based at and operating from Naval Point. They have requested a more comprehensive review and redevelopment of the maritime and other recreational facilities at Naval Point than that proposed in the context of this Master Plan, which is aimed at supporting the rebuild and recovery of the Lyttelton town centre.

Built environment

Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments

Of the submissions received, almost everyone favours District Plan rules which are appropriate to Lyttelton's circumstances, i.e. acknowledge the local geography, topology, development economics, character and identity. In particular there is support for Council discretion (which allows input from the broader community) with respect to design and appearance, height and recession plane restrictions (including the upper story setback proposed), reducing or eliminating the on-site car parking requirements and encouraging appropriate title amalgamation. (It's possible that general urban design principles of the nature proposed by Plan Change 56 to the Christchurch City Plan could also be incorporated into these revised rules).

Design and character guidance

Of the submissions received, the majority were in favour of design guidelines which encourage the consistent scale and built form but eclectic nature of the Lyttelton town centre, while not being overly prescriptive. The need to update the existing design guidelines is acknowledged, both as a result of the earthquake but also to enshrine the more fundamental principles in the District Plan as rules.

Lyttelton Design Advisory Panel

Of the submissions received, almost everyone wants a Lyttelton Design Advisory Panel in order to share building knowledge and resources, and avoid development out of character with Lyttelton. There is a strong desire for the panel to provide for local input, i.e. be comprised of local professionals and experts (e.g. architectural historian) as well as local lay people with local knowledge. A number of people have either volunteered themselves or suggested other people.

Other proposals

A valid concern raised is how the Master Plan will ensure integration of the remaining buildings into the rebuild and the rebuild of the town centre into the surrounding residential area. The amendments proposed to the District Plan rules and Design Guidelines—Lyttelton will do this to some extent. Financial assistance by way of land acquisition and the provision of grants are also suggested as a means of implementing public aspects of the Master Plan and private redevelopment post earthquake.

In response to mixed support, majority opposition or other feedback (including positive support or support in principle, but where alternatives were suggested) the following actions have been amended or added:

- (E1) Funding provision for a Lyttelton Marketing and Attraction campaign - emphasis switched to funding.
- (E3) Appoint a Lyttelton case manager - desire for a local person in the role recognised.
- (E4) Creative hub – support for a creative hub of affordable workspace - now includes all business startups, not just creative ones.
- (M1) Movement and the waterfront - change to more appropriate smaller-scale amenity improvements in recognition of carriageway width limitations.

- (M2) Move port access off Norwich Quay (Heads of Agreement) - recognises community desire to progress alternative port access and public access to waterfront issues as soon as possible.
- (M3) Pedestrian linkages - recognises desire and potential for pedestrian linkages not limited to north-south London St to Norwich Quay, but also east-west Oxford St to Canterbury St, etc.
- (M4) London St public realm enhancements and public event opportunities - refocused on pedestrians and public event opportunities, with parking shifted to (M5) Parking investigations.
- (M5) Parking investigations - recognises further investigations into car park availability and management are necessary, of which provision of a public car park building is only one option to resolve any car parking undersupply if necessary.
- (M6) Access to and from Lyttelton - recognises limited access in and out of Lyttelton needs to be addressed, particularly as a result of indefinite closure of Evans Pass.
- (N1) A new civic square - a suitable site has yet to be identified and if the former Ground site, it will be better if the civic square is extended over the entire site to the London St frontage.
- (N3) Rooftop park above library/service centre - recognises combined library/service centre in the event the latter is not replaced.
- (N6) Local landscape and heritage interpretation - extended to include heritage.
- (N7) Interpretation of Tangata Whenua values - focus broadened from just Ohinehou heritage trade trail.
- (C2) Alternative use of CCC property on Canterbury St - refocus from Plunket/toy library, other than on a temporary basis.
- (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement - a suitable site has yet to be identified. Options include the existing site if its problems able to be addressed.
- (C7) Donald St arts precinct and art in the street - broadened to include public art.
- (C9) Emergency preparedness - addition to address concerns about preparedness for future emergencies.
- (B3) Inclusion of local involvement in the existing Urban Design Panel - recognises desire for local input and benefits of aligning with existing Urban Design Panel
- (B4) Identify and assist retention of remaining built heritage - added heritage-specific action to address community concerns about heritage retention.

In addition, text changes have been made (e.g. to some action titles, descriptions and rationales) to clarify that some of the things people have asked for were inherent in certain actions anyway. All other actions (i.e. those which received overwhelming positive support) have effectively remained unchanged.

Some ideas (e.g. alternative location suggested) have not been incorporated because they are outside the scope and focus of the Master Plan, or because they will be addressed during the implementation of it.

5. Master Plan actions

The vision for the centre is taken forward into an integrated package of prioritised actions.



How to read this section

Economy and business - theme and actions summary

- Theme summary - Lyttelton's economy and commercial heart
- Actions summary and implementation plan

Movement - theme and actions summary

- Theme summary - Lyttelton's traffic and transport
- Actions summary and implementation plan

Natural environment - theme and actions summary

- Theme summary - Lyttelton's parks and open spaces
- Actions summary and implementation plan

Community well-being/culture and heritage - theme and actions summary

- Theme summary - Lyttelton's community facilities and services
- Actions summary and implementation plan

Built environment - theme and actions summary

- Theme summary - Lyttelton's residential community and built character
- Actions summary and implementation plan

How to read this section and Appendices

The Lyttelton Master Plan has involved a very complex combination of strategic ambition and vision with detailed, specific actions. Some actions have been developed to simultaneously achieve many goals. In other instances, one goal has led to many different actions. This section has been put together to allow users of the Master Plan to easily access headline responses under each of the five Master Plan themes (fuller details are found in supporting Appendices 1-5). By doing so, connections across the breadth of the Master Plan should be clear, while at the same time allowing users of the Master Plan interested in only one of these steps to readily gain a comprehensive understanding.

It will be necessary to continually revisit the actions identified in the Master Plan as cycles of strategic decision-making across the city take place. The Master Plan should be viewed as a 'living' document which is added to and amended by the community and decision-makers.

Refer to the user guide below:

Theme heading

Each theme summary is written like this:

A light blue box is located underneath each theme heading. This box provides a brief overview of the existing situation, key issues and how this has informed the Master Plan response.

Actions summary

(Action reference) Action name

A short description of all actions are presented like this. This helps readers to gain a flavour for what the action is about and what it is broadly seeking to achieve.

Implementation summary

All actions have been placed in an implementation summary table similar to the one below. This table shows the related Master Plan goal, the start timeframe of the action and linkages to other related actions. It provides a specific page reference to the details of the action found in the Appendices.

	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal (Goal 1 to 9)	(Action Reference) <i>(page reference)</i>			
Related actions from other themes	(Action reference) This row shows cross-linkages between themes, goals and actions.			

Master Plan Development Framework

	A.
Theme	B.
Principles	C.
	C.
Urban design	D.



A box similar to this one is located in the top right hand corner of each theme page. It provides a useful reference back to the Master Plan development framework explained at Section 1.4.

Box A. Indicates which of the four well-beings the theme relates to.

Box B. Indicates the theme.

Box C. Lists the relevant recovery planning principles.

Box D. Lists the relevant urban design concepts and principles.

5.1 Economy and business actions

Theme summary - Lyttelton's economy and commercial heart

Pre-earthquake overview

Local businesses in Lyttelton served the immediate population (of approximately 3000 residents) and also many Christchurch residents and visitors. In this regard, Lyttelton was both a neighbourhood centre anchored by a small independent supermarket, as well as a niche centre. With 50 businesses and 185 employees in the retail trade, accommodation and food service sector, Lyttelton was known for its many eating and drinking establishments. This popularity was helped by the special built character of the township area.

Prior to the earthquakes, the town centre was emerging from a period of economic stagnation. With the recent London Street upgrade, and a strong and supportive Lyttelton Harbour Business Association, many commercial buildings which had been vacant for years had new tenants. The Lyttelton Farmers' Market was a regular weekend destination for many and the centre was building a strong creative and entertainment economy, with performance venues, events, artists' showrooms and other enterprises.

The major employment provider in the town was the Lyttelton Port of Christchurch with approximately 500 workers. The town was an economic beneficiary of regular cruise ships visiting the Port. In terms of employment in other sectors, Lyttelton had a very small office sector market.

Impacts of the earthquake and the current situation

A third of buildings on London Street sustained heavy damage in the 22 February earthquake which was centred on Lyttelton at a depth of five kilometres. The street was cordoned off for a period while many buildings were demolished and sites cleared. While some shops have now reopened or are in the process of being rebuilt, many continue to operate out of temporary premises or remain closed with an uncertain future and challenging development viabilities.

The Port continues to have long term intentions to gradually move its operations east and to develop the western inner harbour for marine services and waterfront commercial activities.

Actions summary

For more details refer to Appendix 1

(E1) Funding provision for a Lyttelton Marketing and Attraction campaign

Provide funding for a Lyttelton-specific business attraction and investment prospectus. A prospectus can help to engender confidence in the long term prosperity of the centre and celebrate the strength of the community post-recession and earthquake. Look to reinforce Lyttelton's role as a niche centre, facilitate and encourage the re-establishment of hospitality and local service businesses. Highlights:

- Lyttelton's uniqueness.
- The Master Plan opportunities and key redevelopment sites.
- Its proximity to recreational opportunities and strategic networks.
- Its strong, diverse and innovative community.
- The desire to strengthen the creative economy.

(E2) London Street WiFi

Investigate technology needs and associated costs to establish broadband wireless (WiFi) access within the town centre. An advertising-supported portal with local content could promote the town, businesses and the community.

(E3) Appoint a Lyttelton case manager

Employ a Lyttelton case manager to provide a 'single face of recovery' to landowners and developers to ensure that people who need assistance are able to access available services.

(E4) Support for a creative hub of affordable workspace

A targeted effort to stimulate business re-establishment in the creative, professional and entrepreneurial employment sector. Investigate:

- i) the possible use of public land and buildings;
- ii) ensure the District Plan supports various types of creative and business uses; and
- iii) make contact with the private sector to elicit 'expressions of interest' in this vision.

(E5) Funding options and temporary support

Explore the range of funding options available to the Council and community to assist rebuilding and recovery.

	ECONOMIC WELL-BEING
Theme	ECONOMY AND BUSINESS
Dimensions	Economic development
	Equity
Urban design	Context Character Choice Connections Collaboration



Implementation summary

For more details refer to Appendix 1 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 1. A rebuilt and prosperous niche centre	(E3) Appoint a Lyttelton case manager <i>(refer to page A1-4)</i> (E5) Funding options and temporary support <i>(refer to page A1-7)</i>	(E1) Funding provision for a Lyttelton Marketing and Attraction campaign <i>(refer to page A1-1)</i> (E4) Support for a creative hub of affordable workspace <i>(refer to page A1-5)</i>	(E2) London Street WiFi <i>(refer to page A1-3)</i>	
Related actions from other themes	(M4) London Street public realm enhancements and public event opportunities (M5) Parking investigations (N6) Local landscape and heritage interpretation (C7) Donald Street arts precinct and art in the street (C8) Performance film venue (B1) Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments (B2) Design and character guidance (B4) Identify and assist retention of remaining built heritage			

5.2 Movement actions

Theme summary - Lyttelton's traffic and transport

The recent series of earthquake events have highlighted Lyttelton's infrastructure vulnerabilities on strategic routes (State Highway 74 Lyttelton Tunnel) and local roads. Evans Pass Road remains closed due to rockfall risk and land stability issues and may not be reopened.

The transportation network needs to respond to the needs of the Lyttelton community, its economy and interests, and it must also contribute to the regionally important movement of people, goods and services to and from the Lyttelton Port of Christchurch. This is particularly challenging on Norwich Quay, which is both a State Highway route and a street which is shared by many users. Users include vehicles, cyclists, people waiting at bus stops, workers and shoppers, people resting in Sutton Reserve and people trying to travel safely between the ferry, town centre and beyond. A balance needs to be sought between all users and access between the town, waterfront and the Port.

The town centre holds large-scale events and festivals, including the Festival of Lights, ANZAC Day services and the regular Lyttelton Farmers' Market. This means there is often 'spot' demand for vehicle parking and large pedestrian movements. Streets and public open spaces must therefore be designed to be flexible to accommodate these events. In the town centre passing traffic and convenient on-street parking needs to be accommodated, in addition to providing low speed conditions and safe crossing opportunities for community interaction. The lack of on-site residential car parking is also an issue beyond the town centre. People enjoy using the laneways and staircases which connect through the central street grid layout.

ECONOMIC AND SOCIAL WELL-BEING	
Theme	MOVEMENT
Dimensions	Accessibility for all
	Strategic network
	Sustainable transport
Urban Design	Parking
	Context Choice Connections Custodianship Collaboration

Actions summary

For more details refer to Appendix 2

(M1) Movement and the waterfront

Undertake small-scale amenity improvements within the kerb on Norwich Quay in the short term to improve the environment for pedestrians and cyclists whilst maintaining freight and vehicle movements. Accommodating the needs of all users is a challenge with a limited road width of only 20 metres.

Identify a long term strategy for providing access to the waterfront and the Lyttelton Port of Christchurch.

(M2) Move Port access off Norwich Quay (Heads of Agreement)

Draft a Heads of Agreement between the Lyttelton Port of Christchurch, the NZTA, Kiwirail and Christchurch City Council to agree key responsibilities and clearly set down staged intentions with regard to Port access and Norwich Quay.

(M3) Pedestrian linkages

There are a number of pedestrian walkways in Lyttelton town centre that do not legally give public right-of-way. Understand the legal status of these routes and who maintains these. Identify laneway opportunities to connect London Street and Norwich Quay and Canterbury and Oxford Streets through urban blocks.

(M4) London Street public realm enhancements and public event opportunities

Investigate ways to provide public space/amenities along the street and ways to improve London Street's functionality for public events.

(M5) Parking investigations

Identify opportunities to maximise on-street parking by provision and time management in the town centre and surrounding streets. Review car parking standards in the District Plan to support development but reduce the impact of any shortfalls in on-street parking. Encourage travel demand measures and site-specific travel plans.

(M6) Access to and from Lyttelton

Investigate and identify opportunities to maximise access to and from Lyttelton for all modes of transport.



Implementation summary

For more details refer to Appendix 2 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 2. Staged alternative port and local harbourfront access	(M3) Pedestrian linkages <i>(refer to page A2-7)</i>	(M1) Movement and the waterfront (short term interventions) <i>(refer to page A2-1)</i> (M2) Move Port access off Norwich Quay (Heads of Agreement) <i>(refer to page A2-4)</i>	(M1) Movement and the waterfront (long term interventions) <i>(refer to page A2-1)</i>	
Goal 3. Well managed access to the town centre		(M4) London Street public realm enhancements and public event opportunities (short term improvements) <i>(refer to page A2-7)</i> (M5) Parking investigations <i>(refer to page A2-11)</i>		(M4) London Street public realm enhancements and public event opportunities (long term improvements) <i>(refer to page A2-7)</i>
Goal 4. Ensuring route security		(M6) Access to and from Lyttelton <i>(refer to page A2-11)</i>		
Related actions from other themes	(E2) London Street WiFi (N4) Head to Head Walkway (N6) Local landscape and heritage interpretation (N7) Interpretation of Tangata Whenua values (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (C6) Naval Point redevelopment (C9) Emergency preparedness (B1) Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments (B4) Identify and assist retention of remaining built heritage			

5.3 Natural environment actions

Theme summary - Lyttelton's parks and open spaces

Lyttelton has a handful of local public parks on the periphery of the town centre that total just over one hectare. In addition, there are two larger areas that are cemeteries, totalling just over two hectares¹. Naval Point is home to the Lyttelton Recreation Ground which is used for team sports and many water-based activities. This includes a public boat ramp for access to the Harbour. The usability of spaces across the centre is generally constrained by the size of spaces, their nature and internal amenities, topography, traffic conditions and access provision to them. Ideally, the amount of public open space within the township itself should be increased to support the local population and to provide more amenity areas for visitors to Lyttelton. There will be a strong role for the principles of Crime Prevention Through Environmental Design (CPTED) in the design of public spaces throughout the town centre to help ensure a safe and inclusive place.

Lyttelton's landscape is well connected from a biodiversity perspective. A number of regional parks and scenic reserves are found on the upper and lower slopes of the ridge surrounding the township. These facilitate ecological connections (for birds and other wildlife) across the valley and Port Hills. Most of these open space areas are accessible via a number of recreational paths and tracks. The most well-known is the Bridle Path, which crosses over the Port Hills to the Canterbury Plains. It had its genesis as a Māori walking track for trade purposes and was also used by early European settlers to access the Canterbury Plains. These routes have important layers of intangible heritage value.

Today, Lyttelton derives a strong identity from its ecology and sustainability focus. The community has a community garden and aspirations for the planting of edible landscapes throughout the township for food security and self-sufficiency.

ENVIRONMENTAL WELL-BEING	
Theme	NATURAL ENVIRONMENT
Dimensions	Natural capital
	Resource sustainability
	Lifestyles
Urban Design	Food security
	Context Choice Creativity Collaboration Character Connections Custodianship

1. Christchurch City Council
Public Open Space Strategy 2010-2040

Actions summary

For more details refer to Appendix 3

(N1) A new civic square

Find a site for a civic square close to the commercial area for community gathering and relaxation which considers relocating the cenotaph (refer to action C5), provides sufficient space for an innovative playground and public toilet (refer to action C4), and possible day-lighting of a section of historic barrel drain.

(N2) Pool garden off-season access

Fence the land to the north of the Norman Kirk Memorial Pool for independent free off-season use. This park is currently only open when the pool is open. Consider redeveloping the area around the pool as a precinct.

(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre

Investigate the ability to construct a rooftop park between, or on a combined, Lyttelton Library and Service Centre to provide a rooftop public space which enables views towards the harbour and London Street.

(N4) Head to Head Walkway

Encourage the realisation of the Adderley Head to Godley Head walkway along Norwich Quay.

(N5) Temporary landscapes

In discussion with landowners, Greening the Rubble and Gap Filler, find inventive temporary uses for cleared sites within the town centre.

(N6) Local landscape and heritage interpretation

Create uniquely Lyttelton public spaces that give attention to the area's special history, identity and features via landscaping, public art, interpretation and signage. This action also provides for the continued operation of the Lyttelton Museum as a valued part of the Lyttelton community.

(N7) Interpretation of Tangata Whenua values

In consultation with Te Hapū o Ngāti Wheke and the local community, acknowledge, identify and provide opportunities to reflect Māori culture in Lyttelton. This may include opportunities to learn about sites, routes and ecology of importance through public space and building design, arts, interpretation and signage.



Implementation summary

For more details refer to Appendix 3 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 5. Accessible and socialable spaces	(N5) Temporary landscapes <i>(refer to page A3-8)</i>	(N1) A new civic square <i>(refer to page A3-2)</i> (N2) Pool garden off-season access <i>(refer to page A3-4)</i> (N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre <i>(refer to page A3-5)</i>	(N4) Head to Head Walkway <i>(refer to page A3-7)</i>	
Goal 6. Tell the story of the place	(N7) Interpretation of Tangata Whenua values <i>(refer to page A3-11)</i>	(N6) Local landscape and heritage interpretation <i>(refer to page A3-10)</i>		
Related actions from other themes	(E2) London Street WiFi (M1) Movement and the waterfront (M4) London Street public realm enhancements and public event opportunities (C1) Improved utilisation of the Lyttelton Recreation Centre (C2) Alternative use of a Council property on Canterbury Street (C3) Combined Lyttelton Library and Service Centre redevelopment (C4) New public amenities in the town centre (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (C6) Naval Point redevelopment (B1) Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments (B4) Identify and assist retention of remaining built heritage			

5.4 Community well-being/culture and heritage actions

Theme summary - Lyttelton's community facilities and services

Lyttelton appears to be well served by social services either based in the area or available to the area. Local-level social services and facilities provide for people's recreation, leisure, health care, education, and spiritual needs. The centre has a health centre, four churches, community centres and sports clubs/leisure facilities, amongst others. Lyttelton also has several 'high-order' facilities including a Recreation Centre, public pool and two primary schools. It is important to remember Lyttelton services a larger area, including several small settlements around the Lyttelton Harbour. The Harbour, including the walking and mountain-bike tracks throughout the surrounding hills, is a recreational drawcard for many residents and visitors from outside Lyttelton.

Community facilities are well-used and important places for people to meet and recreate. If more people started living closer to the town centre, more facilities such as playgrounds, and other lower-level social services may become necessary. Facilities must be appropriate to Lyttelton's diverse community, barrier-free and wheelchair accessible. They must also be accessible for those with less mobility. The centre's steep topography and busy traffic conditions associated with the Port makes this particularly challenging.

There is a strong community development focus in Lyttelton, with community-run social services supported by local volunteers, members and trusts. Project Lyttelton is one such community group which has been instrumental in progressing the idea of a sustainable town.

Many Lyttelton people earn income locally from music, film-making, art, theatre, writing, crafts and other creative pursuits. Pre-earthquake, Lyttelton had a thriving arts scene and several performance venues - the Harbourlight Theatre on London Street (with a capacity of 200 people), The Loons theatre, Wunderbar, Monster Bar, El Santo Porteno and Lyttelton Hotel, amongst others. Most of these have now been damaged or demolished, creating a significant gap in this sector of the community.

SOCIAL AND CULTURAL WELL-BEING	
Theme	COMMUNITY WELL BEING/ CULTURE AND HERITAGE
Dimensions	Public services
	Social and community capital
	Community resilience
Urban Design	Cultural diversity
	Context Connections Custodianship Collaboration Character Creativity

Actions summary

For more details refer to Appendix 4

(C1) Improved utilisation of the Lyttelton Recreation Centre

Investigate the re-configuration of the squash courts for a multi-use community space - housing a meeting room for 30-50 people, a fitness centre and a temporary theatre.

(C2) Alternative use of a Council property on Canterbury Street

Convert the Council-owned rental property adjacent to the recreation centre to a community function. Consider its use as temporary accommodation for Plunket, the Toy Library and/or playgroup.

(C3) Combined Lyttelton Library and Service Centre redevelopment

Enhance the use of the combined Lyttelton Library and Service Centre (basement and back offices) . Consider outreach services - youth, music, art, older adult space, visitor information services and heritage possibilities.

(C4) New public amenities in the town centre

Provide a new imaginative playground and a second public toilet within the town centre.

(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement

Investigate a suitable location for the reinstated Lyttelton War Memorial cenotaph that addresses the limitations of its current location.

(C6) Naval Point redevelopment

Establish a working agreement with Lyttelton Port of Christchurch to provide pedestrian access along the harbour edge and seek funding for short term, quick win recreational development opportunities such as tree planting and footpath improvements. Undertake a separate Naval Point planning exercise in consultation with the groups that use the area to address land and facility redevelopment opportunities.

(C7) Donald Street arts precinct and art in the street

Create an informal area (possibly a shared space) for static and temporary displays of art with a cultural/entertainment focus in Donald Street. Look for other opportunities in Lyttelton's public realm (in streets and visible areas of parks) for public art.



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Actions summary continued

For more details refer to Appendix 4

(C8) Performance/film venue

Support the community in its endeavours to find a community multi-use/black box theatre venue for large meetings, performances and film showings (with a capacity of around 300 persons).



(C9) Emergency preparedness

A community development project supported by the Council whereby the Lyttelton community strengthens the emergency planning that is currently occurring in order to build local resilience in the face of future disasters. Identify vulnerabilities and develop a corresponding community emergency action plan.

Implementation summary

For more details refer to Appendix 4 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 7. Build the capacity of community facilities and services	(C2) Alternative use of a Council property on Canterbury Street (refer to page A4-3) (C9) Emergency preparedness (refer to page A4-10)	(C1) Improved utilisation of the Lyttelton Recreation Centre (refer to page A4-2) (C3) Combined Lyttelton Library and Service Centre redevelopment (refer to page A4-4) (C4) New public amenities in the town centre (refer to page A4-5) (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (refer to page A4-6) (C6) Naval Point redevelopment (refer to page A4-7)		
Goal 8. Access to creative spaces		(C7) Donald Street arts precinct and art in the street (refer to page A4-9) (C8) Performance/film venue (refer to page A4-10)		
Related actions from other themes	(E1) Funding provision for a Lyttelton Marketing and Attraction campaign (E2) London Street WiFi (E4) Support for a creative hub of affordable workspace (M4) London Street public realm enhancements and public event opportunities (M6) Access to and from Lyttelton (N1) A new civic square (N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre (N5) Temporary landscapes (N6) Local landscape and heritage interpretation (N7) Interpretation of Tangata Whenua values (B4) Identify and assist retention of remaining built heritage			

5.5 Built environment actions

Theme summary - Lyttelton's heritage and town character

Prior to 22 February 2011, Lyttelton was characterised by the many heritage and character buildings which lined its streets. The character of the Lyttelton town centre has changed significantly due to the number of commercial buildings which have been demolished or remain severely damaged as a result of the earthquakes. Many of the demolished commercial buildings were large and occupied commanding positions in the streetscape - on prominent street corners and at the conclusion of roads. The voids left by these building in particular are significant. The remaining commercial building stock is generally smaller in scale and often, but not always, architecturally less distinguished.

