

30 May 2016

Lyttelton Port of Christchurch
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Via email – feedback@lpc.co.nz

To Whom It May Concern:

Re: Lyttelton Port Recovery Plan - draft Dampier Bay Design Guidelines – Christchurch City Council
Comment

1. Overview

Thank you for the opportunity to comment on the working draft of the Dampier Bay Design Guidelines (draft Design Guidelines). As indicated in supporting commitment 5.5 of the Lyttelton Port Recovery Plan (LPRP), the design guide is required to address how the development of new buildings and public/publically accessible spaces will maintain and enhance the historic, maritime and industrial character of Lyttelton Port and consider Ngāi Tahu cultural landscape values.

We consider the draft Design Guidelines provide a range of useful information as well as clarity and guidance around building typology and local design cues. However, we recommend that the draft Design Guidelines are expanded to provide more substance as to the intended design outcomes for Dampier Bay and to clarify the approach to a number of other areas to ensure the intent of the LPRP and proposed Replacement District Plan (to be known as the Christchurch District Plan once made operative) is achieved. We have indicated these below.

Of critical importance to the overall success of the proposed Dampier Bay redevelopment is multimodal, including universal, access to Dampier Bay, particularly via Sutton Quay to the Lyttelton town centre. The Outline Development Plan (ODP) in the LPRP indicates pedestrian connections/improvements along this route and the 'placemaking' objective in the draft Design Guideline acknowledges its importance where it refers to 'creating strong connectivity with Lyttelton Township and beyond'. While we understand that LPC intends to continue to use No 7 wharf for a period of time, we consider the implications of this on the redevelopment of Dampier Bay need to be clearly articulated, understood and responded to. While not necessarily a matter for the Design Guidelines per se, it is important to know the likely sequencing for the pedestrian improvements along Sutton Quay, which are shown in the ODP, as this will impact on the alternatives that are proposed to be used in the interim (such as the pedestrian steps) and what design guidance and improvements need to be made to these alternatives.

As you are aware, it is proposed to redevelop Naval Point for recreational activities, and the Coastal Marine Area immediately south of Naval Point and the Bulk Liquid Storage area is a potential location for a cruise ship berth. Therefore, it would be useful if the draft Design Guides made reference to connections with Naval Point, the Bulk Liquid Storage area and the wider network of walking tracks.

We also note that the Christchurch District Plan provisions refer to the Lyttelton Port Design Guide. As we understand it, this reference is to the Dampier Bay Design Guidelines. For the avoidance of doubt, it would be beneficial if the Guidelines were re-named to be consistent with the terminology in the proposed Replacement District Plan (pRDP).

Further to this, we consider that the draft Design Guidelines could be more directly aligned with, and reference and respond in greater detail to, the anticipated outcomes of the urban design related Assessment Matters of the pRDP. This may include some restructuring of the document to achieve this. This would aid the resource consent processes required for new development.

2. Context

The history and context section provides important references to the cultural values associated with the settlement and use of the area and the relationship to the Lyttelton town centre. However, the immediate context surrounding Dampier Bay including the residential context and its historic heritage, character and outlook is not referenced, but is an important contextual relationship for future development.

In addition, the local character of the Lyttelton town centre has been described by members of the community as gritty rather than treed and green. While this may be of note, we consider that there are opportunities to ensure the longer term sustainability of development, amenity and recognition of cultural heritage values through the incorporation of soft landscaping and tree planting within the Dampier Bay area and support this approach.

3. Site layout & access

Design cues

Provide more detail as to how to draw upon and incorporate local design cues within the development of Dampier Bay.

Mix and location of activities

Ideally the status, location and purpose of each of the pedestrian linkages (referred to as laneways and pathways) should be confirmed and noted on the ODP. Even if the locations are indicative only, guidance should be provided on what they need to achieve in terms of accessibility, width, character and relationship to each other. The linkages note the connection between the internal street and the promenade, however given the uncertainty of the Sutton Quay connection to the town centre, these need to connect back up to Godley Quay where possible, particularly in the shorter term.

Maintain key views

Clarify the purpose and requirements of the Simeon Quay view shaft. It is currently broad and could be difficult to assess.

Also note whether buildings are allowable within view shafts but are potentially restricted in height to preserve views.

Provide good quality access and connections

This section notes that a key aspect of the Dampier Bay development is achieving quality access from the town centre and that it is intended that access to Dampier Bay will integrate with the existing network by building on the existing roads and pedestrian connections. As noted in section 1 of this letter, we agree with these statements. However, the draft Design Guidelines do not provide any guidance or design principles as to how this will occur, particularly in terms of CPTED, accessibility and integrating local design cues. In addition we consider that a reference to universal access principles and what these means in design terms is required, in conjunction with CPTED principles, which are not clearly identified within the document.

