

*Suburban Centres Programme*

# *Lyttelton Master Plan*

*June 2012*

A PLAN FOR REBUILDING AND RECOVERY



# Mayor's foreword

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***“...Lyttelton is now the setting for a new era – with new hopes and dreams to realise and challenges to overcome. Lyttelton’s 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 historic milestones – the completion of the railway tunnel in 1867, the departure point for British Antarctic exploration in the early 1900s and the opening of the road tunnel in 1964.

While many of the historic buildings and structures that stood witness to these great events are now sadly 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 develop a master plan for Lyttelton’s town centre. People were equally engaged and passionate in their responses on the Draft Lyttelton Master Plan when it went out for public comment.

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

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

***Bob Parker***

*Mayor of Christchurch*

# Lyttelton/Mt Herbert Community Board foreword

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***“It is a framework within which further planning can be done in partnership with the Lyttelton community and it is a framework for decision-making by everyone involved in the rebuild of Lyttelton.”***

Lyttelton people are uncommonly interested in the character of their town and their community.

As they worked together to pick up the pieces of their lives after the earthquake of 22 February 2011 they were already beginning to imagine what a rebuilt Lyttelton could be like.

When the Community Board asked Lyttelton people what they thought was needed for recovery, many of the responses were individual visions for the future of Lyttelton, with many comments about the character and appearance of the rebuilt town centre. It was agreed that what Lyttelton needed for recovery was “a plan for the renewal of Lyttelton Town Centre developed with genuine community participation, and incorporating many of the suggestions made”. We now have such a plan.

This Lyttelton Master Plan is an important step in the ongoing process of recovery. It is a framework within which further planning can be done in partnership with the Lyttelton community and it is a framework for decision-making by everyone involved in the rebuild of Lyttelton.

The character of a place is the outcome of decisions, hundreds of decisions, big and small, made by many different individuals and organisations. We expect the Lyttelton Master Plan to inform decision-making, not just in the Christchurch City Council, but also in Lyttelton Port of Christchurch, government agencies, local businesses and community groups. We, the Lyttelton/Mt Herbert Community Board, hope it will inform and support the very influential decisions made by land owners about how they will rebuild to make best use their land and other assets.

All of these decision-makers will together shape the future prosperity, character and identity of Lyttelton.

***Paula Smith***

*Chairperson, Lyttelton/Mt Herbert Community Board*

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*The Council acknowledges input into the Lyttelton Master Plan by Councillors, Lyttelton/Mt Herbert Community Board members, Council staff and consultants. Development of the Lyttelton Master Plan would also not have been possible without the involvement and contribution from the Lyttelton community, Iwi and other stakeholders.*

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*Disclaimer: The Lyttelton Master Plan as depicted in this document has been approved and adopted by the Council for implementation in conjunction with partner agencies/organisations. However, there is no binding commitment on the Christchurch City Council to proceed with any actions detailed in this document. The Council's spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All decisions as to whether or not a Council-funded action will commence remain with the Council.*

# Executive summary

## The vision for Lyttelton's town centre and beyond

*Following in the footsteps of Te Hapū o Ngāti Wheke and the first European settlers, people will be attracted to Lyttelton because of the lifestyle it offers and its unique local history and identity. It will once again be renowned as a thriving centre with a diverse mix of shops, boutique businesses, entertainment options, community facilities 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.*

Lyttelton will be a **rebuilt and prosperous niche centre**. Business owners and operators will be encouraged and supported by a marketing and attraction campaign and support facilities. Telecommunications infrastructure will allow high speed wireless internet access through the town centre. Retail will be an energising force and the re-opening of businesses on London Street will help to stimulate other forms of employment and growth in a concentrated retail area. Lyttelton will be a hot house for creative individuals and 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.

The reclaimed foreshore has long been an area for port-related industry. In the future, access to the inner harbour waterfront will be improved. The shifting of Lyttelton Port of Christchurch (LPC) operations east will enable **alternative Port access investigations and public access to the inner harbour waterfront**. 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 and pedestrian laneways.

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. Throughout the ordered street grid layout of the township, pedestrian laneways will provide connectivity between the town centre, waterfront, courtyard spaces for boutique shops and bars and walkways into the Port Hills.

Lyttelton will be accessible by and enjoy integration of all modes of transport, **ensuring route security** during emergency events, economic growth, recreational opportunities and access to health and other services.

A new civic square will contribute to highly **accessible social spaces**. 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. Public spaces and playscapes will be designed according to low-carbon, sustainable and Crime Prevention Through Environment Design (CPTED) principles.

To meet the growing demand for public space experiences that fuse story-telling and exhibition opportunities, 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, sea-faring culture and commerce. There will be opportunities to learn about Lyttelton's natural, physical 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.

New and improved public facilities and amenities will be provided. 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.

Lyttelton's town centre will have **access to affordable business and creative spaces** for business enterprises and start-ups, artists, the community, students and the public sector to operate, innovate, meet and create. Streets and squares will be used for outdoor events and a new 'black box' (experimental) theatre will provide a large multi-purpose indoor performance and film venue to complement The Loons. Artworks will enrich the public environment.

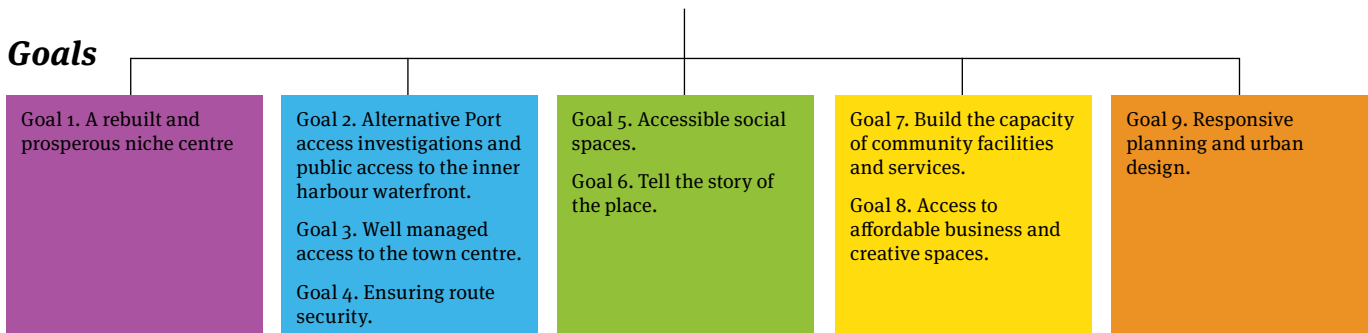
**Responsive planning and urban design** will encourage new buildings that echo what stood before and maintain the grain of the old townscape. Developers will be supported by clear architectural guidance and a supportive District Plan. Appropriately qualified local design professionals will provide input into building design and appearance and property owners will work together to find development efficiencies and build quality developments.

## The relationship between the vision, goals and actions

### Vision

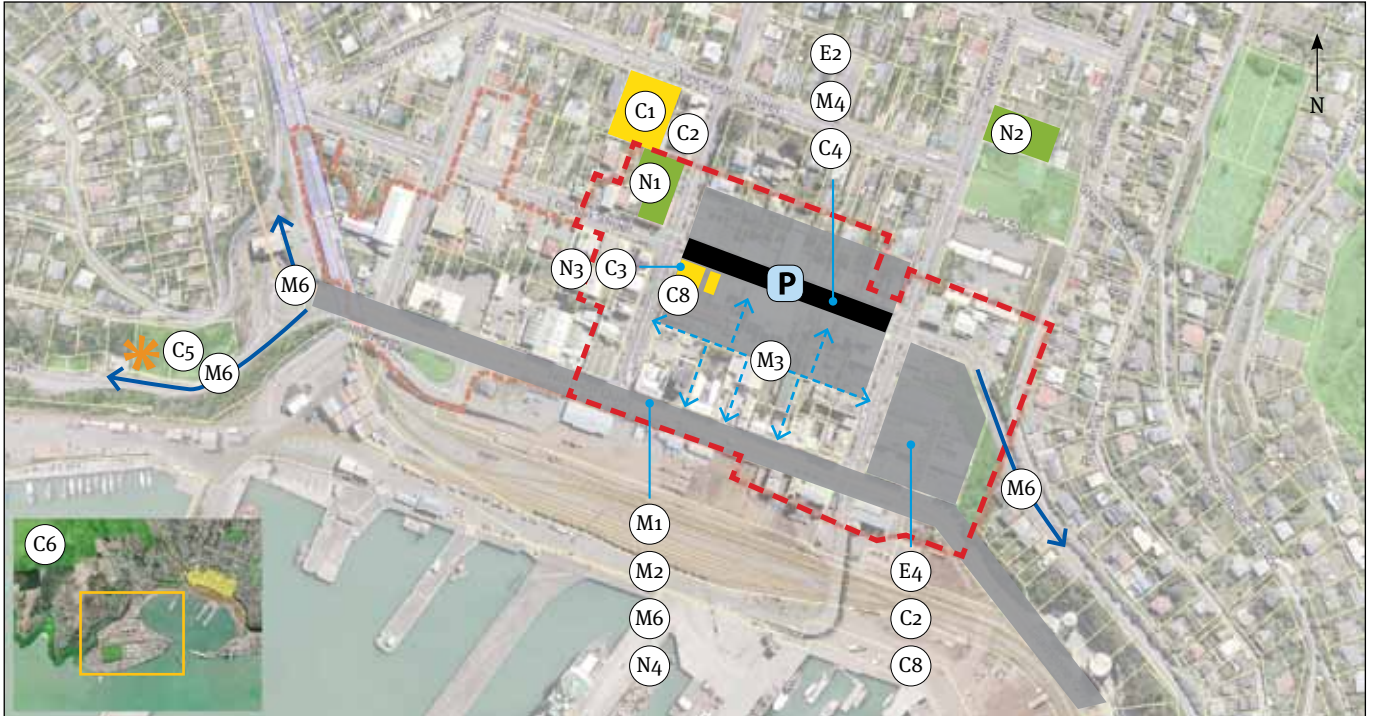
Following in the footsteps of Te Hapū o Ngāti Wheke and the first European settlers, people will be attracted to Lyttelton because of the lifestyle it offers and its unique local history and identity. It will once again be renowned as a thriving centre with a diverse mix of shops, boutique businesses, entertainment options, community facilities 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.

### Goals



### Actions





Map showing the location of spatial 'place-making' initiatives (those in italics).

*Inset: Naval Point.*

**Legend**

- Pedestrian linkage improvements (M3)
- Parking investigations (whole of centre) (M5)
- Access to and from Lyttelton (M6)
- Public open space
- Community wellbeing, culture and heritage-related
- Town Centre Zone boundary
- Industrial Zone boundary
- Space that is subject to multiple actions
- Cenotaph



# 1. Introduction

## *About the Lyttelton Master Plan*

### *Why this suburban centre?*

- Explanation of the suburban centres programme
- Explanation of why Lyttelton was 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 Lyttelton Master Plan actions



# 1.1 Why this suburban centre?

## Explanation of the Suburban Centres Programme

The magnitude 6.3 earthquake that ripped through Christchurch on 22 February 2011 was the most destructive earthquake to strike a New Zealand city in 80 years. Continuing earthquakes and aftershocks, particularly those on 13 June and 23 December 2011, have had a devastating impact on the Central City as well as many of the suburban commercial centres, including Lyttelton township.

Although the Canterbury Earthquake Recovery Act 2011 does not require the Christchurch City Council (the Council) to provide plans for the recovery of suburban commercial 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 wellbeing of communities, as they are places where people can easily access a variety of goods and services.

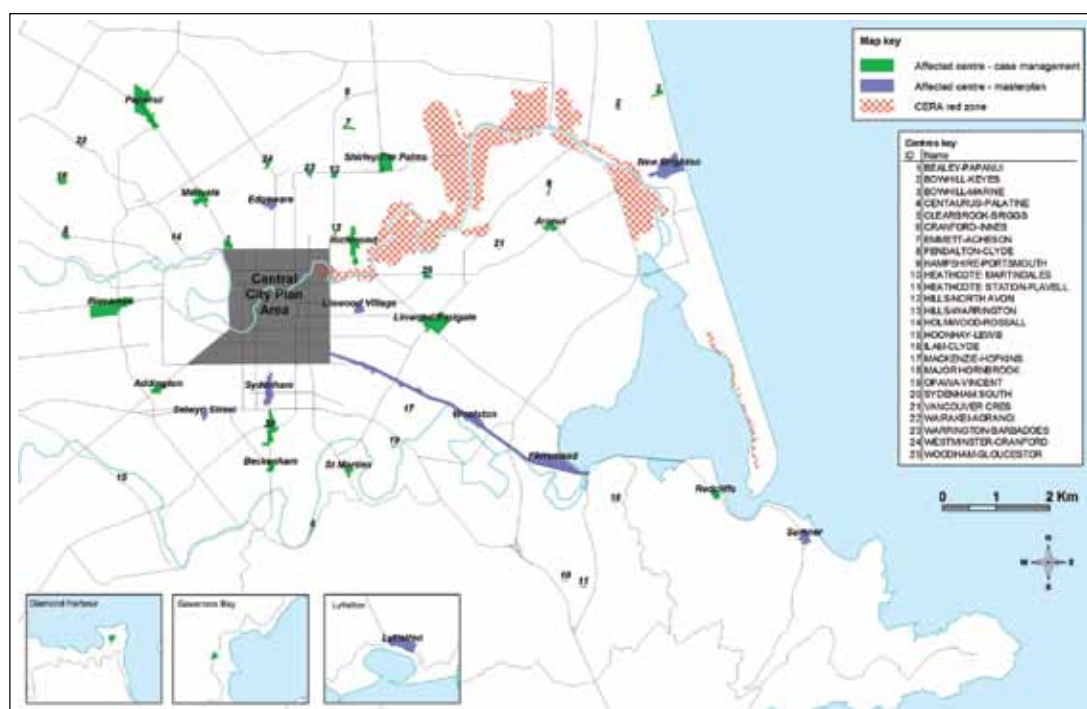
- Following the 22 February 2011 earthquake, the Council assessed 150 commercial centres against a range of indicators. Some of these included:
  - The extent of damage in the centre.
  - The size of centres and the area they serve.
  - The wellbeing of communities within the immediate vicinity of each 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 22 February 2011 earthquake and, of those, six were initially considered highest priority for significant Council support by way of master planning for a rebuild and recovery. The development of two more master plans has subsequently been approved. Most of the remaining affected centres are being 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 to damaged suburban centres is part of an on-going process. The Council will continue to monitor and assess the identified suburban centres to ensure an appropriate approach for each suburban centre is maintained.

Master plans cannot achieve everything or all at once. Outside of and in addition to its Suburban Centres Programme, the Council is implementing other programmes and plans, such as streamlining its Resource and Building Consent processes and its Facilities Rebuild Plan to facilitate the rebuild and recovery of the city's community facilities. The Council is also working in collaboration with other agencies such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) on the repair and rebuild of the city's network infrastructure. The master plans will both inform and be informed by these.



## Explanation of why Lyttelton was selected for a master plan

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

Some of the reasons to take action in Lyttelton included:

1. Lyttelton has lost a significant number of its commercial and community buildings (over 20 sites).
2. Lyttelton has route security vulnerabilities associated with the Lyttelton Tunnel (State Highway 74) and Evans Pass.
3. The township has suffered from a significant reduction in trade.
4. Some advanced planning had already occurred in Lyttelton.
5. A large portion of the residential catchment had been red stickered, largely due to rock fall risk.
6. It also services the 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 suburban 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 wellbeing 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, economics, physical resilience qualities and lifestyles which make a place what it is.
- **Grounded in reality:** they take the ideas and aspirations of the community and form them into actions that are backed up by an implementation plan.
- **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.

Master Plans will guide decision making around:

- What facilities, services and infrastructure should be in the suburban centre to support its growth.
- What role the suburban 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 suburban centre and attract private investment.
- How parks, features and other characteristics which build the suburban centre's identity could be protected or enhanced.

The master plan process looks to ensure the suburban 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 Lyttelton Master Plan actions*

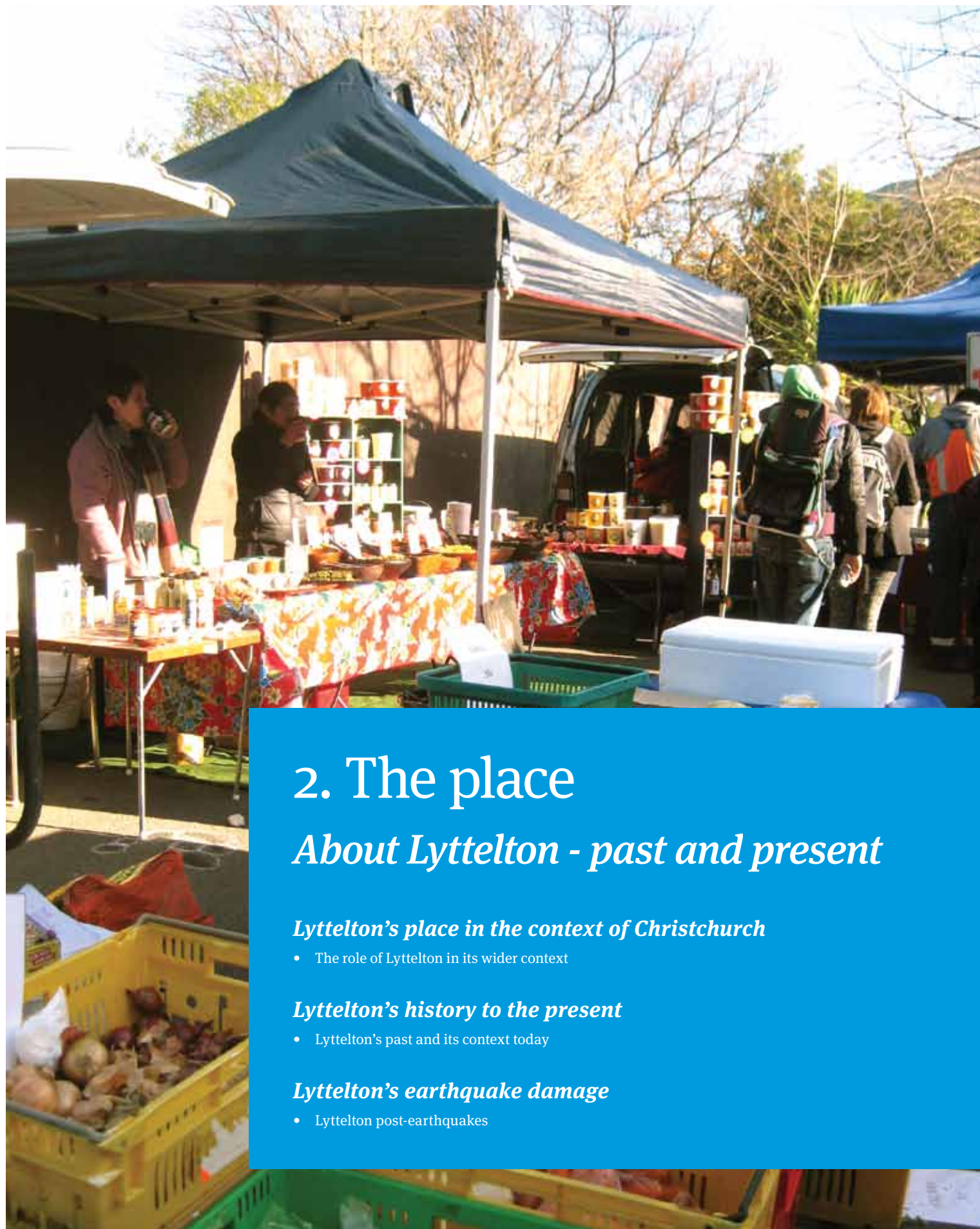
There are two key strands of the Lyttelton Master Plan:

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. achieving the vision in the long term, including integration with areas beyond the town centre.

Firstly, the master plan aims to provide immediate support to business property owners and operators who are in urgent need. This can take many forms, from the provision of advice and amendments to the District Plan, to fast-track regulatory processes, to the provision of temporary accommodation for displaced business and other activities. 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 to achieve integration with comprehensive urban regeneration beyond the town centre rebuild and recovery. It identifies actions outside of the town centre which support those in the town centre and/or addresses issues which, although not generated by the earthquakes, have the potential to be exacerbated by them. It identifies opportunities to enhance aspects of Lyttelton that work well and opportunities to upgrade some areas that could work even better. This includes ways to improve the distribution and quality of public amenities, pedestrian and cyclist safety, activity mix and access to the Port and inner harbour waterfront.

The master plan protects the valued, pre-earthquakes qualities of the Lyttelton town centre but makes the most of new opportunities which have arisen as a consequence of recent events.



## 2. The place

### *About Lyttelton - past and present*

#### *Lyttelton's place in the context of Christchurch*

- The role of Lyttelton in its wider context

#### *Lyttelton's history to the present*

- Lyttelton's past and its context today

#### *Lyttelton's earthquake damage*

- Lyttelton post-earthquakes

# 2.1 Lyttelton’s place in the context of Christchurch

## The role of Lyttelton in its wider context

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

In the development of the master plan it has been necessary to understand and respond to challenges in a wider context than the immediate township area. Lyttelton is the largest settlement on Whakaraupō/ Lyttelton Harbour and is located 12 kilometres to the south-east of Christchurch. The rebuilding and regeneration of Lyttelton 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 are:

- 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 the 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 or Gebbies Pass, Lyttelton Road and the State Highway 74 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 to access by air or water. This vulnerability has implications for population and tourism growth and the types of activities attracted to Lyttelton.
- Regionally, 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, should investigations prove one is possible.



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

- Lyttelton has a local catchment of approximately 3000 people, comprising Lyttelton township plus some surrounding communities such as Corsair Bay, Cass Bay and Rapaki (2006 Census data).
- Lyttelton fulfils an important service centre role for the small communities around Whakaraupō/Lyttelton Harbour. A ferry service connects the settlement of Diamond Harbour on the harbour's southern shore to Lyttelton.
- Ferry users and cruise ship visitors need easy, safe and direct pedestrian access into the town centre from their respective terminals.

## 2.2 Lyttelton's history to the present

### *Lyttelton's past and its context 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 Whakaraupō/Lyttelton Harbour on the ancestral migration waka, Tākitimu, in the 14th Century. Many place names in this area (including Te Poho o Tamatea – the maunga/mountain of Te Hapū o Ngāti Wheke, the holders of manawhenua) recall the exploits of this important tipuna/ancestor. The original Māori settlement in Lyttelton was a fishing village called Ohinehou. This village was centred on the foreshore near the site of the present day Sutton Reserve, extending inland and up towards the tunnel entrance. Local Māori from around the harbour traded Pioke/dried Rig with other hapū and provided essential produce to early whalers, settlers and workmen, from 1830 to 1850 in particular. A small trading market was established near the old jetty (now the site of the Oxford Street Bridge to the Port land).

Several hundred years after the arrival of Māori, Lyttelton was also the landing point of the first four ships carrying the first European settlers of Canterbury. It was also the departure point for Shackleton and Scott's Antarctic expeditions in the early 1900's. Quail Island in Whakaraupō/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 maximised 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 (a large part of the town was awarded Category 1 Historic Area status in 2009 by the New Zealand Historic Places Trust) 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 scoria 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 places 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.

Pre-earthquakes, the key historical elements of the Lyttelton township were 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 Norwich Quay and Oxford Street intersection and surrounds, including Pilgrims’ Rock, the Antarctic Expeditions plaque, the Signal House, the Tug Lyttelton berth, Jetty B, Baden Norris Reserve and the former Lyttelton Historical Museum.
- The continuing historical association between the township and the Port.
- Place names, street names and street layout (including split levelling and ‘ramps’ on many of the steep streets).
- Other public tracks, walkways and steps, e.g. Stan Helm and Major Hornbrook Walks.
- The numerous 20th Century timber cottages.
- Predominance of red scoria 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 channelling on Oxford Street and Simeon Quay.
- Churches and lodges.

#### 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 Township Historic Area.*
- *Edward Jollie – Reminisces 1849 -1851.*
- *Helen Brown, Pouārahi NZHPT (June 2011).*

## 2.3 Lyttelton's earthquake damage

### Lyttelton post-earthquakes

The town centre, centred on the block between Norwich Quay and London, Oxford and Dublin Streets, was dominated by a high proportion of 20th Century buildings, many of which were listed in the District Plan. A third of London Street buildings sustained heavy damage in the 22 February 2011 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 repaired or rebuilt. Some businesses are operating out of temporary premises such as caravans and containers. Other cleared sites have an uncertain future.

The Port sustained significant infrastructure damage on 22 February 2011, compounding the effects of the 4 September 2010 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 its operations east and to develop the western inner harbour for marine services and waterfront commercial activities.

Cruise ships require supporting services and infrastructure. The cruise season, which typically runs from October to April, was cut short and all cruise ships (except for three small vessels) bypassed Lyttelton for the 2011-12 season, berthing instead in Akaroa. The decision to start development of a planned purpose-built cruise berth facility has been deferred due to the seismic activity.

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 in the grounds of Lyttelton Main School on Oxford Street.

Lyttelton's arts scene, performance venues and restaurant businesses have sustained significant damage. A collective of local artists is raising money for earthquake recovery through the sale of CD's. Some performance venues have re-opened, but most have been demolished or are closed pending repair or rebuild.

Many historic commercial buildings which provided affordable rentals to creative and other businesses have been lost. These businesses 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 22 February 2011 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. Many community facilities have been demolished or closed pending repair or rebuild because of significant damage, with further demolitions and closures possible as detailed engineering evaluations (DEEs) are completed.

The community has a high degree of social connectedness and a strong culture of volunteering for, for example, the Lyttelton Fire Brigade, St Johns Ambulance, Civil Defence, the Timebank and Project Lyttelton.