In particular, the loss of the Harbourside Theatre and three other heritage landmarks - the Timeball Station, the former Lyttelton Public Library at 1 Sumner Road and the Graving Dock and Pumphouse on Cyrus Williams Quay - has had a noticeable impact on Lyttelton's character. These distinctive buildings were prominent in Lyttelton. A number of publically-owned heritage assets which contribute to the character of Lyttelton are also damaged. These include the War Memorial Cenotaph, Upham Clock Tower and most of the red volcanic stone retaining walls.

Lyttelton's town character is one of its main attractions for locals and visitors alike. Many locals, including business people, are aware of the strong relationship between the township's distinctive character and its economic prosperity. There is concern that an ill-considered rebuild could undermine future business viability and associated community well-being.

ECONOMIC AND SOCIAL WELL-BEING	
Theme	BUILT ENVIRONMENT
Dimensions	Community safety
	Neighbourhood amenity
	Housing stock
Urban Design	Context Character Choice Creativity Custodianship Collaboration

Source: Lyttelton/Mt Herbert Community Board. *Lyttelton Community Recovery Plan* (Volume 2 Recommendations) (2001)

Actions summary

For more details refer to Appendix 5

(B1) Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments

Seek changes to the Proposed Banks Peninsula District Plan rules (via an Order in Council or other means) within the Town Centre Zone to enable development of a type and form that is beneficial to Lyttelton as a whole. Changes may include: rule 'bonuses'; reducing restrictive standards such as those related to on-site parking; and clear urban design guidance.

(B2) Design and character guidance

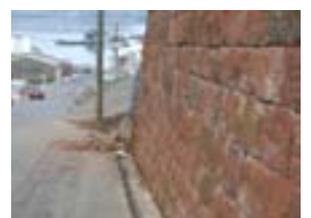
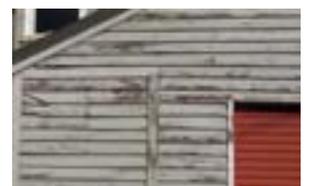
Update the existing Design Guidelines—Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan). Use the opportunity to make any editorial corrections, insert the latest urban design and architectural thinking, and give consideration to a redevelopment addendum. Run a design expo for the community to show examples of buildings (both contemporary and historic, local and international) and gather opinion about preferred rebuilding styles for Lyttelton and a workshop for property and business owners.

(B3) Inclusion of local involvement in the existing Urban Design Panel

Provide for the inclusion of appropriately qualified local design professionals in the already established Christchurch Urban Design Panel to provide local input into town centre redevelopment and rebuilding, preferably at the pre-application assessment and advice stage. This does not preclude a design advisory panel established by the Lyttelton/Mt Herbert Community Board.

(B4) Identify and assist retention of remaining built heritage

Identify wholly or partially remaining protected and notable buildings, objects and sites, investigate their current status and likely future, and provide assistance to restore/retain them where possible. This covers funding for the restoration of red scoria retaining walls.



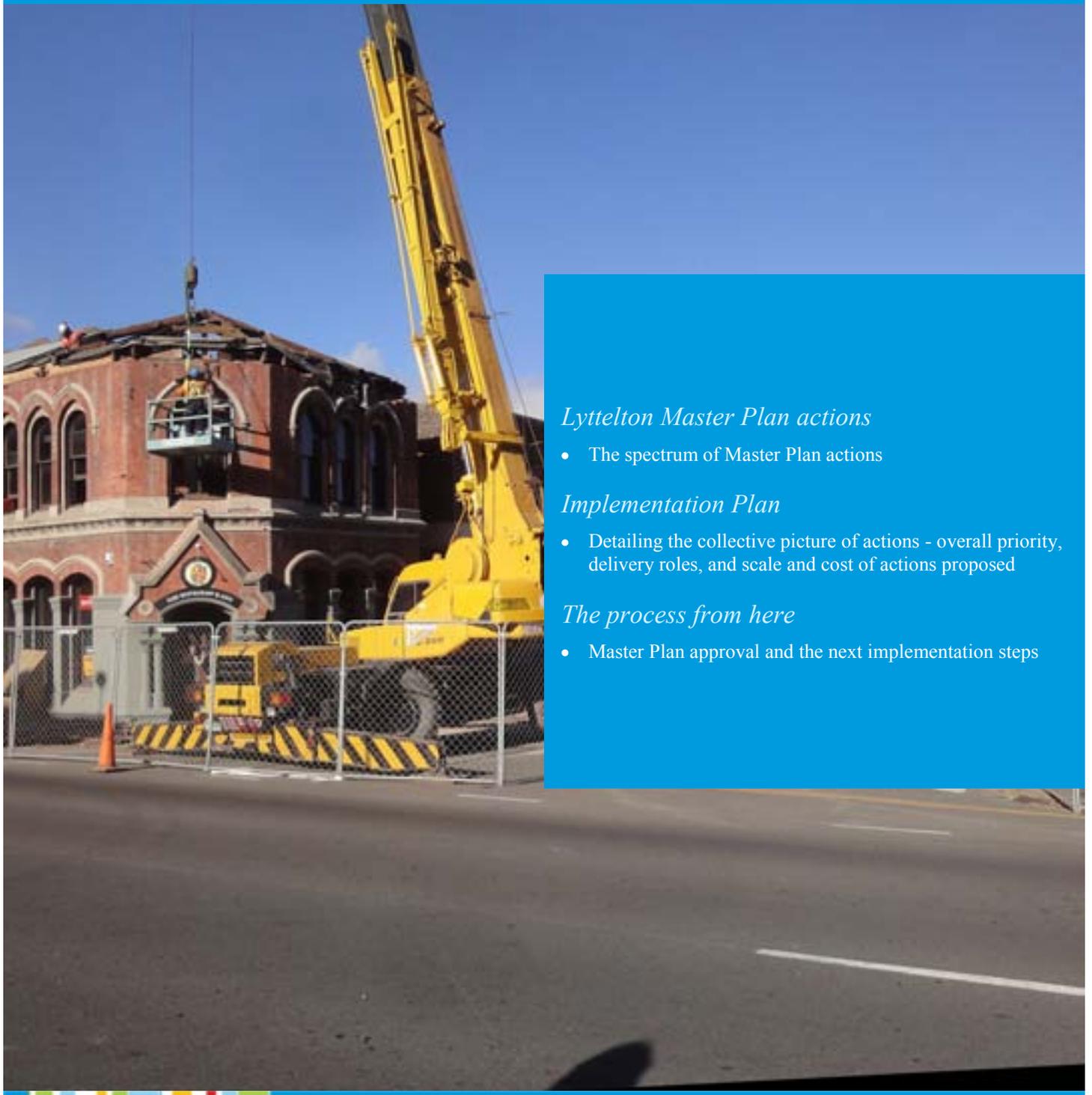
Implementation summary

For more details refer to Appendix 5 and Section 6.2

Goals	Actions			
	Immediate (up to 12 months)	Short term (1-3 years)	Medium term (3-10 years)	Long term (10+ years)
Goal 9. Responsive planning	<p>(B1) Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments <i>(refer to page A5-1)</i></p> <p>(B2) Design and character guidance <i>(refer to page A5-4)</i></p> <p>(B3) Inclusion of local involvement in the existing Urban Design Panel <i>(refer to page A5-6)</i></p>	<p>(B4) Identify and assist retention of remaining built heritage <i>(refer to page A5-7)</i></p>		
Related actions from other themes	<p>(E3) Appoint a Lyttelton case manager (N6) Local landscape and heritage interpretation (N7) Interpretation of Tangata Whenua values (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement</p>			

6. *The process from here*

Ensuring effective Master Plan delivery and transition support.



Lyttelton Master Plan actions

- The spectrum of Master Plan actions

Implementation Plan

- Detailing the collective picture of actions - overall priority, delivery roles, and scale and cost of actions proposed

The process from here

- Master Plan approval and the next implementation steps

6.1 Lyttelton Master Plan actions

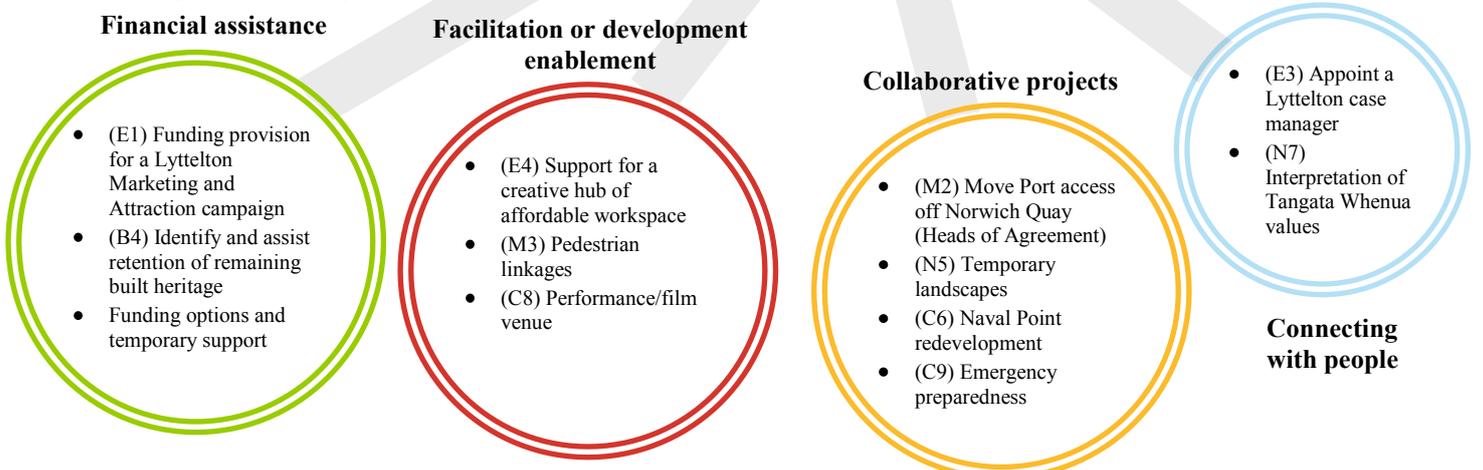
The spectrum of Master Plan actions

The Master Plan was initiated to help the Lyttelton community and the Council identify and prioritise actions for rebuild and recovery - some to be undertaken in the immediate and short term and others with longer term horizons. Together, these actions present an integrated and transformative programme of work. Once a commitment is made by the Council to the Master Plan, project details will be finalised and confirmed. The Master Plan will be used to inform its effective delivery under the Local Government, Resource Management and Canterbury Earthquake Recovery Acts.

The Council and partner agencies/organisations will require a range of tools and methods to implement the variety of actions identified in the Master Plan. Broadly speaking there are seven types of implementation actions:

1. **Capital works** projects that include construction of buildings, infrastructure or public space redesign. Such actions will typically be initiated by investigations and will require investment in both land and physical assets. Funding for these still has to be secured through the Council's Long Term Plan.
2. Projects which are **investigations**.
3. Projects which involve **regulatory tools** such as District Plan rule and design guidance amendments.
4. Projects which **connect with people** in their communities. These projects include new ways of liaising and communicating with the various organisations and individuals with an interest in the community.
5. **Collaborative** projects which bring multiple parties together for collective action, such as establishing a Heads of Agreement, committees and partnerships.
6. **Facilitation or development-enablement** projects. These may include removing barriers to development, promoting assets to target markets or advocating for investment.
7. **Financial assistance projects**, which aim to assist identify sources of and provide, or contribute, funding.

The actions detailed in the Master Plan can be loosely divided into these implementation types as follows:



6.2 Implementation Plan

Detailing the collective picture of actions - overall priority, scale, cost and delivery roles proposed

Implementation of the Lyttelton Master Plan will take time. While some of the action projects will be relatively straightforward to get started (especially those with allocated resources or processes), others are complex and require investigations, enabling policies, new relationships to be forged or funding to make things happen.

The Implementation Plan follows a staged approach towards the future:

- Immediate (0-12 months).
- Short term (1-3 years).
- Medium term (3-10 years).
- Long term (10+ years).

Each of the individual projects listed in the Implementation Table will help Lyttelton move towards the overall vision outlined in this Master Plan. The actions listed in this Master Plan are provisional only and should be understood in the context of a bigger decision-making loop (across the sub-region, city, Central City and other individual suburbs). Project details and sequencing will be subject to changing priorities in the future. Actions are designed to be refined and added to.

A description of each category found in the Implementation Table on the next page is provided below:

The page of the Appendix where the action is described in detail

The abbreviated action reference e.g. N1, E2 etc

The name of the action

The likely primary participants to champion an action and be responsible for its delivery. In some instances actions cross into multiple Council groups or involve a collaboration between two agencies or organisations

This category defines likely partner organisations required to take the action forward. The Council will be involved in facilitating, developing and monitoring most actions in some way, but others will require partnerships or need to be led by other stakeholders and user/interest groups. Some actions will require significant involvement from other parties, e.g. actions which relate to actions on land owned by others.

Some initiatives are relatively low cost ideas which can be implemented simply and without a large requirement for funding, and others may have high associated costs. Likewise, some initiatives are purely operational in nature, some incur one-off costs only and others have on-going operational costs over many years. Costs presented are an estimate only under three categories - low, medium, and high.

Low	Medium	High
\$0-100,000 Generally smaller actions which can be implemented quickly and easily without much cost burden.	\$100,000-\$1 million Actions that will result in physical changes which directly correlate to money spent.	>\$1 million Actions which involve significant investment from Council or its partners requiring funds to be set aside. Often relates to major new physical built outcomes.

Page	Ref	Action	Action type	Scale	Lead	Partners	Timeframe	Scale of cost
				Small Medium Large	Council Group, Agency or Organisation		Immediate Short term Medium term Long term	Low Medium High

The category of implementation action as defined in Section 6.1:
Capital works; Investigation; Regulatory tool; Facilitation or development enablement; Collaborative; Connecting with people; Financial assistance

Timeframes are based on a likely implementation period after the adoption of the Master Plan - immediate, short term, medium term and long term. The time period selected is the start date of an action, but the actual implementation period may extend over several years. The category assesses of the ease in which the action is likely to be implemented and the estimated time to complete investigation, approval and construction phases.

Immediate	Short term	Medium term	Long term
High priority actions which should be started as soon as possible to help with the centre's immediate recovery.	Actions to be started quickly because of: a) the immediate benefits which they can offer, or b) the action is a first stage which will inform longer term actions or physical works.	Actions which are necessary to facilitate the vision and should be implemented as soon as possible. They may be dependant on the completion of early scoping phases, detailed designs and negotiations.	Actions which should be started when possible. These actions may be complex in terms of their funding, consenting and need for agreement from multiple stakeholders, or they may be less important in the bigger scheme of earthquake rebuild and recovery.

An assessment of its estimated complexity, cost and length of time to implement. An action is either a small, medium or large scale project.

Small	Medium	Large
Small actions which can be carried out relatively quickly and easily with minimal cost.	Mid-range actions with some complexity, moderate costs and time scales.	Major actions with a significant degree of complexity. These tend to have associated higher costs and longer timeframes.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
BUSINESS AND ECONOMY								
A1-1	E1	Funding provision for a Lyttelton Marketing and Attraction campaign	Financial assistance	Medium	Lyttelton Harbour Information Centre	Council – Strategy and Planning and Public Affairs Groups Recover Canterbury Lyttelton Harbour Business Association Christchurch Economic Development Corporation Christchurch and Canterbury Tourism Community Board Local businesses and organisations	Short term	Medium
A1-3	E2	London Street WiFi	Investigation	Medium	Council – Strategy and Planning Group	Lyttelton Harbour Business Association Christchurch and Canterbury Tourism Local tourism groups Internet Service Providers	Medium term	Medium
A1-4	E3	Appoint a Lyttelton case manager	Connecting with people	Small	Council – Strategy and Planning Group	Council – City Environment and Community Services Groups Recover Canterbury CERA	Immediate	Low
A1-5	E4	Support for a creative hub of affordable workspace	Facilitation or development enablement	Small	Council – Strategy and Planning Group	Council – City Environment and Corporate Services Groups Harbour Arts Collective Landowners Lyttelton Harbour Business Association Christchurch Economic Development Corporation	Short term	Low
A1-7	E5	Funding options and temporary support	Financial assistance	Small	Council—Strategy and Planning	Council—Corporate Services Group Lyttelton Harbour Business Association	Immediate	High
MOVEMENT								
A2-1	M1	Movement and the waterfront	Capital works	Large	Council—Capital Programme Group (short term) Lyttelton Port of Christchurch (long term)	Council – City Environment Group Environment Canterbury Kiwirail NZTA Local communities Community Board Harbour Arts Collective	Short and Medium term	High
A2-4	M2	Move Port access off Norwich Quay (Heads of Agreement)	Collaborative	Small	Council – City Environment Group	Kiwirail NZTA Lyttelton Port of Christchurch	Short term	Low
A2-7	M3	Pedestrian linkages	Facilitation or development enablement	Small	Council—Strategy and Planning	Council – City Environment and Capital Programme , Corporate Services and Regulation and Democracy Services Groups Landowners Lyttelton Harbour Business Association Community Board	Immediate	Medium
A2-9	M4	London Street public realm enhancements and public event opportunities	Capital works	Medium	Council – Capital Programme Group	Council—City Environment Group Property and business owners Lyttelton Harbour Business Association Local community Community Board	Short and Long term	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement , including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
MOVEMENT continued								
A2-11	M5	Parking investigations	Investigation	Small	Council – City Environment Group	Local retailers Lyttelton Harbour Business Association Community Board	Short term	Low
A2-12	M6	Access to and from Lyttelton	Investigation	Medium	Council – Strategy and Planning Group	Council—City Environment Group NZTA Lyttelton Port of Christchurch Trucking agencies Cycle and walking groups	Short term	Medium
NATURAL ENVIRONMENT								
A3-2	N1	A new civic square	Capital works	Medium	Council – City Environment Group	Council – Capital Programme Group Landowners Returned Services Association Club Inc. Safer Christchurch Community Community Board	Short term	High
A3-4	N2	Pool garden off-season access	Capital works	Small	Council – City Environment Group	Council—Community Services and Capital Programme Groups Project Lyttelton Community Board Community	Short term	Low
A3-5	N3	Rooftop park between, or on a combined, Lyttelton Library and Service Centre	Capital works	Medium	Council—Corporate Services Group	Council – Community Services, City Environment and Capital Programme Groups Community Board	Short term	Medium
A3-7	N4	Head to Head Walkway	Capital works	Medium	Council – Capital Programme Group	Council—City Environment Group NZTA Lyttelton Port of Christchurch Walking groups Community Board Harbour Arts Collective DOC	Medium term	Medium
A3-8	N5	Temporary landscapes	Collaborative	Small	Greening the Rubble Gap Filler	CCC – Capital Programme Group Landowners Local design community Business sponsors Community Harbour Arts Collective Project Lyttelton	Immediate	Low
A3-10	N6	Local landscape and heritage interpretation	Capital works		Council – City Environment Group	Council – Community Services and Capital Programme Groups Community Board Local historians and information, heritage and art organisations Community Landowners DOC Environment Canterbury	Short term	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
NATURAL ENVIRONMENT continued								
A3-11	N7	Interpretation of Tangata Whenua values	Connecting with people	Medium	Te Hapū o Ngāti Wheke Council – City Environment Group	Council—Capital Programme Group Te Runanga of Te Hapū o Ngāti Wheke Community Community Board Local information, heritage and art organisations Christchurch and Canterbury Tourism Landowners Environment Canterbury DOC Ministry for Culture and Heritage	Immediate	Low
COMMUNITY WELL-BEING/CULTURE AND HERITAGE								
A4-2	C1	Improved utilisation of the Lyttelton Recreation Centre	Capital works	Medium	Council—Community Services Group	Council—Capital Programme Group Lyttelton Squash Club Community groups who use facilities for hire Community Community Board	Short term	Medium
A4-3	C2	Alternative use of a Council property on Canterbury Street	Capital works	Medium	Council—Corporate Services Group	Council – Community Services Group Lyttelton Plunket Lyttelton Toy Library Lyttelton Playgroup	Immediate	Low
A4-4	C3	Combined Lyttelton Library and Service Centre redevelopment	Capital works	Medium	Council—Corporate Services Group	Council—Community Services Group Community Board Community organisations Community Trust responsible for Lyttelton Harbour Information Centre	Short term	Medium
A4-5	C4	New public amenities in the town centre	Capital works	Medium	Council – City Environment Group	Council—Capital Programme Group Community Board Local artists Community Safer Christchurch	Short term	Medium
A4-6	C5	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement	Capital works	Medium	Council – City Environment Group	Council – Capital Programme Group Returned Services Association Club Inc. Community Community Board	Short term	Medium
A4-7	C6	Naval Point redevelopment	Collaborative	Medium	Council—City Environment Group Lyttelton Port of Christchurch	Council—Capital Programme Group Naval Point Club Coastguard Canterbury Lyttelton Sea Scouts Lyttelton Combined Sports Rugby Club Lyttelton Recreation Ground Management Committee Community Board Community Te Runanga o Te Hapū o Ngāti Wheke	Short term	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
COMMUNITY WELL-BEING/CULTURE AND HERITAGE continued								
A4-9	C7	Donald Street arts precinct and art in the street	Capital works	Medium	Council – Strategy and Planning	Council – Corporate Services and Capital Programme Groups Local art organisations Lyttelton Historic Museum Society Landowners Local community Te Runanga o Te Hapū o Ngāti Wheke	Short term	Medium
A4-10	C8	Performance/film venue	Facilitation or development enablement	Small	Lyttelton community	Council – Strategy and Planning Group Private and public funders Local art organisations Landowners	Short term	Low
A4-11	C9	Emergency preparedness	Collaborative	Small	Lyttelton community	Council—City Environment Group Community Board Civil Defence Lyttelton Area CD Volunteers Government assistance services e.g. Fire, Police Lyttelton Heath Centre	Immediate	Low
BUILT ENVIRONMENT								
A5-1	B1	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments	Regulatory tool	Medium	Council—Strategy and Planning Group	Council—City Environment Group; NZTA Lyttelton Harbour Business Association Community Board Community CERA	Immediate	Medium
A5-4	B2	Design and character guidance	Regulatory tool	Medium	Council – Strategy and Planning Group	Lyttelton Harbour Business Association Community Board Urban Design Panel (local members) Landowners New Zealand Historic Places Trust Appropriate societies	Immediate	Medium
A5-6	B3	Inclusion of local involvement in the existing Urban Design Panel	Regulatory tool	Small	Council – Strategy and Planning Group	Urban Design Panel Local design professionals Community Board Community	Immediate	Low
A5-7	B4	Identify and assist retention of remaining built heritage	Financial assistance	Medium	Council – Strategy and Planning	Council –City Environment and Corporate Support Groups New Zealand Historic Places Trust Landowners Local heritage-related organisations Community Te Runanga of Te Hapū o Ngāti Wheke	Short term	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required.

6.3 *The process from here*

Master Plan approval and the next implementation steps

The draft Lyttelton Master Plan is a significant step towards Lyttelton's rebuild and recovery. This Master Plan now needs to go through a number of formal channels before it is ready for implementation:

- Following community consultation on it, submissions will be analysed and Council staff will make recommendations to the earliest possible Council meeting as to how the draft Master Plan should be amended accordingly or, if the submissions warrant it, to hear the submissions.
- The Council will then decide whether the draft Master Plan should be amended accordingly or the submissions will be heard and when, based on their content, the resources available and the risks of deferring early implementation of the Master Plan.
- If a hearing is held, the hearings panel will make recommendations to Council staff as to how the draft Master Plan should be amended accordingly. Following these amendments the Lyttelton Master Plan will go back via the Lyttelton/Mt Herbert Community Board to the Council for adoption.

To ensure the Lyttelton Master Plan is implemented, there are three key implementation steps that are essential to its effective delivery:

- **Agree on an implementation management structure.** Consideration should be given to a Suburban Centres Implementation Group (within Council) or another structure to oversee the implementation of the Master Plan. A Lyttelton-specific management approach will ensure that there will be a group (or individual) responsible for the advocacy, auditing and strategic oversight of the Master Plan's vision and actions as it progresses, irrespective of the action leads. This management entity will be particularly important in leading discussions with CERA.
- **Complete costing of actions and establish funding streams.** The Master Plan establishes a vision and outlines an implementation programme to guide decision-making. The Council now needs to complete detailed costings for individual actions so these can be inserted into the Council's Annual and Long Term Plans. The funding, timing and scope of actions are subject to the Council's approval through the Long Term Plan and Annual Plan processes.
- **Monitor and adapt the Master Plan as necessary.** The dynamic nature of change (which is intensified within a post-earthquake environment) means that over time specific actions may become out of date or need to be revisited. There may also be new proposals that come along and need to be evaluated against the high level vision for Lyttelton (and the dimensions of recovery planning detailed in the framework found in Section 1.4).