Integrate car and cycle parking

Car parking will be important to the success of the Dampier Bay development. However, as acknowledged in the draft Design Guidelines it is important that car parking is well integrated so that it doesn't detract from adjoining residential areas and the promenade, and supports a high quality pedestrian and public space environment more generally. Examples of possible car parking layouts are included, however how these work on a broad scale is not clear, and potentially could create public areas dominated by car parking. Guidance on maximum clusters would give clarity, and preferably direction that parking is at the rear of buildings in preference to the side, or if to the side it is ensured that it is well away from the promenade and other public space. If in closer proximity to promenade we consider that the car parking should visually read as a courtyard space as opposed to formal car parking. Suggestions could be made in regard to car park surfacing.

In addition to the above, it would be useful if the draft Design Guidelines provided information on service areas, loading bays and storage design including screening, as well as information on how and where low-impact design can be integrated into the layout of the site and into the access elements, as well as being integrated into the development.

4. Building Design

Scale and proportion of buildings

The draft Design Guidelines note prominent 'landmark' buildings could be greater than the height limit. Identifying where and when additional height might be appropriate should be noted to be able to consider how appropriate they may be. Consideration should also be given to more complex building forms, or greater variation in adjacent building forms, where they may be of, or collectively create, a significant bulk or scale of building.

Use of local colours and materials

The colour palette is a useful reference however as it can be difficult to prescribe colours through the resource consent process, specific colours or palettes which are unsuitable, or should be used only as accent colours would be helpful in assessing proposals.

5. Public spaces

Provide a range of quality public spaces

Material palette should provide guidance on how 'local and recycled materials' should be used and incorporated in the public realm design e.g. ground treatments, low-impact design and streetscape elements to avoid large areas of asphalt which distract from the 'local' character. More direction should also be provided as to how more environmentally sustainable design, which also assists with promoting Ngāi Tahu/manawhenua principles, may be achieved.

Public promenade

A series of typical cross sections should be included to give clarity on the design of the promenade at the different locations e.g. where the promenade connects with the public spaces; where it connects with a pedestrian laneway/pathway; where it connects with the marina and associated services.

The 8m minimum promenade width identified is supported. A width of 4 metres clear is recommended to be provide for the shared path where possible and the 3m clear is the minimum width only. This is still quite narrow for a shared path, so very careful consideration should be made to the design of these narrow spaces in relation to surrounding uses and functions.

Create an internal street with a local feel

A cross section of this road should be incorporated given the role and function of this street to be for vehicular movement, including public transport, and access (at slow-speeds street) whilst ensuring a safe and attractive pedestrian environment whilst embedding local character. A footpath (on the water-side at least) should be considered.

While the community has noted that trees are not part of the local vernacular, we consider that within this context and in relation to the topography and placement of the local road, trees would support the amenity and outlook for both Dampier Bay and in respect to the outlook from Godley Quay, visually softening the built form as viewed from the south.

6. Other considerations

- Guidance on how the junctions with the pedestrian connections/public spaces and the internal road should be treated to be included.
- Maritime history and heritage is noted in the LPRP and is considered very important by the Community Board. Further clarity on the retention of maritime heritage where possible should be included.
- Ngāi Tahu/manawhenua cultural values should be explored in more detail, and potentially an appropriate process to identify how these may be included.
- Elements such as public art and wayfinding and guidance around key locations and opportunities for these elements to integrate local distinctiveness should be included.
- Guidance around where and how public toilets are integrated should be noted as it is included as part of the Dampier Bay development policy. Given the phased approach, when and where toilets and other public facilities are delivered and how they are integrated is an important component.
- Universal access principles should be a key consideration rather than a matter "where practicable". The identification of the routes and spaces on the ODP to achieve universal access may be a means of at least achieving key routes and spaces that address these principles.
- More careful consideration should be given to the terminology used, for example public versus publically accessible space has a statutory meaning within the pRDP. While many of the spaces within Dampier Bay are proposed to be available for public use, they are not in public ownership. The pRDP Assessment Matters in regard to Dampier Bay make this distinction.
- We note that there are minor corrections to be made throughout the document, including to reference the Christchurch District Plan, which is anticipated to be made operative by the end of 2016.

7. Collaborative Approach

The Council appreciate the opportunity to provide feedback to the draft design guidelines. The Council support the desire for a collaborative approach and would further appreciate the opportunity to sit down and workshop the guidelines with LPC and its representatives.



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