### 3. Master plan development

#### *Decision-making framework, process and community engagement*

##### ***Policy and decision-making framework***

- The legislative and policy framework of the Suburban Centres Programme

##### ***The master plan development framework***

- A comprehensive framework based on integrated recovery planning and urban design principles

##### ***The master plan development process***

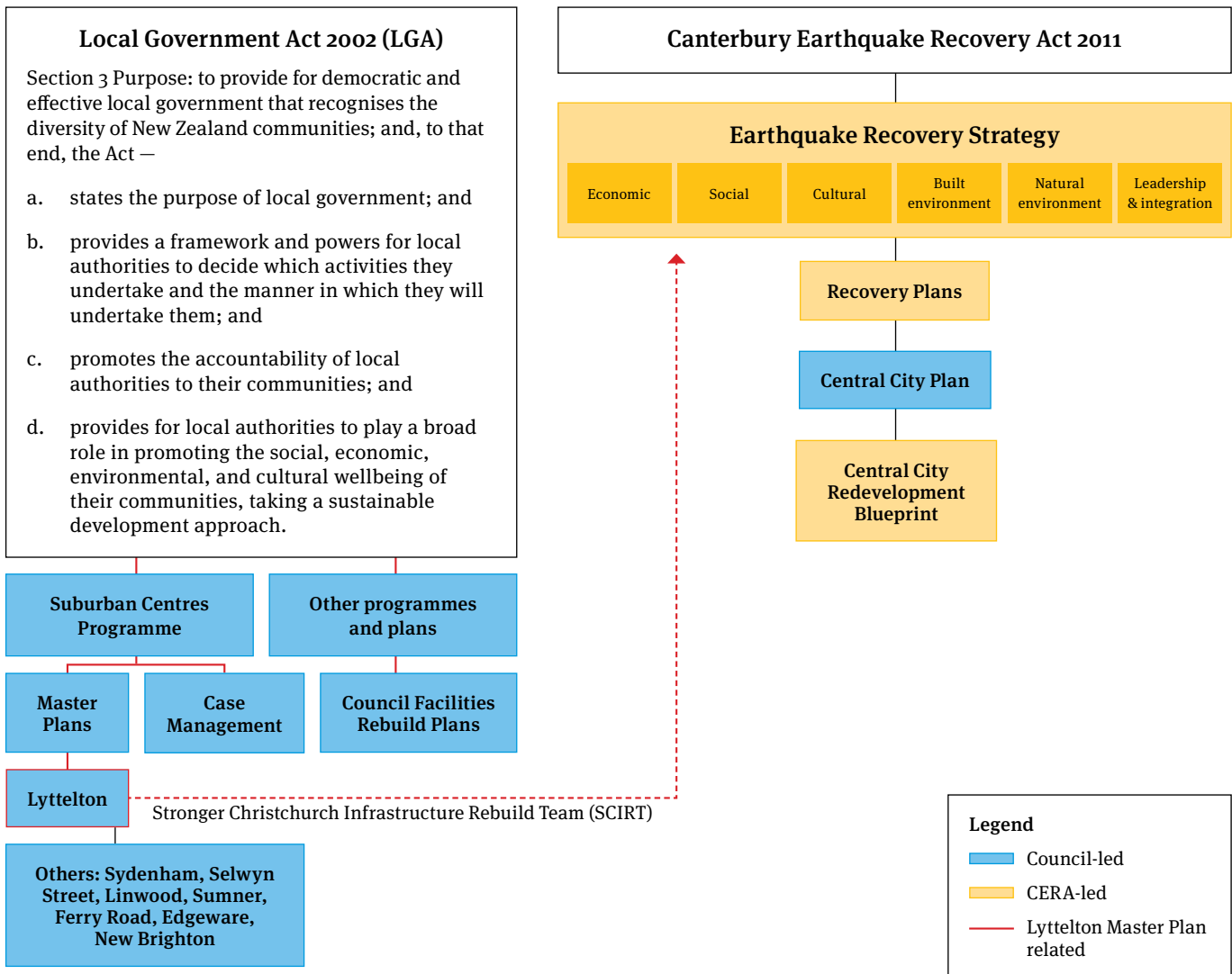
- Partnering with the community, agencies and technical specialists

##### ***Outcomes of community engagement***

- Summary recommendations in the Lyttelton Community Recovery Plan
- What else has the community asked for?
- Community consultation and engagement headlines
- How the master plan actions evolved in response to community consultation

# 3.1 The policy and decision-making framework

## The legislative and policy 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 rebuilding and recovery efforts following the earthquakes.

All planning instruments must be read together and be consistent with the Recovery Strategy for Greater Christchurch, which was prepared by CERA and approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012.

Alongside the Central City Plan which the Council drafted under the Canterbury Earthquake Recovery Act 2011, the Council initiated the Suburban Centres Programme to support damaged suburban centres.

While it is the responsibility of the Council to oversee the implementation of the master plans, there may be instances where it requests that CERA powers are used. For example, if deemed essential to the rebuilding and recovery efforts, CERA may agree to fast-track the District Plan amendments this master plan has identified.

# 3.2 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 recovery of Lyttelton. It is important that the master plan takes a comprehensive view of the town centre's potential and develops this in a considered and integrated manner. For this reason an overarching framework was 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 wellbeings (natural, social, economic and cultural) from the LGA 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* was developed by the Council and the Canterbury District Health Board in consultation with other stakeholders. It provides an earthquake-specific revision of 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 outcome relevant to health, wellbeing and sustainability into policy and planning.

This 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 and CERA's Recovery Strategy for Greater Christchurch:



Each of these themes are explained in more detail in the framework on the next page.

The master plan development framework is based on the following sources:

### Integrated Recovery Planning Guide (Version 2.0)



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



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

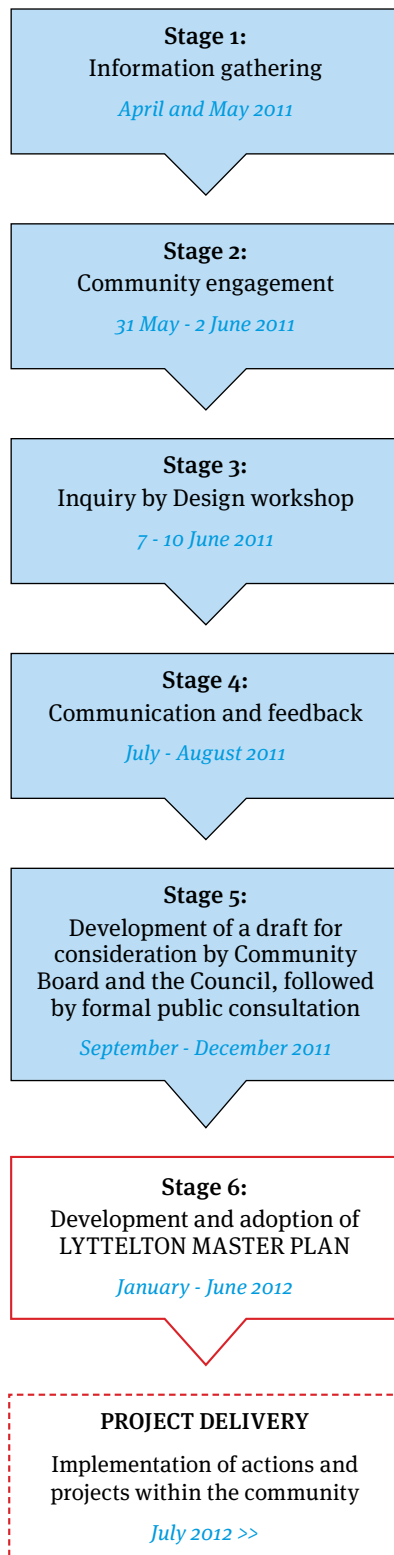


Identifies five key urban design principles and supporting good practice design tools to deliver sustainability into built outcomes:

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

<b>Economy and business</b>	
<p><b>Economic development:</b> Prosperous businesses, quality employment and job security; creating opportunities for training and employment; encouraging business opportunities – new businesses and supporting existing.</p> <p><b>Equity:</b> Fairness to current and future community; improving housing standards; supporting employment and educational opportunities.</p>	<p><b>Urban Design Protocol</b></p> <p>Context      Character</p> <p>Choice      Connections</p> <p>Collaboration</p> <p><b>People+Places+Spaces</b></p> <p>Consolidation and dispersal</p> <p>Integration and connectivity</p>
<b>Movement</b>	
<p><b>Accessibility for all:</b> 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.</p> <p><b>Strategic network:</b> Enabling movement of freight between the Port, State Highway and arterial networks, and finding ways to create safe streetscapes for all road users.</p> <p><b>Sustainable transport:</b> Promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling.</p> <p><b>Parking:</b> 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.</p>	<p><b>Urban Design Protocol</b></p> <p>Context      Choice</p> <p>Connections      Custodianship</p> <p>Collaboration</p> <p><b>People+Places+Spaces</b></p> <p>Consolidation and dispersal</p> <p>Integration and connectivity</p>
<b>Natural environment</b>	
<p><b>Natural capital:</b> Supporting local biodiversity and ecosystem services; providing green spaces which support wildlife and the experience of natural heritage.</p> <p><b>Resource sustainability:</b> 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.</p> <p><b>Lifestyles:</b> Improving opportunities for play and exercise; encouraging cycle and walking opportunities; providing accessible and diverse open places and spaces.</p> <p><b>Food security:</b> Access to wholesome, affordable and locally-produced food; safeguarding productive soils; finding sites for community food production.</p>	<p><b>Urban Design Protocol</b></p> <p>Context      Character</p> <p>Choice      Connections</p> <p>Creativity      Custodianship</p> <p>Collaboration</p> <p><b>People+Places+Spaces</b></p> <p>Environmental responsiveness</p> <p>Legibility and identity</p> <p>Integration and connectivity</p> <p>Consolidation and dispersal</p>
<b>Community wellbeing, culture and heritage</b>	
<p><b>Public services:</b> Enhancing access to quality public services and facilities – social, educational, recreational and health; co-locating community services, facilities and businesses.</p> <p><b>Social and community capital:</b> Building strong social connections – supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.</p> <p><b>Community resilience:</b> Planning and preparing for future disasters and climatic changes.</p> <p><b>Cultural diversity:</b> 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.</p>	<p><b>Urban Design Protocol</b></p> <p>Context      Character</p> <p>Connections      Creativity</p> <p>Custodianship      Collaboration</p> <p><b>People+Places+Spaces</b></p> <p>Integration and connectivity</p> <p>Diversity and adaptability</p> <p>Legibility and identity</p>
<b>Built environment</b>	
<p><b>Community safety:</b> Reducing crime rates and using Crime Prevention Through Environmental Design (CPTED) principles; traffic calming techniques.</p> <p><b>Neighbourhood amenity:</b> Well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future-proofing heritage features; rebuilding neighbourhood shops.</p> <p><b>Housing stock:</b> Affordable, efficient, secure, dry and warm accommodation; upgrading existing housing stock; finding opportunities for more efficient use of land for housing.</p>	<p><b>Urban Design Protocol</b></p> <p>Context      Character</p> <p>Choice      Creativity</p> <p>Custodianship      Collaboration</p> <p><b>People+Places+Spaces</b></p> <p>Consolidation and dispersal</p> <p>Integration and connectivity</p> <p>Diversity and adaptability</p> <p>Legibility and identity</p> <p>Environmental responsiveness</p>

## 3.3 The master plan development process



### *Partnering with the community, agencies and technical specialists*

The master plan development process involved 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 development process are explained below.

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

**Stage 2** involved a series of focus group sessions with representatives of the local community and public 'hands on' design meetings. These meetings, attended by nearly 350 people, 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** involved 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 development 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 the latter included the identification and communication of tangata whenua values associated with the Lyttelton area and the potential for them to be recognised and reflected in the master plan and its actions. 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** saw provisional ideas and options for the town centre and beyond arising from Stages 2 and 3 presented to and tested at community feedback presentations which at least 300 people attended. People were also able to view the presentation of options on the Council's website and make written submissions over a three week period.

**Stage 5** involved preparation of the Draft Lyttelton Master Plan based on an analysis of the 145 submissions received, including peer review by appropriately qualified local design professionals prior to consideration of it by the Community Board and the Council for community consultation over a four week period based on the 197 submissions received.

**Stage 6** saw preparation, based on the 197 submissions received, and adoption of the Lyttelton Master Plan by the Council.

#### **Project delivery**

The delivery and timing of individual actions 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 sectors.

## 3.4 Outcomes of community engagement

### Summary recommendations in the Lyttelton Community Recovery Plan

Led by the Lyttelton/Mt Herbert Community Board following the 22 February 2011 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 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 given its purpose and scope, 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*

#### Local economy

- **A plan for the renewal of Lyttelton Town Centre developed with genuine community participation, and incorporating many of the suggestions made by the community.**  
*Addressed by the master plan process generally.*
- **Public access to the inner harbour waterfront.**  
*Addressed by Actions (M2) and (C6).*
- **Cruise ship terminal facilities, designed to enable a contribution to the local economy.**  
*Addressed by Action (M2).*
- A combined community museum.  
*Addressed by Actions (N6) and (C2).*
- Grubb Cottage opened as soon as possible to provide a visitor attraction.  
*Addressed by Action (B4).*
- A “financial recovery in hard times” workshop for business people.  
*Addressed by Actions (E3) and (E5).*
- Temporary and permanent performance space to provide employment for Lyttelton performers.  
*Addressed by Actions (E4), (N5), (C1), (C2) and (C8).*

#### Social environment and community services

- More gathering places.  
*Addressed by Actions (E4), (M1), (M3), (M4), (N1), (N2), (N3), (N5), (C1), (C2) and (C8).*
- A replacement performance/film venue.  
*Addressed by Action (C8).*
- Urgent temporary storage for Lyttelton Toy Library stock.  
*Addressed by Action (C2).*
- Permanent shared facilities for Plunket and Lyttelton Toy Library.  
*Addressed by Action (C2).*
- Repair of Cressy Terrace tennis court reserve.
- An imaginative state-of-the-art playground.  
*Addressed by Actions (N1) and (C4).*

#### Infrastructure and transport

- **Heavy port traffic re-routed off Norwich Quay.**  
*Addressed by Actions (M1) and (M2).*
- 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.  
*Addressed by Action (E2).*
- A review of Lyttelton's storm-water, surface water and subsurface water.
- Completion of the programme of wastewater and water supply upgrades.

#### Heritage and urban design

- In general, to make the most of what heritage fabric remains, then build anew.  
*Addressed by Action (B4).*
- Restoration of red volcanic stone retaining walls.  
*Addressed by Action (B4).*
- Urgent restoration of the eastern cemetery.  
*Addressed by Action (B4).*
- Interpretive plaques on new buildings to show what used to be there.  
*Addressed by Action (N6).*
- A design advice fund to provide free architectural advice to building owners.  
*Addressed by Actions (E3), (B2) and (B3).*
- Establishment of a Lyttelton Design and Advisory Committee to review resource consent applications.  
*Addressed by Action (B3).*

## 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.



**Legend**

- Economy and business
- Movement
- Natural environment
- Community wellbeing, culture and heritage
- Built environment

## Community consultation and engagement headlines



Through the community and stakeholder engagement it was clear people are focussed 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 quiriness 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 with the following attributes of Lyttelton:

- The make-up of the community – generally 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 master plan 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 inner harbour 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.





## How the master plan actions evolved in response to community consultation

In response to mixed support, majority opposition or other feedback (including positive support in principle, but where alternatives were suggested) the initially proposed actions were amended, added to or deleted as follows throughout the master plan development process.

In addition, text changes were made (e.g. to some action titles, descriptions, rationales, strategic sequence, leads and partner agencies/ organisations) for clarification purposes.

All other actions (i.e. those which received overwhelmingly positive support) have been updated in light of current information (including submissions) but effectively remained unchanged.

Some requests (e.g. alternative locations suggested) have not been incorporated because they are outside the scope of this master plan or because they will be addressed during the implementation of it.

Action	Community Feedback Presentation July 2011 following focus group and public meetings in May/June 2011	Draft Lyttelton Master Plan November 2011 following submissions in July 2011	Lyttelton Master Plan June 2012 following submissions in November/December 2011
<b>Economy and business</b>			
(E1)	Love Lyttelton marketing and attraction campaign.	Funding provision for a Lyttelton marketing and attraction campaign – emphasis switched to funding.	Support for a Lyttelton marketing and attraction campaign – amended to acknowledge support wider than just funding and to add Lyttelton Harbour Business Association as joint lead.
(E2)	London Street Wifi.	London Street Wifi – unchanged.	London Street Wifi – unchanged, but existing progress towards implementation by Lyttelton Harbour Information Centre acknowledged.
(E3)	Appoint a case manager	Appoint a Lyttelton case manager - desire for a local person in the role recognised.	Appoint a Lyttelton case manager – amended to reflect that the incumbent also needs some understanding of the operations and relationship between the Council and other Government and non-Government agencies between which he/she is expected to liaise, in addition to being a local appointment in terms of their knowledge and location.
(E4)	Creative hub – support for affordable workspace for creative start-ups and businesses.	Support for a creative hub of affordable workspace – included all business start-ups, not just creative ones.	Investigation for and use of Council property to accommodate business activities – amended to refocus on temporary and permanent use of Council property to better meet the community's business needs.
(E5)	–	Funding options and temporary support – turned from information only into an action to ensure implementation.	Funding options and temporary support – unchanged.
<b>Movement</b>			
(M1)	Norwich Quay and public space enhancement.	Movement and the waterfront – changed to more appropriate smaller-scale amenity improvements in recognition of carriageway width limitations.	Norwich Quay amenity improvements – focus on Norwich Quay amenity improvements in the short term clarified by relocating reference to identification of a long term strategy for Port and waterfront access to Action (M2).
(M2)	Port access/tunnel.	Move Port access off Norwich Quay (Heads of Agreement) – recognised community desire to progress alternative Port access and public access to waterfront issues as soon as possible.	Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues – amended as per Council resolution and to include location of the Diamond Harbour ferry terminal for consideration through the Heads of Agreement.

Action	Community Feedback Presentation July 2011 following focus group and public meetings in May/June 2011	Draft Lyttelton Master Plan November 2011 following submissions in July 2011	Lyttelton Master Plan June 2012 following submissions in November/December 2011
<b>Movement (continued)</b>			
(M3)	London Street to Norwich Quay pedestrian linkages.	Pedestrian linkages – recognised desire and potential for pedestrian linkages is not limited to north-south London Street to Norwich Quay, but also east-west Oxford Street to Canterbury Street.	Pedestrian linkages – unchanged.
(M4)	London Street business area enhancement.	London Street public realm enhancements and public event opportunities –refocused on pedestrians and public event opportunities, with parking shifted to (M5) Parking investigations.	London Street public realm enhancements and public event opportunities – amended to clarify inclusion of investigations as to whether London Street could accommodate the Lyttelton Farmers' Market and it being a vehicle for local landscape and heritage interpretation.
(M5)	Parking investigations.	Parking investigations – recognised 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.	Parking investigations – amended to include: a review of the adequacy of existing public transport, active travel facilities and parking enforcement; clarification that this action will inform the amendments to the District Plan anticipated by Action (B1); investigation into how the preferred site for any necessary parking building could be secured in the meantime; and that this action be expedited by including and building on relevant existing studies.
(M6)	–	Access to and from Lyttelton – recognised limited access in and out of Lyttelton needs to be addressed, particularly as a result of indefinite closure of Evans Pass.	Access to and from Lyttelton – unchanged.
<b>Natural environment</b>			
(N1)	Canterbury Street memorial square.	A new civic square – recognised a suitable site had 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 Street frontage.	A new civic square – amended to indicate that 44 London Street (the former Ground site) in its entirety is the preferred site.
(N2)	Pool garden off-season access.	Pool garden off-season access – unchanged.	Pool garden off-season access – unchanged.
(N3)	Rooftop park above library.	Rooftop park between, or on a combined, Lyttelton Library and Service Centre – recognised combined library/ service centre in the event the latter is not replaced.	Rooftop park between, or on a combined, Lyttelton Library and Service Centre – timeframe now medium term to provide time for decision-making around the future of the Lyttelton Service Centre and re-evaluation of need for the rooftop park once higher priority open space Actions (N1) and (N2) have been implemented.

Action	Community Feedback Presentation July 2011 following focus group and public meetings in May/June 2011	Draft Lyttelton Master Plan November 2011 following submissions in July 2011	Lyttelton Master Plan June 2012 following submissions in November/December 2011
<b>Natural environment (continued)</b>			
(N4)	Head to Head Walkway (from Godley Head to Adderley Head).	Head to Head Walkway – explanatory words in description of the project removed from its title.	Head to Head Walkway – unchanged.
(N5)	Temporary landscapes.	Temporary landscapes – unchanged.	Temporary landscapes – unchanged.
(N6)	Local landscape interpretation.	Local landscape and heritage interpretation – extended to include heritage.	Local landscape and heritage interpretation – unchanged.
(N7)	Ohinehou heritage trade trail.	Interpretation of Tangata Whenua values – focus broadened from just Ohinehou heritage trade trail.	Relocated to (C10) and (N7) deleted.
<b>Community wellbeing, culture and heritage</b>			
(C1)	Lyttelton Recreation Centre.	Improved utilisation of the Lyttelton Recreation Centre – improved utilisation being inherent was clarified.	Improved utilisation of the Lyttelton Recreation Centre – amended to reflect its closure in December 2011 and the opportunities its repair or rebuild provides to achieve this action.
(C2)	Plunket/toy library.	Alternative use of a Council property on Canterbury Street – refocused from accommodation of Plunket/Toy Library, other than on a temporary basis.	Investigation for and use of Council property to accommodate community and cultural activities – amended to refocus on temporary and permanent use of Council property to better meet community and cultural needs.
(C3)	Library and service centre redevelopment.	Combined Lyttelton Library and Service Centre redevelopment – recognised combined library/service centre in the event the latter is not replaced.	Combined Lyttelton Library and Service Centre redevelopment – unchanged.
(C4)	Naval Point redevelopment.	New public amenities in the town centre – added to address the need for these, Naval Point redevelopment relocated to (C6) and subsequent actions renumbered accordingly.	New public amenities in the town centre – unchanged.
(C5)	Donald Street arts precinct.	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement – added in recognition that a suitable site has yet to be identified. Options include the existing site if its problems are able to be addressed. Donald Street arts precinct relocated to (C7) and subsequent actions renumbered accordingly.	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement – unchanged.
(C6)	Performance/film venue.	Naval Point redevelopment – renumbered from (C4) to (C6). Performance/film venue relocated to (C8).	Naval Point amenity improvements and redevelopment – amended to emphasise the short and long term aspects.
(C7)	–	Donald Street arts precinct and art in the street – broadened to include public art and renumbered from (C5) to (C7).	Art in public places – amended to refocus on and provide for art in public places throughout Lyttelton, not just on streets and in any arts precinct.
(C8)	–	Performance/film venue – renumbered from (C6) to (C8).	Performance/film venue – refocused on support for reopening of The Loons in the short term and establishment of a new multi-use ‘black box’ theatre (with a capacity of around 300 persons) in the long term.

Action	Community Feedback Presentation July 2011 following focus group and public meetings in May/June 2011	Draft Lyttelton Master Plan November 2011 following submissions in July 2011	Lyttelton Master Plan June 2012 following submissions in November/December 2011
<b>Community wellbeing, culture and heritage (continued)</b>			
(C9)	–	Emergency preparedness – added to address concerns about preparedness for future emergencies.	Emergency preparedness—unchanged.
(C10)	–	–	Tangata whenua’s relationships, values and aspirations – relocated from Natural environment theme and focus expanded to provide for its application and implementation across all themes and actions as appropriate.
<b>Built environment</b>			
(B1)	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments.	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments – unchanged.	Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan – amended to include some other possible amendments for consideration.
(B2)	Design and character guidance.	Design and character guidance – unchanged.	Design and character guidance – amended to clarify that this action is about determining how the design guidelines need to be updated and including provision in them for sustainable buildings and low impact urban design; tangata whenua cultural references and considerations within the urban landscape; and application to public realm street treatment.
(B3)	Lyttelton Design Advisory Board.	Inclusion of local involvement in the existing Urban Design Panel – recognised desire for local input and benefits of aligning with existing Christchurch Urban Design Panel.	Local input into design and appearance – amended to accommodate whatever is determined to be the best means of providing for local input as per Council resolution.
(B4)	–	Identify and assist retention of remaining built heritage – added to address community concerns about heritage retention.	Identify and assist retention of remaining built heritage – amended to include unlisted heritage and character buildings and ensure accuracy of the action’s details.



# 4. Vision, goals and actions

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

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

### *Lyttelton Master Plan goals*

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

### *Lyttelton Master Plan actions*

- How to read this section
- Economy and business actions:
  - theme summary (Lyttelton's economy and commercial heart)
  - actions summary
  - actions in detail
- Movement actions:
  - theme summary (Lyttelton's traffic and transport)
  - actions summary
  - actions in detail
- Natural environment actions:
  - theme summary (Lyttelton's parks and open spaces)
  - actions summary
  - actions in detail
- Community wellbeing, culture and heritage actions:
  - theme summary (Lyttelton's community facilities and services)
  - actions summary
  - actions in detail
- Built environment actions:
  - theme summary (Lyttelton's residential community and built character)
  - actions summary



## 4.1 The vision for Lyttelton's town centre and beyond

### The vision for Lyttelton's town centre and beyond

*Following in the footsteps of Te Hapū o Ngāti Wheke and the first European settlers, people will be attracted to Lyttelton because of the lifestyle it offers and its unique local history and identity. It will once again be renowned as a thriving centre with a diverse mix of shops, boutique businesses, entertainment options, community facilities 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.*

Lyttelton will be a **rebuilt and prosperous niche centre**. Business owners and operators will be encouraged and supported by a marketing and attraction campaign and support facilities. Telecommunications infrastructure will allow high speed wireless internet access through the town centre. Retail will be an energising force and the re-opening of businesses on London Street will help to stimulate other forms of employment and growth in a concentrated retail area. Lyttelton will be a hot house for creative individuals and 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.