Master Plan Appendices

Appendix 1: Economy and business actions

Appendix 2: Movement actions

Appendix 3: Natural environment actions

Appendix 4: Community well-being/culture and heritage actions

Appendix 5: Built environment actions

Appendix 1: Economy and business actions

(E1) Funding provision for a Lyttelton Marketing and Attraction campaign

<p>Description of the project:</p>	<p>Prepare a Lyttelton-specific business attraction and investment prospectus that sets out:</p> <ul style="list-style-type: none"> • Lyttelton’s Master Plan vision for the area. • High level statements confirming Council, CERA, Government and local business community support. • The niche ‘offer’ of the centre, including its lifestyle, education, health, fitness and recreation opportunities, community facilities and character residential living options • Its economic prospects from the cruise ship terminal, tourism sector, strategic transport networks, Port, hospitality and creative industry sector. • Local tourist attractions such as the Lyttelton Farmers’ Market and Grubb Cottage. • Recent, committed and proposed public investment projects and their timeframes for completion. • Existing types and mix of businesses including professional offices, hospitality services and creative enterprises. • Its suitability for creative industries. • Existing and reliable future employment, business and residential projections. • An outline of Council and Government support being provided, e.g. case management, etc. • Its active business and local community. • A business and community services inventory. <p>Together with the roll-out of this prospectus, there needs to be a marketing campaign which regularly updates the community about public and private sector initiatives and successes. For example, the re-opening of each shop, events, the construction of temporary landscapes, and the attraction of investment on a particular site.</p>
<p>Rationale:</p>	<p>The recession and post-earthquake aftermath has put Lyttelton at greater risk of not being able to recover economically and attract people, investors and markets back. At the moment there is not a coherent story to tell people why Lyttelton has a competitive business advantage over other locations, and what the vision for the centre is.</p> <p>The use of a prospectus can build awareness, change perceptions and promote Lyttelton as a desirable place to live, work, do business and invest. It is important that the area regenerates in a way that reinforces its role as: 1) a niche centre in the city; and 2) a place for people to live and work.</p> <p>A marketing and attraction campaign to engender confidence in the future of the centre will help to strengthen the long term prosperity of Lyttelton’s business community. It will also ensure the continuation of open communication of the area’s successes.</p> <p>The prospectus will help attract, in particular, talented people and those with specialised skills who may have the ability to live and work wherever they wish, e.g. people who work in web-based businesses.</p> <p>It should also help to attract local visitors from outside of Lyttelton back to the township.</p>

	<p>Other organisations</p> <p>Partnership with other organisations with land or investment interests in the centre.</p> <p>This is about being open and ready to work with other groups to better achieve the objectives, subsequently adding value to investments. It is also about not making 'good ideas' too hard to be achieved.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Identification of key consumer markets and needs. • Identification of appropriate/key business types for the area. • Prospectus and marketing campaign research and development. • Outline of the planned roll-out of the marketing campaign. • Platform for continuous and regular communication of successes in the area • Establishment of a visually consistent Lyttelton identity for use in all communications and marketing. • Scoping of willing local hosts. <p>Approvals:</p> <ul style="list-style-type: none"> • Funding for a marketing and attraction campaign. <p>Implement:</p> <ul style="list-style-type: none"> • Regular communication updates.. • Circulate the prospectus. 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme to communicate the prospectus to businesses in the targeted industry and commercial sectors, end users, property advisors and real estate agents. Consideration should be given to the use of 'local hosts' who can take interested parties on guided tours of the area. • Regular communication updates. 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme • Regular communication updates.
Lead:	Lyttelton Harbour Information Centre		
Partner agencies/ organisations:	<p>Council – Strategy and Planning and Public Affairs Groups</p> <p>Recover Canterbury</p> <p>Lyttelton Harbour Business Association</p> <p>Christchurch Economic Development Corporation</p> <p>Christchurch and Canterbury Tourism</p> <p>Community Board</p> <p>Local businesses and organisations</p>		

(E2) London Street WiFi

Description of the project:	<p>Investigate technology needs and associated costs to establish broadband wireless-fibre (WiFi) access within the town centre.</p> <p>Investigations should help to resolve the following:</p> <ul style="list-style-type: none"> • Possible locations for WiFi coverage e.g. in parks, along the main street or in other locations. • Network and infrastructure requirements e.g. links, backbones, aerials and repeaters. • Costs or donation possibilities. • Understanding of how these types of services are managed via discussions with ISP (internet service providers). • Possibilities for individual businesses to set up a secure hotspot from a broadband connection and begin charging people for access (as an interim option). • The best ways to capture the value of the network to the town. 		
Rationale:	<p>The scheme could allow people with laptops, iPads and mobile devices to be able to connect through a Lyttelton portal to browse local sites and check emails. Giving the public free access to a wireless internet network in the Lyttelton town centre could be an effective way of promoting the town, businesses and the community to a wider audience (particularly amongst young people).</p> <p>Many city and town centres are using digital technology (WiFi) as a modern, engaging communication platform. WiFi networks can be a dynamic way of increasing the visibility and appeal of a centre and to ensure it is business friendly.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:		<p>Investigate:</p> <ul style="list-style-type: none"> • Liaise with potential providers to encourage the provision of WiFi. • Infrastructure and technology requirements and costs. • Partnership opportunities. • Make a decision accordingly. 	
Lead:	Council - Strategy and Planning Group		
Partner agencies/ organisations:	<p>Lyttelton Harbour Business Association Christchurch and Canterbury Tourism Local tourism groups Internet Service Providers</p>		

(E3) Appoint a Lyttelton case manager

Description of the project:	<p>Employ a Lyttelton case manager to provide a ‘single face of recovery’ to property owners and/or businesses to ensure that people who need assistance are able to access available services. Case managers are to help review repair/rebuild options, provide information and support through Resource and Building Consent processes, obtain urban design and heritage advice, communicate master planning directions, advocate for asset repair works, and to help owners through any financial assistance schemes adopted by the Council.</p> <p>In Lyttelton, the case manager could coordinate a business recovery information seminar and/or a ‘design centre’ for building owners in the community, helping to promote and provide advice on local sustainable building design and various building technologies (appropriate to the local area).</p>		
Rationale:	<p>Better knowledge of the kinds of services and funding available is needed by the property and land owners. There is a need to build a collaborative approach - championing internally within the Council and with relevant Government and non-Government agencies and services. The case manager is able to act as the key strategic contact and provide more responsive and tailored services.</p> <p>The Council has a clear and on-going commitment to business recovery. To fully achieve this, the need for additional human resource to focus on the rebuild of individual high priority centres has been identified.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Staff programming and resourcing. <p>Approvals:</p> <ul style="list-style-type: none"> • Appoint a full-time officer to act as a case manager. <p>Implement:</p> <ul style="list-style-type: none"> • Position is up and running. • Regular review of the position . 		
Lead:	Council – Strategy and Planning Group		
Partner agencies/ organisations:	Council - City Environment and Community Services Groups Recover Canterbury CERA		

(E4) Support for a creative hub of affordable workspace

<p>Description of the project:</p>	<p>Supporting a ‘Lyttelton creative hub’ and populating the area around Donald Street with affordable multi-functional studio, display and sales space which is available for creative start-ups and other businesses. This project is about a targeted effort to stimulate business re-establishment in the creative/professional/entrepreneurial employment sector. It looks to investigate:</p> <p>i) the possible use of public land and buildings;</p> <p>ii) to ensure the District Plan supports various types of creative and business uses; and</p> <p>iii) to make contact with the private sector to elicit ‘expressions of interest’ in this vision.</p> <p>Specifically, the project includes:</p> <ul style="list-style-type: none"> • Property investigations to determine appropriate locations and possible premises for such activities. • Amendments to the District Plan to ensure it better supports the quick redevelopment of affordable business premises. • Understanding the earthquake damage sustained to any buildings in public ownership and the cost of repairs and maintenance required to get them up to an appropriate standard. • Profiling existing local artisans and businesses seeking small studio showrooms. • Identifying what infrastructure may be required e.g. quality information communications technology (ICT). • Raising private sector investment interest. <p>In terms of existing Council-owned buildings located in this area, the <u>Museum</u> has been demolished and no decision about its future has yet been made. The project should continue to support plans for a purpose-built museum in Lyttelton. The <u>old stables</u> currently have a red status. The building has had stabilising work done and the damage is repairable. Further investigations are being carried out to determine what amount of strengthening will be required. This project is closely related to action C7 which invests in creating a quality public setting within this hub to stimulate early investment.</p>		
<p>Rationale:</p>	<p>Lyttelton is home to a large number of creative individuals who need affordable workspaces and places to showcase their talent. Many lower rent buildings and exhibition spaces have been severely damaged or destroyed in the earthquakes and there is a significant risk that these artists will be forced to relocate elsewhere to be able to work. The project looks to provide proof of demand and accurate property intelligence to stimulate interest amongst investors and developers. It also looks closely at what the Council’s role could be in making sure Lyttelton continues to be a seeding ground and an attractive place for creative individuals to live and/or work. Harnessing creative energy will help shape Lyttelton’s future economic opportunities. It has been identified that arts investment can generate a return of up to almost 11:1 (in comparison to road investment which achieves approximately 3 or 4:1).¹</p> <p>1. Rob Adams, Director of City Design, Melbourne City quoted on ‘Sacred Spaces - Melbourne’s city laneways’, Season 1. Produced by C31: Melbourne Community Television.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Property and market analysis. • Infrastructure requirements. • Find potential occupants/leasees. • Develop a business/investment plan. <p>Approvals:</p> <ul style="list-style-type: none"> • Amendments required to the District Plan rules. • Case management and in-house advocacy by Strategy and Planning Group Council officers for fast tracking of Resource and Building Consent applications, problem solving, etc, necessary for rebuild and recovery. <p>Note: Final use of any Council-owned buildings is subject to a condition assessment and a report on the structural integrity of the facilities.</p>		
<p>Lead:</p>	<p>Council - Strategy and Planning Group</p>		
<p>Partner agencies/ organisations:</p>	<p>Council - City Environment and Corporate Services Groups Harbour Arts Collective Landowners Lyttelton Harbour Business Association Christchurch Economic Development Corporation</p>		

EXISTING ENVIRONMENT



PROPOSED RESPONSE

Key considerations:

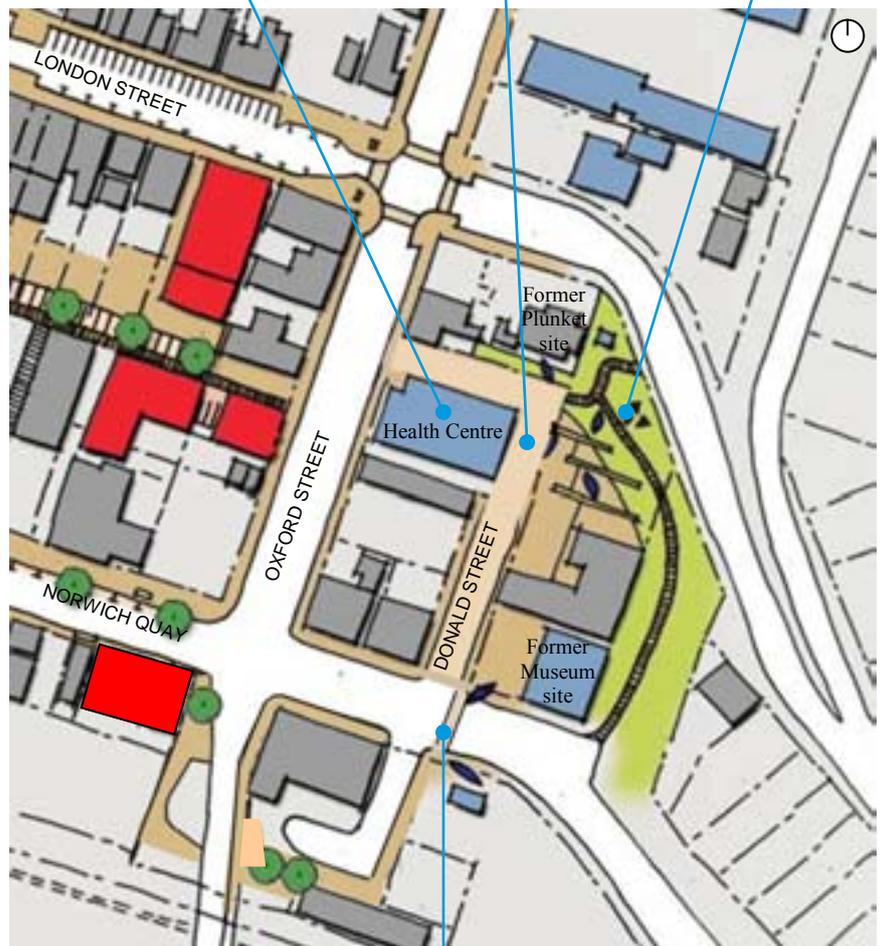
- Access to the Lyttelton Health Centre is provided from Oxford Street (which connects to Donald Street).
- Uncertainty about the level of damage sustained and repair required on several privately owned buildings in Donald Street.
- Stability and slope steepness issues associated with connecting Donald Street with the Council reserve land to the east of the Plunket building.
- Ability of pedestrians to walk safely across Norwich Quay to access the Oxford Street bridge and Diamond Harbour ferry terminal.

Activities which could be appropriate in the creative hub:

- Small to medium enterprises in creative industry sectors, e.g. office-based businesses such as architects, landscape architects and website designers.
- Small, niche industries e.g. jewellers, sculptors, furniture makers and other craft/applied artists.
- Digital technology industries, e.g. sound recording, video editing and graphic design.
- Artist in residence space.
- Education sectors e.g. a remote campus of tertiary design courses.
- Black box theatre/performance venue for the performing arts.
- Café.
- Art gallery.
- Art house cinema.
- Art installations in the street and open air event spaces.

Note: consideration could be given to shared workshop space, hot desks, meeting and boardrooms and kitchens for 'time-share' use by multiple tenants.

- Maintain access, circulation and convenient parking to the Lyttelton Health Centre
- Redesign Donald Street as a shared space for circulation of vehicles and pedestrians and for use on Saturdays as an open air gallery to coincide with the Lyttelton Farmers' Market
- Locate pathways and sculpture trails between Donald Street and the Council reserve land on Sumner Road



Enable safe crossing and create strong links between Norwich Quay, Donald Street and the Oxford Street overbridge to the Diamond Harbour ferry terminal

(E5) Funding options and temporary support

Description of the project:	Explore the range of funding options available to the Council and community to assist rebuilding and recovery.
Rationale:	<p>Post-earthquakes, there are various funding options beyond conventional means available to the community and the Council, depending on the project and role the Council chooses to take. A key theme to all of them is partnership, whether that be with or between the community, Central Government or New Zealand businesses and organisations. Their respective source, scope, criteria and implications, etc, need to be identified and the information collated in order to better assist business property owners and operators and community groups.</p> <p>Non-earthquake specific options to investigate include:</p> <p>Council revenue</p> <ul style="list-style-type: none"> • <u>General rates</u>, potentially an undesirable additional burden on households who face a 5.34% rate rise in 2012 and beyond. • <u>Development contributions</u> which work like a tax on new developments with the funds going towards capital funding of growth-related infrastructure upgrades (if growth-related, potentially an undesirable additional burden on developers who face economic hardships through loss of income). • <u>Targeted business rating</u> in local business areas, with the money collected going back into town centre management projects (potentially an undesirable additional burden for a business community which has been badly hit in the earthquake). <p>Development mechanisms</p> <ul style="list-style-type: none"> • <u>Joint business ventures</u>, where the Council goes into partnership with a private investor, sharing the risks and profits, the latter of which will be reinvested into public works. • <u>BOOT</u> Build, Own, Operate, Transfer Schemes. <p>Private investment incentives</p> <ul style="list-style-type: none"> • Including <u>'bonus' provisions</u> within the District Plan to help focus private investment and development certainty around providing new or improved public amenities. These need to be developed carefully to ensure that any adverse effects (anticipated or not) arising from development using 'bonuses' are appropriately balanced by local public amenity. • <u>Transferable development rights</u> commonly used as an incentive for preserving heritage buildings, but could be used to secure ownership or protection of land for new streets or public spaces. Development rights are given to another property, in lieu of a lost development opportunity. <p>Community and business funding</p> <ul style="list-style-type: none"> • <u>Community fundraising</u>, e.g. local merchandise (such as the Harbour Union Collective CD), festivals, concerts and other events. This also helps create pride in the community. • <u>Buy a brick</u>, where people are encouraged to buy a paving slab for a street or public place and their name or message is then engraved on it. • <u>Plant a tree</u> in memory of someone, the earthquake or to commemorate a Lyttelton-specific event. Encouraging this in parks and along the streets could become a beautiful local interpretation of different occasions and memories. • <u>Civic gifts</u> by community groups such as the Lyttelton Lions or individuals (this could include street furniture and public art work). <p>Central Government/Local Government</p> <ul style="list-style-type: none"> • <u>Creative New Zealand Arts Funding</u> for the design of public spaces with artwork. Applications could be made for projects that bring local artists and other professionals such as urban designers, architects, or even traffic engineers together to collaborate on projects. • <u>Sustainable Urban Development Fund</u> established by the Government to support innovative projects that are seeking to achieve a higher standard of urban sustainability. • <u>Community services funding</u>, usually for services, but could be applicable for community partnership initiatives. • <u>Economic Development funding</u> could be applicable for business clusters and initiatives specifically aimed at growing knowledge and high-valued added jobs. • <u>Funding from the New Zealand Transport Agency</u> from the national land transport fund. • <u>Funding from Environment Canterbury</u> for sustainable building initiatives. <p>Independent community grants</p> <ul style="list-style-type: none"> • <u>Lotteries Board</u>, also applicable for community facilities. <p>Other organisations</p> <ul style="list-style-type: none"> • <u>Partnership</u> with other organisations with land or investment interests in the centre. This involves being open and ready to work with other organisations to achieve specified objectives, subsequently adding value to investments.

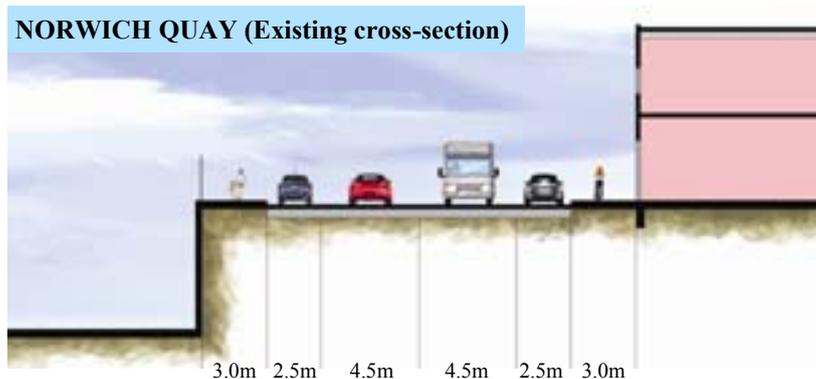
<p>Rationale (continued):</p>	<p>Earthquake specific options to investigate include:</p> <p>Central Government/Local Government funding</p> <ul style="list-style-type: none"> • <u>Christchurch Earthquake Mayoral Relief Fund</u> to assist in remedying hardship suffered by individual groups, community organisations and businesses, and/or protecting or repairing damage to the physical fabric of the city. • The <u>Christchurch Earthquake Appeal Trust</u> is a fund administered by trustees who appoint a board of local experts. The fund is allocated to restore communities in the following areas - sport and recreation, education, hardship and relief, environment, economic revitalisation, heritage and culture and spiritual and faith. • <u>Canterbury Earthquake Heritage Building Fund</u> is a fund for owners of listed heritage buildings and character buildings to repair damage. The fund will not meet the full cost of repair, conservation or upgrade but will be targeted towards the gap between insurance cover and total costs. • Work and Income <u>Job for a local in Canterbury</u> is a wage subsidy that provides employers with financial help to employ disadvantaged job seekers in the Canterbury Region. • <u>Ministry of Social Development Individual Recovery and Community Wellbeing Training</u> where organisations are invited to apply to provide training to volunteers and paid employees of organisations who deliver the first level of support to those affected by the Canterbury Earthquakes. • <u>Canterbury Earthquake Community Response Fund</u> provides one off grants to support community based social services. • <u>Other Central Government funding</u> comprises \$1.7 million to extend the reach of the local recovery team by recruiting new business recovery co-ordinators; \$2 million to support visits to international markets by earthquake affected export businesses; and \$650,000 for businesses to access training, workshops and business coaching. <p>Joint public and private sector external funding</p> <ul style="list-style-type: none"> • <u>Canterbury Business Recovery Trust Fund</u> provides cash injections to earthquake affected businesses for expenses such as relocation costs, connections to essential services and expert advice and assistance. • <u>Recover Canterbury</u> (Canterbury Employers Chamber of Commerce and Canterbury Development Corporation), who operate a free call centre and website for advice, information and access to business recovery co-ordinators. <p>Private sector led external funding</p> <ul style="list-style-type: none"> • <u>ASB \$250m Investment Programme</u>. • <u>Trust funds/Benefactors</u>. <p>Local Government initiated assistance</p> <ul style="list-style-type: none"> • <u>Orders in Council for Temporary Business/Residential Accommodation</u> in place till 2016. • <u>Council case managers</u> provide a single point of contact for liaison with Council services, e.g. Resource and Building Consents and design guidance. • <u>Business Associations</u>, for information exchange. • <u>Business Recovery Co-ordinators</u> available through Recover Canterbury). • <u>Heritage and regulatory planning advice</u> for Resource and Building Consent applications). <p>Community organisations, trusts and philanthropic initiated assistance</p> <ul style="list-style-type: none"> • <u>Living Streets (Greening the Rubble)/Gap Filler/Make SHIFT</u> facilitate community uses on cleared commercial sites to help maintain vitality/exposure of an area. Council funding is in place, but is likely require additional resourcing. • <u>Red Cross Grants</u> including: <ul style="list-style-type: none"> • Winter Assistance Grant • Temporary School Grant • Relocated School Children Grant • Bereavement Grant • Winter Assistance for children under five years of age. • <u>Canterbury Community Trust Fund</u>, for charitable, cultural, philanthropic and recreational groups in the Canterbury region. • <u>The Lion Foundation</u> distributes an additional \$5 million within the Canterbury area. • <u>Christchurch Rotary Earthquake Relief Charitable Trust</u>, which aims to meet earthquake needs not met by major funding groups. Funds will focus on: lower socio-economic status groups, older people, young people and those with a disability. • <u>The Tindall Foundation</u> trustees are looking at giving support to longer term social needs and building community resilience. • <u>Todd Foundation</u> is a \$1.84 million dollar Earthquake Recovery Fund that focuses on engaging communities in recovery and renewal and supporting the recovery of the Canterbury Not for Profit Sector. 		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Funding options • Temporary support of a non-financial nature • Produce a handbook of the details • Circulate handbook to business property owners and operators. 		
<p>Lead:</p>	<p>Council – Strategy and Planning Group</p>		
<p>Partner agencies/ organisations:</p>	<p>Council - Corporate Services Group Lyttelton Harbour Business Association</p>		

Appendix 2: Movement actions

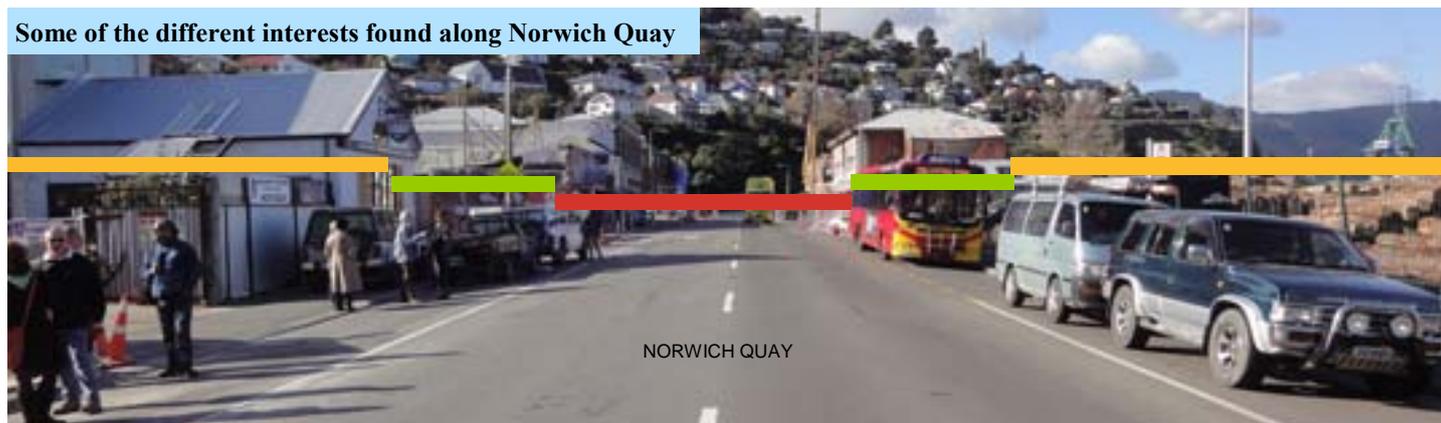
(M1) Movement and the waterfront

Description of the project:	Undertake small-scale amenity improvements within the kerb on Norwich Quay in the short term to improve the environment for pedestrians and cyclists while maintaining freight and vehicle movements. Consider planter boxes, small public spaces and public art in the northern parking lane to filter the traffic and noise. Identify a long term strategy for providing access to the waterfront and the Lyttelton Port of Christchurch.		
Rationale:	Heavy commercial vehicles access the Port via State Highway 74 (Norwich Quay). The movement of trans-regional freight and heavy commercial vehicle traffic flows on Norwich Quay will continue and increase temporarily due to the continuation and expansion of Lyttelton Port operations, combined with the reclamation of the harbour with earthquake demolition rubble at Te Awaparahi Bay (even once Port-related traffic is diverted off Norwich Quay, non Port-related heavy vehicles will still expect to use Norwich Quay). Investigation and identification of a long term strategy for managing movement along the waterfront whilst maintaining access to the Port is necessary and proposed. The Council will work with major stakeholders, including the New Zealand Transport Agency, Lyttelton Port of Christchurch, Environment Canterbury and Diamond Harbour Ferries on this project. In the short term, the proposal is to improve the environment for users of Norwich Quay by introducing improved crossing facilities, amenity spaces and landscaping. This project is about making sure capital expenditure in the short term aligns with long term transport aspirations.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Approvals <ul style="list-style-type: none"> • Consultation • Short term Norwich Quay interventions - detailed design. • Funding. Construction of interim Norwich Quay street and public space enhancement	Investigate <ul style="list-style-type: none"> • Long term access to the waterfront and the Port. 	
Lead:	Council - Capital Programme Group (short term) Lyttelton Port of Christchurch (long term)		
Partner agencies/organisations:	Council – City Environment Group Environment Canterbury Kiwirail NZTA Local communities Community Board Harbour Arts Collective		

NORWICH QUAY (Existing cross-section)



Some of the different interests found along Norwich Quay



NORWICH QUAY

LAND USE INTERESTS:

- Working, living and socialising next to a State Highway.
- Interpreting landscape, identity and heritage values.
- Vehicle movements associated with land uses located next to the State Highway.