The reclaimed foreshore has long been an area for port-related industry. In the future, access to the inner harbour waterfront will be improved. The shifting of Lyttelton Port of Christchurch (LPC) operations east will enable **alternative Port access investigations and public access to the inner harbour waterfront**. 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 and pedestrian laneways.

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. Throughout the ordered street grid layout of the township, pedestrian laneways will provide connectivity between the town centre, waterfront, courtyard spaces for boutique shops and bars and walkways into the Port Hills.

Lyttelton will be accessible by and enjoy integration of all modes of transport, **ensuring route security** during emergency events, economic growth, recreational opportunities and access to health and other services.

A new civic square will contribute to highly **accessible social spaces**. 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. Public spaces and playscapes will be designed according to low-carbon, sustainable and Crime Prevention Through Environment Design (CPTED) principles.

To meet the growing demand for public space experiences that fuse story-telling and exhibition opportunities, 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, sea-faring culture and commerce. There will be opportunities to learn about Lyttelton's natural, physical 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.

New and improved public facilities and amenities will be provided. 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.

Lyttelton's town centre will have **access to affordable business and creative spaces** for business enterprises and start-ups, artists, the community, students and the public sector to operate, innovate, meet and create. Streets and squares will be used for outdoor events and a new 'black box' (experimental) theatre will provide a large multi-purpose indoor performance and film venue to complement The Loons. Artworks will enrich the public environment.

**Responsive planning and urban design** 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 and a supportive District Plan. Appropriately qualified local design professionals will provide input into building design and appearance and property owners will work together to find development efficiencies and build quality developments.

## 4.2 Lyttelton Master Plan goals

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

The Lyttelton Master Plan, prepared by the Council in partnership with the community and other 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, socialise and play. These goals are to be delivered through thirty-one detailed implementation actions. These ensure community, private sector and government-led decision-making aligns and moves forward together in a logical sequence. The actions are mapped in the Executive Summary and summarised and described in detail in Section 4.3 of the Master Plan.

#### 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, a credible business address and access to dynamic, quality places for their 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

Action number	Action name	Page
(E1)	Support for a Lyttelton Marketing and Attraction campaign	35
(E2)	London Street Wifi	37
(E3)	Appoint a Lyttelton case manager	38
(E4)	Investigation for and use of Council property to accommodate business activities	39
(E5)	Funding options and temporary support	42

#### Goal 2. Alternative Port access investigations and public access to the inner harbour waterfront

- Investigate access for all modes of transport along Norwich Quay and the waterfront and alternate access to the Lyttelton Port of Christchurch. This will take a partnership approach between the Council, Lyttelton Port of Christchurch, New Zealand Transport Agency, Environment Canterbury and Kiwirail.
- Short term 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 which highlight its place in Māori and European history.

#### 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 residential 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

- The transport network will be developed to become more resilient in emergencies to secure access to the town.

#### Key master plan actions

Action number	Action name	Page
(M1)	Norwich Quay amenity improvements	44
(M2)	Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access related issues	46
(M3)	Pedestrian linkages	49
(M4)	London Street public realm enhancements and public event opportunities	52
(M5)	Parking investigations	54
(M6)	Access to and from Lyttelton	56

### Goal 5. Accessible and social 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 who have fallen.
- Norwich Quay will be pedestrian and cycle friendly, providing people with an interesting section of journey between Adderley and Godley Heads on the Head to Head Walkway. Opportunities to learn about Lyttelton's natural environment and cultural heritage will be provided through signage, interpretation and artworks.
- Actions will enable more effective and efficient use of existing open spaces, such as next to the Norman Kirk Memorial Pool, and cleared sites for the local community.

### 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 appropriately included in the regeneration of Lyttelton, e.g. cultural references and considerations will be embedded into the design of the urban environment.

<i>Key master plan actions</i>		
Action number	Action name	Page
(N1)	A new civic square	59
(N2)	Pool garden off-season access	62
(N3)	Rooftop park between, or on a combined, Lyttelton Library and Service Centre	64
(N4)	Head to Head Walkway	66
(N5)	Temporary landscapes	68
(N6)	Local landscape and heritage interpretation	70

### 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 and groups 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, tangata whenua and community groups, including those aimed at young people and older adults.

### Goal 8. Access to affordable business and creative spaces

- A new creative precinct centred around Donald Street will provide studio and showroom spaces for Lyttelton's creative professionals and artists at affordable rentals. Public art installations which reinforce local history and identity will be peppered around public spaces.
- A new 'black box' (experimental) theatre will provide a larger venue to showcase the local talent of the many performers, theatre groups, musicians and artists in the community than currently exists. This will in turn support Lyttelton's hospitality and tourism sector.

<i>Key master plan actions</i>		
Action number	Action name	Page
(C1)	Improved utilisation of the Lyttelton Recreation Centre	77
(C2)	Investigation for and use of Council property to accommodate community and cultural activities	78
(C3)	Combined Lyttelton Library and Service Centre redevelopment	81
(C4)	New public amenities in the town centre	82
(C5)	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement	83
(C6)	Naval Point amenity improvements and redevelopment	84
(C7)	Art in public places	87
(C8)	Performance/film venue	88
(C9)	Emergency preparedness	89
(C10)	Tangata whenua's relationships, values and aspirations	90

### Goal 9. Responsive planning and urban design

- Aspects of the District Plan are to be overhauled so that it enables and supports rebuilding and recovery. District Plan 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 that references local history and identity, without being a compromised replica of what stood before. This will be achieved through inclusive community design expos, character and design guidelines and local input into design and appearance.
- Remaining built heritage, including character buildings and the red scoria stone walls, will be retained.

<i>Key master plan actions</i>		
Action number	Action name	Page
(B1)	Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan	94
(B2)	Design and character guidance	97
(B3)	Local input into design and appearance	100
(B4)	Identify and assist retention of remaining built heritage	101



# 4.3 Lyttelton Master Plan actions

## How to read this section

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. 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.

The actions identified in the master plan will be monitored by the Council annually as cycles of strategic decision-making across the city take place.

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 number) Action name**

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

### Actions in detail

All actions have been summarised in a table like the one below. This table describes the following aspects of each action in more detail.

<b>Description:</b>			
<b>Rationale:</b>			
<b>Timeframe:</b>	<b>Intermediate/ Short term</b>	<b>Medium term</b>	<b>Long term</b>
<b>Strategic sequence:</b>			
<b>Lead:</b>			
<b>Partner agencies/ organisations:</b>			
<b>Related actions:</b>			

Master plan development framework

	<b>A.</b>
<b>Theme</b>	<b>B.</b>
<b>Principles</b>	C.
	C.
<b>Urban design</b>	D.



A box like 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 in Section 3.2.

**Box A.** Indicates which of the four wellbeings the theme primarily 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.

# Economy and business actions

## Theme summary

### - Lyttelton's economy and commercial heart

Prior to the earthquakes, 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.

A third of buildings on London Street sustained heavy damage in the 22 February 2011 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 waterfront for marine services and waterfront commercial activities.

Economic Wellbeing	
Theme	Economy and Business
Principles	Economic development
	Equity
Urban design	Context Character Choice Connections Collaboration



## Actions summary

### (E1) Support for a Lyttelton marketing and attraction campaign

Provide support for preparation of a Lyttelton-specific business attraction and investment prospectus, for roll-out together with a marketing campaign.

### (E2) London Street WiFi

Investigate technology needs and associated costs for broadband wireless-fibre (WiFi) access within London Street, if not the whole of the town centre, and establish an advertising-supported portal with local content that promotes 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 business property owners and/or operators to ensure that people who need assistance are able to access available services.

### (E4) Investigation for and use of Council property to accommodate business activities

Investigation for and use of all vacant, habitable Council-owned land and/or buildings for:

1. The temporary accommodation of displaced business activities (which may include business activities of a creative, social and recreational nature) in the short term; and
2. Permanent use in the long term.

### (E5) Funding options and temporary support

Identify, collate and communicate to business property owners and operators and community groups details of the range of funding options and temporary support of a non-financial nature available to and through the Council and community to assist rebuilding and recovery.

## (E1) Support for a Lyttelton marketing and attraction campaign

<b>Description:</b>	<p>Prepare a Lyttelton-specific business attraction and investment prospectus that sets out:</p> <ul style="list-style-type: none"> <li>• Lyttelton’s Master Plan vision for the area, opportunities and key development sites.</li> <li>• High level statements confirming Council, CERA, Government and local business community support.</li> <li>• An outline of Council and Government support being provided, e.g. case management, etc.</li> <li>• Its locational advantages (proximity to strategic networks and recreational opportunities) and uniqueness.</li> <li>• The branding to differentiate its offer from competing destinations and events that support and enhance the brand.</li> <li>• The niche ‘offer’ of the centre, including its lifestyle, education, health, fitness and recreation opportunities, community facilities and character residential living options.</li> <li>• Its economic prospects from the cruise ship terminal, tourism sector, strategic transport networks, Port, hospitality and creative industry sector.</li> <li>• Local tourist attractions, including natural or nature-based, built, historical and contemporary, e.g. the harbour, Grubb Cottage and Lyttelton Farmers’ Market.</li> <li>• Recent, committed and proposed public investment projects and their timeframes for completion.</li> <li>• Existing types and mix of businesses, including professional offices, hospitality services and creative enterprises.</li> <li>• Gaps in the market, particularly businesses and services that meet local needs.</li> <li>• Its suitability for creative industries.</li> <li>• Existing and reliable future employment, business and residential projections.</li> <li>• Its strong, diverse, innovative and active business and local community.</li> <li>• A business and community services inventory.</li> </ul> <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>
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(Image source: Lyttelton Harbour Information Centre)



## (E1) Support for a Lyttelton marketing and attraction campaign (continued)

<b>Rationale:</b>	<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. Currently there is no coherent story to position Lyttelton as a competitive business location and what the vision for it is.</p> <p>It is important that Lyttelton regenerates in a way that reinforces its role as: 1) a niche centre in the city; and 2) a place for people to live, work and play. The use of a prospectus can build awareness, change perceptions and promote Lyttelton as a desirable place to live, work, do business and invest. 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>A marketing and attraction campaign to engender confidence in the future of Lyttelton will help to strengthen the long term prosperity of its business community. It will also ensure the continuation of open communication of the area's successes. It should also help to attract local visitors from outside of Lyttelton back to the township.</p> <p>This action is also about being open, partnering and ready to work with other organisations with land or investment interests in the township to better achieve the objectives, subsequently adding value to investments. It is also about not making 'good ideas' too hard to be achieved.</p>		
<b>Timeframe:</b>	<b>Immediate/Short term</b>	<b>Medium term</b>	<b>Long term</b>
<b>Strategic sequence:</b>	<p><b>Investigate:</b></p> <ul style="list-style-type: none"> <li>• Identification of key consumer markets and needs.</li> <li>• Identification of appropriate/ key business types for the area.</li> <li>• Prospectus and marketing campaign research and development.</li> <li>• Outline of the planned roll-out of the marketing campaign.</li> <li>• Platform for continuous and regular communication of successes in the area.</li> <li>• Establishment of a visually consistent Lyttelton identity for use in all communications and marketing.</li> <li>• Scoping of willing local hosts.</li> </ul> <p><b>Approve:</b></p> <ul style="list-style-type: none"> <li>• Funding for a marketing and attraction campaign.</li> </ul> <p><b>Implement:</b></p> <ul style="list-style-type: none"> <li>• Circulate the prospectus.</li> <li>• Regular communication updates.</li> </ul>	<p><b>Implement:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Regular communication updates.</li> </ul>	<p><b>Implement:</b></p> <ul style="list-style-type: none"> <li>• Outreach programme.</li> <li>• Regular communication updates.</li> </ul>
<b>Lead:</b>	<p>Lyttelton Harbour Information Centre Lyttelton Harbour Business Association</p>		
<b>Partner agencies/ organisations:</b>	<p>Council – Strategy and Planning Group (Strategic Support Unit) and Public Affairs Group (Marketing Unit) Recover Canterbury Christchurch Economic Development Corporation Christchurch and Canterbury Tourism Lyttelton/Mt Herbert Community Board Local businesses and organisations, e.g. Lyttelton Historical Museum Society</p>		
<b>Related actions:</b>	<p>(E2) London Street Wifi (E4) Investigation and use of Council property to accommodate business activities (C2) Investigation and use of Council property to accommodate community and cultural activities</p>		

## (E2) London Street WiFi

<b>Description:</b>	<p>Investigate technology needs and associated costs for broadband wireless-fibre (WiFi) access within London Street, if not the whole of the town centre, and establish an advertising-supported portal with local content that promotes the town, businesses and the community.</p> <p>Investigations should help to resolve the following:</p> <ul style="list-style-type: none"> <li>• Possible locations for WiFi coverage, e.g. along the main street, in parks or in other locations.</li> <li>• Network and infrastructure requirements, e.g. links, backbones, aerials and repeaters.</li> <li>• Understanding of how these types of services are managed via discussions with internet service providers (ISPs).</li> <li>• Costs and funding sources.</li> <li>• Possibilities for individual businesses or organisations (e.g. Lyttelton Harbour Information Centre, Lyttelton Youth Centre) to set up a secure hotspot from a broadband connection and begin charging people for access, as an interim option.</li> <li>• The best ways to capture the value of the network to the town.</li> </ul> <p>(In collaboration with joint applicants, the Lyttelton Harbour Information Centre has secured a grant from Internet NZ Inc. for the installation of necessary equipment to enable parts of London Street to provide free public internet access for a period of up to three years, courtesy of TradeMe’s spare bandwidth capacity. The next step is to tender the installation work. As the community and local businesses recover and the system proves effective, it is envisaged that the service will continue to be provided beyond the initial three year period on a self-funded/ sponsored basis).</p>		
<b>Rationale:</b>	<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> <p>The scheme could allow people with laptops, iPads and mobile devices connection through a Lyttelton portal to local content that promotes the town, businesses and the community and to 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>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>• Possible locations for Wifi coverage.</li> <li>• Network and infrastructure requirements.</li> <li>• How these types of services are managed.</li> <li>• Interim options.</li> <li>• Best ways to capture the value of the network to the town</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Tender the installation work.</li> <li>• Construct.</li> </ul>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>• Potential providers and sponsors to encourage the provision of WiFi beyond three years.</li> </ul>	
<b>Lead:</b>	Lyttelton Harbour Information Centre		
<b>Partner agencies/ organisations:</b>	<p>Council – Strategy and Planning Group (Strategic Support Unit) and Corporate Services Group (Information Management and Communication Technology Unit)</p> <p>Lyttelton Harbour Business Association                      Christchurch and Canterbury Tourism</p> <p>Local tourism groups    Internet Service Providers</p> <p>Internet NZ Inc.    TradeMe</p> <p>Utility providers, e.g. Chorus NZ</p>		
<b>Related actions:</b>	<p>(E1) Support for a Lyttelton marketing and attraction campaign</p> <p>(E5) Funding options and temporary support</p>		

### (E3) Appoint a Lyttelton case manager

<b>Description:</b>	<p>Employ a Lyttelton case manager to provide a ‘single face of recovery’ to business property owners and/or operators to ensure that people who need assistance are able to access available services. Case managers are to communicate master plan directions, provide information and support through Resource and Building Consent processes for both temporary and permanent activities, facilitate urban design and heritage advice, review repair/rebuild options, advocate as appropriate (e.g. for asset repair works) and to help applicants through any financial assistance schemes provided by the Council. This may include coordinating a ‘design centre’ for business property owners, helping to promote and provide advice on local sustainable building design and various building technologies appropriate to Lyttelton.</p> <p>As such, in addition to having local and business knowledge, the case manager needs some understanding of the operations and relationship between the Council and other Government and non-Government agencies between which he/she is expected to liaise. While co-location with other community support organisations is ideal and location either wholly or partially from Lyttelton is fundamental, this will be venue-dependent.</p> <p>There are a number of options as to exactly how this role is filled, e.g. individual or team, existing Council staff, new Council staff or Council-funded but external to the Council. The Lyttelton Master Plan’s project leader will remain responsible for case management until this decision is made.</p>		
<b>Rationale:</b>	<p>Better knowledge of the regulatory expectations and kinds of services and funding available is needed by business property owners and/or operators. There is a need for someone to act as their key strategic contact within the Council, to champion their needs internally to provide more responsive and tailored services and to build a collaborative approach with other relevant Government and non-Government agencies and services.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Position description (i.e. differences between the case manager and Lyttelton Master Plan project leader and key functions and capabilities, etc).</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> <li>• Appointment.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Regular review of the position.</li> </ul>		
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – Community Services Group (Community Support Unit) and Regulation and Democracy Services Group (Resource Consents and Building Policy and Building Operations Units)</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Recover Canterbury</p> <p>CERA</p>		
<b>Related actions:</b>	All		

## (E4) Investigation for and use of Council property to accommodate business activities

<p><b>Description:</b></p>	<p>Investigation for and, where appropriate, use of all vacant, habitable Council-owned land and/or buildings for:</p> <ol style="list-style-type: none"> <li>1. The temporary accommodation of displaced business activities (which may include business activities of a creative, social and recreational nature) in the short term; and</li> <li>2. Permanent use in the long term.</li> </ol> <p>This action is about a targeted effort to stimulate business re-establishment in the professional/creative/entrepreneurial employment sector. It looks to identify:</p> <ol style="list-style-type: none"> <li>i. Vacant, habitable Council-owned land and/or buildings on which temporary accommodation (e.g. portable buildings) could be erected or provided quickly and relatively inexpensively and occupied in the short term while their long term use is considered though the Council's Facilities Rebuild Plan.</li> <li>ii. The earthquake damage sustained to such land and/or buildings and the cost of repairs and maintenance required to get them up to an appropriate standard for temporary occupation in the short term and permanent occupation in the long term.</li> <li>iii. Local businesses seeking affordable, multi-functional replacement or start-up office, studio, display and sales space, with an interest in this vision.</li> <li>iv. What infrastructure may be required, e.g. quality information communications technology (ICT).</li> <li>v. Private sector investment interest.</li> </ol>		
<p><b>Rationale:</b></p>	<p>A significant number of the lower rent buildings in Lyttelton's town centre have either been demolished or remain uninhabitable pending repair or rebuild, resulting in a significant reduction in trade and risk that affected businesses will be forced to relocate elsewhere to continue trading. While some businesses have now reopened or are in the process of being repaired or rebuilt, many continue to operate out of temporary premises or remain closed due to difficult development viabilities. The Council has the ability to contribute directly to earthquake recovery as a landowner by making vacant, habitable land and/or buildings available for temporary use to meet local needs in a similar manner to which private land is being made available for temporary landscapes and activities while plans for the future use of the land to best meet community needs are being made. Enabling more effective and efficient local use of existing cleared sites is of high importance, including to tangata whenua.</p> <p>Council-owned land and buildings in Lyttelton include a formerly residential property at 27 Canterbury Street and the site in Donald Street which included the Plunket building (demolished), the old stables (red-stickered) and the Lyttelton Historical Museum (demolished). Decisions concerning their repair or rebuild have yet to be made and may result in built smarter, co-located or shared facilities on their former or more suitable new sites. The extent and quirky nature of the Donald Street site make it eminently suitable for long term redevelopment as a spatially defined precinct for business activities of a creative nature - refer to Action (C2). This action 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 business owners and operators to live and/or work in.</p>		
<p><b>Timeframe:</b></p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p><b>Strategic sequence:</b></p>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Vacant, habitable Council-owned land and/or buildings.</li> <li>• Earthquake damage and cost of repairs and maintenance.</li> <li>• Market demand and potential occupants/leasees.</li> <li>• Infrastructure requirements.</li> <li>• Business/investment plan.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Repair and refurbish or construct.</li> </ul>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Earthquake damage and cost of repair or rebuild.</li> <li>• Long term use.</li> </ul> <p>Implement.</p>	<p><i>Note: Final use of the buildings are subject to detailed engineering assessments (DEEs) and the resulting Council decisions regarding repair or rebuild under the Council's Facilities Rebuild Plan.</i></p>

## **(E4) Investigation for and use of Council property to accommodate business activities (continued)**

<b>Lead:</b>	Council – City Environment Group (Transport and Greenspace Unit)
<b>Partner agencies/ organisations:</b>	<p>Council – Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit)</p> <p>Lyttelton Harbour Business Association</p> <p>Christchurch Economic Development Corporation</p> <p>Business owners and operators</p> <p>Lyttelton Plunket Committee</p> <p>Lyttelton Medical Centre</p> <p>Lyttelton Historical Museum Society</p> <p>Harbour Arts Collective</p>
<b>Related actions:</b>	<p>(E1) Support for a Lyttelton marketing and attraction campaign</p> <p>(E5) Funding options and temporary support</p> <p>(C2) Investigation for and use of Council property to accommodate community and cultural activities</p> <p>(C7) Art in public places</p> <p>(C8) Performance/film venue</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p> <p>(B4) Identify and assist retention of remaining built heritage</p>





## Existing environment



## Proposed response



Maintain access, circulation and convenient parking to the Lyttelton Health Centre.

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

Redesign Donald Street as a shared space for circulation of vehicles and pedestrians.

### 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 former 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 a business 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.
- Café.

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

## (E5) Funding options and temporary support

<b>Description:</b>	Identify, collate and communicate to business property owners and operators and community groups details of the range of funding options and temporary support of a non-financial nature available to and through the Council and community to assist rebuilding and recovery.		
<b>Rationale:</b>	<p>Post-earthquakes, there are various funding options beyond conventional means available to the Council and community, 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>Earthquake specific options to investigate include:</p> <ul style="list-style-type: none"> <li>• Central Government/Local Government funding;</li> <li>• Joint public and private sector external funding;</li> <li>• Private sector led external funding;</li> <li>• Local Government initiated assistance; and</li> <li>• Community organisations, trusts and philanthropic initiated assistance.</li> </ul> <p>Non-earthquake specific options to investigate include:</p> <ul style="list-style-type: none"> <li>• Council revenue;</li> <li>• Development mechanisms;</li> <li>• Private investment incentives;</li> <li>• Community and business funding;</li> <li>• Central Government/Local Government funding;</li> <li>• Independent community grants; and</li> <li>• Partnerships with other organisations.</li> </ul>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>• Funding options.</li> <li>• Temporary support of a non-financial nature.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Produce a handbook of the details.</li> <li>• Circulate handbook to business property owners and operators and community groups.</li> </ul>		
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)		
<b>Partner agencies/ organisations:</b>	Council – Corporate Services Group (Corporate Support Unit)		
<b>Related actions:</b>	<p>(E3) Appoint a Lyttelton case manager</p> <p>(E4) Investigation for and use of Council property to accommodate business activities</p> <p>(C2) Investigation for and use of Council property to accommodate community and cultural activities</p>		

# 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 land stability issues and rock fall risk 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 using Sutton Reserve and people trying to travel safely between the Diamond Harbour 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 Wellbeing	
Theme	Movement
Principles	Accessibility for all
	Strategic network
	Sustainable transport
Urban design	Context Choice Connections Custodianship Collaboration



## Actions summary

### (M1) Norwich Quay amenity improvements

Undertake small-scale amenity improvements within the kerb and build-outs on Norwich Quay in the short term to improve the environment for pedestrians and redevelopment while maintaining freight and other vehicle movements.

### (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues

Draft and finalise for approval by the Council, a Heads of Agreement between the Lyttelton Port of Christchurch, the New Zealand Transport Agency, Kiwirail, Environment Canterbury and the Council to agree key responsibilities and clearly set down intentions with regard to the provision of alternate heavy access to the Port, Norwich Quay and public access to the inner harbour waterfront.

### (M3) Pedestrian linkages

Understand and protect the legal status of pedestrian walkways in Lyttelton town centre where possible and identify new laneway and other public use opportunities within the block bounded by Norwich Quay and London, Canterbury and Oxford Streets in the short term, and further pedestrian connections beyond in the long term.

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

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

### (M5) Parking investigations

This action seeks to inform the development of a Parking Management Strategy and a review of on-site car parking requirements in the Proposed Banks Peninsula District Plan to support development, but reduce the impact of any on-street parking shortfalls by identifying opportunities to maximise on-street parking by provision and time management in the town centre and surrounding streets, and through encouraging travel demand measures and site-specific travel plans.

### (M6) Access to and from Lyttelton

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.

## (M1) Norwich Quay amenity improvements

<b>Description:</b>	Undertake small-scale amenity improvements within the kerb and build-outs on Norwich Quay in the short term to improve the environment for pedestrians and redevelopment while maintaining freight and other vehicle movements. Consider small public spaces, seating, planter boxes and public art in the northern parking lane to filter the traffic and noise.		
<b>Rationale:</b>	<p>Heavy commercial vehicles access the Port via State Highway 74 (Norwich Quay). As such, Norwich Quay currently makes for a potentially dangerous, bleak and uninviting ‘shop front’ to pedestrians and people accessing Lyttelton from the Lyttelton Tunnel and Port, particularly now that most of the heritage buildings which gave it some character have been demolished. 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).</p> <p>Investigation and identification of a long term (30 years+) strategy for managing movement along the waterfront whilst maintaining access to the Port is necessary and proposed in Action (M2). This will also address cyclist safety. The Council will work with major stakeholders, including the Lyttelton Port of Christchurch, New Zealand Transport Agency, Kiwirail and Environment Canterbury, on that action.</p> <p>In the short term, an opportunity exists as Norwich Quay’s earthquake damage is repaired to introduce improved pedestrian crossing facilities, amenity spaces and landscaping, etc, to improve pedestrian safety in anticipation of realising the Head to Head Walkway – Action (M4), within which Norwich Quay has the potential to be the Lyttelton centrepiece. Such improvements will also encourage higher quality redevelopment on Norwich Quay in the meantime and help ensure that redevelopment does not turn its back on Norwich Quay in response to the pedestrian linkages – Action (M3) – and public use opportunities within the block bounded by Norwich Quay and London, Canterbury and Oxford Streets.</p> <p>Inherent in this action is ensuring capital expenditure in the short term aligns with the long term transport aspirations for Norwich Quay.</p> <p>Given that the original foreshore was at the edge of Norwich Quay, this action could provide a vehicle for local landscape and heritage interpretation, e.g. through development, in the long term, of a silhouette feature fence depicting the activities of the Māori fishing village, Ohinehou, and market formerly located near the intersections of Norwich Quay and Dublin and Oxford Streets respectively – refer to Action (N6).</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>		<p>Approve:</p> <ul style="list-style-type: none"> <li>• Concept design.</li> <li>• Consultation.</li> <li>• Detailed design.</li> <li>• Funding.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Construct.</li> </ul>	
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – City Environment Group (Asset Network and Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units)</p> <p>NZTA</p> <p>Alliance</p> <p>Kiwirail</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Community</p>	<p>SCIRT</p> <p>Lyttelton Port of Christchurch</p> <p>Utility providers, e.g. Chorus NZ</p> <p>Harbour Arts Collective and other local arts organisations</p> <p>Environment Canterbury</p>	
<b>Related actions:</b>	<p>(M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues</p> <p>(M3) Pedestrian linkages</p> <p>(M5) Parking investigations</p> <p>(M6) Access to and from Lyttelton</p> <p>(N4) Head to Head Walkway</p>	<p>(N6) Local landscape and heritage interpretation</p> <p>(C7) Art in public places</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p>	

## Norwich Quay (short term possibilities)



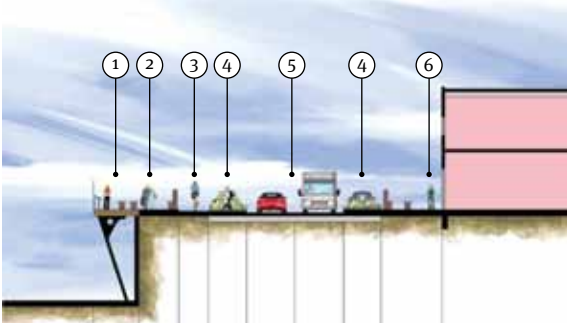
This is what could be achieved with such a cross-section:

- Landscaped build-outs in the parking lane.
- 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.



▲ Artist's impression of possible short term Norwich Quay enhancements.

## Norwich Quay (long term possibilities)



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. This will be considered through Action (M2).*



**Legend**

- Earthquake damaged sites replaced
- Footpath
- Off-street cycleway



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

## (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues

<b>Description:</b>	Draft and finalise for approval by the Council, a Heads of Agreement between the Lyttelton Port of Christchurch, the New Zealand Transport Agency, Kiwirail, Environment Canterbury and the Council to agree key responsibilities and clearly set down intentions with regard to the provision of alternate heavy access to the Port and Norwich Quay and public access to the inner harbour waterfront. Information on the terms of a planning agreement should be made publicly available.
<b>Rationale:</b>	<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, any remaining 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 (the ferry and bus terminal locations 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); funding; timing of construction (uncertainties associated with the anticipated relocation of Port operations further east); and geotechnical and structural issues arising from earthquakes (particularly around the waterfront and retaining walls).</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"> <li>• 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"> <li>• Heavy vehicles crossing the centre line when turning at the Oxford Street intersection.</li> <li>• Noise levels from heavy vehicles creating an adverse environmental effect on adjoining businesses, residents and pedestrians.</li> <li>• Vibration generated by heavy vehicles affecting adjoining buildings and the potential for damage.</li> <li>• Limitation on business and tourism growth given the high heavy vehicle volumes.</li> <li>• The interaction of heavy vehicles with the community and other road users, potentially creating unsafe and difficult driving conditions.</li> <li>• Queuing of heavy vehicles at the Pacifica Wharf control gates causing a back-up of trucks into Norwich Quay.</li> <li>• The speed of heavy vehicles.</li> <li>• Spillage from heavy vehicles onto Norwich Quay.</li> </ul> </li> <li>• 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 Lyttelton Strategy 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.</li> <li>• This project was included in the BPDC 2005/06 annual planning process, but was opposed by the Lyttelton Port Company through the submissions process.</li> <li>• 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.</li> </ul>

## (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (continued)

- 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. Provision for “a new local access road to Lyttelton Port...starting 2012-13” remained in the 2009/19 LTCCP (which is currently under review).
- 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+ 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:
  - 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 - refer to Action (M1).
- This report has not been adopted by the Council (or referred to the community for that reason) and further work in accordance with these recommendations has been held up as a result of the 22 February 2011 earthquake.
- 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 running from the tunnel roundabout, crossing over Sutton Quay and the railway, then dropping to run parallel to the retaining wall below Norwich Quay (these options are still subject to further investigation as to whether any of them are feasible).
- The Port suffered significant damage in the 4 September 2010 and 22 February and 13 June 2011 earthquakes, as a result of which the LPC is reviewing its redevelopment plans and timeframe. The earthquakes have however made possible a start on the prerequisite land reclamation.

To facilitate the re-routing of heavy port-related traffic off Norwich Quay and public access to the inner harbour waterfront, it is important that the key parties, which include the NZTA, Kiwirail and Environment Canterbury, cooperate with each other. In a post earthquake situation, earlier investigations and decisions about the former issue have changed. The formulation of a Heads of Agreement will enable the key parties to confirm and agree on their understanding of the terms relating to the planning, design, timing, funding, construction and ownership of an alternative Port access road (should investigations prove one is possible) and public access to, and development and integration of, the inner harbour waterfront, including the future location of the Diamond Harbour ferry terminal.

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

## (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Approvals: <ul style="list-style-type: none"> <li>Draft, finalise and sign a Heads of Agreement which details the process and timing for the provision of alternate heavy traffic access to the Port and public access to the inner harbour waterfront to be investigated and resolved as appropriate in the circumstances.</li> </ul>	Action the outcome of investigations.	Action the outcome of investigations.
Partner agencies/ organisations:	Council – Strategy and Planning Group (Strategic Support Unit) Lyttelton Port of Christchurch Kiwirail	NZTA Environment Canterbury	
Related actions:	(M1) Norwich Quay amenity improvements (M3) Pedestrian linkages (M5) Parking investigations (M6) Access to and from Lyttelton (N4) Head to Head Walkway (C10) Tangata whenua’s relationships, values and aspirations		

### Informing a heads of agreement

#### Principles for the design of the Port access, re-routing heavy vehicle traffic and access to the inner harbour 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’s long term development plans.
- Maintain connectivity between future waterfront development, ferry terminal 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:

The map shows the Lyttelton waterfront area with several key locations and proposed pedestrian routes. Callouts include:

- Marina and commercial activities proposed by Lyttelton Port of Christchurch.** (Pointing to the marina area)
- Possible alternative State Highway access routes.** (Pointing to a road route)
- Norwich Quay long term enhancements completed.** (Pointing to the quay area)
- Possible future pedestrian tunnel/connection.** (Pointing to a tunnel route under the quay)
- Possible future pedestrian bridge.** (Pointing to a bridge route)
- Oxford Street overbridge.** (Pointing to an overbridge route)

Below the map, there are three descriptive paragraphs:

- 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.



### (M3) Pedestrian linkages

<p><b>Description:</b></p>	<p>There are a number of pedestrian walkways in the Lyttelton town centre that do not legally give public right-of-way. In the short term, understand and protect the legal status of these routes for public access where possible and identify new laneway and other public use opportunities within the block bounded by Norwich Quay and London, Canterbury and Oxford Streets by investigating and addressing the follow issues:</p> <ul style="list-style-type: none"> <li>• Land ownership and tenure arrangements in the block bounded by Norwich Quay and London, Canterbury and Oxford Streets.</li> <li>• With advice from Council’s legal team, determine the status of pedestrian walkways through the area, i.e. whether they are public easements over private lanes, private accessways or public accessways.</li> <li>• In conjunction with landowners, protect or provide for public access where necessary using appropriate legal mechanisms, including any amendments needed to the Proposed Banks Peninsula District Plan.</li> <li>• Urban design advice for the development of sites, including ways to incorporate laneways, how to maximise active frontages and provide good interface to laneways and internal courtyards.</li> </ul> <p>In the long term, consider how further pedestrian connections could be achieved with, for example, community facilities, any arts precinct and reserves on the Port Hills.</p>		
<p><b>Rationale:</b></p>	<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 Diamond Harbour ferry terminal, and east-west between Canterbury and Oxford Streets – and make better use of the land in the centre of this block, e.g. as an open arcade or venue for the Lyttelton Farmer’s Market if its existing site ever becomes unavailable. Improved access will enhance the viability of properties that face into the centre of the block.</p> <p>This action is about encouraging building owners, developers and designers to provide and/or integrate new linkages through the block (and ideally beyond) and to incorporate rear courtyards into their rebuild plans.</p> <p>The development of laneways is encouraged to give people a choice of routes through the town centre, to physically and visually connect up the town centre and the harbour, and create a variety of spaces, experiences, public use and business opportunities in mid block areas that have traditionally been less attractive. This may encourage lower rents and a greater diversity of businesses in Lyttelton.</p> <p>All laneways should be designed to maximise safety and personal security, through the provision of adequate lighting, etc.</p>		
<p><b>Timeframe:</b></p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p><b>Strategic sequence:</b></p>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Ownership and legal status of walkways within the block bounded by Norwich Quay and London, Canterbury and Oxford Streets.</li> <li>• Appropriate legal mechanisms to protect existing laneways and provide new ones.</li> <li>• Landowners’ rebuilding plans.</li> <li>• The best way to disseminate urban design information, e.g. a design guide.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> </ul> <p>Implement.</p>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Ownership and legal status of walkways beyond the block bounded by Norwich Quay and London, Canterbury and Oxford Streets.</li> <li>• Means of integration.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> </ul> <p>Implement.</p>	
<p><b>Lead:</b></p>	<p>Council – Strategy and Planning Group (Strategic Support Unit)</p>		

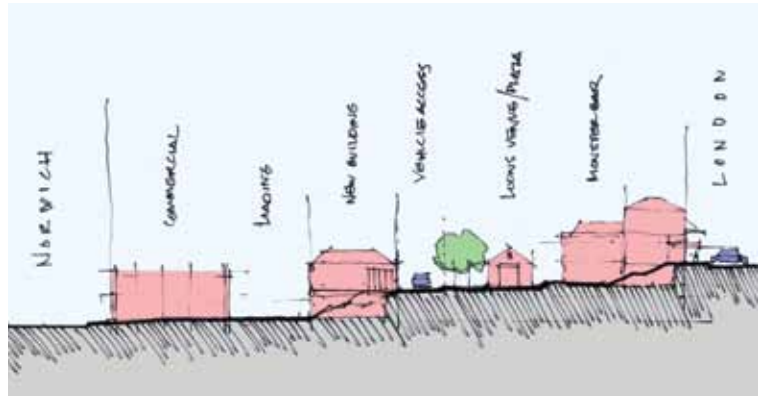
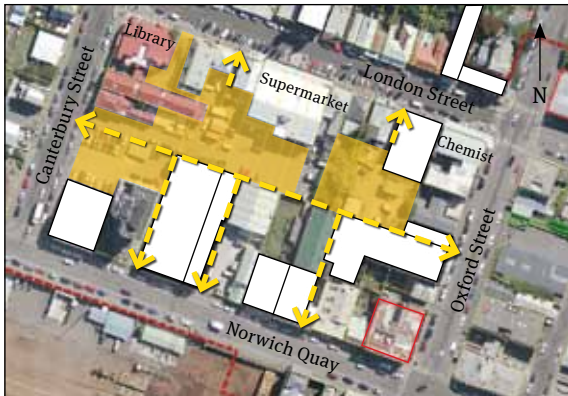
### (M3) Pedestrian linkages (continued)

<p><b>Partner agencies/ organisations:</b></p>	<p>Council – Regulation and Democracy Services Group (Legal Services Unit), Corporate Services Group (Corporate Support Unit), City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units)</p> <p>Landowners</p> <p>Lyttelton Harbour Business Association</p> <p>Lyttelton/Mt Herbert Community Board</p>
<p><b>Related actions:</b></p>	<p>(M1) Norwich Quay amenity improvements</p> <p>(M4) London Street public realm enhancements and public event opportunities</p> <p>(N4) Head to Head Walkway</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p>



▲ The area behind the supermarket on London Street with potential for lanes and development.

## Possible linkages



▲ Cross-section (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
- Existing buildings pending demolition or repair
- Community buildings
- Possible pedestrian linkages

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

<b>Description:</b>	<p>Investigate and implement ways to provide pedestrian-related 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"> <li>• Keep the existing parking arrangement in the short term, considering the recent upgrade, and look to provide amenity spaces along the street.</li> <li>• Investigate and identify ways to make it easier to close the street for public events, such as the Festival of Lights, and routinely on Saturdays for the Lyttelton Farmers’ Market.</li> </ul>		
<b>Rationale:</b>	<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-focused street environment. Such changes could provide a vehicle for the local landscape and heritage interpretation anticipated by Action (N6).</p> <p>This action also looks for ways to improve the functionality of London Street for public events and, potentially, the Lyttelton Farmers’ Market, through surface treatments or control features such as signage and removable bollards. The Lyttelton Farmers’ Market is a major attractor of people into Lyttelton and its future operation and growth relies on a secure and suitable site. Enabling more effective and efficient local use of existing open spaces within Lyttelton is important, including to tangata whenua.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Construct:</p> <ul style="list-style-type: none"> <li>• Initial restoration of any damaged paving for safety.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Design concept for public realm enhancements, including for public events.</li> <li>• Consult.</li> <li>• Detailed design.</li> <li>• Funding.</li> </ul> <p>Construct:</p> <ul style="list-style-type: none"> <li>• Public realm enhancements, including for public events.</li> </ul>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>• Longer term London Street enhancement options as the result of parking investigations arising from Action (M5).</li> <li>• stormwater drainage options.</li> <li>• Design concept options.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Consult.</li> <li>• Detailed design.</li> <li>• Funding.</li> </ul> <p>Construct:</p> <ul style="list-style-type: none"> <li>• Longer term street enhancements.</li> </ul>	
<b>Lead:</b>	Council - City Environment Group (Asset Network and Planning Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – Regulation and Democracy Services Group (Legal Services Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units)</p> <p>Property and business owners                      Lyttelton Harbour Business Association</p> <p>Local community    Te Hapū o Ngāti Wheke</p> <p>Lyttelton/Mt Herbert Community Board              Utility providers, e.g. Chorus NZ</p>		
<b>Related actions:</b>	<p>(M3) Pedestrian linkages                                      (C7) Art in the street</p> <p>(M5) Parking investigations                                      (C10) Tangata whenua’s relationships, values and aspirations</p> <p>(N1) A new civic square</p> <p>(N5) Temporary landscapes</p> <p>(N6) Local landscape and heritage interpretation</p>		

## London Street (existing layout)

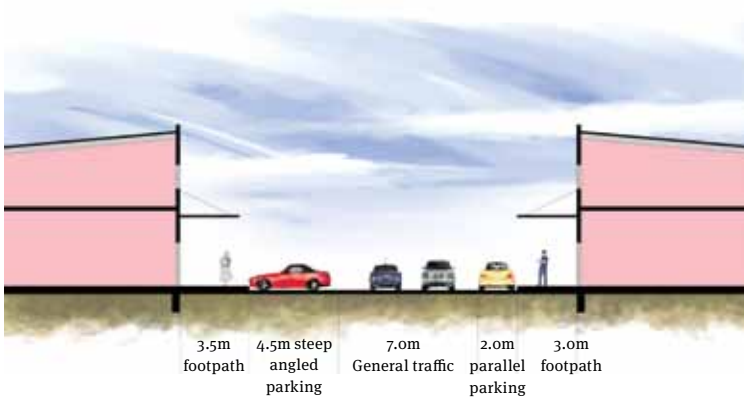


### Key considerations:

- Rest areas are located at both ends of the street (west – outside the Library and the former Volcano café; east – outside the chemist and the former London Street Restaurant and Wine Bar), 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 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.

### Street cross-section (existing):

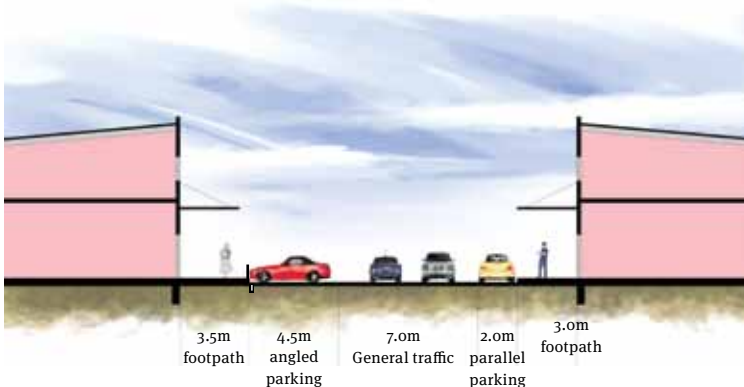
Existing layout with steep angle parking on south side.



## Possible short term changes

### 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.



### Explanation:

Given the fairly even spread of preferences for the possible 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 of 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 the 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 entire 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

<p><b>Description:</b></p>	<p>This action seeks to inform the development of a Parking Management Strategy and a review of on-site car parking requirements in the Proposed Banks Peninsula District Plan in order to support development, but reduce the impact of any on-street parking shortfalls by identifying opportunities to maximise on-street parking by provision and time management in the town centre and surrounding streets, and through encouraging travel demand measures and site-specific travel plans. This should include:</p> <ul style="list-style-type: none"> <li>• A review of the adequacy of existing public transport, active travel facilities and parking enforcement.</li> <li>• A review of on-site parking requirements, to provide suitable levels of on-site parking, to inform the amendments to the District Plan anticipated by Action (B1).</li> <li>• Investigation into the need for a multi-storey parking building in the township and, if required, possible sites and how the preferred site can be secured in the meantime.</li> <li>• A move to support any reduction in on-site parking requirements with active travel facilities, travel demand measures and site-specific travel plans.</li> <li>• Investigation into parking which serves the other harbour settlements (especially in proximity to the Diamond Harbour ferry terminal).</li> </ul>		
<p><b>Rationale:</b></p>	<p>Parking has particular relevance to town centres and is a critical factor in the viability of street-based local retailing.</p> <p>There is a perception amongst the community that there is not enough parking in the town 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 recent upgrade of London Street many business owners were vocal about the effects of reduced on-street parking provision.</p> <p>In Lyttelton, less mobile members of the community (including the growing older, 60 years+ adult 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 appropriate to local circumstances can be developed for the town centre and the surrounding residential area, events parking and the provision of parking through redevelopments.</p> <p>In order to expedite these prerequisite investigations to the District Plan amendments, it is intended that they include and build on a literature review of relevant existing studies as necessary.</p>		
<p><b>Timeframe:</b></p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p><b>Strategic sequence:</b></p>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> </ul> <p>Investigate:</p> <ul style="list-style-type: none"> <li>• Adequacy of existing public transport, active travel facilities and parking enforcement.</li> <li>• Feasibility of on-site car parking requirements in the District Plan.</li> <li>• Need for a multi-storey parking structure and, if required, possible sites and how the preferred site can be secured in the meantime.</li> <li>• Means of supporting any reduction in on-site parking requirements.</li> <li>• Parking which serves the other harbour settlements (especially in proximity to the Diamond Harbour ferry terminal).</li> </ul>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>• Undertake a parking occupancy and travel demand survey.</li> <li>• Report on findings and determine the best course of action.</li> <li>• Prepare a Parking Management Strategy.</li> <li>• Encourage the use of green travel planning to help reduce car use.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> <li>• Consult.</li> </ul>	

## (M5) Parking investigations (continued)

<b>Lead:</b>	Council – City Environment Group (Asset and Network Planning Unit)
<b>Partner agencies/ organisations:</b>	Council – Strategy and Planning Group (Strategic Support Unit) and City Environment (Transport and Greenspace Unit) NZTA Environment Canterbury Local retailers Lyttelton Harbour Business Association Lyttelton/Mt Herbert Community Board Community
<b>Related actions:</b>	(M1) Norwich Quay amenity improvements (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (M3) Pedestrian linkages (M4) London Street public realm enhancements and public event opportunities (M6) Access to and from Lyttelton (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan



## (M6) Access to and from Lyttelton

<b>Description:</b>	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.		
<b>Rationale:</b>	<p>In the 22 February and 13 June 2011 earthquake events, existing land transportation routes to Lyttelton (including the main State Highway 74) were subject to major vulnerabilities such as land instability and rock falls. For a period after the February earthquake, State Highway 74/Lyttelton Tunnel, Sumner Road and Evans Pass Road were closed. The latter, which was previously the route for hazardous Port-related freight, remains closed. Rock fall risk at Rapaki on the harbour route between Lyttelton and Governors Bay was also 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. Freight not suitable for the Lyttelton Tunnel (e.g. hazardous substances and oversized items) must now travel via Dyers Pass (which is unsuitable for large trucks) or Gebbies Pass (which adds over 25 kilometres to the trip), adversely affecting the road network and amenity of the intervening harbour settlements. It is critical all existing and future infrastructure is resilient in emergency events. Access to Lyttelton and the Port are also considered as part of the city-wide recovery planning, as well as longer term strategic planning, e.g. in 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 private and public transport, in recognition of economic and recreational needs, the southern bays' needs with respect to transport, the need for access to health services and the need to integrate bus, ferry and walking links.</p> <p>It is intended that this action include and build on a literature review of relevant existing Lyttelton access studies as necessary.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Investigate:</p> <ul style="list-style-type: none"> <li>Route security in emergency, particularly earthquake, events.</li> <li>Scenarios around future access needs for all modes. This includes: the implications of the possible 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.</li> <li>Agree on the best course of action.</li> </ul> <p>Implement.</p>		
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – City Environment Group (Civil Defence Emergency Management and Asset Network and Planning Units)</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>NZTA</p> <p>Lyttelton Port of Christchurch</p> <p>Emergency services</p> <p>Service station providers</p> <p>Lyttelton Harbour Business Association</p> <p>Governors Bay Community Association</p>	<p>CERA</p> <p>Environment Canterbury</p> <p>Kiwirail</p> <p>Trucking agencies/freight companies</p> <p>Cycle and walking groups</p> <p>Lyttelton Harbour Information Centre</p> <p>Canterbury District Health Board</p>	
<b>Related actions:</b>	<p>M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues</p> <p>(M3) Pedestrian linkages</p> <p>(M5) Parking investigations</p> <p>(N4) Head to Head Walkway</p> <p>(C9) Emergency preparedness</p>		



# 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 hectares<sup>1</sup>. 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 Whakaraupō/Lyttelton 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 safe and inclusive places.

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, e.g. Whakaraupō and Urumau Reserves. 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 Wellbeing	
Theme	Natural environment
Principles	Natural capital
	Resource sustainability
	Lifestyles
	Food security
Urban design	Context Choice Creativity Collaboration Character Connections Custodianship



## Actions summary

### (N1) A new civic square

Develop a new civic square close to the commercial area for community gathering, socialising and recreation, over the entirety of 44 London Street on the corner of London and Canterbury Streets if possible, for possible relocation of the Cenotaph, provision of an innovative playground and public toilet, and possible day-lighting of a section of historic brick barrel stormwater drain.

### (N2) Pool garden off-season access

Enable all year round access and better utilisation of the Norman Kirk Memorial Pool by erecting a demountable fence between the pool and the adjoining land to the north of it and improving its amenities. 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 (with ramp and/or step access externally from London Street) to provide a rooftop public space and construct it.

### (N4) Head to Head Walkway

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

### (N5) Temporary landscapes

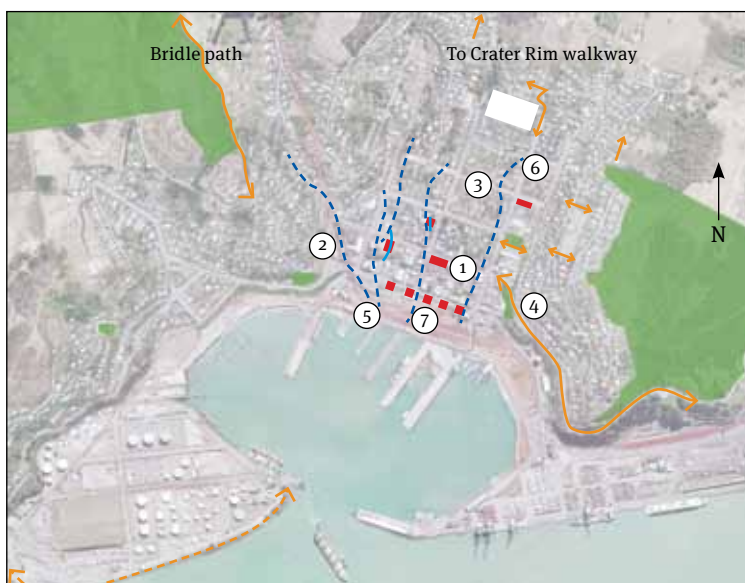
In conjunction with willing landowners, Greening the Rubble and Gap Filler, utilise cleared sites within the town centre for inventive temporary uses.

### (N6) Local landscape and heritage interpretation

Create uniquely Lyttelton public spaces by researching and identifying the area's special natural and physical features, history and identity, and means of highlighting them which are consistent and appropriate to Lyttelton. This project is also about providing for the continued operation of the Lyttelton Historical Museum.

## Future open space possibilities

1. **Potential open space above the combined Lyttelton Library/Service Centre** – offers great views.
2. Potential open space **south of London Street west** is dependant on Council acquisition – could run new stormwater drainage through the open space.
3. A **new civic square** is dependant on Council acquisition of a suitable site. If former Ground site, it could run new stormwater drainage through the open space.
4. **Donald Street** – develop Council-owned land into a shared space. Incorporate old brick wall (red brick) and sculpture.
5. **Ohinehou Village**. Site of the original pre-European Māori settlement.
6. Open space **north of Norman Kirk 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.
7. **Norwich Quay** – along Norwich Quay depict tangata whenua history, European settlement through to present day Lyttelton via interpretive panels.