EDGE INTERESTS:

- Accessing property
- Loading and unloading goods.
- Waiting, entering or exiting from public transport (bus stops).
- Conducting or attracting business along the street
- Providing views over the harbour.

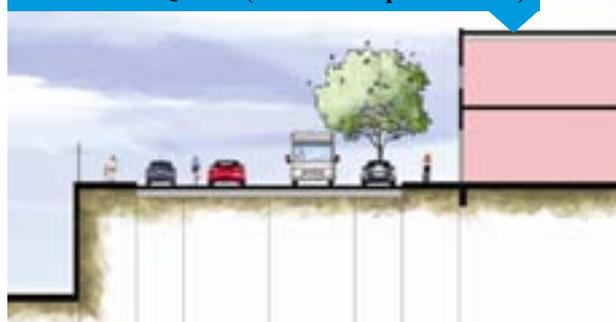
STATE HIGHWAY 74 INTERESTS:

- The movement of people, goods and services through to the city and sub-region.
- Heavy commercial vehicle (HCV) movements associated with the primary Port access (road).
- Ferry users crossing the street to get between the terminal and the township.
- Walking and cycling along the footpath.
- Crossing the street.
- Waiting for buses and riding public transport.
- Landscaping and street furniture in the street for amenity, identity or other reasons.
- Cycle commuting as well as training route for recreational and competitive cyclists.
- On-street parking.

LOCAL ROAD INTERESTS:

- Managing local movements and town centre access (to Oxford and Canterbury Streets especially).
- Supporting the transport function of the State Highway.
- Working, living and playing.
- Special roles including ferry access (Oxford Street over-bridge).
- Lateral (cross) versus parallel connectivity with the State Highway.

NORWICH QUAY (Short term possibilities)



Artist's impression of possible short term Norwich Quay enhancements



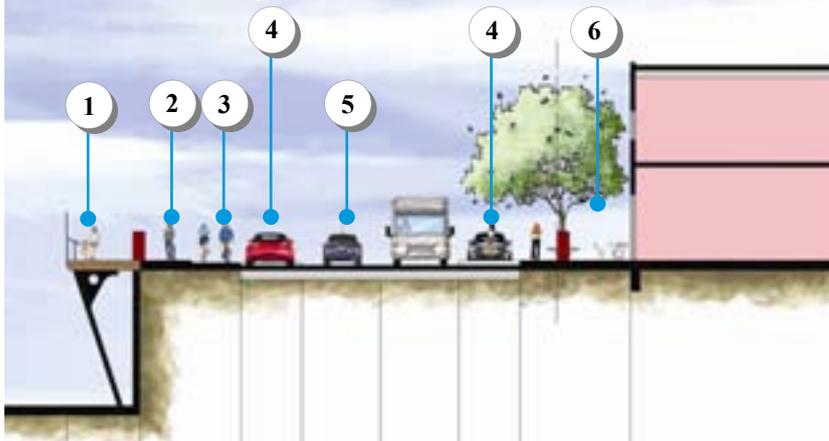
Artist's impression only

This is what could be achieved with such a cross-section:

1. Street trees in the parking lane.
2. Pedestrian-oriented build-outs to encourage people to cross mid-block, away from intersections. As depicted in the artist's impression, high-backed, double-sided seats could provide some additional separation between pedestrians and the carriageway. Seating design may incorporate red scoria stone cladding.

NORWICH QUAY (Longer term possibilities)

Cross-section (looking west)



This is what could be achieved with such a cross-section:

1. Small public platform viewing spaces (with wind shelter and interpretive panels cantilevered over Port land in key locations).
2. Pedestrian pathway connecting to the harbour recreational zone and Head to Head walkway.
3. Two-way slow zone cycleway for recreational cyclists.
4. On-street parallel parking lane.
5. Narrower vehicle lanes (one in each direction).
6. Wide pedestrian pavement on the northern edge for seating, outdoor dining and landscaping.

Note: Non Port-related heavy vehicles can still be expected to use Norwich Quay after Port-related movements are diverted off it. There are then likely to be two roads (Norwich Quay and the lower level Port access road) for people to cross to access the waterfront (see Action M2 diagram on page A2-6).

Plan view



Possible at-grade parking area

Possible viewing platform adjacent to stairs that connect to the overbridge

Artist's impression of what Norwich Quay could look like once heavy Port traffic is re-routed



Artist's impression only

(M2) Move Port access off Norwich Quay (Heads of Agreement)

Description of the project:	Draft a Heads of Agreement between the Lyttelton Port of Christchurch, the New Zealand Transport Agency, Kiwirail and the Council to agree key responsibilities and clearly set down intentions with regard to the Port access road and Norwich Quay. Information on the terms of a planning agreement should be made publicly available.
Rationale:	<p>The use of Norwich Quay by port-related heavy traffic has been an issue for the local community for some time.</p> <p>There are numerous, complex and costly issues that require resolution before heavy traffic can be redirected off Norwich Quay. These include the current intensive use of the land on which a new access road would be located; existing waterfront constraints (the rail corridor location, the post-earthquakes presence of at least one of three protected heritage buildings on the south side of Norwich Quay); design constraints (gradients, horizontal and vertical clearances from the railway and overhead structures); existing infrastructural considerations (Oxford Street over bridge, gradient of Sutton Quay ramps); access considerations (continuity of pedestrian access, catering for over dimension vehicles); reverse sensitivity considerations (traffic noise and visual impacts of the new road); future proofing considerations (possible relocation of the ferry and bus terminals to the west and the future development of the inner harbour for public use); transport network considerations (the future of the state highway, local network impacts, public or private ownership and management); and timing of construction (uncertainties associated with the anticipated relocation of Port operations further east).</p> <p>Various attempts have been made over the years to resolve this issue, resulting in some gains, including:</p> <ul style="list-style-type: none"> • In 2002, the former Banks Peninsula District Council (BPDC) commissioned the Lyttelton Strategy Study to develop a fundable road management strategy plan for the Lyttelton heavy vehicle routes that would satisfy anticipated traffic demand over the next 50 years. Community concerns at that time included: <ul style="list-style-type: none"> • Heavy vehicles crossing the centre line when turning at the Oxford Street intersection. • Noise levels from heavy vehicles creating an adverse environmental effect on adjoining businesses, residents and pedestrians. • Vibration generated by heavy vehicles affecting adjoining buildings and the potential for damage. • Limitation on business and tourism growth given the high heavy vehicle volumes. • The interaction of heavy vehicles with the community and other road users, potentially creating unsafe and difficult driving conditions. • Queuing of heavy vehicles at the Pacifica Wharf control gates causing a back-up of trucks into Norwich Quay. • The speed of heavy vehicles. • Spillage from heavy vehicles onto Norwich Quay. • A number of those concerns have been partially addressed since 2002 through the resurfacing of the road (noise and vibration) and addressing control gate operations (to prevent queuing). However, the concerns regarding noise, vibration (particularly post-earthquakes) and the interaction of heavy vehicles with the community and other road users remain. The issue of amenity has been added to historical concerns given the increasing importance of urban design: this includes public severance from the waterfront. Other current concerns include the continued delay in diverting heavy traffic off Norwich Quay; that any interim enhancements are premature, appropriate to the circumstances (road function and specifications, Lyttelton's character) and do not occur in lieu of the new Port access road; and loss of car parking. The Study proposed heavy vehicle traffic management on Norwich Quay to reduce queuing and a dedicated Port access road and multiparty funding, the recommended option being a low (at wharf) level access road on the north side of the rail corridor with access from the Sutton Quay intersection. • This project was included in the BPDC 2005/06 annual planning process, but was opposed by the Lyttelton Port Company through the submissions process. <i>See next page</i>

<p>Rationale (continued):</p>	<ul style="list-style-type: none"> In 2005 the BPDC confirmed its intention to investigate access improvements by commissioning the development of a series of access road options, including an upgrade of Norwich Quay. In 2006, the BPDC became part of Christchurch City and the (latter) Council included provision in its 2006/16 Long Term Council Community Plan (LTCCP) for “a new roadway for heavy traffic to the port container area”, causing further discussions between the Council and Lyttelton Port of Christchurch to address each party’s point of view. When the proposal again featured in the Council’s draft 2009/19 LTCCP, the LPC made a submission opposing expenditure on the new access road on the basis of adverse impacts on current and future Port operations, lack of justification for the expenditure and the risk of reverse sensitivities to the Port associated with the development of Norwich Quay. In 2008 and 2009, the Council and LPC held several meetings in an attempt to move forward on the issue. At one of these meetings, the LPC was asked to provide feedback on three of the earlier alignment options. Because it considered the three options all had adverse impacts on the operation of the Port, it offered a modified option. At a subsequent meeting the Council and LPC agreed to work together to come up with the best long term solution, essentially accepting that a new road may not be possible in the short term given the location of the current Port operations and the cost of creating new land for those operations when making space for a road corridor. The LPC has since developed a 30 year plus strategic plan for the future operations at the Port, including development of new Port facilities to the east of the inner harbour on reclaimed land within the Cashin Quay area. The proposed move of operations to the east allows for the potential redevelopment of the existing Port area for alternative Port access, public access to the waterfront and community and commercial activities. In 2010 the Council commissioned a report on Lyttelton Port Access Road Options, which confirmed that selection of a preferred access road location is complicated by uncertainties associated with changes to the Port’s operations and the timing of any such changes. It recommended that: <ul style="list-style-type: none"> A new access road be planned and constructed when Port operations move further to the east; Five new access road options identified be investigated further once more detailed Port redevelopment plans are available from the LPC; and A project aimed at improving urban design, streetscape and amenity for pedestrians and cyclists in Norwich Quay be undertaken in the short term (this will be progressed through the Lyttelton Master Plan). <p>Further work in accordance with these recommendations has been held up following the 22 February 2011 earthquake.</p> <ul style="list-style-type: none"> Of the range of alignment options for future consideration identified at the Lyttelton Master Plan-related community feedback presentations in July 2011, the preference (of those who stated it) was for access point A, option 1 (see diagram on page A2-6). The LPC is expected to review its redevelopment plans and timeframe as a result of the earthquakes, which have made possible a start on the prerequisite land reclamation. <p>To facilitate the re-routing of heavy port-related traffic off Norwich Quay, it is important that the key parties, which include the NZTA and Kiwirail, co-operate with each other. In a post earthquake situation, earlier investigations and decisions about this issue have changed. The formulation of a Heads of Agreement will enable parties to confirm and agree on their understanding of the terms relating to the planning, design, funding and construction of an alternative Port access road. Refer also to action M1. Reference: <i>Lyttelton Port Access Road Options'</i> (2010) by ViaStrada Ltd prepared for the Christchurch City Council</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Approvals:</p> <ul style="list-style-type: none"> Draft and approve the Heads of Agreement which details the process and timing for the Port access issue to be resolved, heavy traffic diverted off Norwich Quay and public access to the waterfront reinstated. 	<p>Progress re-rerouting of heavy Port traffic</p>	<p>Progress re-rerouting of heavy Port traffic</p>
<p>Lead:</p>	<p>Council - City Environment Group</p>		
<p>Partner agencies/ organisations:</p>	<p>Kiwirail NZTA Lyttelton Port of Christchurch</p>		

INFORMING A HEADS OF AGREEMENT

Principles for the design of the Port access, re-routing heavy vehicle traffic and access to the waterfront

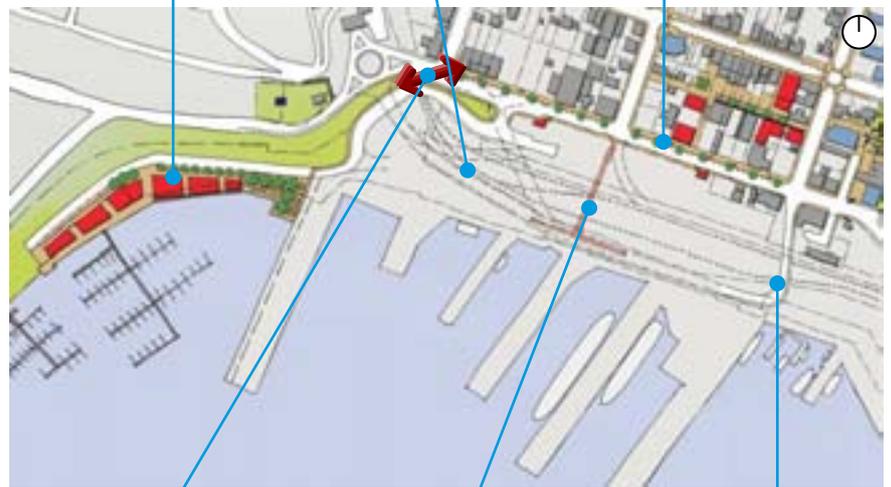
- Reduce the impact of heavy commercial vehicles on safety of all road users.
- Enhance amenity and safety.
- Increase access to open space.
- Minimise environmental impacts.
- Create an interface between the Port activity and town centre activity that brings positive economic impacts.
- Support LPC long term Master Plan.
- Maintain connectivity between future waterfront development and town centre.
- Integrate with public transport (bus and ferry).
- Support city-wide and local economic development.
- Consider/include possible new options created through the impacts of the earthquake.
- Geotechnical assessment of the ground to ensure its suitability for supporting alternative Port access.
- Support the Lyttelton Master Plan land use objectives.

Possible pedestrian access options to connect the Lyttelton township to the western inner harbour

Marina and commercial activities proposed by Lyttelton Port of Christchurch

Possible alternative State Highway access routes

Norwich Quay long term enhancements completed



Possible future pedestrian tunnel/connection.

Although located further away from the township area, it is closest to the proposed marina and commercial activities and creates a safe link under Norwich Quay. It would require funding.

Possible future pedestrian bridge.

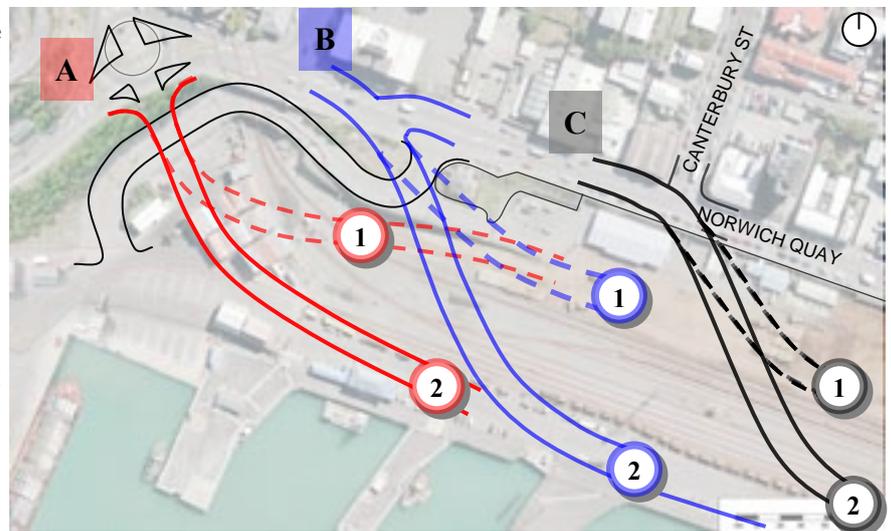
This may help to retain a public edge and is closer to the proposed marina and commercial activities. It would require funding.

Oxford Street overbridge.

An existing link to the harbour edge but a greater distance to the proposed marina and commercial activities.

Key considerations in the selection of alternative State Highway alignments:

- The length of Norwich Quay continuing to be used for State Highway and associated amenity, access, safety implications (refer to access points A, B,C).
- Alignments north of the rail line (refer to 1's) keep a larger area of waterfront land public, but will require the State Highway to cross the rail further to the east for operational reasons.
- Alignments south of the rail line (refer to 2's) give good transport access to the waterfront, but may impact on long term public access.
- 6% max gradient.
- Minimum road clearance 4.9m (6m preferred).
- Minimum overhead rail clearance 4.9m.
- 3m clear zone (in plan) from centre line of rail track.
- 4.45m existing head room under existing Oxford Street Bridge.
- Minimum ramp width 8m.



Reference: *Lyttelton Port Access Road Options'* (2010) by ViaStrada Ltd prepared for the Christchurch City Council

(M3) Pedestrian linkages

Description of the project:	There are a number of pedestrian walkways in Lyttelton town centre that do not legally give public right-of-way. Understand the legal status of these routes. Identify laneway and other public use opportunities within the block bounded by Norwich Quay and London, Canterbury and Oxford Streets.		
Rationale:	<p>The Lyttelton community strongly identifies with the network of stairways and accessways found throughout the town centre including those which are accessed from London Street. The number of cleared sites in the block bounded by Norwich Quay and London, Canterbury and Oxford Streets has potentially opened up new opportunities to expand the lane system - north-south between London Street and Norwich Quay to the harbour, and east-west between Canterbury and Oxford Streets - and make better use of the land in the centre of this block, e.g. as a venue for the Lyttelton Farmer’s Market if its existing site ever becomes unavailable.</p> <p>This project is about encouraging building owners, developers and designers to integrate new linkages through the block and to incorporate rear courtyards into their rebuild plans. The project aims to investigate and address the following issues:</p> <ul style="list-style-type: none"> • Land ownership and tenure arrangements in the block bounded by London Street, Oxford Street, Norwich Quay and Canterbury Street. • With advice from Council’s legal team, determine the status of pedestrian walkways through the area, i.e. public easements over private lanes, private accessways or public accessways. • Urban design advice for the development of sites including ways to incorporate laneways, how to maximise active frontages and good interface to links and internal courtyards. <p>The development of laneways is encouraged to give people a choice of routes through the town centre, to create a variety of spaces and experiences, and to visually and physically connect up the town centre and the harbour. All laneways should be designed to maximise safety and personal security.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Ownership and legal status of walkways. • Landowners’ rebuilding plans • Any changes needed to the regulatory framework to protect existing lanes and encourage the growth of new ones. • The best way to disseminate information, e.g. a design guide. 		
Lead:	Council - Strategy and Planning Group		
Partner agencies/organisations:	<p>Council – City Environment and Capital Programme, Corporate Services and Regulation and Democracy Services Groups</p> <p>Landowners</p> <p>Lyttelton Harbour Business Association</p> <p>Community Board</p>		

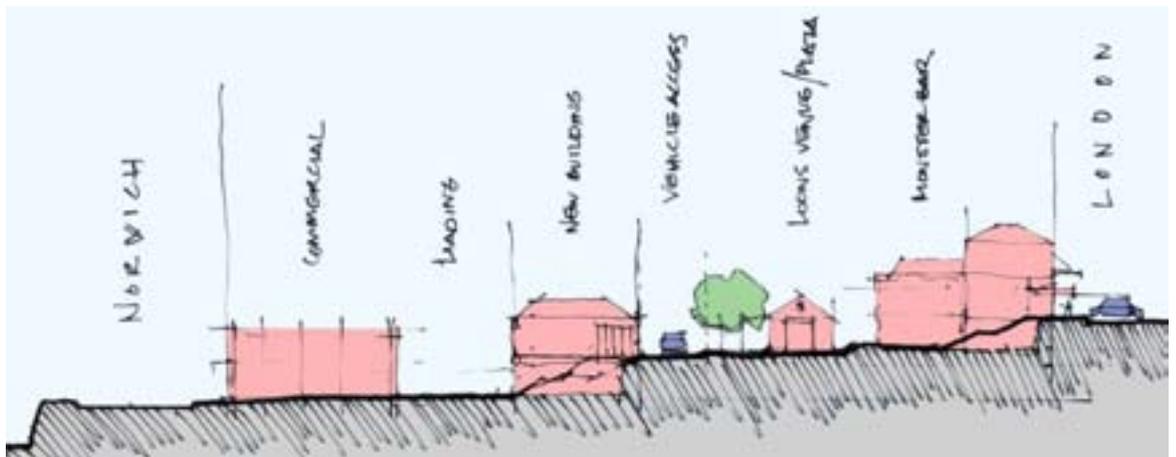
Below: The area behind the supermarket on London Street with potential for lanes and development



POSSIBLE LINKAGES



Cross-section (A-AA)

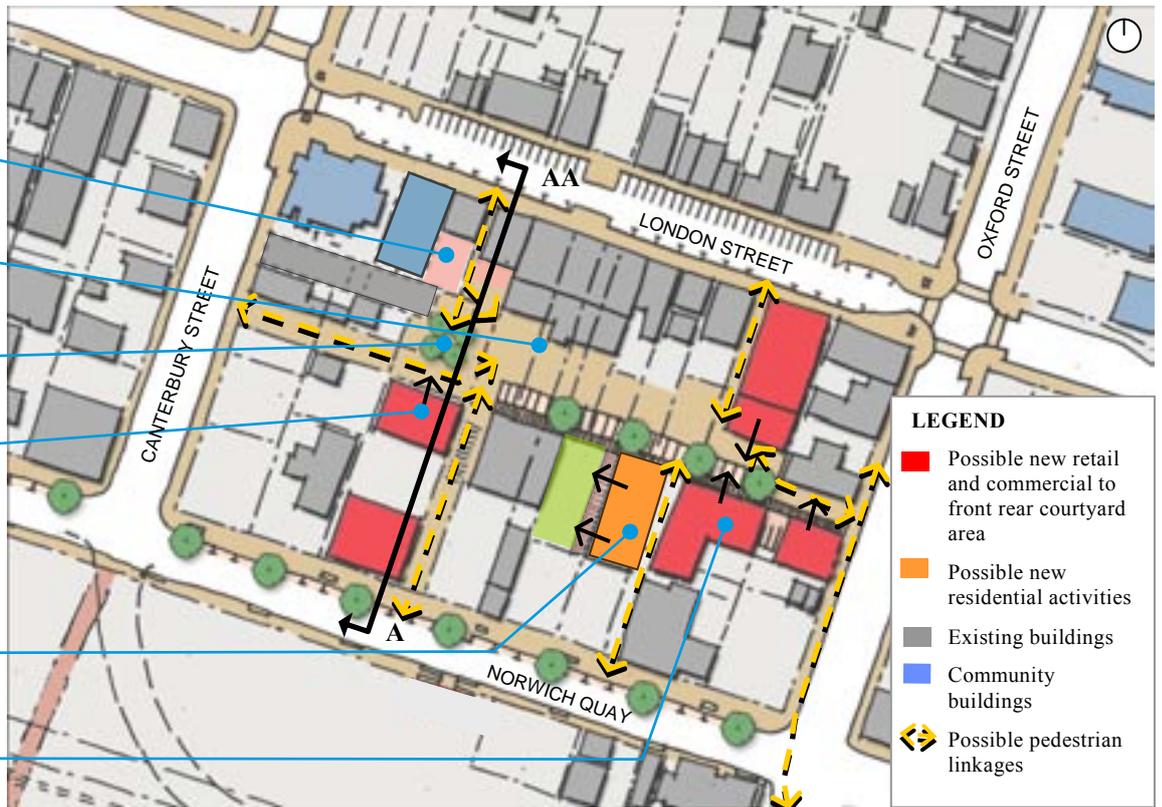


A

AA

Land use change and linkage possibilities

- Connect to existing terraces and courtyards
- Enhanced public open space for markets, events, outdoor dining, landscaping and servicing
- Possible Loons beer garden
- Possible commercial activity facing a lane
- Possible residential activity with private gardens
- Possible commercial activity facing a lane



LEGEND

- Possible new retail and commercial to front rear courtyard area
- Possible new residential activities
- Existing buildings
- Community buildings
- ↔ Possible pedestrian linkages