### Legend

- Stormwater drains (existing)
- Potential daylighting of stormwater drains
- Existing tracks
- - -> Potential tracks
- Town Centre open space
- Potential open space
- Other public open space

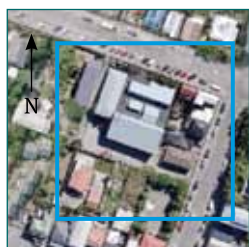
## (N1) A new civic square

<p><b>Description:</b></p>	<p>Develop a new civic square close to the commercial area for community gathering, socialising and recreation, over the entirety of 44 London Street on the corner of London and Canterbury Streets if possible. 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"> <li>• Creation of a landmark feature at the heart of Lyttelton with a strong frontage presence that reflects the significance of the site and its location.</li> <li>• Relocation of the Cenotaph from its present position on Simeon Quay if this is identified as the preferred location and can, through sensitive location and design, accommodate both the Cenotaph and a playground – refer to Action (C5).</li> <li>• Space for an imaginative state-of-the art playground – refer to Action (C4).</li> <li>• Public toilets – refer to Action (C4).</li> <li>• Innovative water play.</li> <li>• Possible day-lighting of a section of historic barrel stormwater drain.</li> <li>• The creation of a strong relationship with existing community facilities and future businesses.</li> </ul> <p>The new civic square is expected, in time, to be supported by cafés, restaurants and other complementary activities as cleared sites in the town 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><b>Rationale:</b></p>	<p>Lyttelton is underprovided for in terms of useable open space and it 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 an innovative children’s playground, public toilets and the Lyttelton War Memorial Cenotaph after further investigations regarding the latter take place – refer to Actions (C4) and (C5). The new civic square could also provide a vehicle for local landscape and heritage interpretation – refer to Action (N6).</p> <p>The site at 44 London Street on the corner of London and Canterbury Streets is the preferred site for the following reasons. It is located towards the west of Lyttelton, which is deficient in parks. The entire site is of a sufficient size to provide opportunities for views and distinction through distance and terracing between a soft-surfaced children’s play area on the upper half and a hard surfaced square on the flat, lower half, potentially (subject to detailed design) including the Cenotaph and public toilets. Of the possible sites, this site would best achieve all of the identified objectives for a new civic square, including having a wide catchment, good aspect, views, flat in part, playground location and links to the town centre and other activities. Furthermore, given its post-earthquakes occupation as a temporary landscape (The Lyttelton Petanque Club), the community seems to have made and accepted this site as the new civic square already.</p>		
<p><b>Timeframe:</b></p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p><b>Strategic sequence:</b></p>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> <li>• Site acquisition.</li> <li>• Concept designs of new civic square in a style and with materials consistent with Lyttelton’s character and identity.</li> <li>• Consultation.</li> <li>• Detailed design.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Construct.</li> </ul>		
<p><b>Lead:</b></p>	<p>Council – City Environment Group (Asset Network and Planning Unit)</p>		

## (N1) A new civic square (continued)

<b>Partner agencies/ organisations:</b>	<p>Council – Corporate Services Group (Corporate Support Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units)</p> <p>Landowners</p> <p>Lyttelton Returned Services Association Club Inc.</p> <p>Safer Christchurch</p> <p>Utility providers, e.g. Chorus NZ.</p> <p>Community</p> <p>Te Hapū o Ngāti Wheke</p> <p>Lyttelton/Mt Herbert Community Board</p>
<b>Related actions:</b>	<p>(M3) Pedestrian linkages</p> <p>(M4) London Street public realm enhancements and public event opportunities</p> <p>(N6) Local landscape and heritage interpretation</p> <p>(C4) New public amenities in the town centre</p> <p>(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement</p> <p>(C7) Art in public places</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p>

### Possible Civic Square concept



The preferred location for a new civic square is 44 London Street (previously occupied by Ground). This site is currently privately owned and would require acquisition of the entire property.

#### Acquisition considerations include:

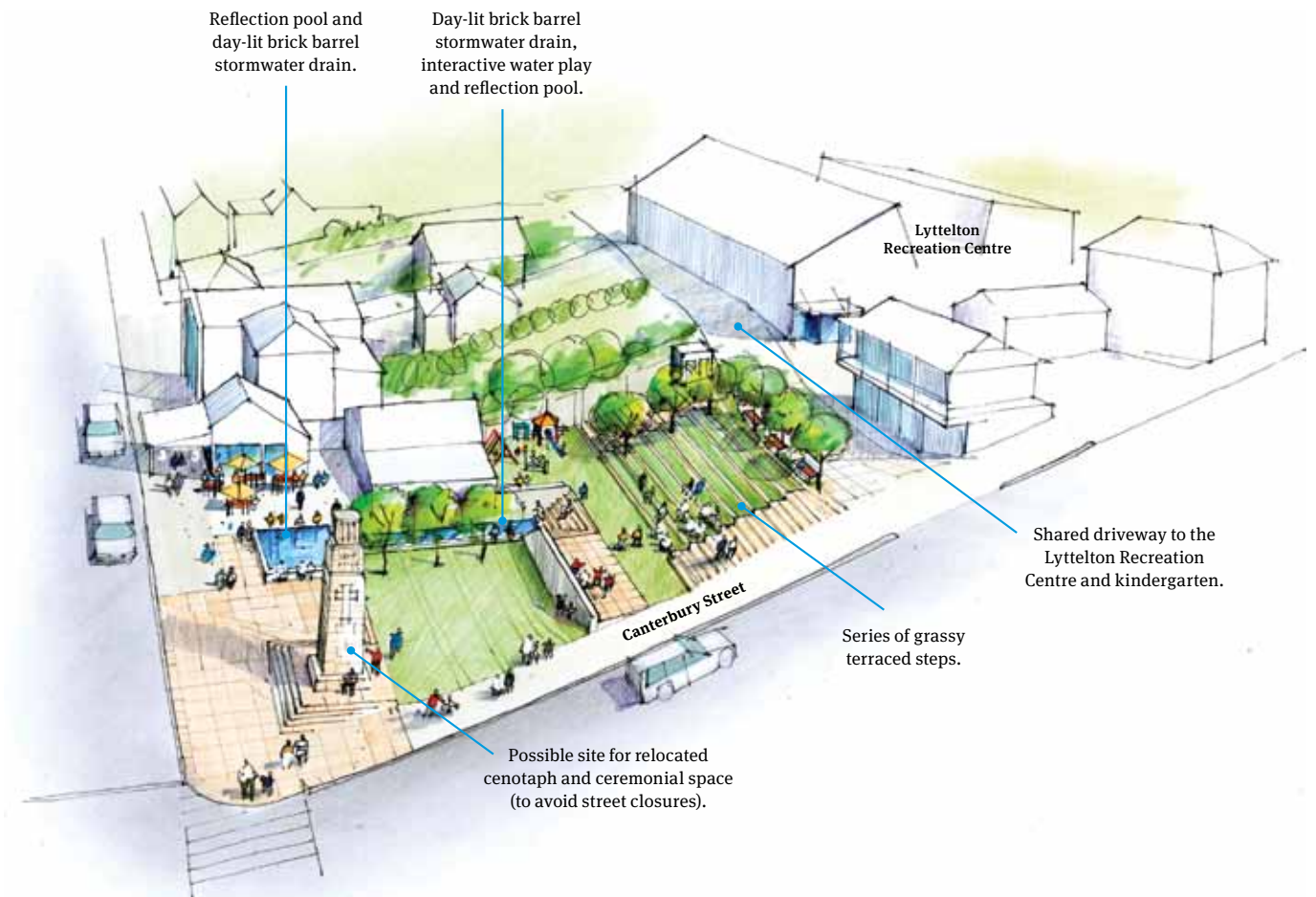
- The cost of acquisition.
- The cost-benefit of having employment and retail-generating uses on the London Street frontage vs. open space.
- Compatibility and space requirements of possible elements that could co-locate in the civic square, e.g. playground, Cenotaph, etc.
- The usability of the site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

#### 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 brick barrel stormwater drains underneath it that could be daylighted.
- It is in reasonable proximity to residential activities further up Canterbury Street.



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

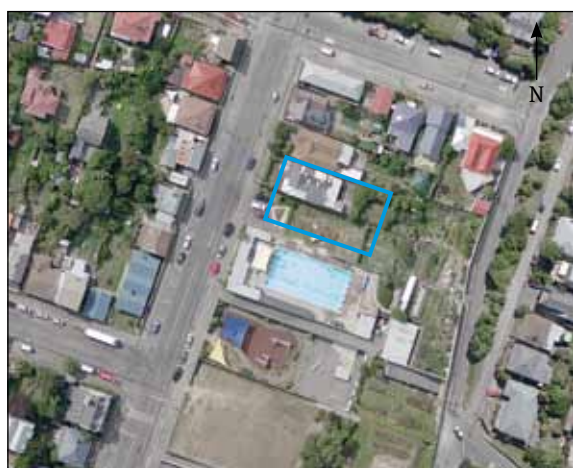


▲ Artist's impression only, based on acquisition of 44 London Street.

Note: These artist's impressions 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.

## (N2) Pool garden off-season access

<b>Description:</b>	Once the Norman Kirk Memorial Pool (at 56 Oxford Street) is operational, erect a demountable fence between the pool and the adjoining land to the north of it 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).		
<b>Rationale:</b>	Lyttelton could benefit from having more flat useable open spaces in and around the town centre. There is a small grassed space adjoining and to the north of 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 and better utilisation of it will provide more valuable community recreation space. It could also connect to the community garden managed by Project Lyttelton. Enabling more effective and efficient local use of existing open spaces is of high importance, particularly to tangata whenua.		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	Identify: <ul style="list-style-type: none"> <li>Lease and ownership arrangements on surrounding land.</li> <li>Operational requirements of the pool and Project Lyttelton.</li> <li>Concept design.</li> </ul>	Approve: <ul style="list-style-type: none"> <li>Funding.</li> <li>Detailed design.</li> </ul> Implement: <ul style="list-style-type: none"> <li>Construct.</li> </ul> Prepare: <ul style="list-style-type: none"> <li>A precinct plan.</li> <li>Consult on precinct plan.</li> </ul>	Implement: <ul style="list-style-type: none"> <li>Precinct plan.</li> </ul> Investigate: <ul style="list-style-type: none"> <li>Provision for covering the pool.</li> </ul> <p><i>Note: Final use of the buildings are subject to detailed engineering assessments (DEEs) and the resulting Council decisions regarding repair or rebuild under the Council's Facilities Rebuild Plan.</i></p>
<b>Lead:</b>	Council – Community Services Group (Recreation and Sports Unit)		
<b>Partner agencies/ organisations:</b>	Council – City Environment (Asset and Network Planning and Transport and Greenspace Units) and Capital Programme Group (Capital Delivery Unit) Project Lyttelton Lyttelton/Mt Herbert Community Board Community		
<b>Related actions:</b>	(C5) Lyttelton War Memorial Cenotaph relocation and investigation (B4) Identify and assist retention of remaining built heritage (C10) Tangata whenua's relationships, values and aspirations		

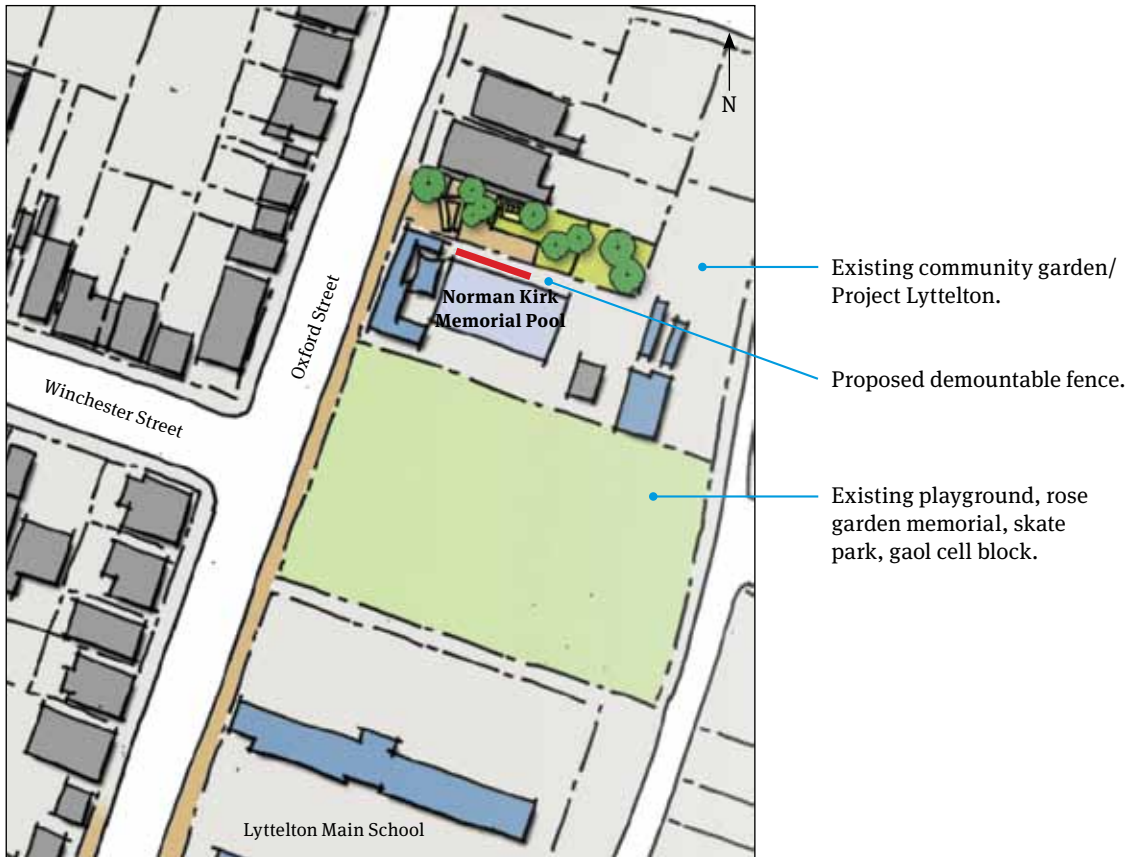


Existing pool garden



## (N2) Pool garden off-season access (continued)

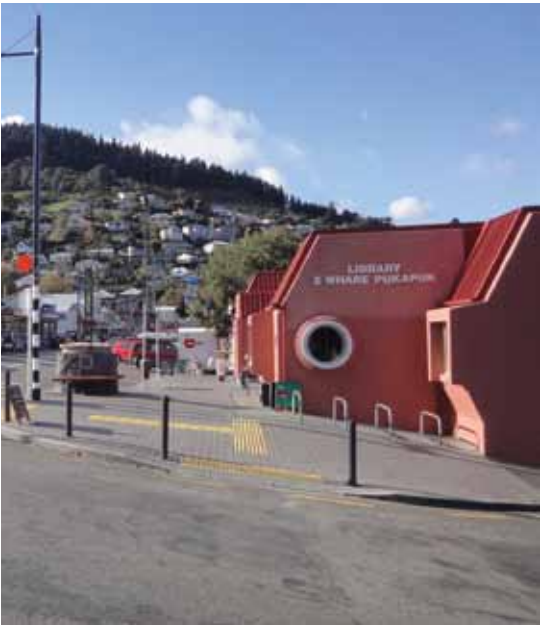
### Possible pool garden concept







**Existing Library/Service Centre**



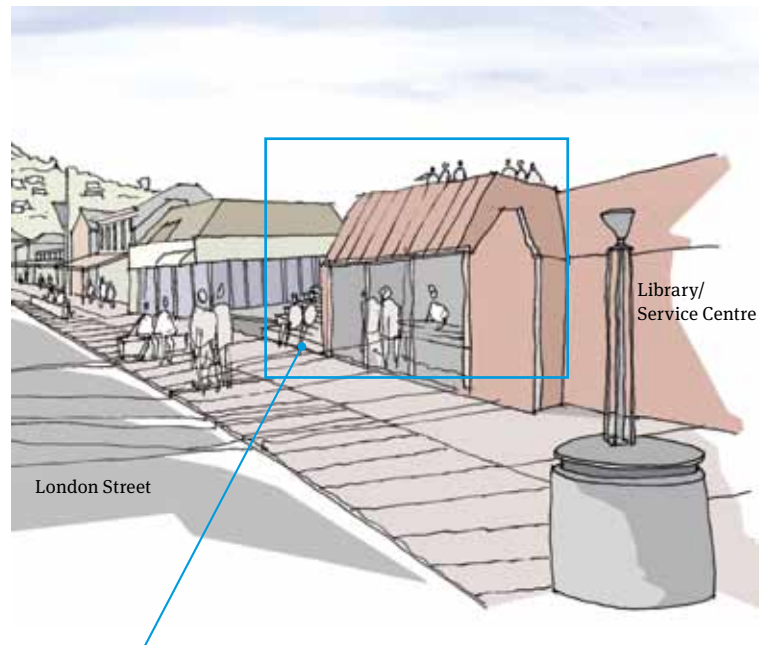
**Possible Library/Service Centre**



**Case study example: High Line Park, New York:**



(Image source: Pocock Design: Environment Ltd)



Wide steps providing access to the rooftop from London Street. The steps can also function as public spaces.

▲ Artist's impression only.

## (N4) Head to Head Walkway

<b>Description:</b>	Encourage the realisation of the Godley Head to Adderley Head walkway along Norwich Quay.										
<b>Rationale:</b>	<p>The Head to Head Walkway proposed around the Lyttelton Harbour and its coastal communities has broad support. Much of the 70km route already exists around Lyttelton township, including a section from Naval Point to Pony Point at Cass Bay. Where possible, outstanding sections of the overall walkway will be developed for shared use by walkers, (on and off-road) cyclists and even horses in some areas, depending on the terrain and width of the track able to be built. The section through Lyttelton could also be used by people on roller blades, etc. The route into, through and out of Lyttelton has yet to be determined. Options for connectivity into and out of Lyttelton include coming down through Urumau Reserve, then through Lyttelton along Norwich Quay or London Street. If the legal access required to connect the existing sections of walkway through Lyttelton is not possible, the walkway may stay up on the Port Hills from Evans Pass to the Bridle Path, largely avoiding the township.</p> <p>This action seeks to encourage realisation of the walkway along Norwich Quay (with linkages to an alternate route, London Street, and the town centre), to assist revitalise what was once one of Lyttelton’s main commercial streets and ensure that the short and long term amenity improvements proposed by related Action (M1) of this master plan protects this aspiration. Action (M1) includes a wide walkway and a series of public spaces on the southern edge of Norwich Quay. Routing of the walkway along Norwich Quay only requires signposting, with no requirement for a specifically constructed track. Directional and other signage and interpretation panels about the walkway and its surrounds placed along this section of the route should have a consistent ‘Head to Head Walkway’ design theme. The walkway could also provide a vehicle for local landscape and heritage interpretation, as the hills of Whakaraupō/Lyttelton Harbour are rich with Māori and Pakeha history and associations - refer to Action (N6). Such signage, etc, could also highlight the link provided by the Diamond Harbour ferry to the southern arm of the Head to Head Walkway and to other walkways on that side of the harbour.</p>										
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term								
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>Ways to connect and incorporate the Head to Head Walkway into the short and long term Norwich Quay amenity improvements.</li> </ul> <p>Construct:</p> <ul style="list-style-type: none"> <li>Those sections of the walkway available to provide connectivity into and out of Lyttelton.</li> <li>Signpost section of walkway along Norwich Quay.</li> </ul>	<p>Construct:</p> <ul style="list-style-type: none"> <li>Those sections of the walkway required to provide connectivity into and out of Lyttelton.</li> </ul>	<p>Construct:</p> <ul style="list-style-type: none"> <li>Those sections of the walkway required to provide connectivity into and out of Lyttelton.</li> </ul>								
<b>Lead:</b>	Council – City Environment Group (Asset and Network Planning Unit)										
<b>Partner agencies/ organisations:</b>	<p>Council – Strategy and Planning Group (Strategic Support Unit) and Capital Programme Group (Capital Delivery Unit)</p> <table border="0"> <tr> <td>NZTA</td> <td>Lyttelton Port of Christchurch</td> </tr> <tr> <td>Walking and cycling groups</td> <td>Lyttelton/Mt Herbert Community Board</td> </tr> <tr> <td>Te Hapū o Ngāti Wheke</td> <td>DOC</td> </tr> <tr> <td>Landowners</td> <td></td> </tr> </table>			NZTA	Lyttelton Port of Christchurch	Walking and cycling groups	Lyttelton/Mt Herbert Community Board	Te Hapū o Ngāti Wheke	DOC	Landowners	
NZTA	Lyttelton Port of Christchurch										
Walking and cycling groups	Lyttelton/Mt Herbert Community Board										
Te Hapū o Ngāti Wheke	DOC										
Landowners											
<b>Related actions:</b>	<p>(M1) Norwich Quay amenity improvements                  (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues                  (M3) Pedestrian linkages                  (M6) Access to and from Lyttelton                  (N6) Local landscape and heritage interpretation                  (C6) Naval Point amenity improvements and redevelopment                  (C10) Tangata whenua’s relationships, values and aspirations</p>										

**(N4) Head to Head Walkway (continued)**



▲ The approximate route of the proposed two to three day Head to Head Walkway around the Whakaraupō/Lyttelton Harbour coastline.



▲ An existing section of the Head to Head Walkway, in the vicinity of Diamond Harbour.

## (N5) Temporary landscapes

<b>Description:</b>	<p>A collaborative project between post-earthquake organisations including Greening the Rubble (under the umbrella of Living Streets Aotearoa), Gap Filler, private landowners 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 cleared post-earthquakes. 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 the landowners for re-development. Elements such as tree planters, lawn and public furniture are then relocated to other such project sites around the city.</p> <p>This does not preclude landowners of cleared sites from providing permitted temporary accommodation for displaced business and residential activities.</p>		
<b>Rationale:</b>	<p>Lyttelton lost much of its continuous frontage of shops on both sides of London Street, and elsewhere in the town centre, following the earthquakes. Many of these sites have now been cleared and are subject to pending negotiations and decisions regarding their future use by insurers, landowners, the Council and other agencies. The lead-in and construction period for rebuilding in the Lyttelton town centre will see cleared sites remain for some time yet. 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 and Gap Filler. Enabling more effective and efficient local use of existing cleared sites is of high importance, including to tangata whenua.</p> <p>Not only do 'greened' public sites act as a magnet for the community and visitors (as demonstrated by The Lyttelton Petanque Club's temporary occupation of the former Ground site on the corner of London and Canterbury Streets), 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 an outdoor performance/film venue while The Loons is being repaired and the Lyttelton Farmers' Market if required. Temporary landscapes could also provide a vehicle for local landscape and heritage interpretation - refer to Action (N6).</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Complete and maintain a stocktake of all cleared sites and landowner's rebuilding intentions and timeframes.</li> <li>• The activities and locations suggested for temporary landscapes and advise Gap Filler and Greening the Rubble.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> <li>• Select available sites, agree on terms and draw up licenses to occupy the sites, in conjunction with the landowners.</li> <li>• Produce landscape concept plans.</li> <li>• Source resources, materials and volunteers.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Construct.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Ongoing funding to Gap Filler and Greening the Rubble.</li> </ul>	
<b>Lead:</b>	Greening the Rubble Gap Filler		

## (N5) Temporary landscapes (continued)

<p><b>Partner agencies/ organisations:</b></p>	<p>Council – Capital Programme Group (Capital Delivery Unit)                  Landowners                  Local design community                  Business sponsors                  Community                  Harbour Arts Collective                  Project Lyttelton</p>
<p><b>Related actions:</b></p>	<p>(N1) A new civic square                  (C7) Art in public places                  (C8) Performance/film venue                  (C10) Tangata whenua’s relationships, values and aspirations</p>



▲ Temporary activities on the former Ground site, 44 London Street, and former library site, 1 Sumner Road.  
 ▼ (Image source: Lyttelton Harbour Information Centre)



## (N6) Local landscape and heritage interpretation

<p><b>Description:</b></p>	<p>Create uniquely Lyttelton public spaces by researching and identifying the area’s special natural and physical features, history and identity, and means of highlighting them which are consistent and appropriate to Lyttelton. For example:</p> <ul style="list-style-type: none"> <li>the bounty of Whakaraupō/Lyttelton Harbour, including its name (the harbour of the raupō or bullrush reeds) and its speciality kai moana, Pioke/dried Rig, through the interpretation of indigenous flora and fauna.</li> <li>landscaping and planting plans that utilise native plants associated with the area.</li> <li>the Port town’s Māori, Pakeha and maritime history, including the arrival of immigrant ships in the 1850s, the Antarctic expeditions, the opening of New Zealand’s first telegraph and the world’s first road tunnel through volcanic rock in 1964, through public art, interpretation and signage.</li> <li>the story of the red scoria stone walls, which were constructed by hard labour gangs and prisoners from Parihaka (amongst others), through finding ways to re-use any red scoria stone left over from wall restoration and creating a walking route to showcase them.</li> <li>further developing the Baden Norris Reserve Walk (a Norwich Quay Society initiative).</li> <li>earthquake-related memorials to people and/or buildings, through placing interpretative plaques in standing stone walls, on the front of new buildings and public art.</li> <li>highlighting significant features and people, through bi-lingual (Te Reo/English) public signage.</li> </ul> <p>This project is also about providing for the continued operation of the Lyttelton Historical Museum.</p>		
<p><b>Rationale:</b></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 specific buildings and activities that stood in the town centre will be critical to rekindling a post-earthquakes sense of place.</p> <p>The Lyttelton Historical Museum is integral to local landscape and heritage interpretation. It’s collections (much of which have been salvaged and stored) of local social and maritime, and international maritime, military and naval history are of local, national and international significance and are a tangible link to the past. It has been a valued part of the Lyttelton community for many years, regularly hosting school and other groups, in addition to tourists and locals. Its building (the former Seamen’s Institute at 2 Gladstone Quay) has been demolished and the Lyttelton Historical Museum Society would like the museum to be rebuilt there, being part of a larger site of historic significance. A new building (either there or elsewhere in the township) should be designed to meet the needs of the collection and visitors to the museum, but could be a shared facility.</p>		
<p><b>Timeframe:</b></p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p><b>Strategic sequence:</b></p>	<p>Identify:</p> <ul style="list-style-type: none"> <li>Through research, the area’s special natural and physical features, history and identity.</li> <li>Means of highlighting them which are consistent and appropriate to Lyttelton (particularly for the town centre).</li> <li>The need to prepare a local landscape and heritage interpretation design guideline which documents the above for use by landowners.</li> <li>Locations and/or properties suitable for the Lyttelton Historical Museum.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>Funding to local landowners and organisations (e.g. Harbour Arts Collective, Project Lyttelton) for landscape interpretation projects.</li> <li>Funding for re-establishment of the Lyttelton Historical Museum.</li> <li>Detailed design.</li> <li>Commissioning of signage/interpretative materials.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>Construct.</li> </ul>	

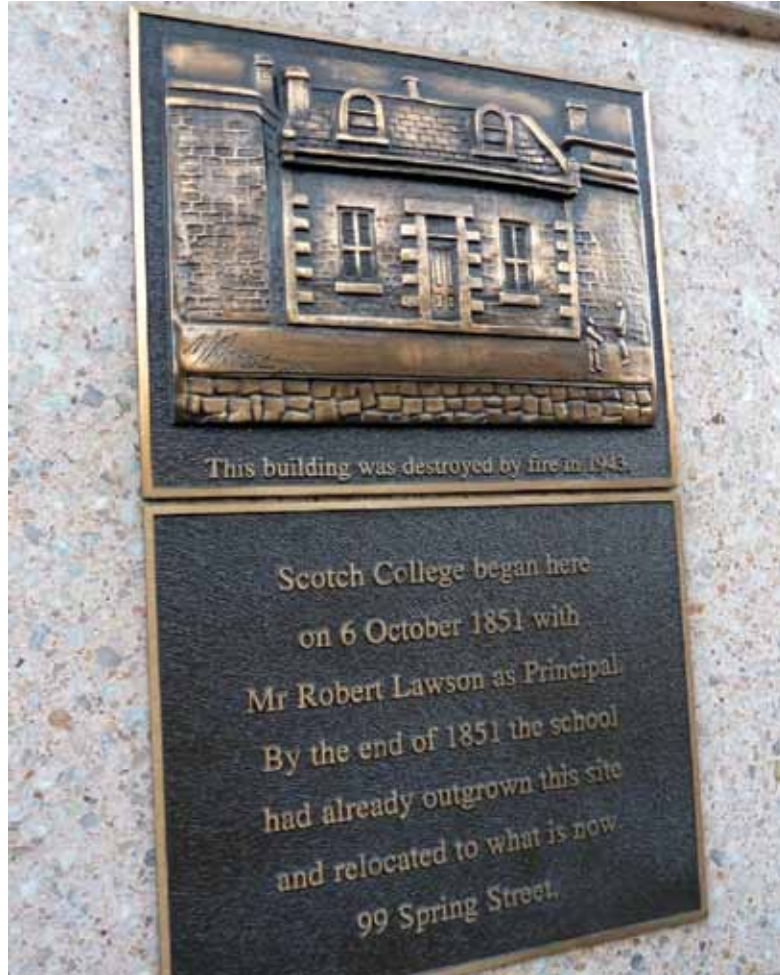
## (N6) Local landscape and heritage interpretation (continued)

<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)
<b>Partner agencies/ organisations:</b>	<p>Council – City Environment Group (Asset Network and Planning Unit), Community Services Group (Recreation and Sports and Libraries and Information Units), Public Affairs Group (Customer Services Unit) and Capital Programme Group (Capital Delivery Unit)</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Local historians and information, heritage and art organisations, e.g. Lyttelton Historical Museum Society, Norwich Quay Society, NZ Antarctic Society, Lyttelton Harbour Information Centre</p> <p>Community</p> <p>Landowners</p> <p>Te Hapū o Ngāti Wheke</p> <p>DOC</p> <p>Environment Canterbury</p>
<b>Related actions:</b>	<p>(E1) Support for a Lyttelton marketing and attraction campaign</p> <p>(M1) Norwich Quay amenity improvements</p> <p>(M4) London Street public realm enhancements and public event opportunities</p> <p>(N1) A new civic square</p> <p>(N2) Pool garden off-season access</p> <p>(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre</p> <p>(N4) Head to Head Walkway</p> <p>(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement</p> <p>(C6) Naval Point amenity improvements and redevelopment</p> <p>(C7) Art in public places</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p> <p>(B4) Identify and assist retention of remaining built heritage</p>



▲ An existing example of local heritage interpretation.  
 (Image source: Lyttelton Harbour Information Centre)

▼ Examples of local landscape and heritage interpretation found elsewhere.





# Community wellbeing, 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. However, many of these facilities have been damaged or destroyed by the earthquakes. It is important to remember Lyttelton services a larger area, including several small settlements around Whakaraupō/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-earthquakes, Lyttelton had a thriving arts scene and several performance venues – the Harbourlight Theatre, 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 Wellbeing	
Theme	Community wellbeing, culture and heritage
Principles	Public services
	Social and community capital
	Community resilience
	Cultural diversity
Urban design	Context Connections Custodianship Collaboration Character Creativity



(Image source: Lyttelton Harbour Information Centre)

## Actions summary

### C1) Improved utilisation of the Lyttelton Recreation Centre

In conjunction with a review of the catchment and opening hours, 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 (if needed).

### (C2) Investigation for and use of Council property to accommodate community and cultural activities

Investigation for and use of all vacant, habitable Council-owned land and/or buildings for:

1. The temporary accommodation of displaced community and cultural activities (which may include community and cultural activities of a social, recreational, creative and business nature) in the short term; and
2. Permanent use in the long term.

### (C3) Combined Lyttelton Library and Service Centre redevelopment

Enhance the use of the combined Lyttelton Library and Service Centre, including any space surplus to their operating requirements, for the provision of other community services and resources, e.g. for youth, older adults and visitor information services (other than those provided by the Lyttelton Harbour Information Centre).

### (C4) New public amenities in the town centre

Providing for new public amenities in the town centre, namely an imaginative, state-of-the-art children's playground and a second directly accessible public toilet.

## Actions summary (continued)

### (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement

Investigate a suitable location for the Lyttelton War Memorial Cenotaph that addresses the limitations of its current location and reinstate. Actions summary (continued)

### (C6) Naval Point amenity improvements and redevelopment

Establish a working agreement with Lyttelton Port of Christchurch to provide pedestrian access along the harbour edge, undertake quick-win amenity improvements at Naval Point in the short term and seek funding for a separate project to plan a more comprehensive redevelopment of Naval Point in consultation with the groups that use the area in the long term.

### (C7) Art in public places

Identify opportunities to locate temporary and permanent public art, which contributes to Lyttelton's identity and point of difference, in public places throughout Lyttelton, but particularly within the town centre and outdoor gallery space in conjunction with any arts precinct in Donald Street - refer to Action (C2) - or elsewhere. These public spaces should have a high degree of activity, visibility and connectivity (e.g. buildings, streets and parks).

### (C8) Performance/film venue

Support reopening of The Loons in the short term (if needed) and establishment of a new multi-use 'black box' theatre (with a capacity of around 300 persons) for theatre, dance and musical performances, film showings and large meetings and functions in the long term.

### (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. The project looks to identify future vulnerabilities and develop a corresponding community emergency action plan aligned with Civil Defence objectives.

### (C10) Tangata whenua's relationships, values and aspirations

In consultation with Te Hapū o Ngāti Wheke and the local community, acknowledge, identify and provide opportunities through the master plan actions to reflect tangata whenua's relationship, values and aspirations within the rebuild and recovery of Lyttelton's town centre and the regeneration beyond.



(Image source: Lyttelton Harbour Information Centre)

## A stocktake of existing community facilities and services

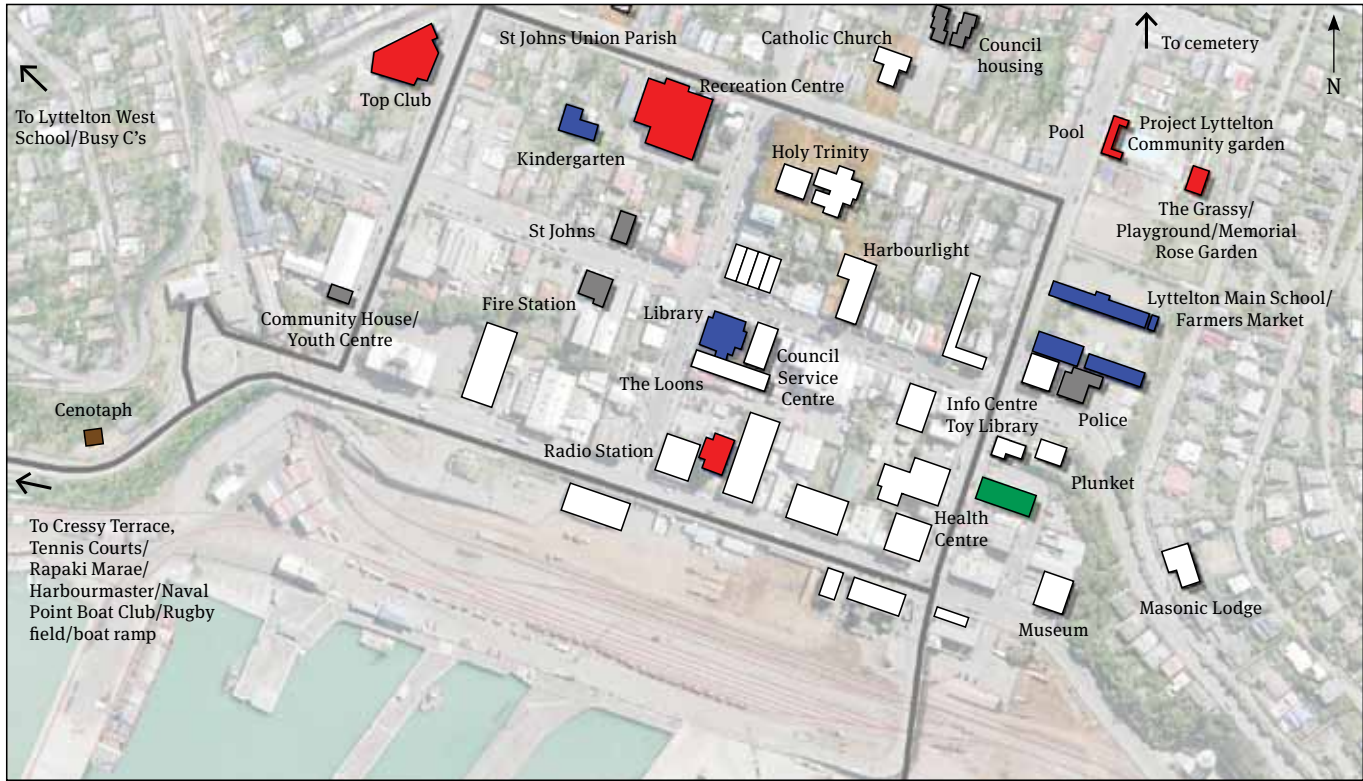
**Key:** \* = Venues available to community (#) = Approximate capacity of the venue  
**Red text** = earthquake affected building/displaced/temporarily accommodated organisations or groups

Note: All earthquake-damaged, Council-owned community facilities are subject to a detailed engineering evaluation (DEE) that will inform decision-making regarding their repair or rebuild and, if the latter, what and where. Given the number of Council-owned community facilities city-wide (1,600) this DEE process is expected to take two years, with community facilities prioritised for DEEs and decisions according to occupancy (number of staff, public and children and duration), use (level, whether for critical operations, community significance) and physical attributes (material, height, age, condition, heritage, earthquake proneness, ground conditions).

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

## A stocktake of existing community facilities and services

### Community infrastructure (pre-earthquakes):



## (C1) Improved utilisation of the Lyttelton Recreation Centre

<b>Description:</b>	<p>In conjunction with a review of the catchment and opening hours, investigate the re-configuration of the squash courts at the Council-owned Lyttelton Recreation Centre on Winchester Street for multi-use community space, including:</p> <ul style="list-style-type: none"> <li>• A meeting room for 30-50 people.</li> <li>• A fitness centre (for class type activities, gym equipment and a climbing wall, etc).</li> <li>• A temporary theatre for movie projections, if needed.</li> </ul> <p><i>Note: Any interventions need to be aligned with Civil Defence objectives.</i></p>								
<b>Rationale:</b>	<p>Pre-earthquakes, the Lyttelton Recreation Centre’s sports facilities, Trinity Hall and meeting rooms were utilised by numerous clubs, community groups and organisations (including the Lyttelton/Mt Herbert Community Board). It closed in December 2011 following a detailed engineering evaluation and a decision regarding its repair or rebuild has yet to be made. Any required repairs or rebuild will provide the opportunity to provide better community meeting and recreational space, and integration with the new civic square anticipated by Action (N1) should it be located on the (preferred) adjoining site.</p> <p><b>Meeting room:</b> 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. Trinity Hall) the full booking schedule with regular hirers makes it challenging to find free time for other groups.</p> <p><b>Fitness centre:</b> An aging population and other demographic, lifestyle and income trends is changing the recreational interest and demand 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><b>Temporary theatre:</b> 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. The Lyttelton Recreation Centre could fill this gap if reopened earlier than The Loons.</p>								
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term						
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Repair or rebuild (if former, reopen as possible).</li> <li>• Room hire programming and scheduling to check for unmet needs and efficiencies.</li> <li>• Scope the requirements of internal additions and alterations.</li> <li>• Design concept.</li> </ul> <p>Consult:</p> <ul style="list-style-type: none"> <li>• Consult and refine with affected users.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding for a multi-purpose upgrade and refurbishment.</li> <li>• Detailed design.</li> </ul>	<p>Implement:</p> <ul style="list-style-type: none"> <li>• Construct.</li> </ul>							
<b>Lead:</b>	Council – Community Services Group (Recreation and Sports Unit)								
<b>Partner agencies/ organisations:</b>	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Council – Capital Programme Group (Capital Investigations and Capital Delivery Units)</td> <td style="width: 50%;"></td> </tr> <tr> <td>Lyttelton Squash Club</td> <td>Community groups who utilise the Lyttelton Recreation Centre</td> </tr> <tr> <td>Community</td> <td>Lyttelton/Mt Herbert Community Board</td> </tr> </table>			Council – Capital Programme Group (Capital Investigations and Capital Delivery Units)		Lyttelton Squash Club	Community groups who utilise the Lyttelton Recreation Centre	Community	Lyttelton/Mt Herbert Community Board
Council – Capital Programme Group (Capital Investigations and Capital Delivery Units)									
Lyttelton Squash Club	Community groups who utilise the Lyttelton Recreation Centre								
Community	Lyttelton/Mt Herbert Community Board								
<b>Related actions:</b>	(N1) An new civic square (C4) New public amenities in the town centre	(C8) Performance/film venue.							

## (C2) Investigation for and use of Council property to accommodate community and cultural activities

<b>Description:</b>	<p>Investigation for and, where appropriate, use of all vacant, habitable Council-owned land and/or buildings for:</p> <ol style="list-style-type: none"> <li>1. The temporary accommodation of displaced community and cultural activities (which may include community and cultural activities of a social, recreational, creative and business nature) in the short term; and</li> <li>2. Permanent use in the long term.</li> </ol> <p>In the short term, this action is about a targeted effort to provide multi-functional community meeting space. It looks to identify:</p> <ol style="list-style-type: none"> <li>i. Vacant, habitable Council-owned land and/or buildings on which temporary accommodation (e.g. portable buildings) could be erected or provided quickly and relatively inexpensively and occupied in the short term while their long term use is considered through the Council's Facilities Rebuild Plan.</li> <li>ii. The earthquake damage sustained to such land and/or buildings and the cost of repairs and maintenance required to get them up to an appropriate standard for temporary occupation in the short term and permanent occupation in the long term.</li> <li>iii. Local clubs, community groups and organisations, artists, musicians and other performers seeking affordable, multi-functional replacement meeting and replacement or start-up office, studio, display and sales space, with an interest in this vision.</li> <li>iv. What infrastructure may be required, e.g. quality information communications technology (ICT).</li> <li>v. Private sector investment interest.</li> </ol> <p>In the long term, this action includes investigation and, if suitable, use of the Council-owned land and/or buildings in Donald Street partially or wholly for an arts precinct.</p>
<b>Rationale:</b>	<p>Council-owned land and buildings in Lyttelton include a formerly residential property at 27 Canterbury Street and the site in Donald Street which included the Plunket building (housing Plunket, 'Pepe' new mothers' group, playgroup and toy library, demolition pending), the old stables (red-stickered) and the Lyttelton Historical Museum (demolished). Decisions concerning their repair or rebuild have yet to be made and may result in built smarter, co-located or shared facilities on their former or more suitable new sites.</p> <p>In addition, the following Council-owned community facilities in Lyttelton are currently closed until they can be assessed and repaired or rebuilt under the Council's Facilities Rebuild Plan: Norman Kirk Memorial Pool, Lyttelton Recreation Centre, Lyttelton Service Centre and Lyttelton Harbour Information Centre and public toilets. Since 22 February 2011, many local clubs, community groups and organisations, artists, musicians and other performers have been displaced from either these or private facilities. The Council has the ability to contribute directly to earthquake recovery as a landowner by making vacant, habitable land and/or buildings available for temporary use to meet local needs in a similar manner to which private land is being made available for temporary landscapes and activities while plans for the future use of the land to best meet community needs are being made. Enabling more effective and efficient local use of existing cleared sites is of high importance, including to tangata whenua. The extent and quirky nature of the Donald Street site make it eminently suitable for long term redevelopment as a spatially defined precinct for arts-related business, community and cultural activities (including the Lyttelton Historical Museum and a performance/film venue), supported through streetscape elements such as public art and paving, etc, to define the area - refer to Action (C7) - and complementary facilities such as the Wakakaraupō Carving Centre and schools. This action looks closely at what the Council's role could be in making sure the community and cultural needs of Lyttelton continue to be met in the short and long terms.</p>

## (C2) Investigation for and use of Council property to accommodate community and cultural activities (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	Identify: <ul style="list-style-type: none"> <li>Vacant, habitable Council-owned land and/or buildings.</li> <li>Earthquake damage and cost of repairs and maintenance.</li> <li>Demand and potential occupants/lessees.</li> <li>Short term use.</li> <li>Infrastructure requirements.</li> </ul> Approve: <ul style="list-style-type: none"> <li>Funding.</li> </ul> Implement: <ul style="list-style-type: none"> <li>Repair and refurbish or construct.</li> </ul>	Identify: <ul style="list-style-type: none"> <li>Earthquake damage and cost of repair or rebuild.</li> <li>Long term use, including working in conjunction with the Harbour Arts Collective to investigate and establish an arts precinct if appropriate.</li> </ul> Implement.	<i>Note: Final use of the buildings are subject to detailed engineering assessments (DEEs) and the resulting Council decisions regarding repair or rebuild under the Council's Facilities Rebuild Plan.</i>
<b>Lead:</b>	Council – City Environment Group (Transport and Greenspace Unit)		
<b>Partner agencies/ organisations:</b>	Council – Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit) Lyttelton Harbour Business Association    Christchurch Economic Development Corporation Lyttelton Plunket Committee                      Lyttelton Medical Centre Lyttelton Historical Museum Society            Harbour Arts Collective Te Hapū o Ngāti Wheke                              Clubs, community groups and organisations		
<b>Related actions:</b>	(E4) Investigation for and use of Council property to accommodate business activities (E5) Funding options and temporary support (C7) Art in public places                              (C10) Tangata whenua's relationships, values and aspirations (C8) Performance/film venue                      (B4) Identify and assist retention of remaining built heritage		

### Existing environment



▲ Council-owned property at 27 Canterbury Street.

### Proposed response



▲ Artist's impression of its reuse.

## Existing environment



▲ Council owned property in Donald Street.



## 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 former 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 a community and cultural hub/arts precinct:

- 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.
- Café.
- Art gallery.
- Performance/film venue.
- 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.

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

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 Summer Road.



### (C3) Combined Lyttelton Library and Service Centre redevelopment

<b>Description:</b>	Enhance the use of the combined Lyttelton Library and Service Centre, including any space surplus to their operating requirements, for the provision of other community services and resources, e.g. for youth, older adults and visitor information services (other than those provided by the Lyttelton Harbour Information Centre).		
<b>Rationale:</b>	<p>In this post-earthquake era the focus is on doing more with less and using resources more effectively. 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 firstly about making the physical layout work for these 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 any underutilised area in the Library building 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>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>Having accommodated the Service Centre, any underutilised area in the Library building.</li> <li>Government and community services and organisations which could be appropriately delivered or accommodated in the Library and Service Centre.</li> <li>Refurbishments required in the short term.</li> </ul> <p>Consult:</p> <ul style="list-style-type: none"> <li>Community engagement on possible Library utilisation as identified above.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>Funding.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>Refurbish.</li> </ul>		<p><i>Note: Final use of the buildings are subject to detailed engineering assessments (DEEs) and the resulting Council decisions regarding repair or rebuild under the Council’s Facilities Rebuild Plan.</i></p>
<b>Lead:</b>	Council – Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)		
<b>Partner agencies/ organisations:</b>	Lyttelton/Mt Herbert Community Board Government and community services and organisations Community		
<b>Related actions:</b>	(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre (C4) New public amenities in the town centre		



## (C4) New public amenities in the town centre

<b>Description:</b>	Providing for new public amenities in the town centre, namely an imaginative, state-of-the art children’s playground and a second directly accessible public toilet.		
<b>Rationale:</b>	<p><b>Playground:</b> 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 children and teenagers which are of a high amenity, engaging, easily accessible 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 incorporating cultural references and considerations or using recycled water or other sustainable design features. Universally designed playgrounds encourage inclusive play for children with disabilities, i.e. by providing sensory experiences. A new playground could be an important resource for local children, but also attract more visiting families and young people. This could help to keep people in the town centre (and spending) for longer. Subject to finding a suitable site, a possible location for an additional playground is the new civic square - refer to Action (N1).</p> <p><b>Public toilet:</b> Public toilets are an essential convenience that enhance the town centre and make it more accessible and inclusive. The Lyttelton town centre has toilets in some public facilities, such as the Lyttelton Harbour Information Centre, Recreation Centre and Library. However, access to them is limited by temporary closure post-earthquakes and/or limited hours of operation/lack of direct external access. The future of closed Council-owned public toilets will be determined as part of the Council’s Facilities Rebuild Plan. With the changing requirements of today’s community and the desire to boost visitation to Lyttelton, the community nevertheless 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, i.e. they need to include baby change facilities, 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 towards the western end of London Street are in the vicinity of: i) the proposed civic square - refer to Action (N1); or ii) the combined Lyttelton Library and Service Centre redevelopment - refer to Action (C3). These are sensible locations given their proximity to attractions, existing or proposed, and because of their functions as gathering spaces for members of the public. Subject to a review of its opening hours and/or its reconfiguration, the Lyttelton Recreation Centre could also be considered.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>The preferred site.</li> <li>Formulate a design brief for artists (by way of a design competition, for example).</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>Funding.</li> <li>Design.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>Construct.</li> </ul>	
<b>Lead:</b>	Council – City Environment Group (Asset and Network Planning Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – Capital Programme Group (Capital Investigations and Capital Delivery Units)</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Local artists</p> <p>Community</p> <p>Safer Christchurch</p>		
<b>Related actions:</b>	<p>(N1) A new civic square</p> <p>(C1) Improved utilisation of the Lyttelton Recreation Centre</p> <p>(C3) Combined Lyttelton Library and Service Centre redevelopment</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p>		

## (C5) Lyttelton War Memorial Cenotaph relocation investigation & reinstatement

<b>Description:</b>	<p>Investigate a suitable location for the Lyttelton War Memorial Cenotaph that addresses the limitations of its current location and reinstate.</p> <p>The appropriate location should:</p> <ul style="list-style-type: none"> <li>• Enable the Cenotaph to be a focal point within the town.</li> <li>• Provide an appropriate setting, space and facilities for commemorations.</li> <li>• Address vehicular and pedestrian accessibility and safety issues, particularly with respect to traffic management/road closures, the elderly and families with young children.</li> <li>• Options to be considered include remedying or mitigating the limitations of its current location or relocation to a more central site within the town centre. Options to be considered within the town centre include the preferred site for the new civic square, being the former Ground site (aka The Lyttelton Petanque Club) on the corner of London and Canterbury Streets and on which the 2012 ANZAC Day commemorations were held.</li> </ul>		
<b>Rationale:</b>	<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 and trees thereon. During the 22 February 2011 earthquake the Cenotaph was damaged. It has subsequently been deconstructed to make it safe and its material is currently protected in undercover storage. Before the Cenotaph is repaired and reinstated, further investigation into the most appropriate location is required.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Affected community groups.</li> <li>• Site requirements.</li> <li>• Possible and preferred locations.</li> <li>• Concept design.</li> <li>• Consult.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding.</li> <li>• Detailed design.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Reinstatement.</li> </ul>		
<b>Lead:</b>	Council – City Environment Group (Asset and Network Planning Unit)		
<b>Partner agencies/ organisations:</b>	Council – Capital Programme Group (Capital Delivery Unit)      Community Lyttelton Returned Services Association Club Inc. Lyttelton/Mt Herbert Community Board		
<b>Related actions:</b>	(E4) Investigation and use of Council property to accommodate business activities (N1) A new civic square (C2) Investigation and use of Council property to accommodate community and cultural activities (C10) Tangata whenua’s relationships, values and aspirations		



◀ Historically, the Cenotaph used to be located at the eastern end of London Street.