(M4) London Street public realm enhancements and public event opportunities

<p>Description of the project:</p>	<p>Investigate ways to provide public space/amenities along the street and ways to improve London Street’s functionality for public events.</p> <p>Options for consideration:</p> <ul style="list-style-type: none"> • Keep the existing parking arrangement in the short term considering the recent upgrade and look to provide amenity spaces along the street. • Investigate and identify ways to make it easier to close the street for public events. 		
<p>Rationale:</p>	<p>London Street is a place of many functions: it is an environment which encourages informal meetings; seating and small public spaces provide ‘pause’ spaces for people to sit, eat, and enjoy the sun; it is a place for shopping and commerce; and it is also a space used for events.</p> <p>To encourage a more people-friendly, vibrant and safe town centre environment, changes to London Street may be necessary in the future to increase spaces and amenities for pedestrians and to create a more community-focussed street environment. It also looks for ways to improve the functionality of London Street for public events through surface treatments or control features such as removable bollards.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Construction:</p> <ul style="list-style-type: none"> • Initial restoration of any damaged paving for safety. <p>Approval for short term public event and amenity improvements:</p> <ul style="list-style-type: none"> • Consultation. • Detailed design. • Funding. <p>Construction</p> <ul style="list-style-type: none"> • Amenity improvements. 	<p>Investigate longer term London Street enhancement options:</p> <ul style="list-style-type: none"> • Feed in the results of the parking survey (Action (M5)). • Investigate stormwater drainage options. • Prepare concept options. <p>Approvals:</p> <ul style="list-style-type: none"> • Detailed design. • Funding. • Consultation. <p>Construction</p> <ul style="list-style-type: none"> • Street enhancements. 	
<p>Lead:</p>	<p>Council - Capital Programme Group</p>		
<p>Partner agencies/organisations:</p>	<p>Council—City Environment Group Property and business owners Lyttelton Harbour Business Association Local community Community Board</p>		

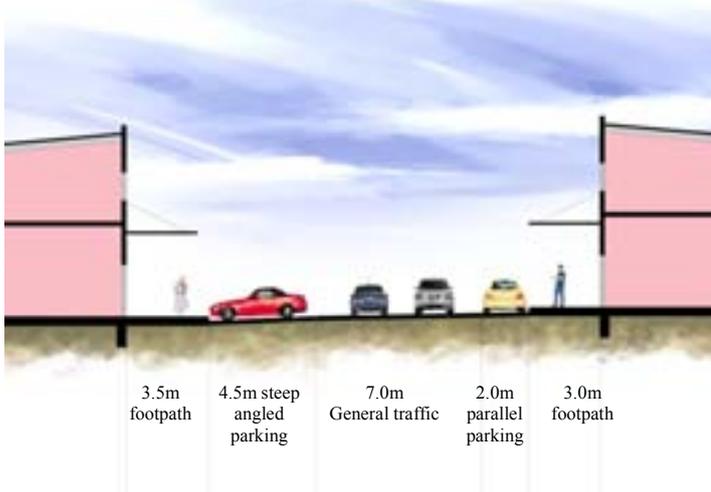
LONDON STREET (existing)



POSSIBLE SHORT TERM CHANGES

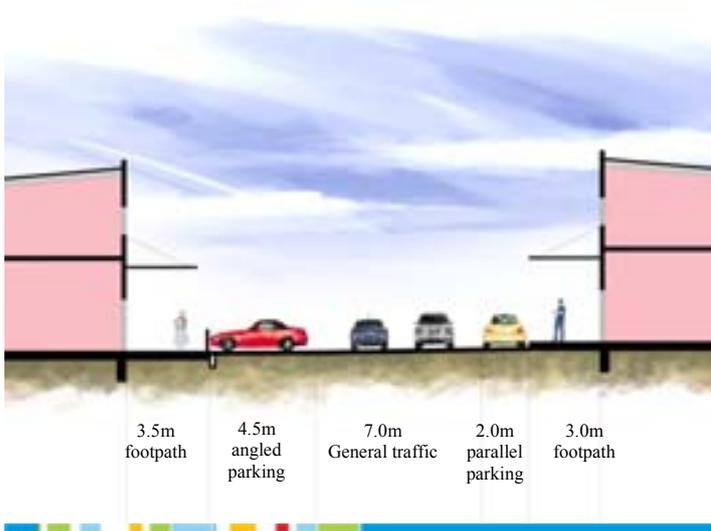
Street cross-section (existing)

Existing layout with steep angle parking on south side



Street cross-section (possible change)

Minor changes to angle parking to flatten the street including slot drainage and bollard delineation between footpath and parking on south side



Key considerations:

- Rest areas are located at both ends of the street (west - outside the Library and the former Volcano café; east - outside the chemist), and mid-block (in front of the supermarket and former Harbourlight Theatre).
- The street falls from the north to south.
- The angled parking on the southern side of the street requires a substantial amount of road carriageway to provide enough space for vehicles to back out. Drivers need to partially reverse into the oncoming travel lane when making a manoeuvre.
- Events are run which close the street, e.g. the annual Harbour Festival of Lights.
- The southern side of the street receives the most sunlight.
- Parking serves as a buffer for pedestrians between the travel lane and the footpath.
- Areas of parallel parking, the tightening of the kerb at both ends of the street and the public space mid-block helps to slow the movement of traffic and aids pedestrian crossing.

Explanation:

Given the fairly even spread of preferences for the enhancement options, at this stage of Lyttelton’s recovery a minor change to the south side of the street would provide a less disruptive and more pleasant and usable pedestrian area while still maintaining all the existing parking. This would involve the replacement of the existing kerb and channel with a grated slot drainage detail to allow the street surface to be raised to the level of the footpath. This would remove the severe steepness of the cross slope along the full length of the south side of London Street where some parallel but mostly angle parking presently exists. Bollards and veranda posts would provide delineation between parking and footpath. Only minimum surfacing replacement on the carriageway would be needed to achieve this.

Community feedback identified a desire for more public and event space while retaining existing parking. Consideration could be given to the design of platforms and the installation of removable or pop-up bollards at each end of the block (Oxford and Canterbury Streets) to allow for the closure of this section of London Street when events are held. This design would provide a more user-friendly and flatter surface with continuity onto the adjacent footpath. The cost of this work would be minimal compared to reconstructing the whole street again.

The possible change allows for the assessment of future use and activities without an overall change to the environment that existed pre-earthquake, while also allowing the community to see how a pedestrian precinct on this block may work with future improvements, streetscape beautification and parking changes.

(M5) Parking investigations

Description of the project:	Identify opportunities to maximise on-street parking by provision and time management in the town centre and surrounding streets. This project seeks to review car parking standards in the Proposed Banks Peninsula District Plan to support development, but reduce the impact of any shortfalls in on-street parking and encourage travel demand measures and site-specific travel plans.		
Rationale:	<p>There is a perception amongst the community that there is not enough parking in the centre and that short-stay parking on London Street is being used by all-day parkers. This is also an identified concern of London Street business owners. During the upgrade of London Street many business owners were vocal about the effects of reduced on-street parking provision.</p> <p>Parking has particular relevance to town centres and is a critical factor in the viability of street-based local retailing.</p> <p>In Lyttelton, less mobile members of the community (including the growing older adult (60+ year) demographic group) are particularly affected by parking shortfalls and need convenient spaces within an easy walk to shops (not on steep streets) as many are unable to physically walk or carry their shopping very far.</p> <p>By understanding how existing car parking spaces are utilised, a Parking Management Strategy can be developed for the commercial core and the surrounding area, events parking, and the provision of car parking through redevelopments. This should include:</p> <ul style="list-style-type: none"> • A review of parking provisions in the District Plan (see Action (B1)). • Investigation into the need for a multi-storey parking structure in the township. • A move to support any changes with travel demand measures and site-specific travel plans. • Investigation into parking which serves the Harbour communities (especially in proximity to the ferry terminal). 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Review car parking standards in the District Plan. 	<p>Investigate:</p> <ul style="list-style-type: none"> • Undertake a parking occupancy and travel demand survey. • Report on findings and determine the best course of action. • Prepare a Parking Management Strategy. • Encourage the use of green travel planning to help reduce car use. <p>Approvals:</p> <ul style="list-style-type: none"> • Funding. • Consultation. 	
Lead:	Council – City Environment Group		
Partner agencies/organisations:	Local retailers Lyttelton Harbour Business Association Community Board		

(M6) Access to and from Lyttelton

Description of the project:	Investigate and identify long term strategies to retain and improve access to and from Lyttelton during emergency events, and also everyday access by all modes.		
Rationale:	<p>In the February and June 2011 earthquake events, existing land transportation routes to Lyttelton (including the main State Highway 74) were subject to major vulnerabilities such as rockfalls and land instability.</p> <p>For a period after the February earthquake, both State Highway 74/Lyttelton Tunnel, Sumner Road and Evans Pass Road were closed. The latter remains closed. Rockfall risk at Rapaki on the Harbour route between Lyttelton and Governors Bay was high. Dyers Pass also had a high risk of rock fall. Consequently, access to Lyttelton was severely reduced and alternative routes such as the Bridle Path became very important. Access to Lyttelton and the Port are also considered as part of the city-wide recovery planning as well as longer term strategic planning, such as the Christchurch Transport Plan.</p> <p>The second part of this project is about ensuring and maximising everyday access for the Lyttelton community (both current and future) and for all modes of transport, including water-based.</p> <p>It is critical all existing and future infrastructure is resilient in emergency events.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Route security in emergency, particularly earthquake, events • Scenarios around future access needs for all modes. This includes: the implications of the permanent closure of Evans Pass for Lyttelton and the harbour basin; the post-earthquake public transport provision both to and from Lyttelton to ensure it is meeting local needs; and lack of a service station. • Agree on the best course of action 		
Lead:	Council - Strategy and Planning Group		
Partner agencies/organisations:	<p>Council - City Environment Group NZTA Lyttelton Port of Christchurch Trucking agencies Cycle and walking groups Service station providers</p>		



Appendix 3: Natural environment actions

OPEN SPACE ANALYSIS

- Lyttelton Anglican Cemetery:** Access to west, small seating area in the centre, views to Harbour, very steep terrain.
- Lyttelton Cemetery:** Two east - west accessways (steps), views to the Harbour, very steep terrain.
- The Grassy – Main School:** Off Oxford Street, small 'local park', jointly managed by the Council and Ministry of Education.
- Baden Norris Reserve:** Small walkway, steep slope to south, not accessible.
- Uramau Reserve:** Good under planting, informal walk tracks.
- Sutton Reserve:** Access issues over Norwich Quay.
- War Memorial Cenotaph Site:** Poor access across Simeon Quay limits usability.
- Whakaraupo Reserve:** Bridle Path walkway access, private property adjacent.



Explanation:

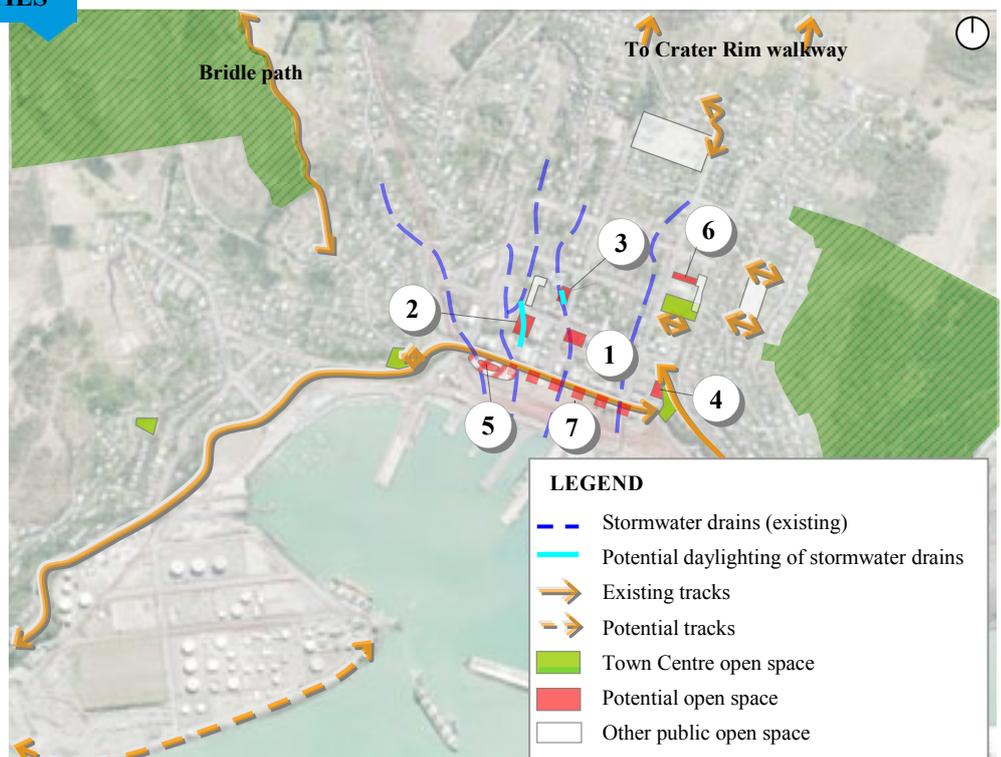
The largest open space assets within the township (excluding the two hillside reserves) are: the two cemeteries, the Ministry of Education-owned playing field (the Grassy) and the Oxford Street Reserve. Given cemeteries do not offer any real recreation opportunities aside from some seating, and the Ministry of Education-owned playing field (The Grassy) is not a formal designated park under the control of the Council, meaning it could be sold or disposed of at any time, Lyttelton is underprovided for in terms of open space. The usability of spaces across the township is limited by the size of spaces, internal amenities, topography, traffic conditions and access provision.

A note on the wider context:

Lyttelton township is part of a sub-regional landscape which includes the harbour basin and connections to Otamahua/Quail Island and Orton Bradley Park, amongst many others. Although beyond the scope of this Master Plan there is an identified need for a comprehensive review of public land and linkages from the township into the surrounding hills, including its management and upgrade priorities post-earthquake. Lyttelton's natural terrain (sloping hillsides) and views to the harbour are a unique feature within the Christchurch experience. Visual links will be addressed in amendments to the District Plan provisions and through design and character guidance.

FUTURE OPEN SPACE POSSIBILITIES

- Potential open space **above the combined Library/Service centre** - offers great views.
- Potential open space **south of London Street west** is dependant on Council acquisition - could run new stormwater drainage through the open space.
- New **civic square** is dependant on Council acquisition of a suitable site. If former Ground site, could run new stormwater drainage through the open space.
- Donald Street** - develop Council-owned land into a shared space. Incorporate old brick wall (red brick) and sculpture.
- Ohinehou Village.** Site of the original pre-European Māori settlement.
- Open space **north of Memorial Pool.** Council-owned land has the potential to open up and create a neighbourhood park during non-pool operations. Maintain links to pool and community gardens.
- Norwich Quay** - along Norwich Quay depict Tangata Whenua history, European settlement through to present day Lyttelton via interpretive panels.



(N1) A new civic square

<p>Description of the project:</p>	<p>Find a site for a civic square close to the commercial area for community gathering, socialising and recreation. The location should leverage off activity generated on London Street and be of sufficient size to encompass several unique design interventions, including:</p> <ul style="list-style-type: none"> • Relocation of the cenotaph from its present position on Simeon Quay <u>if</u> this is identified as the preferred location (refer to action C5) and can, through sensitive location and design, accommodate both the cenotaph and a playground. • Space for an imaginative state-of-the art playground (refer to action C4). • Public toilet (refer to action C4). • Innovative water play. • Possible day-lighting of a section of historic barrel stormwater drain. • The creation of a strong relationship with existing community facilities and future businesses. <p>The square is expected, in time, to be supported by cafés, restaurants and other complementary activities as cleared sites in the centre are rebuilt. Depending on its size, it could also be a venue for the Lyttelton Farmers’ Market if its existing site ever becomes unavailable.</p>		
<p>Rationale:</p>	<p>Lyttelton lacks a centrally located civic area for residents to rest and relax in close proximity to town centre amenities. A new public space could facilitate easier linkages to community services and the town centre core. It could also be appropriate as a new location for the War Memorial Cenotaph after further investigations take place. Refer also to action C4 and C5.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Enter discussions with land owners of possible sites. • Concept designs for possible sites. <p>Approvals:</p> <ul style="list-style-type: none"> • Consultation. • Any required property acquisition. • Detailed design of civic square in a style and with materials consistent with Lyttelton’s character and identity. • Amendments to the District Plan to encourage active frontages onto the civic square. 	<p>Construction</p> <p>Upgrade and refurbishment of the Lyttelton Recreation Centre.</p>	
<p>Lead:</p>	<p>Council - City Environment Group</p>		
<p>Partner agencies/organisations:</p>	<p>Council - Capital Programme Group Landowners Returned Services Association Club Inc. Safer Christchurch Community Community Board</p>		

Below: Example of a civic area with interactive reflection pond (Image source: unknown)



Below: Brick barrel day-lighting (Image source: Christchurch City Council)



POSSIBLE CIVIC SQUARE CONCEPT



One possible location for a civic square is 44 London Street. This site is currently privately owned (previously occupied by Ground) and would require acquisition of either the entire property (as shown by the red dotted boundary) or a portion thereof (yellow dotted areas).

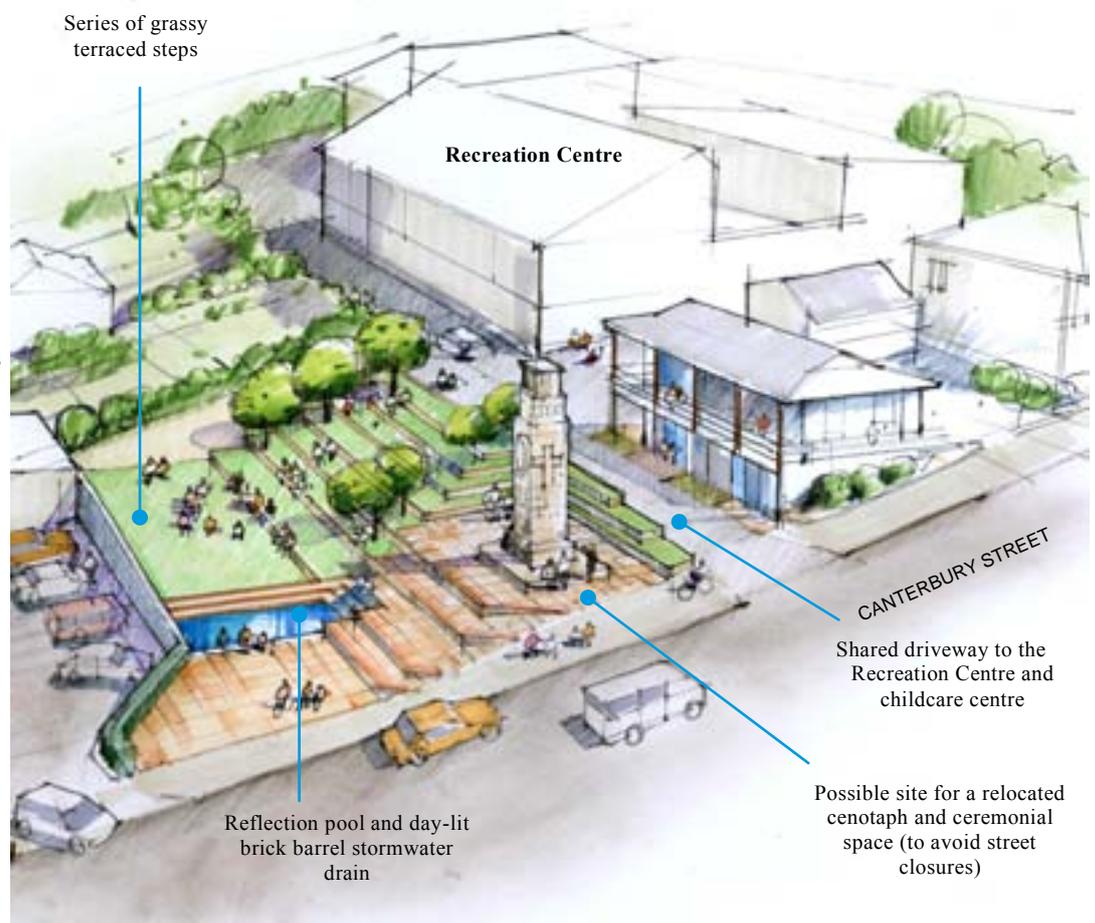
Acquisition considerations include:

- The cost of acquisition.
- The cost-benefit of having employment and retail generating uses on the London Street frontage vs. open space.
- Compatibility and space requirements of possible elements that could co-locate in civic square e.g. playground, cenotaph, etc.
- The usability of the site for civic activities i.e. flatter areas vs. sloping areas.

Note: These sketches are depicted on private land and are subject to an agreement being reached with landowners. The location and on-site development may vary to that shown.

Opportunities associated with this site include:

- Provides a physical and visual connection between Winchester Street/ Canterbury Street and London Street community services and facilities.
- It is close to the commercial area and does not occupy core business land.
- Captures the north sun and is reasonably protected from the wind.
- The site size and slope provides opportunities for views, terracing, some flat ground and accommodation of all potential activities, particularly if extended to front London Street.
- Would not spread parks and their users too thinly throughout Lyttelton/ compromise users' sense of personal security.
- It has historic barrel stormwater drains underneath it.
- It is in reasonable proximity to residential activities further up Canterbury Street.



Artist's impression only, based on partial acquisition of 44 London Street only.

(N2) Pool garden off-season access

Description of the project:	Fence the land to the north of the Norman Kirk Memorial Pool (at 56 Oxford Street) for independent free off-season use by the community. Look to develop a recreation area where locals can relax and recreate. This location could include trees, seating, shelter and a coin operated public BBQ which links to the existing community garden and The Grassy. The design should incorporate Crime Prevention Through Environmental Design (CPTED) principles to discourage anti-social behaviour. In the medium term a concept plan should be prepared for the whole precinct (including the Project Lyttelton and the community garden site, swimming pool, rose garden, playground and gaol cell block).		
Rationale:	Lyttelton could benefit from having more flat useable open spaces in and around the town centre. There is a small grassed space next to the swimming pool but this is only accessible to paying patrons of the pool when the complex is operating during summer months. For a large portion of the year this pocket park is not used. Enabling all year round access is a quick-win opportunity for the community. It could also connect to the community garden managed by Project Lyttelton.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> Lease and ownership arrangements on surrounding land. Operational requirements of the pool and Project Lyttelton. Concept design. 	Approvals: <ul style="list-style-type: none"> Funding. Detailed design. Construction Investigate: <ul style="list-style-type: none"> Prepare a precinct plan. 	Investigate provision for covering of the pool.
Lead:	Council – City Environment Group		
Partner agencies/organisations:	Council – Community Services and Capital Programme Groups Project Lyttelton Community Board Community		

POOL GARDEN (existing)



Existing pool and environs

POSSIBLE POOL GARDEN CONCEPT



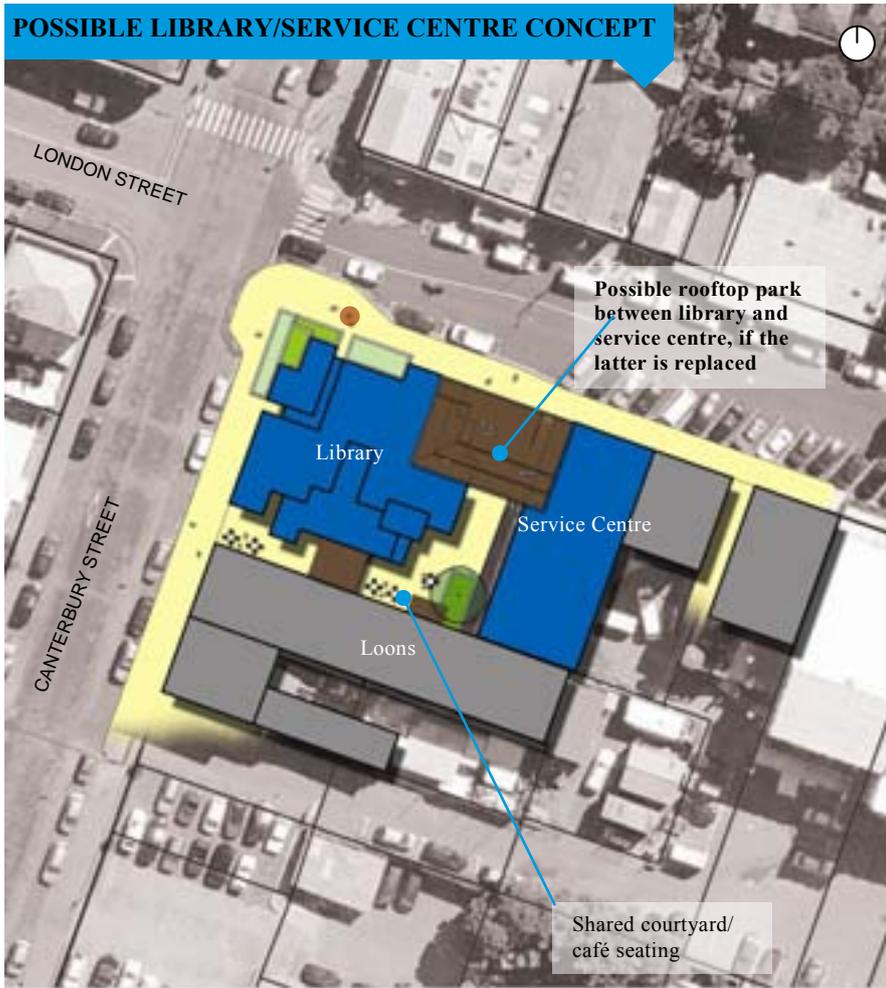
(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre

Description of the project:	Investigate the ability to construct a rooftop park between, or on a combined, Lyttelton Library and Service Centre (with ramp and/or step access externally from London Street) to provide a rooftop public space.		
Rationale:	<p>The topography and orientation of the Lyttelton township means harbour views are found in one direction (to the south) and the sun is in another (to the north). To access both sun and views, up to this point people have needed to pay to occupy the courtyards or indoor spaces of private restaurants and bars.</p> <p>A public rooftop park between, or on a combined, Lyttelton Library and Service Centre provides the following opportunities:</p> <ul style="list-style-type: none"> • Enables free enjoyment of sun and views. • Has 360° views towards the Lyttelton Harbour, hills and London Street. • Creates diverse and additional gathering and meeting places central to the township. • The land and airspace is publicly owned and does not require any acquisition. • Is a sunny site (not shaded by buildings) which can capitalise on its northern aspect. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Architectural investigations on the structural requirements. • Consider the potential for utilising the Holy Trinity Church site on Winchester Street, subject to landowner agreement. • Paper to the Community Board and Council to progress with detailed design. <p>Approvals:</p> <ul style="list-style-type: none"> • Amendment of the District Plan to better signal that the private development of rooftop platforms is possible within the Town Centre Zone. <p>Note: Final use of the buildings are subject to a condition assessment and a report on the structural integrity of the facilities.</p>	<p>Approvals:</p> <ul style="list-style-type: none"> • Consultation. • Funding. • Detailed design. <p>Construction of the rooftop park.</p>	
Lead:	Council - Corporate Services Group		
Partner agencies/organisations:	Council - Community Services, City Environment and Capital Programmes Groups Community Board		



Existing library corner

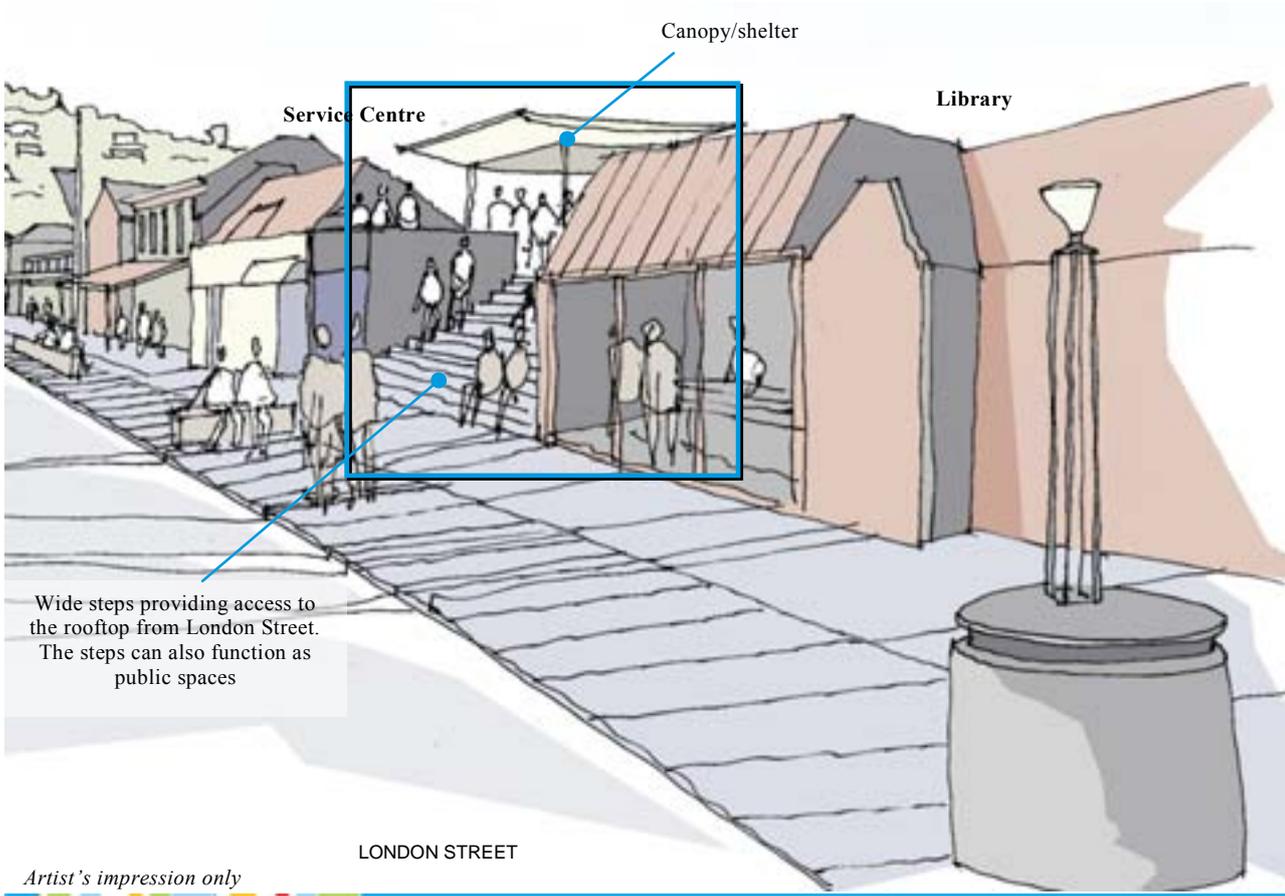
POSSIBLE LIBRARY/SERVICE CENTRE CONCEPT



Case study example: High Line Park, New York



Image source: Pocock Design:Environment Ltd



Artist's impression only

(N4) Head to Head Walkway

Description of the project:	Encourage the realisation of the Adderley Head to Godley Head walkway along Norwich Quay.		
Rationale:	<p>The Head to Head Walkway proposal around the Lyttelton Harbour and its coastal communities has broad support. Much of the route already exists around Lyttelton township, including a section from Naval Point to Pony Point at Cass Bay. Where possible, outstanding sections will be developed for shared use by walkers, cyclists and even horses in some areas, depending on the terrain and width of the track able to be built. The Norwich Quay section could also be used by people on roller blades, etc.</p> <p>The project seeks to ensure the design of Norwich Quay protects long term aspirations to enable the realisation of this walkway. Project action M1 of this Master Plan looks to provide a wide walkway and a series of public spaces on the south edge of Norwich Quay. Interpretation panels placed along this section of route should have a consistent ‘Head to Head Walkway’ design theme.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:		<p>Investigate:</p> <ul style="list-style-type: none"> Ways to incorporate Head to Head aspirations into long term Norwich Quay detailed designs. 	<p>Construction:</p> <ul style="list-style-type: none"> Development of the Head to Head Walkway; those parts of the walkway required to provide connectivity through Lyttelton with existing walkways at the very least.
Lead:	Council - Capital Programme Group		
Partner agencies/organisations:	<p>Council - City Environment Group NZTA Lyttelton Port of Christchurch Walking and cycling groups Community Board Harbour Arts Collective DOC</p>		

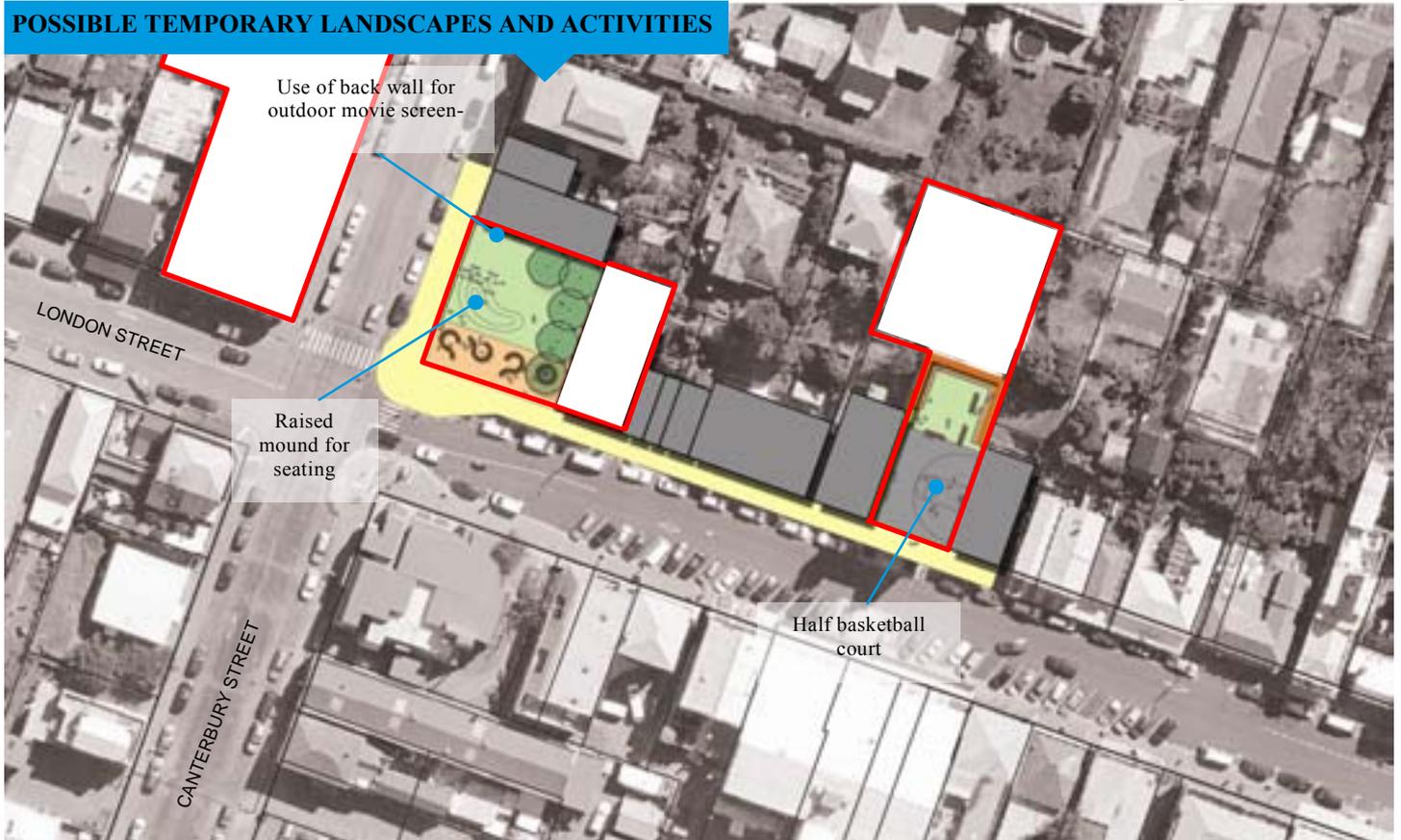
The proposed 2-3 day Head to Head Walkway route around the coastline.



(N5) Temporary landscapes

Description of the project:	<p>A collaborative project between post-earthquake organisations including Greening the Rubble (under the umbrella of Living Streets Aotearoa), property owners and the wider community in Lyttelton to create a number of temporary, landscaped public spaces (both active and passive) on prominent commercial sites in the area where buildings have been demolished and the site levelled post-earthquake. Selected sites are used for innovative landscape designs and community resources are harnessed during construction.</p> <p>At the termination of the License To Occupy agreements, sites are returned to owners for re-development. Elements such as tree planters, lawn and public furniture are then re-sited to other project sites around the city.</p>			
Rationale:	<p>Lyttelton lost much of its continuous frontage of shops on both sides of London Street following the earthquakes. Many of these sites have now been cleared and are subject to pending negotiations and decisions regarding their future use being made by insurers, owners, the Council and other agencies. An opportunity exists in the short term for ‘urban acupuncture’ - undertaking temporary landscaping and activities on cleared sites via the funded Make-SHIFT initiative with Greening the Rubble.</p> <p>Not only do ‘greened’ public sites act as a magnet for the community and visitors, they are also good for local morale, add to the vitality of the area and are a sign of things happening. Making use of vacant sites for innovative and quirky ideas celebrates the resilience, diversity and creativity of people. Vacant sites could also temporarily accommodate the Lyttelton Famers’ Market if required.</p>			
Timeframe:	Immediate/Short term	Medium term	Long term	
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Advise Gap Filler and Greening the Rubble of the activities and locations suggested for temporary landscapes. Complete a stocktake of all cleared sites and owner’s rebuilding intentions/timeframes. <p>Approvals:</p> <ul style="list-style-type: none"> Select available sites, agree on terms, draw up licenses to occupy the sites, working with the private landowners. Produce landscape concept plans. Source resources, materials and volunteers. <p>Construction:</p> <ul style="list-style-type: none"> Build. 		Provision of ongoing funding to Gap Filler and Greening the Rubble.	
Lead:	Greening the Rubble Gap Filler			
Partner agencies/organisations:	Council - Capital Programme Group Landowners Local design community Business sponsors Community Harbour Arts Collective Project Lyttelton			

POSSIBLE TEMPORARY LANDSCAPES AND ACTIVITIES



Types of activities which could be accommodated temporarily on cleared sites:



(N6) Local landscape and heritage interpretation

<p>Description of the project:</p>	<p>Create uniquely Lyttelton public spaces that give attention to the area’s special history, identity and features via landscaping, public art, interpretation and signage. For example:</p> <ul style="list-style-type: none"> • Tell the story of the red scoria stone walls which were constructed by hard labour gangs and prisoners from Parihaka. Find ways to re-use the red stone for street furniture or incorporate into new gathering spaces in innovative ways. • Place interpretative plaques in standing stone walls and on the front of new buildings to depict what used to be there pre-earthquake. • Explore the Port town and its maritime history including the arrival of immigrant ships in the 1850s, the opening of New Zealand’s first telegraph and the world’s first road tunnel through volcanic rock. In 1964. • Celebrate the bounty of the Harbour, including its name Te Whaka-raupo (the harbour of bullrush reeds), through the interpretation of indigenous flora and fauna. <p>This project is also about providing for the continued operation of the Lyttelton Museum as its former building has been demolished. A new building (either on its former site at 2 Gladstone Quay or somewhere else in the township) should be designed to meet the needs of the collection and visitors to the Museum.</p>		
<p>Rationale:</p>	<p>Celebrating Lyttelton’s heritage is about creating opportunities for people to connect with the stories and people of the place. It is about improving Lyttelton’s legibility and finding ways to strengthen its identity. Providing memories of the buildings and activities that stood in the town will be critical to re-kindling a post-demolition sense of place in the town centre.</p> <p>The Lyttelton Museum has been a valued part of the Lyttelton community for many years, regularly hosting school and other groups, in addition to tourists and locals. The Committee of the Lyttelton Historical Museum Society would like the Museum to be re-housed on its former site and incorporated into the Donald Street arts precinct (Actions (E4) and (C7)).</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Investigate the need to prepare a Lyttelton landscape and heritage design guideline • Gather stories and information • Agree on a consistent interpretation approach for lost built fabric in the town centre • Locations and properties suitable for the Lyttelton Museum 	<p>Approvals:</p> <ul style="list-style-type: none"> • Funding to local organisations (e.g. Harbour Arts Collective, Project Lyttelton) for landscape interpretation projects • Detail design • Commissioning of signage/interpretative materials <p>Construction</p>	
<p>Lead:</p>	<p>Council - City Environment Group</p>		
<p>Partner agencies/organisations:</p>	<p>Council - Community Services and Capital Programme Groups Community Board Local historians and information, heritage and art organisations Community Landowners DOC Environment Canterbury</p>		

Public art, lighting and interpretation examples

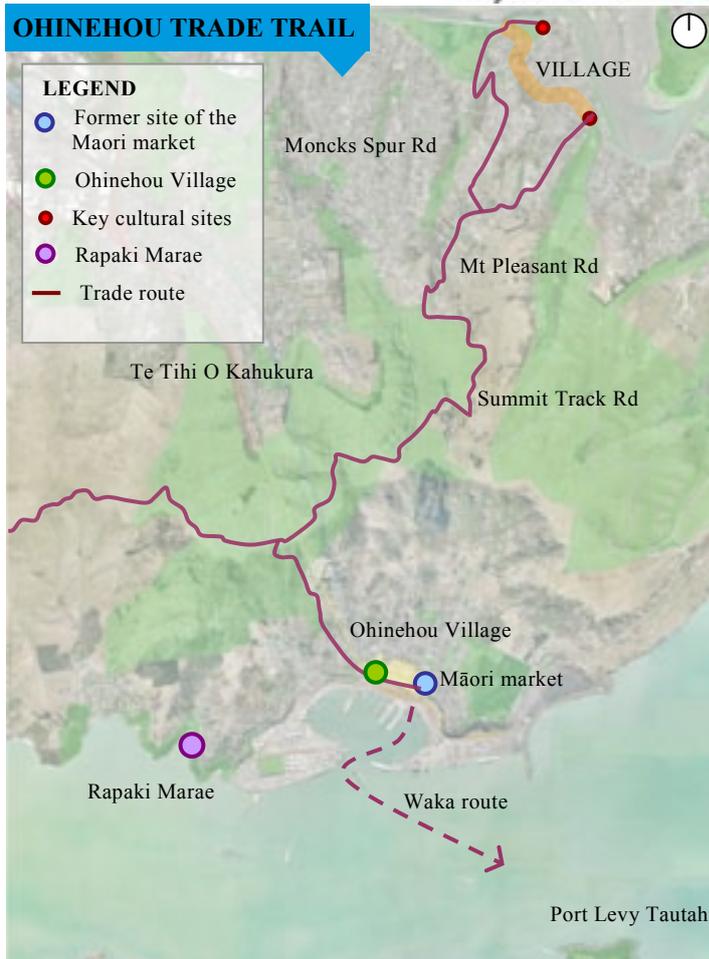


(N7) Interpretation of Tangata Whenua values

Description of the project:	In consultation with Te Hapū o Ngāti Wheke and the local community, acknowledge, identify and provide opportunities to reflect Māori culture in Lyttelton. This may include opportunities to learn about sites, routes and ecology of importance to Māori through public space and building design, arts, interpretation and signage.		
Rationale:	<p>Māori have been living in the Lyttelton Harbour area for centuries. Tribal traditions record the ancestral migration waka Tākitimu sailing into the harbour in the 14th century. Today, 9.3% of Lyttelton's population identify with the Māori ethnic group (higher than in Christchurch City) (2006 Census data).</p> <p>Kaitiaki, designers and the Council play a key role in the development, articulation and sustainability of cultural landscapes. The Master Plan needs to pay respect to the connections and values of Te Hapū o Ngāti Wheke who hold mana whenua (traditional authority) over this area. Mana Whenua have a custodial responsibility for places of cultural significance as well as having a responsibility for all public spaces and spaces in private ownership, particularly where development may threaten the well-being of the wider environment¹.</p> <p>References to historical and contemporary culture should be embedded in the urban landscape. Look for the following opportunities:</p> <ul style="list-style-type: none"> • The use of design elements, motifs, symbols and structures which reference cultural history and Māori occupation e.g. through public art, material selection, signage and planting. • Site-specific interpretative responses in areas of particular significance to Tangata Whenua (like Ohinehou fishing village, the site of the Māori markets, the original foreshore, place names, etc). • In the design of buildings - contemporary Māori architecture. • Recognise Lyttelton's connection to the sea and land and consider a thematic approach to the interpretation of Māori and Pākehā heritage values. The themes of fishing, trade and trade routes, vessels (waka and ships) and viewshafts are common to both cultures. <p>Effective delivery is dependant on interagency and community collaboration. Any proposals need to be done in a manner complementary to the Lyttelton Museum.</p> <p>1. Te Aranga Maori Cultural Landscape Strategy (second ed), April 2008. Source: http://www.tearanga.maori.nz/</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Investigate the need to prepare a cultural landscape design guideline or strategy. • Establish with local Tangata Whenua an advisory group to provide input and advice on design proposals. 	<p>Investigate:</p> <ul style="list-style-type: none"> • Economic development opportunities. <p>Approvals:</p> <ul style="list-style-type: none"> • Funding to local organisations for project/s that acknowledge and maintain references to Lyttelton Harbour's pre-colonial past. 	
Lead:	Te Hapū o Ngāti Wheke Council - City Environment Group		
Partner agencies/organisations:	Council - Capital Programme Group Te Runanga o Te Hapū o Ngāti Wheke Community Community Board Local information, heritage and art organisations Christchurch and Canterbury Tourism Landowners Environment Canterbury DOC Ministry for Culture and Heritage		

An example of a project to boost recreation and tourism:

Lyttelton’s unique Māori history has the potential to be a tourist attraction and could become a potential source of economic advantage to the township. Increasingly people want a hands-on, culturally authentic experience. Consideration could be given to a guided Ohinehou Heritage Trade Trail between Lyttelton Harbour and Christchurch using land and sea based transport



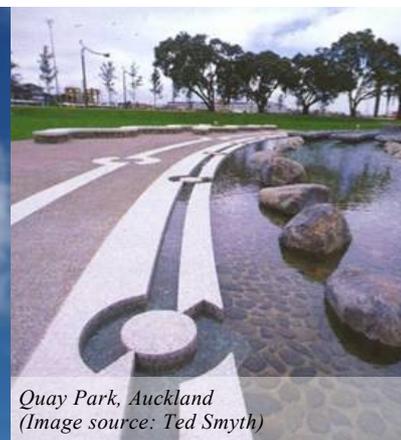
Examples of cultural interpretation in public open spaces elsewhere (these may not be appropriate for Lyttelton):



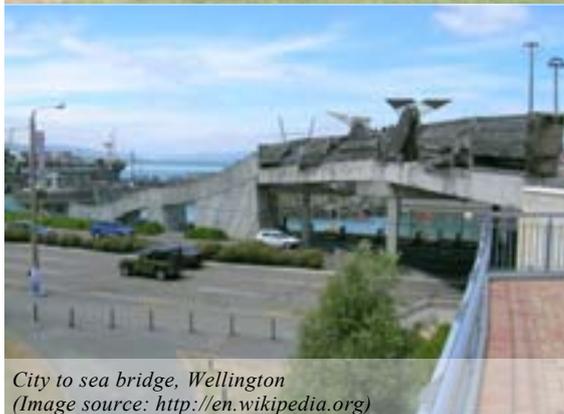
Sea grass sculpture Wellington Airport
(Image source: www.collaborativelandscape.org)



(Image source: www.maorilifestyles.blogspot.com)



Quay Park, Auckland
(Image source: Ted Smyth)



City to sea bridge, Wellington
(Image source: <http://en.wikipedia.org>)



Hihiaua Wave and Waka sculpture, Whangarei
(Image source: <http://richardstevens.co.nz>)



Millennium sculpture, Manukau
(Image source: Manukau Courier, 2008)

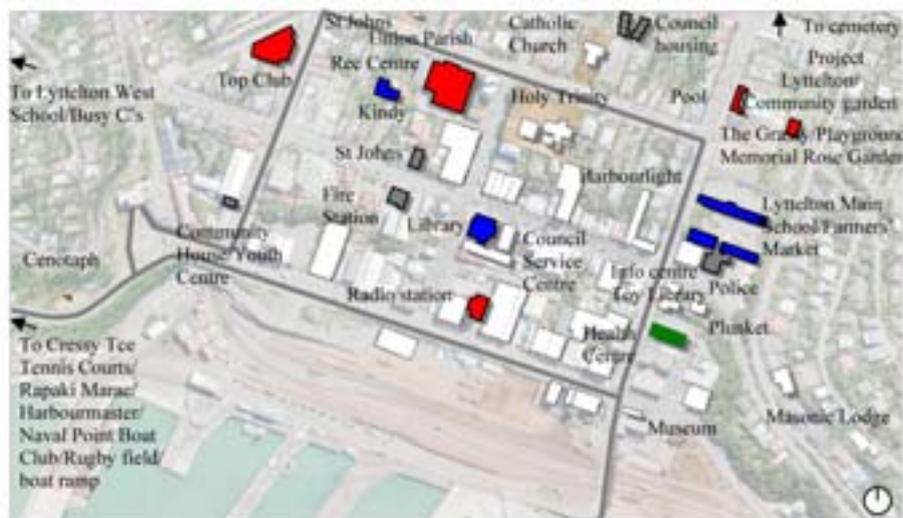
Appendix 4: Community well-being/culture and heritage actions

A STOCKTAKE OF EXISTING COMMUNITY FACILITIES AND SERVICES

Key: * = Venues available to community (#) = Approximate capacity of the venue Red text = earthquake affected building/displaced organisations or groups

<p>Leisure and recreation</p> <ul style="list-style-type: none"> Norman Kirk Memorial Pool (open summer). Lyttelton Sea Scouts. Lyttelton Combined Sports Rugby Club. Naval Point Yacht Club (200)*. Lyttelton Garden Club. Lyttelton Knitting Group. Lyttelton Recreation Centre: Gymnasium (300)*; Trinity Hall (120)*; Squash meeting room* (15); meeting room (25-50)*. Lyttelton Squash Club. Lyttelton Recreation Ground Reserve Management Committee. 	<p>Culture/heritage/arts</p> <ul style="list-style-type: none"> Lyttelton Harbour Arts Council. Crater Arts Collective. Harbour Light Theatre (demolished) (200)*. The Loons Club, Monster Bar, El Santo Porteno and Lyttelton Hotel. Numerous local artists, musician, performers. Lyttelton Museum Society. Wunderbar. Whakaraupo Carving Centre Trust. Grubb Cottage Heritage Trust. Lyttelton Gaol Trust. Torpedo Boat Museum. Norwich Quay Historic Precinct Society. Tug Lyttelton Preservation Society. 	<p>Active community</p> <ul style="list-style-type: none"> Project Lyttelton (15)*. Lyttelton Rotary. Lions Club. Lyttelton/Whakaraupo Harbour Issues Group. Tag Busters. Lyttelton Harbour Business Association. Combined (PTA) Lyttelton Schools. Safer Banks Peninsular. Community Trust. Neighbourhood Support Trust. Lyttelton Community Association Inc. Te Hapū o Ngāti Wheke. Unanimity No3 Masonic Lodge. Lyttelton Harbour Network. Lyttelton Farmers Market. Hibiscus Group.
<p>Education/information</p> <ul style="list-style-type: none"> Bay Harbour News. Lyttelton Harbour Information Centre. Volcano Community Radio. Lyttelton Information Resource Centre. Lyttelton Toy Library (temporarily operating out of the Recreation Centre). Lyttelton Main School. Lyttelton West School (240)*. Lyttelton Kindergarten. Busy C's preschool. Lyttelton Library. Lyttelton Service Centre. 	<p>Environment</p> <ul style="list-style-type: none"> Lyttelton Reserves Management Committee. Lyttelton Recreation Ground Management Committee. Lyttelton Community Garden. Lyttelton Environment Group. Lyttelton Harbour Landscape Protection Association. 	<p>Government assistance/emergency services</p> <ul style="list-style-type: none"> Timebank. Social Housing x 20 (CCC). Social Housing x 11 (HNZC). Fire Station (100)* limited availability. Cressy Trust. Lyttelton Community Water. Police. Coastguard Canterbury.
<p>Health</p> <ul style="list-style-type: none"> Lyttelton Plunket (temporarily operating out of the Health Centre). Lyttelton Pharmacy (+ post services) Lyttelton Health Centre. 	<p>Community houses</p> <ul style="list-style-type: none"> Lyttelton Community House. Lyttelton Harbour Basin Youth Centre. Rapaki Marae. Lyttelton Club (100+)*. 	<p>Religious</p> <ul style="list-style-type: none"> Holy Trinity Anglican Church. Lyttelton Union Church (150)*. St Joseph Catholic Church. Association of Anglican Women.