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

## (C6) Naval Point amenity improvements and redevelopment

<b>Description:</b>	<p>This action looks to:</p> <ol style="list-style-type: none"> <li>1. Establish a working agreement with Lyttelton Port of Christchurch to provide pedestrian access along the harbour edge. This will ensure any short term amenity improvements can be combined with, and will not compromise the inner harbour design.</li> <li>2. Undertake quick-win (relatively fast, easy and inexpensive) amenity improvements at Naval Point, such as tree planting and footpath improvement, in the short term.</li> <li>3. Seek funding for a separate project to plan a more comprehensive redevelopment of Naval Point in consultation with the groups that use the area in the long term, in which land and facility redevelopment opportunities will be addressed.</li> </ol>		
<b>Rationale:</b>	<p>Naval Point, comprising reclaimed land currently accessed via Godley Quay, includes the Lyttelton Recreation Ground and recreational boating and marine-related activities. Although it 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, Te Waka Pounamu Waka Club and Torpedo Boat Museum.</p> <p>Lyttelton has limited flat land for open space and recreational purposes. Enabling more effective and efficient local use of existing open spaces is of high importance, particularly to tangata whenua. This large area of land has great potential to enhance a ‘green’ Lyttelton. Walking access to and around it 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 has expressed willingness to consider the re-organisation of land parcels around the sports field 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. Consideration could be given to opportunities to soften this strongly industrial and somewhat desolate area with trees and other native planting. Members of the community have expressed a desire for local initiatives such as the purchase, donation and planting of trees. Such improvements could contribute to the Head to Head Walkway anticipated by Action (N4) and provide a vehicle for local landscape and heritage interpretation anticipated by Action (N6).</p> <p>The Naval Point area would also benefit, as funding becomes available, from comprehensive redevelopment to form a more coordinated recreation space with better linkages to the water’s edge, inner harbour and to the township, and provide improved boating facilities. 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>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Concept design of short term amenity improvements.</li> <li>• Consult.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• A working agreement between Christchurch City Council and the Lyttelton Port of Christchurch regarding pedestrian access along the harbour edge and the future of the Naval Point area.</li> <li>• Funding for short term amenity improvements.</li> <li>• Detailed design.</li> </ul> <p>Implement.</p>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding for separate project to plan a more comprehensive redevelopment of Naval Point.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Undertake separate planning project in consultation with user groups.</li> </ul>	

## (C6) Naval Point amenity improvements and redevelopment (continued)

<b>Lead:</b>	Council – City Environment Group (Asset and Network Planning Unit) Lyttelton Port of Christchurch
<b>Partner agencies/ organisations:</b>	Council – Capital Programme Group (Capital Delivery Unit) Naval Point Club Lyttelton Sea Scouts Canterbury Coastguard Lyttelton Combined Sports Rugby Club Te Waka Pounamu Waka Club Torpedo Boat Museum Lyttelton Recreation Ground Management Committee Lyttelton Boat Security Association Magazine Bay Berth Holders Association Inc. Te Hapū o Ngāti Wheke Lyttelton/Mt Herbert Community Board Community
<b>Related actions:</b>	(M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (M3) Pedestrian linkages (M6) Access to and from Lyttelton (N4) Head to Head Walkway (N6) Local landscape and heritage interpretation (C7) Art in public places (C10) Tangata whenua’s relationships, values and aspirations

## Naval Point existing



### Key considerations:

- The area is spatially 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. Lyttelton 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.



▲ Artist's impression of Naval Point today.



Existing gravel path. ►

## Future possibilities

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



▲ Artist's impression of what Naval Point could look like.

## (C7) Art in public places

<b>Description:</b>	<p>Identify opportunities to locate temporary and permanent public art, which contributes to Lyttelton’s identity and point of difference, in public places throughout Lyttelton, but particularly within the town centre and outdoor gallery space in conjunction with any arts precinct in Donald Street - refer to Action (C2) - or elsewhere. These public spaces should have a high degree of activity, visibility and connectivity (e.g. buildings, streets and parks). An arts precinct on Council-owned land in Donald Street could provide a pilot project.</p> <p>Such art could include both physical pieces (e.g. sculptures) and the use of digital media (e.g. projections) that make use of light.</p> <p>Consideration should also be given to linking the art by way of an arts trail (e.g. through extension of The River of Arts), accompanied by a self-guided walk, using the many quirky stairs and lanes in Lyttelton.</p>		
<b>Rationale:</b>	<p>Lyttelton’s large artistic community needs opportunities for work and exposure of their work. This action focuses on facilitating this within public places, but does not preclude the private provision of art visible from a public place.</p> <p>Artwork can help promote Lyttelton’s artistic and cultural depth, provide a vehicle for the local landscape and heritage interpretation anticipated by Action (N6) 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, amenity improvements on Norwich Quay could provide a location for public art that references Ohinehou, Pioke/dried Rig, the first 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>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify</p> <ul style="list-style-type: none"> <li>The need for a Lyttelton public arts programme.</li> <li>Future locations for artworks.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>Funding.</li> <li>Commission public artwork and tender to local artists.</li> </ul> <p>Implement.</p>	<p>Approve:</p> <ul style="list-style-type: none"> <li>Funding.</li> <li>Commission public artwork and tender to local artists.</li> </ul> <p>Implement.</p>
<b>Lead:</b>	Council – City Environment Group (Asset and Network Planning Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – Strategy and Planning Group (Strategic Support Unit) and Capital Programme Group (Capital Delivery Unit)</p> <p>Harbour Arts Collective</p> <p>Other local artists and art organisations</p> <p>Landowners</p> <p>Local community</p> <p>Te Hapū o Ngāti Wheke</p>		
<b>Related actions:</b>	<p>(E4) Investigation for and use of Council property to accommodate business activities</p> <p>(M1) Norwich Quay amenity improvements</p> <p>(M3) Pedestrian linkages</p> <p>(M4) London Street public realm enhancements and public event opportunities</p> <p>(N1) A new civic square</p> <p>(N2) Pool garden off-season access</p> <p>(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre</p> <p>(N4) Head to Head walkway</p> <p>(N5) Temporary landscapes</p> <p>(N6) Local landscape and heritage interpretation</p> <p>(C2) Investigation for and use of Council property to accommodate community and cultural activities</p> <p>(C4) New public amenities in the town centre</p> <p>(C6) Naval Point amenity improvements and redevelopment</p> <p>(C8) Performance/film venue</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p>		







## (C10) Tangata whenua’s relationship, values and aspirations

<b>Description:</b>	<p>In consultation with Te Hapū o Ngāti Wheke and the local community, acknowledge, identify and provide opportunities through the master plan actions to reflect tangata whenua’s relationship, values and aspirations within the rebuild and recovery of Lyttelton’s town centre and the regeneration beyond.</p> <p>These include opportunities to:</p> <ul style="list-style-type: none"> <li>learn about tangata whenua’s occupation of and relationship to the land and sea within the Lyttelton area, natural features, native flora and fauna, sites, routes and events of importance to Māori through embedding references to historical and contemporary culture in the urban landscape via public space and building design (potentially using contemporary Māori architecture), material selection, public art, signage, site-specific interpretation, landscaping and planting.</li> <li>promote tangata whenua’s aspirations with respect to these and other matters of importance to their environmental, economic, social and cultural wellbeing.</li> </ul>		
<b>Rationale:</b>	<p>Māori have been living in the Whakaraupō/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>Manawhenua/traditional authority for the Lyttelton area is held by Te Hapū o Ngāti Wheke — one of Te Rūnanga of Ngāi Tahu’s five papatipu rūnanga on Te Pātaka o Rākaihautū/Banks Peninsula. The takiwā (tribal area) of Te Hapū o Ngāti Wheke centres on Rāpaki, a small settlement on the eastern shoreline of Whakaraupō/Lyttelton Harbour, and includes its catchment. Manawhenua have kaitiakitanga/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 wellbeing of the wider environment<sup>1</sup>.</p> <p>The Lyttelton Master Plan accordingly needs to pay respect to the relationship, values and aspirations of Te Hapū o Ngāti Wheke. While Te Hapū o Ngāti Wheke as kaitiaki, along with designers and the Council, plays a key role in the development, articulation and sustainability of the environment and cultural landscapes, effective delivery is dependant on interagency and community collaboration. Implementation of this action will be complemented by the resources of the Lyttelton Historical Museum.</p> <p><i>1. Te Aranga Maori Cultural Landscape Strategy (second ed), April 2008. Source: <a href="http://www.tearanga.maori.nz/">http://www.tearanga.maori.nz/</a></i></p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>the need to prepare a guideline to historical and contemporary cultural references and considerations of significance to Te Hapū o Ngāti Wheke to inform implementation of the other actions.</li> <li>an advisory group to provide input and advice into or prepare the above.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>Funding for the above guideline.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>Prepare the above guideline.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>Funding to local organisations for project/s that acknowledge and maintain historical and contemporary cultural references and considerations of significance to Te Hapū o Ngāti Wheke.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>Funding to local organisations for project/s that acknowledge and maintain historical and contemporary cultural references and considerations of significance to Te Hapū o Ngāti Wheke.</li> </ul>

**(C10) Tangata whenua’s relationship, values and aspirations (continued)**

<b>Lead:</b>	Te Hapū o Ngāti Wheke Council – Strategy and Planning Group (Strategic Support Unit)
<b>Partner agencies/ organisations:</b>	Council – City Environment Group (Asset Planning and Network Unit) and Capital Programme Group (Capital Delivery Unit) Mahaanui Kurataiao Ltd Lyttelton/Mt Herbert Community Board Local information, heritage and art organisations, e.g. Lyttelton Historical Museum Society Landowners Community Environment Canterbury DOC Christchurch and Canterbury Tourism Ministry for Culture and Heritage NZHPT
<b>Related actions:</b>	(E4) Investigation for and use of Council property to accommodate business activities (M1) Norwich Quay amenity improvements (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (M3) Pedestrian linkages (M4) London Street public realm enhancements and public event opportunities (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) Local landscape and heritage interpretation (C2) Investigation for and use of Council property to accommodate community and cultural activities (C4) New public amenities in the town centre (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (C6) Naval Point amenity improvements and redevelopment (C7) Art in public places (C8) Performance/film venue (C9) Emergency preparedness (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan (B2) Design and character guidance (B3) Local input into design and appearance (B4) Identify and assist retention of remaining built 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 Whakaraupō/ Lyttelton Harbour and Christchurch using land and sea based transport (walking and waka) routes.



▲ Ohinehou Trade Trail.

**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](http://www.collaborativelandscape.org))



▲ (Image source: [www.maorilifestyles.blogspot.com](http://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](http://Manukau Courier, 2008))

# 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 buildings 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 Harbourlight 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 publicly-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 scoria 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 wellbeing.

Economic and Social Wellbeing	
Theme	Built environment
Principles	Community safety
	Neighbourhood amenity
	Housing stock
Urban design	Context Character Choice Creativity Custodianship Collaboration



## Actions summary

### (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan

Initiate rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan objectives, policies, rules and design guidelines to enable development of a type and form that is beneficial to Lyttelton as a whole in both the short and long terms. This includes determination of the best means of expediting adoption of the amendments.

### (B2) Design and character guidance

Determine how the Design Guidelines – Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) need to be updated to make any editorial corrections, insert the latest architectural, urban design and sustainability thinking, embed tangata whenua cultural references and considerations into the design of the urban landscape, extend its application to public realm street treatment and give consideration to a redevelopment addendum targeted to property owners of earthquake-affected sites. This action involves a community design expo to identify the guiding principles, preferred rebuild styles and the more fundamental principles of the existing design guidelines to be enshrined in the District Plan as rules, and a workshop for property and business owners.

### (B3) Local input into design and appearance

Investigate the best means of, and provide for, input by appropriately qualified local design professionals into town centre redevelopment and rebuilding, preferably at the pre-application assessment and advice stage.

### (B4) Identify and assist retention of remaining built heritage

Identify wholly or partially remaining protected, notable and character buildings, objects and sites, investigate their current status and likely future, and provide assistance to restore/retain them where possible.

## (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan

<p><b>Description:</b></p>	<p>Initiate rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan objectives, policies, rules and design guidelines to enable development of a type and form that is beneficial to Lyttelton as a whole in both the short and long terms. This includes determination of the best means of expediting adoption of the amendments.</p>
<p><b>Rationale:</b></p>	<p>Regulatory compliance and associated costs can be a barrier to rebuild and recovery. In some instances the current package of objectives, policies and rules found in the District Plan is working well. In other instances they are not working so well. It is critical the District Plan helps with the rebuild and recovery 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.</p> <p>There are a number of candidate planning provisions, particularly 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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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).</li> <li>• 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.</li> <li>• 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 amendments 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.</li> <li>• Provisions to control form, bulk, scale, design, siting and appearance of buildings are effectively limited to a non-regulatory design guidelines which suggests principles to follow and criteria by which proposals will be assessed. They aim 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 (once updated — see below) need to be imposed as rules, e.g. building up to the street frontage.</li> <li>• There is no rule preventing car parks fronting streets. This should be avoided.</li> <li>• There are currently no minimum or maximum lot sizes.</li> <li>• Other provisions which may require amendment include: temporary activities (including the use of London Street for public events), subdivision (e.g. there is currently no provision for pedestrian linkages, access, parking and loading and cultural heritage).</li> </ul> <p>Amendments to the objectives and/or policies may also be considered to:</p> <ul style="list-style-type: none"> <li>• Better signal that the private development of rooftop platforms is possible within the Town Centre Zone.</li> <li>• Encourage active frontages onto public spaces, such as the new civic square and laneways.</li> <li>• Provide for trade-offs that enable no on-site car parking provision on sites that previously had 100 percent site coverage where better urban design outcomes result, for example.</li> </ul>

## (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan (continued)

<b>Rationale (continued):</b>	<p>Once their content is determined and has informed the above, the Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) also need updating as part of this action, to make any editorial corrections, insert the latest architectural, urban design and sustainability thinking, embed tangata whenua cultural references and considerations into the design of the urban landscape, extend its application to public realm street treatment and give consideration to a redevelopment addendum targeted to property owners of earthquake-affected sites. The appendices containing the schedules of protected and notable buildings, objects and sites may also require updating as a result of the earthquakes.</p> <p>Amendments to the District Plan are still necessary despite the Council streamlining its Resource and Building Consent processes (in-house advocacy by Lyttelton’s case manager to fast track rebuild and recovery-related applications is already occurring and will continue).</p>												
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term										
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Amendments to the District Plan to ensure they better support the rebuild and recovery of Lyttelton, i.e. acknowledge the local geography, topology, development economics, character and identity.</li> <li>• Best means of expediting adoption of the amendments, e.g. through an Order in Council or other means such as CERA.</li> <li>• Consultation requirements.</li> </ul> <p>Prepare:</p> <ul style="list-style-type: none"> <li>• Draft plan change.</li> <li>• Consult.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Plan change via the best means of expediting adoption of the amendments.</li> </ul>												
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)												
<b>Partner agencies/ organisations:</b>	<p>Council – Regulation and Democracy Services Group (Resource Consents and Building Policy Unit)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">NZTA</td> <td style="width: 50%;">Lyttelton Harbour Business Association</td> </tr> <tr> <td>Lyttelton Port of Christchurch</td> <td>Canterbury District Health Board</td> </tr> <tr> <td>Ministry of Education</td> <td>Utility providers, e.g. Chorus NZ</td> </tr> <tr> <td>Lyttelton/Mt Herbert Community Board</td> <td>CERA</td> </tr> <tr> <td>Community</td> <td></td> </tr> </table>			NZTA	Lyttelton Harbour Business Association	Lyttelton Port of Christchurch	Canterbury District Health Board	Ministry of Education	Utility providers, e.g. Chorus NZ	Lyttelton/Mt Herbert Community Board	CERA	Community	
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<b>Related actions:</b>	<p>(M5) Parking investigations</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p> <p>(B2) Design and character guidance</p> <p>(B3) Local input into design and appearance</p> <p>(B4) Identify and assist retention of remaining built heritage</p>												

## Existing development viability

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 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.



▲ 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 State 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 develop site-specific travel plans to encourage employees to travel by alternative modes. A Parking Management Strategy 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).



## (B2) Design and character guidance

<p><b>Description:</b></p>	<p>Determine how the Design Guidelines – Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) need to be updated. Use the opportunity to make any editorial corrections, insert the latest architectural, urban design and sustainability thinking, embed tangata whenua cultural references and considerations into the design of the urban landscape, extend its application to public realm street treatment 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 action 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>
<p><b>Rationale:</b></p>	<p>The existing design guidelines for Lyttelton are based on sound urban planning and design principles, however, some aspects of the guidelines 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. The updated design guidelines will be part of, and inform the balance of the amendments to the Proposed Banks Peninsula District Plan identified as necessary to support the rebuild and recovery – refer to Action (B1). These include amendments to the District Plan rules to enshrine the more fundamental principles of the existing design guidelines in the District Plan as rules.</p> <p>Updating the design guidelines also provides the opportunity to broaden its scope to include other matters of relevance today, the first being to encourage energy efficient and sustainable buildings and low impact urban design. Second, references to Māori occupation, history and values are largely absent from Lyttelton’s urban landscape. To recognise these, cultural references and considerations could, through the updated design guidelines, be embedded into private and public developments, particularly building facades, walls/fences and street furniture built by the Council, through structural and aesthetic design, using motifs, symbols, whakatauki/proverbs, etc, thus rendering these intangibles into tangible physical form. Third, the updated design guidelines could provide, to extent that it relates to public realm street treatment (e.g. public toilets and seating), the ‘how’ for the ‘what’ identified in Action (N6).</p> <p>Many property owners are looking for guidance about re-development options and how to achieve high-quality, innovative and ‘soulful’ modern rebuilding. An addendum to the updated design guidelines specifically targeting those with cleared sites in the town centre, particularly visually prominent or historically significant ones, could assist with encouraging the right type of activities, modern interpretations (not replications) and the re-use of salvaged building features (if retained).</p> <p>The local community has a vested interest in the character and identity of Lyttelton. They are keen to ensure that the updated design guidelines encourage the consistent scale and built form of the Lyttelton town centre without being overly prescriptive, that they shouldn’t limit imagination but should limit lack of imagination. Community opinion about guiding principles and preferred rebuild styles will inform development of the update. Those appropriately qualified local design professionals selected for local input into design and appearance – refer Action (B3) – and key organisations will help make sure the design guidelines have the right emphasis.</p>

## (B2) Design and character guidance (continued)

Timeframe:	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>A review committee including appropriately qualified local design professionals and key organisations for development of the Design Guidelines update and establish.</li> <li>The guiding principles, preferred rebuild styles and the more fundamental principles of the existing design guidelines to be enshrined in the District Plan as rules via a design expo.</li> <li>Whether preparing a best practice addendum to the guideline specifically targeted to property owners of earthquake affected buildings and cleared sites is warranted.</li> </ul> <p>Consult:</p> <ul style="list-style-type: none"> <li>On the draft Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) and any addendum, reviewed and updated as described.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>Updated Design Guidelines - Lyttelton and any addendum via appropriate process.</li> </ul>		
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)		
<b>Partner agencies/ organisations:</b>	<p>Council – Regulation and Democracy Services Group (Resource Consents and Building Policy Unit)</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Lyttelton Harbour Business Association</p> <p>Appropriately qualified local design professionals</p> <p>Landowners</p> <p>Te Hapū o Ngāti Wheke</p> <p>Ministry of Education</p> <p>New Zealand Historic Places Trust</p> <p>Appropriate societies</p> <p>Utility providers, e.g. Chorus NZ</p>		
<b>Related actions:</b>	<p>N6) Local landscape and heritage interpretation</p> <p>(C7) Art in public places</p> <p>(C10) Tangata whenua’s relationships, values and aspirations</p> <p>(B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan</p> <p>(B3) Local input into design and appearance</p> <p>(B4) Identify and assist retention of remaining built heritage</p>		

## Examining commercial building character

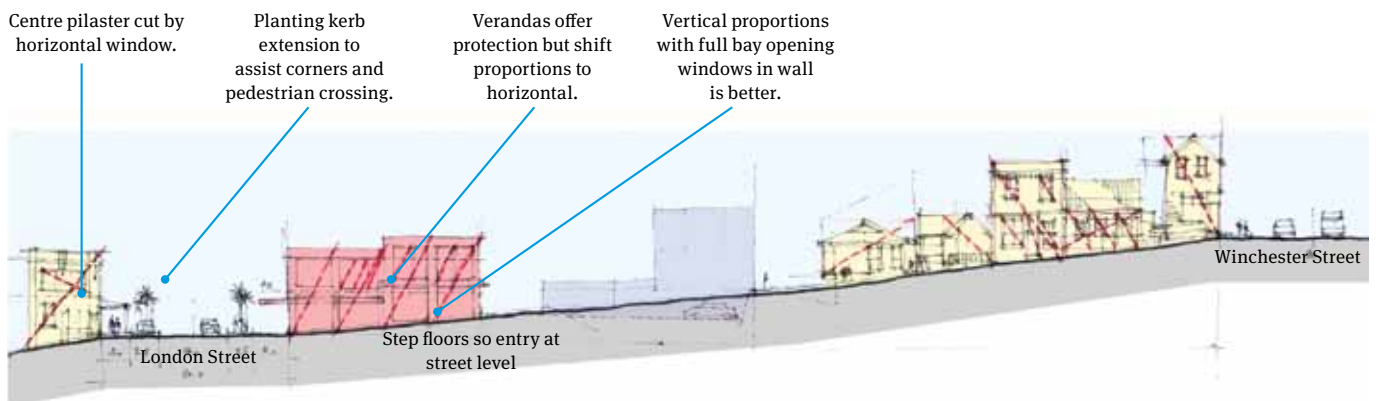


▲ Historic commercial buildings (some of which remain, many of which have been severely damaged or lost).

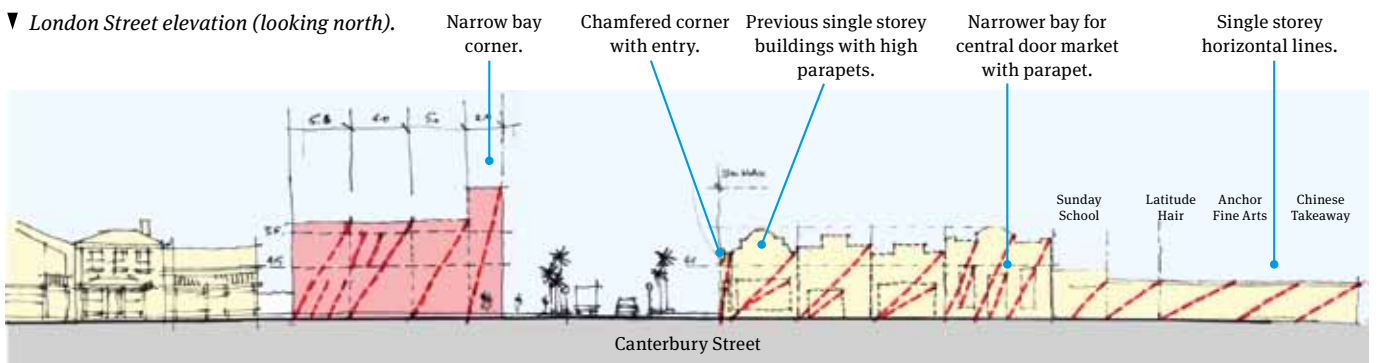
### Architectural character attributes:

- 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.
- Building have active ground floors.

### ▼ Canterbury Street elevation (looking west).



### ▼ London Street elevation (looking north).



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

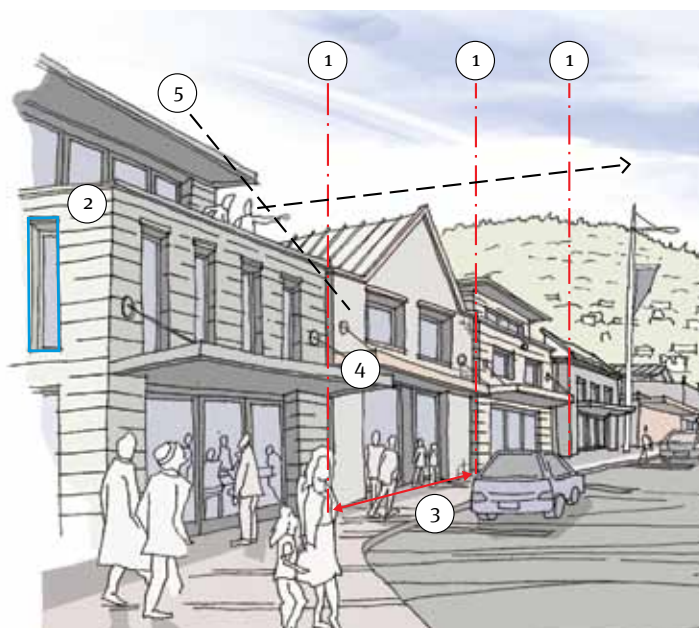
### Core design principles:

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 (one to three 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 facades to identify each storey and continue the established vertical pattern of neighbouring 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).