COMMUNITY INFRASTRUCTURE



(C1) Improved utilisation of the Lyttelton Recreation Centre

Description of the project:	<p>Converting squash courts to multi-use spaces and development of a fitness centre.</p> <p>Investigate the re-configuration of the squash courts at the Council-owned Lyttelton Recreation Centre on Winchester Street for multi-use community space:</p> <ul style="list-style-type: none"> • A meeting room for 30-50 people. • A fitness centre (for class type activities, gym equipment and a climbing wall, etc). • A temporary theatre for movie projections. <p>Note: Any interventions need to be aligned with Civil Defence objectives.</p>		
Rationale:	<p><u>Meeting room:</u> Analysis of community facilities that have sustained damaged in the earthquakes, and facilities that have remained operational and/or have taken on new roles to accommodate displaced groups, reveals a need for more mid-sized community meeting spaces. While Lyttelton does have some venues capable of accommodating 30-50 people (e.g. the Trinity Hall at the Recreation Centre) the full booking schedule with regular hirers makes it challenging to find free time for other groups.</p> <p><u>Fitness centre:</u> An aging population and other demographic, lifestyle and income trends is changing the recreational demand and interest profile in the Lyttelton community. Generally speaking, people are looking for more flexible recreation and leisure options which fit in with other demands on their time. They are participating in recreation activities to older ages, participative and contact sports are on the decline, and there is more demand for less active recreation pursuits and facilities. It is important that recreation facilities in Lyttelton meet the needs and expectations of present and future users.</p> <p><u>Temporary theatre:</u> With the temporary and/or permanent loss of the Harbourlight Theatre and other performance venues in Lyttelton such as The Loons, there is a short term gap in entertainment and function spaces for hire for live theatre, performance, exhibition and movie showings.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Architectural investigations to scope the requirements of internal additions and alterations. • Review the programming and scheduling of room hire to check for other efficiencies. • Define and consult with particular community groups. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Consultation. • Funding for a multi-purpose upgrade and refurbishment of the Recreation Centre. • Detailed design and funding. <p>Construction</p> <p>Note: Final use of the building is subject to a condition assessment and a report on the structural integrity of the facility.</p>	
Lead:	Council – Community Services Group		
Partner agencies/organisations:	<p>Council - Capital Programme Group Lyttelton Squash Club Community groups who use facilities for hire Community Community Board</p>		

(C2) Alternative use of a Council property on Canterbury Street

Description of the project:	Convert the Council-owned rental property at 27 Canterbury Street to a community function. Consider its use as temporary accommodation for Plunket, the toy library and playgroup.		
Rationale:	<p>Given the loss of community facilities within Lyttelton, the Council wants to make sure that its land and property assets in the centre are being used to support the community in the best way possible. This means that they need to house the highest and best use activities, be accessible and appropriate for the delivery of effective services.</p> <p>The Council has questioned the need to retain the two-level dwelling at number 27 Canterbury Street (adjacent to the Recreation Centre) as a privately leased property. Since the Lyttelton Plunket Room in Sumner Road (which housed Plunket, a Plunket nurse, toy library, a play group and a young mothers group) was severely damaged in the earthquake, re-housing these important family-focussed community services in acceptable interim (or longer term) accommodation would be beneficial. Plunket is currently operating out of a temporary space at the Health Centre and the playgroup, young mothers group and toy library meet at the Recreation Centre.</p> <p>The existing Plunket building has large diagonal cracks along its brick walls and the roof tiles have either been displaced or have fallen through the roof. The cost of repair is likely to be over the sum insured. As such the Council needs to make a decision whether or not to go ahead with rebuilding a shared facility for Plunket services and the toy library.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Alongside Plunket, the Toy Library and playgroup, discuss their functional and operational requirements. Architectural investigations to scope additions and alterations required to the residential property. Lease agreements. <p>Approvals:</p> <ul style="list-style-type: none"> Consultation. Detailed design and funding. Building/resource consent. <p>Construction</p> <p>Note: Final use of the building is subject to a condition assessment and a report on the structural integrity of the facility.</p>	<p>Include provision for the funding of its restoration/retention of the Plunket Rooms in the long term if possible.</p>	
Lead:	Council – Corporate Services Group		
Partner agencies/organisations:	Council – Community Services Group Lyttelton Plunket Lyttelton Toy Library Lyttelton Playgroup		

POSSIBLE RESPONSE



(C3) Combined Lyttelton Library and Service Centre redevelopment

Description of the project:	Enhance the use of the combined Lyttelton Library and Service Centre (basement and back offices). Consider outreach services - youth, music, art, older adult space, visitor information services and heritage possibilities.		
Rationale:	<p>In this post-earthquake era the focus is on doing more with less, and using resources more effectively.</p> <p>The Lyttelton Service Centre (which adjoins the Lyttelton Library on the corner of London and Canterbury Streets) suffered extensive damage and may not be replaced. In the meantime, Council-related services will continue to be provided at the Library, where the opportunity to create a ‘single front door’ to these community facilities can be pursued. This is about making the physical layout work for the two community facilities and providing a one-stop-shop for people to access information. Successful models exist elsewhere in New Zealand.</p> <p>Having accommodated the Service Centre, any potential to open up the Library’s underutilised basement area and back offices to support community activities (increasing community service presence and meeting spaces) should be explored. The Library already provides an important community focus, and its central location makes it an accessible and visible place highly suited to take on an expanded role.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Uses for the Library basement and back offices. • Architectural investigations to scope additions and alterations required. • Identify community organisations and government services which could be appropriately delivered in the Library and Service Centre. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Community engagement on possible Library basement utilisation. <p>Construct:</p> <ul style="list-style-type: none"> • Alternations to Library basement and back offices. <p>Note: Final use of the buildings is subject to a condition assessment and a report on the structural integrity of the facilities.</p>	
Lead:	Council – Corporate Services Group		
Partner agencies/organisations:	Council—Community Services Group Community Board Community organisations Community Trust responsible for the Lyttelton Harbour Information Centre		



(C4) New public amenities in the town centre

Description of the project:	Providing for new public amenities in the town centre, including an imaginative state-of-the-art children's playground and a second public toilet.		
Rationale:	<p><u>Playground</u></p> <p>The existing playground, next to the swimming pool and memorial rose garden, fulfils an important active recreational need for children in Lyttelton. There is a need for more play areas for families and teenagers which are of a high amenity, engaging, easily accessed and safe. The location should be within close proximity to the main street and existing community facilities and subject to passive surveillance.</p> <p>Modern playgrounds are interactive, provide enriching experiences to children and can be designed to showcase the identity and imagination of the community. For example playscapes can integrate with the natural environment or can feature play elements using recycled water or other sustainable design features. Universally designed playgrounds encourage inclusive play for children with disabilities, i.e. providing sensory experiences. A new playground could be an important resource for local children, but also attract more visiting families and young people. This helps to keep people in the centre (and spending) for longer. Subject to finding a suitable site, a possible location for an additional playground is the new civic square (see Action (N1)).</p> <p><u>Public toilet facility</u></p> <p>Public toilets are an essential convenience that enhance the town centre and make a centre more accessible and inclusive. The Lyttelton town centre has toilets in some public facilities, such as the Lyttelton Harbour Information Centre, Library and Recreation Centre. Access to them is however limited by hours of operation or temporary closure post-earthquakes. With the changing requirements of today's community and the desire to boost visitation in the centre, the community desires a more accessible public toilet at the western end of London Street. The Council has to be responsive to a range of current issues to do with public toilet provision. Toilets needs to be convenient, easy to find, safe, wheelchair accessible, barrier-free and have a quality design aesthetic.</p> <p>The project could engage the local artistic community to create a design statement toilet, drawing on Lyttelton's local history in the design.</p> <p>Possible locations for a new public toilet are in the vicinity of: i) the proposed civic square (Action (N1)); or ii) the combined Lyttelton Library and Service Centre redevelopment (Action (C3)). These are sensible locations given their proximity to attractions, existing or proposed, and because of their function as gathering spaces for members of the public.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • An appropriate site(s). • Formulate a design brief for artists (by way of a design competition for example). 	<p>Approvals:</p> <ul style="list-style-type: none"> • Funding. • Design competition and selection. <p>Construction</p>	
Lead:	Council – City Environment Group		
Partner agencies/organisations:	<p>Council—Capital Programme Group</p> <p>Community Board</p> <p>Local artists</p> <p>Community</p> <p>Safer Christchurch</p>		

(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement

<p>Description of the project:</p>	<p>Investigate a suitable location for the reinstated Lyttelton War Memorial cenotaph that addresses the limitations of its current location. The appropriate location should:</p> <ul style="list-style-type: none"> • Provide a setting and the space for commemorations. • Address accessibility issues. • Consider central locations and the potential for the cenotaph to be a focal point within the town. <p>Refer also to Action (N1).</p>		
<p>Rationale:</p>	<p>Historically the Lyttelton War Memorial cenotaph was located at the eastern end of London Street in the heart of Lyttelton. It was later relocated to its current location on Simeon Quay. This current location adjacent to an arterial road is difficult to access safely, isolating it from the community and visitors. For ANZAC Day commemorations the road has to be closed and space around the cenotaph is limited by the current layout of the reserve. During the February earthquake the cenotaph was damaged and has been deconstructed to make it safe. Before the cenotaph is repaired and reinstated, further investigation into the most appropriate location is required.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Identify all possible locations. • Liaise with affected community groups. <p>Approvals:</p> <ul style="list-style-type: none"> • Consultation. • Concept design. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Funding. • Detailed design. <p>Construction:</p> <ul style="list-style-type: none"> • Reinstatement. 	
<p>Lead:</p>	<p>Council – City Environment Group</p>		
<p>Partner agencies/organisations:</p>	<p>Council – Capital Programme Group Returned Services Association Club Inc. Community Community Board</p>		

Below: Historically the cenotaph used to be located in the heart of the centre at the eastern end of London Street (www.ccc.govt.nz)



Below: Today its location on Simeon Quay is compromised by heavy vehicle movements. At times it is difficult to access safely and requires the closure of roads during commemoration events (Christchurch City Libraries)



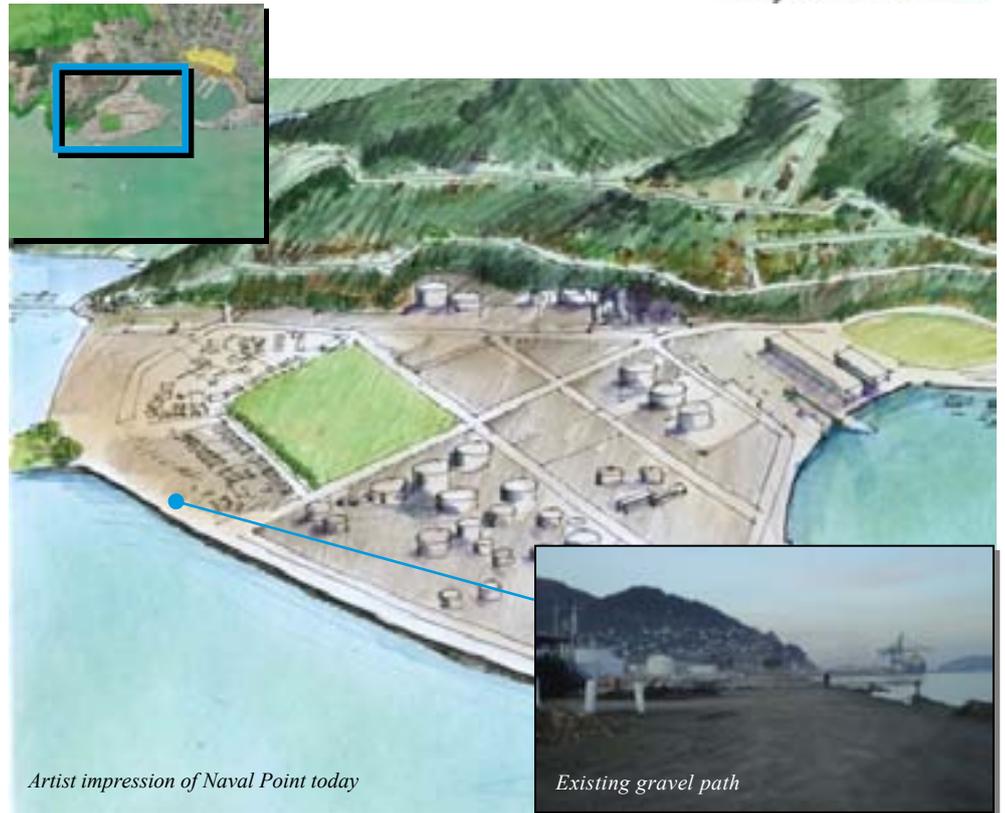
(C6) Naval Point redevelopment

Description of the project:	<p>This project looks to:</p> <ol style="list-style-type: none"> 1. Establish a working agreement with Lyttelton Port of Christchurch to provide pedestrian access along the harbour edge. 2. Seek funding for a separate Naval Point planning exercise in consultation with the groups that use the area. This will ensure any short term works can be combined with, and will not compromise the inner harbour design. Land and facility redevelopment opportunities will be addressed. 3. Seek funding for short term, quick win recreational development opportunities at Naval Point such as tree planting and footpath improvement opportunities. 		
Rationale:	<p>Although Naval Point is located outside of the town centre, it is home to a number of important community facilities and groups (many nautical-based) including the Naval Point Club, Lyttelton Sea Scouts, Coastguard Canterbury, Lyttelton Combined Sports Rugby Club, Lyttelton Recreation Ground, Te Waka Pounamu Waka Club and Torpedo Boat Museum.</p> <p>The Naval Point area would benefit from comprehensive redevelopment to form a more coordinated recreation space with better linkages to the water's edge, inner harbour and to the township. The reclaimed land is currently accessed via Godley Quay. Walking access to and around this area needs improvement - there are no footpaths in some areas and currently there is no walking access along the water's edge. The Lyttelton Port of Christchurch have expressed willingness to consider the re-organisation of land parcels around the sportsfield to create a better organised layout and to allow a public pathway along the foreshore (provided the future oil and gas terminal land is preserved). This would be a significant recreational gain for the community. This large area of land has great potential to enhance a 'green' Lyttelton. Consideration could be given to opportunities to soften this strongly industrial and somewhat desolate area with trees and other planting. Members of the community have expressed a desire for local initiatives such as the purchase, donation and planting of trees.</p> <p>Naval Point is one of the main locations for recreational boating and marine related activities in Christchurch. It is now Canterbury's only all tide yachting area. The Naval Point Club intends to develop a multi-use marine facility to service the future needs of its members and the communities of Lyttelton and Christchurch. It is recognised that the Club needs land-based facilities such as parking, boat storage, wash-down, rigging and haul out areas, as well as a breakwater and safe launching ramps which are protected from southerly waves. Any redevelopment of the area needs to be done to the betterment of the boating community and the wider public. The area needs to become a more integral part of what Lyttelton has to offer.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Approvals:</p> <ul style="list-style-type: none"> • Establish a working agreement between Christchurch City Council and the Lyttelton Port of Christchurch about the future of the Naval Point area. • Funding for separate planning in consultation with the groups that use the area in particular, so that any short term works can be combined with and are not at the expense of or compromise the inner harbour design. • Funding for short term works i.e. the limited but relatively fast, easy and inexpensive recreational development of Naval Point proposed through the above separate planning project. 		
Lead:	Council - City Environment Group Lyttelton Port of Christchurch		
Partner agencies/organisations:	Council - Capital Programme Group Naval Point Club Coastguard Canterbury Lyttelton Sea Scouts Lyttelton Combined Sports Rugby Club Lyttelton Recreation Ground Management Committee Community Board Community		

NAVAL POINT EXISTING

Key considerations

- The area is disorganised.
- Naval Point Club is growing, is an important Canterbury facility and is looking to redevelop. It has particular maintenance, storage, parking and activity needs.
- Both Coastguard Canterbury and Lyttelton Sea Scouts are specialised facilities which have particular needs. It is recognised that Sea Scouts is satisfied with their current location close to the sportsfield and launching facilities.
- Launching ramps are unprotected from southerly winds and swells.
- There are wider connections in the area including the ‘round the bays’ walking and cycling route and the future Head to Head Walkway.



FUTURE POSSIBILITIES

These concepts should be seen as a starting point for discussions. Any redevelopment plans at Naval Point require consultation, planning and technical input.



(C7) Donald Street arts precinct and art in the street

Description of the project:	<p>Create an informal area (possibly a shared space) for permanent and temporary displays of art in Donald Street. The street and surrounds could be designed to be used as an outdoor gallery space in conjunction with Saturday's Lyttelton Farmers' Market.</p> <p>Look for other opportunities to locate public art in streets and parks. Artwork should be planned and placed in public locations which have a high degree of activity and visibility. They should contribute to Lyttelton's identity and point of difference. Consideration should be given to both physical pieces (e.g. sculptures) and the use of digital media (e.g. projections) that make use of light.</p> <p>Refer also to Action (E4).</p>		
Rationale:	<p>Lyttelton's large artistic community needs opportunities for work and exposure of their work in public spaces and buildings. This action focuses on the public environment - the streets and open spaces that could be appropriate locations for artworks and interpretation.</p> <p>Artwork can help promote Lyttelton's artistic and cultural depth and foster its creative economy. Artwork is often a conversation piece and can help people connect with the identity of an area in thought-provoking ways. For example, Norwich Quay could provide a location for public art that references Ohinehou, the towns four ships, marine and Antarctic associations, etc.</p> <p>Public art should not be an after-thought or a space filler in streetscape or public space design. It should be carefully considered from the outset to create a richer public realm and visual landmarks.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Work in conjunction with the Harbour Arts Collective to investigate and establish an arts precinct if appropriate. • Consider the need for a Lyttelton public arts programme. • Future locations for artworks. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Funding. • Commission public artwork and tender to local artists. <p>Construction</p>	<p>Approvals:</p> <ul style="list-style-type: none"> • Funding. • Commission public artwork and tender to local artists. <p>Construction</p>
Lead:	Council - Strategy and Planning Group		
Partner agencies/organisations:	<p>Council - Corporate Services and Capital Programme Groups Local art organisations Lyttelton Historic Museum Society Landowners Local community Te Runanga o Te Hapū o Ngāti Wheke</p>		

(C8) Performance/film venue

Description of the project:	Support the community in its endeavours to find a community multi-use/black box theatre venue for large meetings, performances and film showings (with a capacity of around 300 persons).		
Rationale:	<p>The Harbourlight Theatre (old movie house) was Lyttelton's largest permanent entertainment and function venue for local and international performers. This has now been demolished and is unlikely to be rebuilt. Getting a replacement performance and film venue up and running will re-establish a hub for performance in the south-east of the city. This facility will help attract and nourish creative talent, and bring audiences and trade to Lyttelton.</p> <p>A black box theatre is generally a low-cost, multi-purpose venue with flexible staging. It could accommodate a range of performances - from small-scale, intimate events through to large scale productions. It generally features a flat floor and moveable seating. Consideration could be given to opportunities for location in empty industrial buildings or vacant space in any building.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Approvals: <ul style="list-style-type: none"> On-going funding to Gap Filler, Greening the Rubble or local providers for a temporary live performance/film venue Investigate: <ul style="list-style-type: none"> Investigate possible sites and investors Support the production of a business proposition 		
Lead:	Lyttelton community		
Partner agencies/organisations:	Council - Strategy and Planning Group Private and public funders Local art organisations Landowners		

(C9) Emergency preparedness

Description of the project:	<p>A community development project supported by the Council whereby the Lyttelton community strengthens the emergency planning that is currently occurring in order to build local resilience in the face of future disasters. The project looks to identify future vulnerabilities and develop a corresponding community emergency action plan. Within this project consideration should be given to the community's view on the establishment of a fuel station in the Lyttelton Basin.</p> <p>Any proposed intervention needs to be aligned with Civil Defence objectives.</p>		
Rationale:	The Lyttelton community is well-aware of its geographical issues and vulnerabilities which were accentuated in the recent earthquake events. The project looks to review the performance of the community and Civil Defence response, and correspondingly to find ways to build more self-sufficiency in the event of future hazards.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> Run a community workshop to review and propose actions Consultation 		
Lead:	Lyttelton community		
Partner agencies/organisations:	Council - City Environment Group Community Board Civil Defence Lyttelton Area CD Volunteers Government assistance services e.g. Fire, Police Lyttelton Heath Centre		

Appendix 5: Built environment actions

(B1) Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments

Description of the project:	Seek changes to the Proposed Banks Peninsula District Plan rules (via an Order in Council or other means) within the Town Centre Zone to enable development of a type and form that is beneficial to Lyttelton as a whole. Changes may include rule ‘bonuses’; reducing restrictive standards such as those related to on-site parking; and clear urban design guidance.		
Rationale:	<p>In some instances the current package of objectives, policies and rules found in the Town Centre Zone of the District Plan is working well. In other instances existing standards are not working so well. It is critical the District Plan helps with the rebuild and regeneration of Lyttelton’s town centre by adequately controlling quality; giving certainty or clarity to market participants; and by ensuring development reasonably facilitates making the Lyttelton area more sustainable, attractive and economically viable. There are a number of candidate planning provisions in the Town Centre Zone which may be considered for amendment in some form. Some of the rules and their spatial implications are discussed below:</p> <ul style="list-style-type: none"> • Objectives and policies aim to conserve the existing/pre-earthquake building form (mainly two-storey, timber framed buildings built right to the street with verandas and street corners emphasised by more ornate masonry buildings). Amendments may be required to loosen the activity status for new buildings. • 12m maximum height is appropriate and ensures new buildings keep within the height ranges of existing building around them. Consideration could be given to ways to encourage a set back third level to avoid overshadowing the main street. • There is currently no rule requiring building up to the street. A continuous built edge and consistent use of zero lot setbacks creates a strong built edge that defines the street. It has long been a character feature of the townscape and should be continued. • The only provision for verandas currently is that they are required along the full frontage but only where they adjoin buildings. There is no requirement for verandas to be the same height or same width (as opposed to length). • There is no requirement for commercial activities on the ground floor other than for protected/notable buildings in the Port Influences Overlay Area, despite noise insulation requirements. Commercial uses at ground level helps encourage active building frontages. • Existing parking provisions in the District Plan (two car parks per residential unit and 1:10sqm and 1:50sqm car parks per non-residential activity) could create significant amounts of surface parking, poor street frontage outcomes and reduces development viability. If changes are proposed to on-site parking requirements, measures to support these reductions in parking will also be required to reduce the impact on existing on-street parking provisions. This may include site specific travel plans. Providing on-site car parks in front of buildings should be avoided. • Provisions to control form, bulk, scale, design, siting and appearance of buildings are effectively limited to a non-regulatory design guide which suggests principles to follow and criteria by which proposals will be assessed. It aims for a successful blend of old and new (not replication) where there is variety and interest but a similarity of scale. Some of the design fundamentals need to be imposed as rules e.g. building up to the street frontage. • There is no rule preventing car parks fronting street. This should be avoided. • There is currently no minimum or maximum lot sizes. • Other provisions which may require amendment include: subdivision (e.g. there is currently no provision for pedestrian linkages, access, parking and loading, and cultural heritage). 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Amendments to the District Plan rules to ensure they better support the rebuild and recovery of Lyttelton, i.e. acknowledge the local geography, topology, development economics, character and identity. • Consultation requirements. • Preferred process for fast tracking amendments, e.g. through an Order in Council or other means such as CERA. <p>Approvals:</p> <ul style="list-style-type: none"> • Adoption of District Plan amendments to the Town Centre Zone and to any other provisions. 		
Lead:	Council – Strategy and Planning Group		
Partner agencies/ organisations:	<p>Council - City Environment Group NZTA Lyttelton Harbour Business Association Community Board Community CERA</p>		

Note: Case management and in-house advocacy by Strategy and Planning Group staff to fast track building and resource consent applications necessary for rebuild and recovery in Lyttelton is already occurring and will continue to do so.