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) Local input into design and appearance

<b>Description:</b>	Investigate the best means of, and provide for, input by appropriately qualified local design professionals into town centre redevelopment and rebuilding, preferably at the pre-application assessment and advice stage.		
<b>Rationale:</b>	<p>Within Lyttelton there is a body of appropriately qualified design professionals 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 the Draft Lyttelton Master Plan.</p> <p>An opportunity to compare the respective advantages and disadvantages of the two existing models –the location-specific Akaroa Design and Appearance Advisory Committee, which predates and operates independently of the more widely applicable Christchurch Urban Design Panel – is pending with the review of the latter.</p>		
<b>Timeframe:</b>	Immediate/Short term	Medium term	Long term
<b>Strategic sequence:</b>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• The best means of providing local input.</li> <li>• Appropriately qualified local design professionals.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Preferred option.</li> <li>• Associated funding.</li> </ul> <p>Implement:</p> <ul style="list-style-type: none"> <li>• Preferred option.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Ongoing funding</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Ongoing funding</li> </ul>
<b>Lead:</b>	Council – Strategy and Planning Group (Strategic Support Unit)		
<b>Partner agencies/ organisations:</b>	Council – Regulation and Democracy Services Group (Resource Consents and Building Policy and Democracy Services Units) Lyttelton/Mt Herbert Community Board      Appropriately qualified local design professionals Christchurch Urban Design Panel		
<b>Related actions:</b>	(C10) Tangata whenua’s relationships, values and aspirations (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan (B2) Design and character guidance		

## (B4) Identify and assist retention of remaining built heritage

<p><b>Description:</b></p>	<p>Using a thematic approach to recognise Māori and Pakeha heritage values, identify wholly or partially remaining protected, notable and character buildings, objects and sites, investigate their current status and likely future, and provide assistance to restore/retain them where possible.</p> <p>Character buildings, objects or sites are those which make a key contribution to the quality of the streetscape and the community's character and identity due to their distinctive visual character and visibility from a number of strategic points, given Lyttelton's topography. With the demolition of larger buildings and creation of new vistas, particularly on London Street, some of these are forming new landmarks.</p>		
<p><b>Rationale:</b></p>	<p>Many of Lyttelton's important heritage buildings and character features have either been destroyed or damaged in the earthquakes. These include churches, prominent commercial buildings, the Timeball Station, Lyttelton Museum, red scoria stone retaining walls and the two cemeteries, with many fallen and smashed headstones. This follows the former loss of tangible references to tangata whenua history in the area. The community strongly connects with Lyttelton's unique history, strong architectural qualities and physical character. It is critical that Lyttelton retains its remaining historical character wherever possible, given the extent to which built heritage has contributed and will continue to contribute to the NZ Historic Places Trust-registered Lyttelton Township Historic Area. Remaining built heritage includes items saved as buildings have been demolished or deconstructed (for future reuse in buildings and public art, etc), the gaol and steps, the old stables and the red scoria stone retaining walls. This plan provides an opportunity to reflect on how the multiple layers of heritage significance can be referenced, remembered and honoured. If a thematic approach to heritage recognition (assessing heritage by themes) is undertaken, some key areas of duality between Māori and Pakeha heritage could include fishing, trade and trade routes and waka/boats.</p> <p>The red scoria stone retaining walls, some of which were built by Parihaka prisoners (amongst others) 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 using a more structurally sound construction technique. This includes re-surfacing a number of the most visually prominent and historically significant walls with red scoria in order to retain their valued appearance. If there is any red scoria left over, this will be available for reuse elsewhere in Lyttelton, for incorporation into a Parihaka memorial, landscaping, seating or public art, for example.</p> <p>Retaining heritage features and designs often imposes constraints and costs on property owners. The Council's Heritage Incentives Grant and the Canterbury Earthquake Heritage Buildings Fund exist to support the retention of listed and earthquake-damaged unlisted heritage and character buildings. However, it is also important to consider how heritage buildings can be adapted and reused so that they are commercially viable and self-sustaining.</p>		
<p><b>Timeframe:</b></p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p><b>Strategic sequence:</b></p>	<p>Identify:</p> <ul style="list-style-type: none"> <li>• Individual owners of heritage and character buildings and proactively publicise and promote available financial assistance.</li> <li>• Additional, non-financial assistance from the Council and proactively publicise and promote this also.</li> </ul> <p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding for the restoration of the most visually prominent and historically significant red scoria stone retaining walls.</li> <li>• Funding for the restoration of the cemeteries in the short term, as possible.</li> </ul>	<p>Approve:</p> <ul style="list-style-type: none"> <li>• Funding for the restoration of the remaining red scoria stone retaining walls in the long term, as possible.</li> <li>• Funding for the restoration of the cemeteries in the long term, as possible.</li> </ul>	
<p><b>Lead:</b></p>	<p>Council – Strategy and Planning Group (Strategic Support Unit)</p>		

## (B4) Identify and assist retention of remaining built heritage (continued)

<b>Partner agencies/ organisations:</b>	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) New Zealand Historic Places Trust Historic Cemeteries Conservation Trust of NZ Lyttelton Historical Museum Society and other local heritage-related organisations Te Hapū o Ngāti Wheke Landowners Lyttelton/Mt Herbert Community Board Community
<b>Related actions:</b>	(E4) Investigation for and use of Council property to accommodate business activities (E5) Funding options and temporary support (N6) Local landscapes and heritage interpretation (C2) Investigation for and use of Council property to accommodate community and cultural activities (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (C10) Tangata whenua’s relationships, values and aspirations (B2) Design and character guidance

### Note on integration of remaining building 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 the local input into design and appearance. The latter looks at both the context of a proposal and its interface with adjoining/adjacent sites, particularly if a business/residential interface. People providing local input and relevant Council staff would provide information regarding the context.





## 5. Implementation

### *Ensuring effective master plan delivery and transition support*

#### ***Implementation tools and methods***

- The spectrum of master plan actions

#### ***Implementation plan***

- Detailing priority, scale, cost, timeframe and delivery roles of the actions

#### ***The process from here***

- Master plan approval and the next implementation steps

# 5.1 Implementation tools and methods

## The spectrum of master plan actions

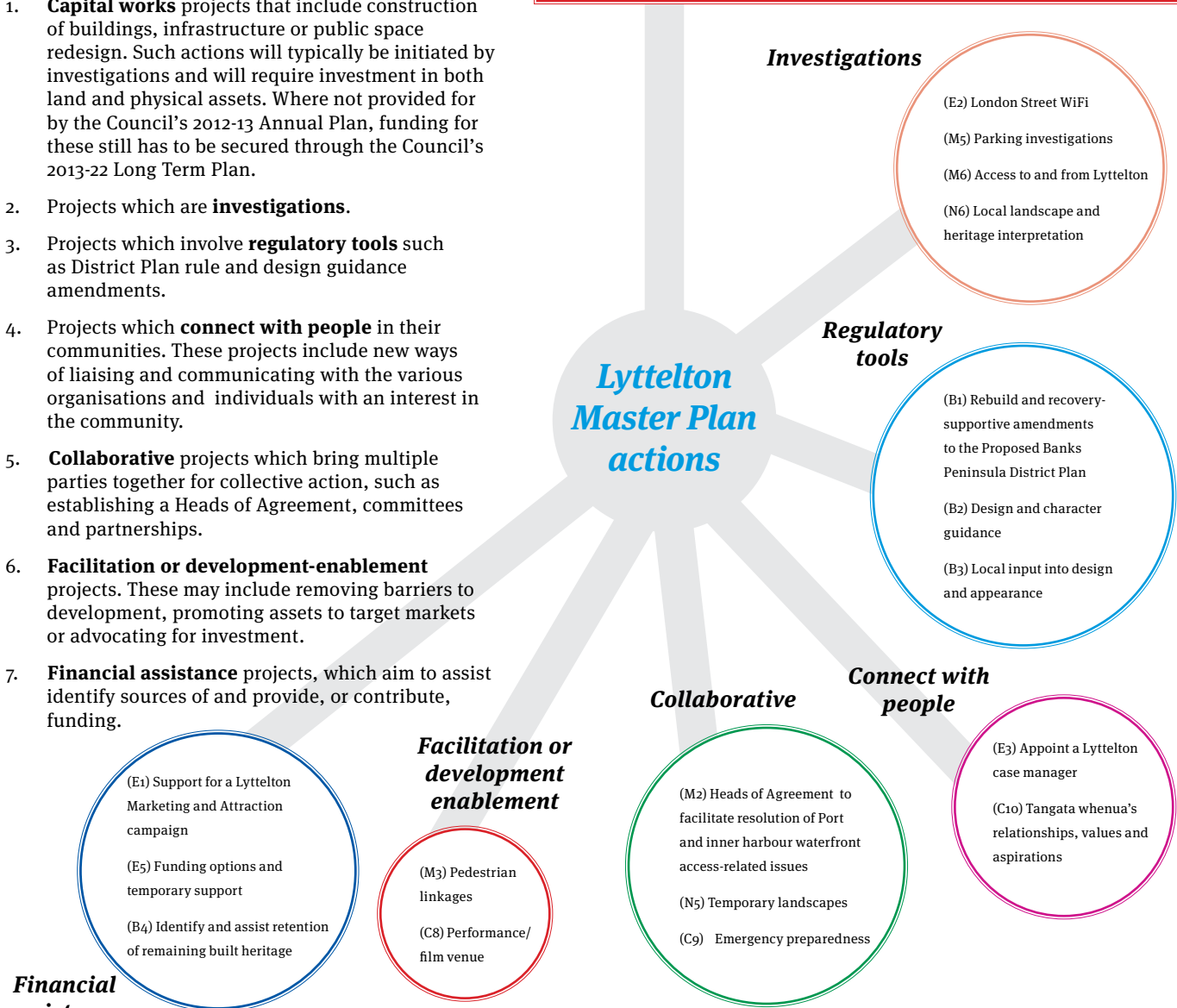
This master plan was initiated to help the Lyttelton community and the Council identify and prioritise actions for rebuild and recovery – some to be undertaken in the immediate and short term and others with longer term horizons. Together, these actions present an integrated and transformative programme of work. Now that a commitment has been made by the Council to the Lyttelton Master Plan, action 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 master plan actions will be achieved through seven types of implementation tools and methods and, broadly speaking, can be categorised as follows (although some actions are a mixture of more than one tool):

- 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. Where not provided for by the Council's 2012-13 Annual Plan, funding for these still has to be secured through the Council's 2013-22 Long Term Plan.
- Projects which are **investigations**.
- Projects which involve **regulatory tools** such as District Plan rule and design guidance amendments.
- 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.
- Collaborative** projects which bring multiple parties together for collective action, such as establishing a Heads of Agreement, committees and partnerships.
- Facilitation or development-enablement** projects. These may include removing barriers to development, promoting assets to target markets or advocating for investment.
- Financial assistance** projects, which aim to assist identify sources of and provide, or contribute, funding.

### Capital works

(E4) Investigation for and use of Council property to accommodate business activities	Recreation Centre
(M1) Norwich Quay amenity improvements	(C2) Investigation for and use of Council property to accommodate community and cultural activities
(M4) London Street public realm enhancements and public event opportunities	(C3) Combined Lyttelton Library and Service Centre redevelopment
(N1) A new civic square	(C4) New public amenities in the town centre
(N2) Pool garden off-season access	(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement
(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre	(C6) Naval Point amenity improvements and redevelopment
(N4) Head to Head Walkway	(C7) Art in public places
(C1) Improved utilisation of the Lyttelton	



### Financial assistance



# 5.2 Implementation plan

## Detailing the priority, scale, cost, timeframe and delivery roles of the actions

Implementation of the Lyttelton Master Plan will take time. A few of the actions are already being implemented to some extent by the Council and others as part of their usual activities. While some of the actions 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 consistent with the Council’s Annual and Long Term Plan funding cycles:

- 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 Plan will help Lyttelton move towards the overall vision outlined in this master plan. While the actions listed in this master plan are now confirmed, they need to 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 may be subject to changing priorities in the future as a result, for example, of completion of the Recovery Strategy for greater Christchurch.

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

The page of the master plan where the action is described in detail.

The action number, e.g. (E2), (N1), etc.

The name of the action.

The likely primary agency/organisation 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 or more agencies or organisations.

This category defines likely partner agencies/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 actions are relatively low cost ones which can be implemented simply and without a large requirement for funding, while others may have high associated costs. Likewise, some actions 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 as defined below.

Low	Medium	High
\$0-100,000	\$100,000-\$1 million	>\$1 million
Generally smaller actions which can be implemented quickly and easily without much cost burden.	Actions that will result in physical changes which directly correlate to money spent.	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	No	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 5.1:

Capital works; Investigations; Regulatory tools; Connect with people; Collaborative; Facilitation or development enablement; 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 the ease with 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 or prerequisite actions which should be started as soon as possible to help with Lyttelton’s immediate rebuild and 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.

## Implementation

Pg	No	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
<b>Business and economy</b>								
35	(E1)	<b>Support for a Lyttelton marketing and attraction campaign</b>	Financial assistance	Medium	Lyttelton Harbour Information Centre  Lyttelton Harbour Business Association	Council – Strategy and Planning Group (Strategic Support Unit) and Public Affairs Group (Marketing Unit)  Recover Canterbury  Christchurch Economic Development Corporation  Christchurch and Canterbury Tourism  Lyttelton/Mt Herbert Community Board  Local businesses and organisations, e.g. Lyttelton Historical Museum Society	Short term	Medium
37	(E2)	<b>London Street WiFi</b>	Investigations	Medium	Lyttelton Harbour Information Centre	Council – Strategy and Planning Group (Strategic Support Unit) and Corporate Services Group (Information Management and Communication Technology Unit)  Lyttelton Harbour Business Association  Christchurch and Canterbury Tourism  Local tourism groups  Internet Service Providers  Internet NZ Inc.  TradeMe  Utility providers, e.g. Chorus NZ	Medium term	Medium
38	(E3)	<b>Appoint a Lyttelton case manager</b>	Connect with people	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Community Services Group (Community Support Unit) and Regulation and Democracy Services Group (Resource Consents and Building Policy and Building Operations Units)  Lyttelton/Mt Herbert Community Board  Recover Canterbury  CERA	Immediate	Medium
39	(E4)	<b>Investigation for and use of Council property to accommodate business activities</b>	Capital works	Medium	Council – City Environment Group (Transport and Greenspace Unit)	Council – Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit)  Lyttelton Harbour Business Association  Christchurch Economic Development Corporation  Business owners and operators  Lyttelton Historical Museum Society  Lyttelton Plunket Committee  Harbour Arts Collective	Immediate and long term	Medium and high
42	(E5)	<b>Funding options and temporary support</b>	Financial assistance	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Corporate Services Group (Corporate Support Unit)	Immediate	Low

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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Pg	No	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
<b>Built environment</b>								
44	(M1)	<b>Norwich Quay amenity improvements</b>	Capital works	Large	Council – Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) NZTA SCIRT Alliance Lyttelton Port of Christchurch Kiwirail Utility providers, e.g. Chorus NZ Lyttelton/Mt Herbert Community Board Harbour Arts Collective and other local arts organisations Community	Medium term	High
46	(M2)	<b>Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues</b>	Collaborative	Small	Council – City Environment Group (Asset and Network Planning Unit)	Council – Strategy and Planning Group (Strategic Support Unit) Lyttelton Port of Christchurch NZTA Environment Canterbury Kiwirail	Intermediate	Low
49	(M3)	<b>Pedestrian linkages</b>	Facilitation or development enablement	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Regulation and Democracy Services Group (Legal Services Unit), Corporate Services Group (Corporate Support Unit), City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) Landowners Lyttelton Harbour Business Association Lyttelton/Mt Herbert Community Board	Immediate	Medium
52	(M4)	<b>London Street public realm enhancements and public event opportunities</b>	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Regulation and Democracy Services Group (Legal Services Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) Property and business owners Lyttelton Harbour Business Association Local community Lyttelton/Mt Herbert Community Board Utility providers, e.g. Chorus NZ	Short term	High
54	(M5)	<b>Parking investigations</b>	Investigations	Medium	Council – City Environment Group (Asset and Network Planning)	Council – Strategy and Planning Group (Strategic Support Unit) NZTA Environment Canterbury Local retailers Lyttelton Harbour Business Association Lyttelton/Mt Herbert Community Board Community	Intermediate	Low

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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Pg	No	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
56	(M6)	Access to and from Lyttelton	Investigations	Medium	Council – Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Civil Defence Emergency Management and Asset Network and Planning Units) Lyttelton/Mt Herbert Community Board CERA NZTA Environment Canterbury Lyttelton Port of Christchurch Kiwirail Emergency services Trucking agencies/freight companies Service station providers Cycle and walking groups Lyttelton Harbour Business Association Lyttelton Harbour Information Centre Governors Bay Community Association Canterbury District Health Board	Short term	Medium
<b>Natural environment</b>								
59	(N1)	A new civic square	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Corporate Services Group (Corporate Support Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) Landowners Lyttelton Returned Services Association Club Inc. Safer Christchurch Utility providers, e.g. Chorus NZ. Community Lyttelton/Mt Herbert Community Board	Short term	High
62	(N2)	Pool garden off-season access	Capital works	Small	Council – Community Services Group (Recreation and Sports Unit)	Council – Capital Programme Group (Capital Delivery Unit) Project Lyttelton Lyttelton/Mt Herbert Community Board Community	Short term	Low
64	(N3)	Rooftop park between, or on a combined, Lyttelton Library and Service Centre	Capital works	Medium	Council – Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Delivery Unit) Lyttelton/Mt Herbert Community Board	Medium term	Medium
66	(N4)	Head to Head Walkway	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Capital Programme Group (Capital Delivery Unit) NZTA Lyttelton Port of Christchurch Walking and cycling groups Lyttelton/Mt Herbert Community Board DOC Landowners	Medium 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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Pg	No	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
68	(N5)	Temporary landscapes	Collaborative	Small	Greening the Rubble Gap Filler	Council – Capital Programme Group (Capital Delivery Unit) Landowners Local design community Business sponsors Community Harbour Arts Collective Project Lyttelton	Immediate	Low
70	(N6)	Local landscape and heritage interpretation	Investigations	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit), Community Services Group (Recreation and Sports and Libraries and Information Units), Public Affairs Group (Customer Services Unit) and Capital Programme Group (Capital Delivery Unit) Lyttelton/Mt Herbert Community Board Local historians and information, heritage and art organisations, e.g. Lyttelton Historical Museum Society, Norwich Quay Society, NZ Antarctic Society, Lyttelton Harbour Information Centre Community Landowners DOC Environment Canterbury	Immediate	Low
<b>Community wellbeing, culture and heritage</b>								
77	(C1)	Improved utilisation of the Lyttelton Recreation Centre	Capital works	Medium	Council – Community Services Group (Recreation and Sports Unit)	Council – Capital Programme Group (Capital Investigations and Capital Delivery Units) Lyttelton Squash Club Community groups who utilise the Lyttelton Recreation Centre Community Lyttelton/Mt Herbert Community Board	Short term	High
78	(C2)	Investigation for and use of Council property to accommodate community and cultural activities	Capital works	Medium	Council – City Environment Group (Transport and Greenspace Unit)	Council – Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit) Lyttelton Plunket Lyttelton Toy Library Lyttelton Playgroup Lyttelton Historical Museum Society Harbour Arts Collective Other clubs, community groups and organisations	Immediate and long term	Medium and high
81	(C3)	Combined Lyttelton Library and Service Centre redevelopment	Capital works	Medium	Council – Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)	Lyttelton/Mt Herbert Community Board Government and community services and organisations Community	Medium 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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

## Implementation

Pg	No	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
82	(C4)	<b>New public amenities in the town centre</b>	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Capital Programme Group (Capital Investigations and Capital Delivery Units) Lyttelton/Mt Herbert Community Board Local artists Community Safer Christchurch	Short term	High
83	(C5)	<b>Lyttelton War Memorial Cenotaph relocation investigation and reinstatement</b>	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Capital Programme Group (Capital Delivery Unit) Lyttelton Returned Services Association Club Inc. Lyttelton/Mt Herbert Community Board Community	Short term	Medium
84	(C6)	<b>Naval Point amenity improvements and redevelopment</b>	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit) Lyttelton Port of Christchurch	Council – Capital Programme Group (Capital Delivery Unit) Naval Point Club Lyttelton Sea Scouts Canterbury Coastguard Lyttelton Combined Sports Rugby Club Te Waka Pounamu Waka Club Torpedo Boat Museum Lyttelton Recreation Ground Management Committee Lyttelton Boat Security Association Magazine Bay Berth holders Association Inc. Te Hapū o Ngāti Wheke Lyttelton/Mt Herbert Community Board Community	Short and long term	Medium
87	(C7)	<b>Art in public places</b>	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Strategy and Planning Group (Strategic Support Unit) and Capital Programme Group (Capital Delivery Unit) Harbour Arts Collective Other local artists and art organisations Landowners Lyttelton community Te Hapū o Ngāti Wheke	Short term	Medium
88	(C8)	<b>Performance/film venue</b>	Facilitation or development enablement	Small	The Loons Theatre Company/ Lyttelton Working Mens' Club Council – Community Services Group (Community Support Unit)	Council – Strategy and Planning Group (Strategic Support Unit) Private and public funders Harbour Arts Collective Local art organisations and community groups Landowners Lyttelton community	Immediate and medium term	Low

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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Pg	No	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
89	(C9)	<b>Emergency preparedness</b>	Collaborative	Small	Council – City Environment Group (Civil Defence Emergency Management Unit)	<p>Council – Strategy and Planning Group (Strategic Support Unit) and City Environment Group (City Water and Waste and Transport and Greenspace Units)</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Lyttelton Harbour Basin Community Civil Defence Area Coordinator and Volunteers</p> <p>Emergency services e.g. Lyttelton Volunteer Fire Brigade, Police, St John's Ambulance</p> <p>Utility providers, e.g. Chorus NZ</p> <p>Lyttelton Port of Christchurch</p> <p>Lyttelton Health Centre</p> <p>Community organisations, e.g. Project Lyttelton, Lyttelton Timebank, Volcano Radio, Lyttelton Community House, Lyttelton Harbour Information Centre</p> <p>Schools</p> <p>Canterbury District Health Board</p> <p>CERA</p> <p>Lyttelton community</p>	Immediate	Low
90	(C10)	<b>Tangata whenua's relationships, values and aspirations</b>	Connect with people	Medium	<p>Te Hapū o Ngāti Wheke</p> <p>Council – Strategy and Planning Group (Strategic Support Unit)</p>	<p>Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Delivery Unit)</p> <p>Te Hapū o Ngāti Wheke</p> <p>Mahaanui Kurataiao Ltd</p> <p>Lyttelton/Mt Herbert Community Board</p> <p>Local information, heritage and art organisations, e.g. Lyttelton Historical Museum Society</p> <p>Landowners</p> <p>Community</p> <p>Environment Canterbury</p> <p>DOC Christchurch and Canterbury Tourism</p> <p>Ministry for Culture and Heritage</p> <p>NZHPT</p>	Immediate	Low

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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

## Implementation

Pg	No	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
<b>Built environment</b>								
94	(B1)	<b>Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan</b>	Regulatory tools	Medium	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Regulation and Democracy Services Group (Resource Consents and Building Policy Unit) NZTA Lyttelton Harbour Business Association Lyttelton Port of Christchurch Canterbury District Health Board Ministry of Education Utility providers, e.g. Chorus NZ Lyttelton/Mt Herbert Community Board Community CERA	Immediate	Medium
97	(B2)	<b>Design and character guidance</b>	Regulatory tools	Medium	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Regulation and Democracy Services Group (Resource Consents and Building Policy Unit) Lyttelton/Mt Herbert Community Board Lyttelton Harbour Business Association Appropriately qualified local design professionals Landowners New Zealand Historic Places Trust Te Hapū o Ngāti Wheke Appropriate societies Ministry of Education Utility providers, e.g. Chorus NZ	Immediate	Low
100	(B3)	<b>Local input into design and appearance</b>	Regulatory tools	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Regulation and Democracy Services Group (Resource Consents and Building Policy and Democracy Services Units) Lyttelton/Mt Herbert Community Board Appropriately qualified local design professionals Christchurch Urban Design Panel	Immediate	Low
101	(B4)	<b>Identify and assist retention of remaining built heritage</b>	Financial assistance	Medium	Council – Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) New Zealand Historic Places Trust Historic Cemeteries Conservation Trust of NZ Lyttelton Historical Museum Society and other local heritage-related organisations Te Hapū o Ngāti Wheke Landowners Lyttelton community	Immediate	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. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.



## 5.3 The process from here

### *Master plan approval and the next implementation steps*

To ensure this master plan is implemented, there are three key implementation steps that are essential to effective delivery.

#### **Management Structure**

The Council will maintain a Lyttelton-specific project leader to take responsibility for advocacy, auditing and strategic oversight of the master plan's vision and actions as it progresses, irrespective of the action leads. This role will be particularly important in leading discussions with CERA and other Government agencies, as well as maintaining a liaison role with local stakeholders.

#### **Complete costing of actions and establish funding streams**

The master plan is an enabling document – it establishes a vision and outlines an implementation programme to guide decision-making. However, it does not in itself generate the funding for implementation. The Council now needs to complete detailed costings for the individual actions it is responsible for, so these can be included in its financial planning processes and the Council's work programme. The funding, timing and scope of actions are subject to the Council's approval through the Long Term Plan and Annual Plan processes. The master plan provides an agreed framework for private sector and community initiatives. These too will now need to secure funding and resources to enable implementation to proceed.

#### **Monitor and adapt the Lyttelton Master Plan as necessary**

The dynamic nature of change (which is intensified within a post-earthquakes 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 that need to be evaluated against the high level vision for Lyttelton.

A monitoring programme will be established for this master plan that will enable:

- The progress of implementation to be measured and assessed;
- Data collection to assist project planning and delivery, including coordination with other agencies, such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT);
- Testing of the plan's ongoing relevance and effectiveness; and
- Analysis of information to guide decisions on reviewing the master plan.

This process will identify the tools and techniques that will be used to gather and analyse the data. Where possible this will link into the Council's corporate monitoring systems, providing alignment with Community Outcomes monitoring to evaluate how well the master plan's Vision and Goals are being achieved, and utilise established performance reporting tools to track progress at the project level.

Key considerations for the monitoring programme include:

- Quantity – how much has been done?
- Quality – how good was the delivery at meeting the Vision and Goals for the centre?
- Milestones – have targets been met?
- Finance – what budget has been secured and how is expenditure tracking against budget?

In some instances it may be necessary to establish baseline data against which performance can be monitored.

It is anticipated that an annual monitoring report will be prepared to track progress. However, some aspects of the master plan, for instance overall achievement of the vision, may be more meaningfully assessed over a longer timeframe, such as every three to five years.

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