DEVELOPMENT VIABILITY TESTING

As part of the Lyttelton Master Plan development process, the existing property market in the Lyttelton commercial area has been examined from a development viability point of view in order to understand whether a particular development type would be economically feasible to build. Various hypothetical commercial and mixed use building tests were developed.

Findings:

Lease and sales values:

- Current values are not delivering viable new developments (around \$250 per square metre for ground floor retail).
- Lyttelton is unlikely to have high demand for upper floor office space.

Parking requirements under the Proposed District Plan:

- The existing Proposed Banks Peninsula District Plan rules for on-site parking in the Town Centre Zone would create significant amounts of surface parking and lead to marginal development viability.



Below: The area of Lyttelton zoned 'Town Centre'

A POSSIBLE RESPONSE

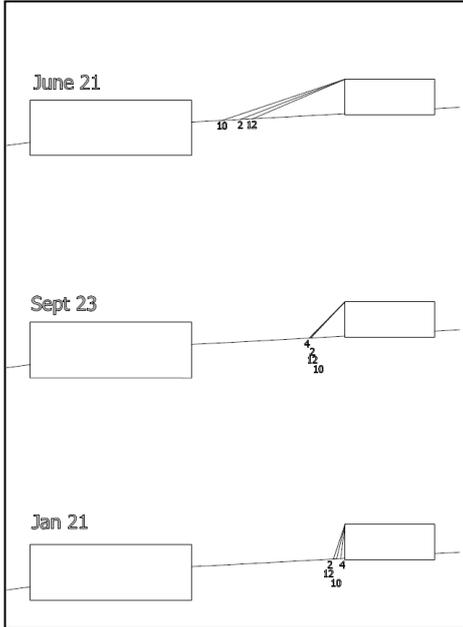
- Invest in place-making (recognising and designing for a place's context, identity and use) to help achieve higher square metre rental rates.
- Review existing on-site parking requirements for developments. The review should take into consideration levels of accessibility to locations in the township to ensure that developments are self-sufficient in terms of parking and that any shortfalls do not impact on existing on-street parking provision or the safety of the surrounding Highway network. A lower on-site parking requirement should be applied to support development viability (for new buildings and rebuilding of damaged buildings), since the town centre is a relatively accessible location with a concentration of retail business, community amenities, passenger transport services and on-street parking located nearby to accommodate overflows. If parking levels are reduced developers will be required to show support for Travel Demand Measures and developing site specific travel plans to encourage employees to travel by alternative modes. A Parking Management Plan for Lyttelton (including advice on shared parking areas for developers) should be developed.
- Increase building layout efficiencies through the consolidation of sites (through appropriate amalgamation of titles and/or collaboration between property owners).

Please contact the Council's Recovery of Suburban Centres Team for any further information on this Master Plan action.

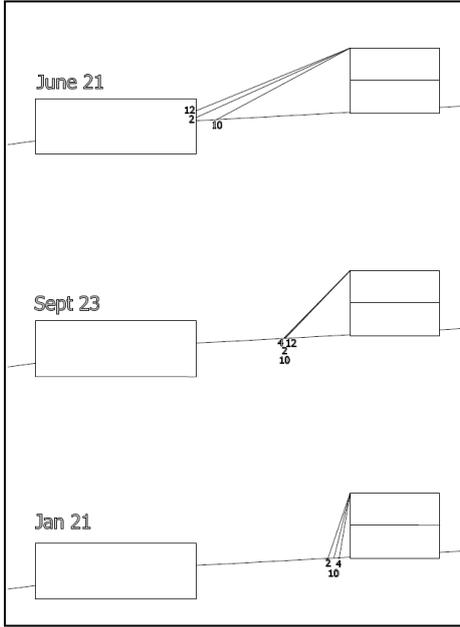
BUILDING HEIGHT AND SHADOWING TESTING

There is strong support for the shading of buildings onto London Street being limited. This must be counterbalanced by providing enough building mass to make rebuilding viable. Currently, the District Plan allows for 12 metre high buildings (effectively 3 levels) within the Town Centre Zone.

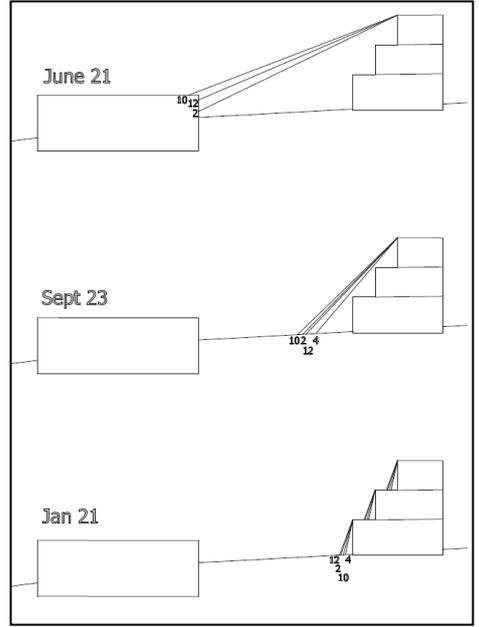
One storey



Two storey

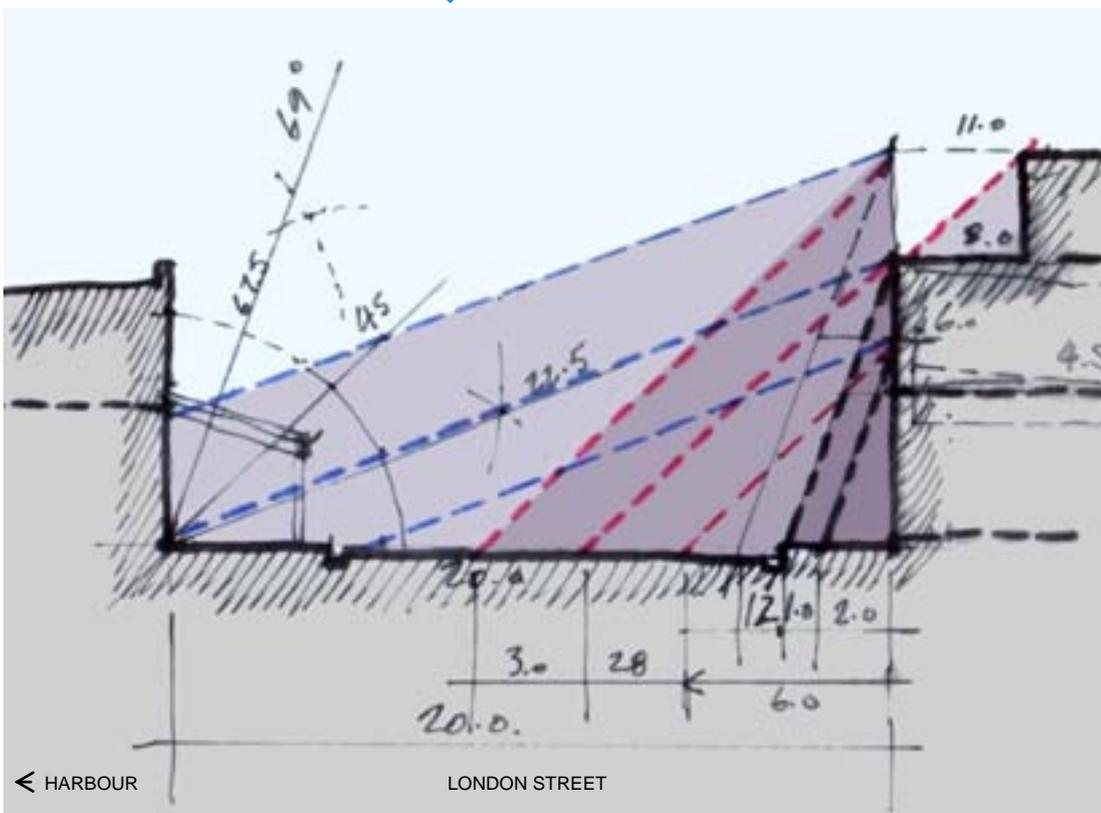


Three storey



BUILDING HEIGHT PROPOSITION

Encouraging two level buildings (built up to the property boundary) and a set back third level.



Lyttelton 43.36S 172.42E

Midday:

- Midsummer Dec 22: 69°
- Midwinter June 22: 22.5°
- Equinox March 22, September 22: 45.5°

- Two levels shades the northern footpath of London Street in midsummer.
- Shading from two or three levels does not reach the southern footpath of London Street in equinox.
- Two level shades London Street in midwinter.
- Three level shades the street level floor on the southern side of London Street in midwinter.

LEGEND

- Midsummer shadows
- Equinox shadows
- Midwinter shadows

(B2) Design and character guidance

Description of the project:	<p>Update the Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan). Use the opportunity to make any editorial corrections, insert the latest urban design and architectural thinking, and give consideration to a redevelopment addendum. This addendum could be targeted to property owners of earthquake-affected sites with references and case study exemplars which assist in defining a new Lyttelton town centre.</p> <p>This project also involves a design expo for the community run by the Council, Community Board and Lyttelton Business Association to show examples of buildings (both contemporary and historic, local and international) and gather community opinion about preferred rebuilding styles and a workshop for property and business owners .</p>		
Rationale:	<p>The existing design guidelines for Lyttelton are based on sound urban planning and design principles, however some aspects of the guide are now out-of date. Some of the buildings that illustrations were based on have been demolished or significantly damaged as a result of the earthquakes. A committee made up of local members of the Urban Design Panel and key organisations will help make sure the design guidelines have the right emphasis.</p> <p>Secondly, many property and building owners are looking for guidance about re-development options and how to achieve high-quality, innovative and ‘soulful’ modern rebuilding. An addendum to the design guidelines specifically targeting those with cleared sites in the town centre could assist with encouraging the right type of activities, modern interpretations (not replications) and the re-use of salvaged building features (if retained).</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Establish a review committee of local members of the Urban Design Panel and key organisations for development of Design Guidelines. • Amendments to the District Plan rules to enshrine the more fundamental principles of the existing design guidelines in the District Plan as rules. • Review and update the Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) to recognise illustrative buildings which have been demolished as a result of the earthquakes and encourage, in the post-quake context, the consistent scale and built form but eclectic nature of the Lyttelton town centre, while not being overly prescriptive. • Consider the merits of preparing a best practice addendum to the guideline specifically targeted to property owners of earthquake affected buildings and cleared sites. • Preferred process for fast-tracking amendments e.g. an order in Council or other means such as CERA. • Run a design expo and produce a design handbook. • Circulate details of existing financial assistance available for rebuilding from both the Council and elsewhere to business property owners and investigate the provision of additional assistance as appropriate. <p>Approvals:</p> <ul style="list-style-type: none"> • Adoption of amendments to the Design Guidelines - Lyttelton. 		
Lead:	Council - Strategy and Planning Group		
Partner agencies/organisations:	<p>Lyttelton Harbour Business Association Community Board Urban Design Panel (local members) Landowners New Zealand Historic Places Trust Appropriate societies</p>		

EXAMINING COMMERCIAL BUILDING CHARACTER

Historic commercial buildings (some of which remain, many which have been severely damaged or lost)



Architectural character attributes:

- Double and single level buildings with high parapets.
- A combination of vernacular and ornate classical style (varying from Venetian Gothic to Italianese Classicism).
- A mix of timber with corrugated iron sides and masonry.
- Facades have fine proportions, broken up with smaller elements such as windows, trimmings and verandas.
- Buildings are built to the street and the corners are chamfered with entrances.
- Buildings have active ground floors.

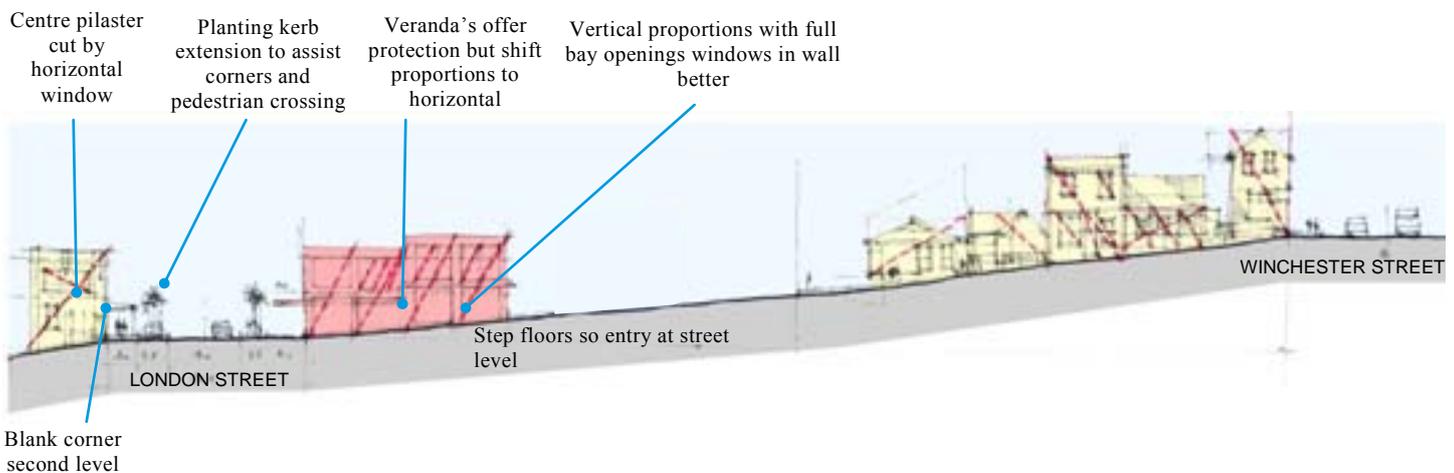
Core design principles

To successfully reinforce Lyttelton's character attributes, new buildings should be designed to:

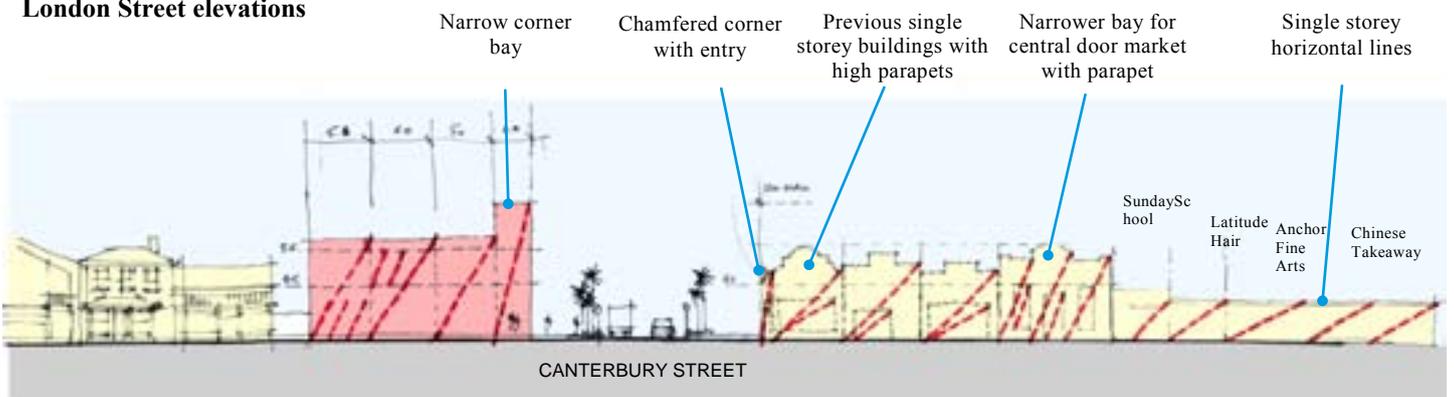
- Enhance the local context by considering neighbouring buildings, sites and the street.
- Maintain the generally low built form (1 - 3 stories) based on the height, scale and form of buildings which are still standing and those which have been lost.
- Reinforce the character of the centre through colour, architectural variety, human proportions and identifying individual shops and units.
- Avoid large-scale monolithic building forms or over-repetition of the same or similar forms.
- Design façades to identify each storey and continue the established vertical pattern of neighboring buildings.
- Design for the microclimate by using set backs and including verandas.
- Give careful consideration to detailed design elements such as materials. Materials should be durable and earthquake-proven.
- Promote green building initiatives such as good insulation, solar design, energy efficiency, low embedded energy materials, water re-use and provision for active travel (e.g. walking and cycling).

Below: Canterbury Street (top) and London Street (bottom) elevations illustrating the existing and proposed character of Lyttelton

Canterbury Street elevations

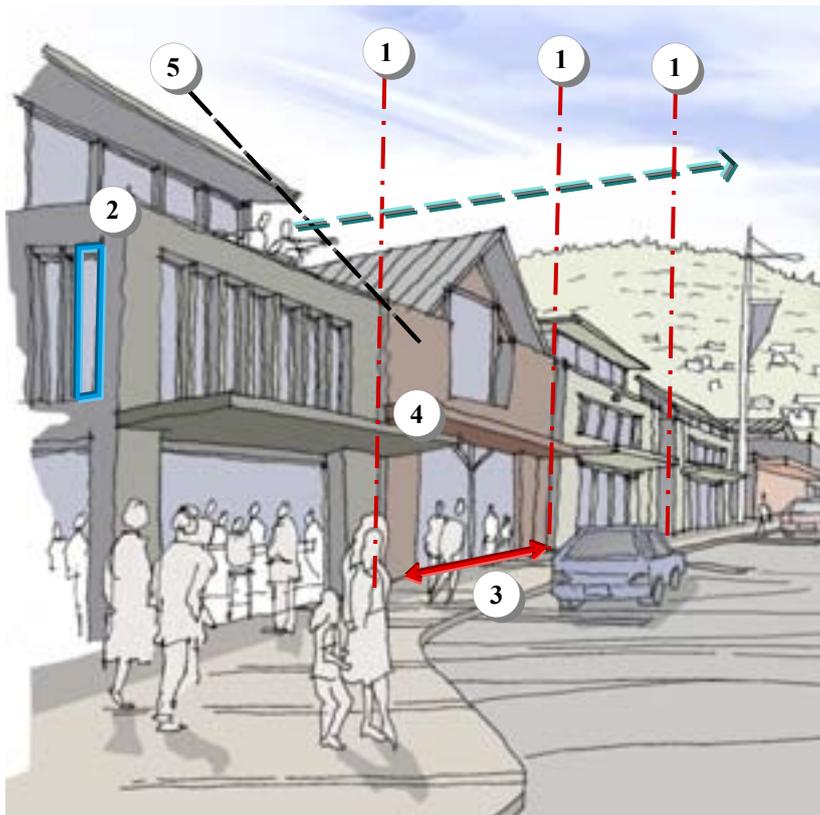


London Street elevations



References: *Lyttelton Stylebook* (1991) by Don Donnithorne Architects; *Lyttelton Design Guideline* (Appendix X, Proposed Banks Peninsula Plan)

There is strong support for retaining the ‘vertical’ building proportions and fine grain (a series of separate building facades and architectural expression) as per the pre-earthquake condition. This elevation illustrates some of these character elements and core design principles:



1. Buildings similar heights and proportions to their neighbours. Character is maintained by emphasising each individual building with architectural variety, colour and materials.
2. Secondary design elements such as windows and trimmings reinforce the street’s vertical proportions.
3. Buildings are sited to define the edge of the street and are active at the ground floor level.
4. Verandas are included for weather protection and maintain a consistent line to their neighbours.
5. Building set backs on the third level minimise shadows at street level while achieving views out to the harbour.

Artist’s impression only, demonstrating character and design elements along London Street

(B3) Inclusion of local involvement in the existing Urban Design Panel

Description of the project:	Provide for the inclusion of appropriately qualified local design professionals in the already established Christchurch Urban Design Panel to provide local input into town centre redevelopment and rebuilding, preferably at the pre-application assessment and advice stage. This does not preclude a design advisory panel established by the Lyttelton/Mt Herbert Community Board.		
Rationale:	Within the community there is a body of local independent design professionals and other people who can help ensure high quality development that is appropriate for the context and is aligned with this Master Plan’s vision. Some of these professionals have already assisted by peer reviewing this draft Master Plan.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • Identify and confirm local panel members. • Amend the terms of reference of the existing Urban Design Panel to include Lyttelton-specific development. Approvals: <ul style="list-style-type: none"> • Review funding. 	Approvals: <ul style="list-style-type: none"> • Provision of on-going funding. 	Approvals: <ul style="list-style-type: none"> • Provision of on-going funding.
Lead:	Council - Strategy and Planning Group		
Partner agencies/organisations:	Urban Design Panel Local design professionals Community Board Community		

(B4) Identify and assist retention of remaining built heritage

Description of the project:	Identify wholly or partially remaining protected and notable buildings, objects and sites, investigate their current status and likely future, and provide assistance to restore/retain them where possible.		
Rationale:	<p>Many of Lyttelton's important heritage buildings and character features have either been destroyed or damaged in the earthquakes. This includes churches, prominent commercial buildings, the Timeball Station, Lyttelton Museum, red scoria stone retaining walls and the cemeteries. The community strongly connects with Lyttelton's unique history, strong architectural qualities and physical character attributes. It is critical that Lyttelton retains its remaining historical character wherever possible.</p> <p>The red scoria stone retaining walls built by Parihaka prisoners are one example of built heritage which remain (in part). Many of the red scoria retaining walls collapsed in the earthquakes and these will be replaced by appropriate retaining structures or have further stabilisation works. The Council is proposing a long term restoration project to replace the retaining walls using a more structurally sound construction technique and to progressively clad walls with (sawn in half) red scoria in order to retain their valued appearance. After all the collapsed walls have been reconstructed and clad, there may be some red rocks left over. These will be available for reuse elsewhere in Lyttelton, for incorporation into landscaping, seating or public art, for example.</p> <p>Both of Lyttelton's cemeteries were damaged in the earthquakes, with many fallen and smashed headstones. Lyttelton Cemetery on Reserve Terrace has sustained significant earth movement and requires substantial work.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> The set-up of a preservation fund for valued historical/character elements. Circulate details of existing financial assistance available for rebuilding from both the Council and elsewhere to business property owners and investigate the provision of additional assistance as appropriate. <p>Approvals:</p> <ul style="list-style-type: none"> Funding for the restoration of red scoria stone retaining walls in the short or long term as appropriate. Funding for the restoration of the cemeteries in the short or long term as appropriate. 		
Lead:	Council - Strategy and Planning Group		
Partner agencies/organisations:	<p>Council - City Environment and Corporate Support Groups New Zealand Historic Places Trust Landowners Local heritage-related organisations Community Te Runanga of Te Hapū o Ngāti Wheke</p>		

Note on the integration of remaining buildings into rebuilding plans:

Integration of the remaining buildings into the rebuild of the town centre and the rebuild of the town centre into the surrounding residential area will be collectively addressed through the District Plan and design guidelines amendments proposed and also inclusion of appropriately qualified local design professionals on the existing Urban Design Panel. The latter looks at both the context of a proposal and its interface with adjoining/adjacent sites, particularly if a business/residential interface. Both the Lyttelton Urban Design Panel members and relevant Council staff would be expected to provide information regarding the context.

Project acknowledgements:

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Project Team Leader: Mark Rushworth
Project Leader: Janine Sowerby
Strategy and Planning Group
City Environment Group
Regulatory Services Group
Capital Programmes Group
Community Services Group

Elected members

Christchurch Mayor Bob Parker
Christchurch City Councillors
Lyttelton/Mt Herbert Ward Councillor and Community Board
Ruth Dyson - Labour MP (Port Hills Electorate)

Stakeholders

Lyttelton community
Christchurch Earthquake Recovery Authority (CERA)
New Zealand Transport Agency (NZTA)
Environment Canterbury (ECAN)
Recover Canterbury
District Health Board
New Zealand Historic Places Trust (NZHPT)
Te Hapū o Ngāti Wheke
Lyttelton Port of Christchurch

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Cover photos by Sarah Kelly (left/middle) and Tim Cheesebrough (right).