APPENDIX 11

URBAN DESIGN EFFECTS

Lyttelton Port Recovery Plan

Urban Design Assessment

On behalf of Lyttelton Port Company
10 November 2014

Document Quality Assurance

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Appendices

Appendix1: Graphic Supplement

(Separate Document)

1.0 Introduction

1.1 Background

Since the 2010/2011 earthquakes the Port has been severely damaged requiring repairs and careful reconsideration of their future redevelopment options.

The Minister for Earthquake Recovery has directed that a specific Recovery Plan under the Canterbury Earthquake Recovery Act (CER Act) be prepared. This plan is to be undertaken in accordance with the process set out in the Act. The Recovery Plan is informed by the Canterbury Earthquake Recovery Act 2011, New Zealand Gazette, Notice 65 (19 June 2014) subject to:

> *'..an assessment of the proposal against the Canterbury Earthquake Recovery Act 2011, relevant considerations of the Resource Management Act 1991, the New Zealand Coastal Policy Statement 2010, the Mahaanui Iwi Management Plan and other relevant statutory and non-statutory plans…' (*such as the Christchurch City Plan and Banks Peninsula District Plan and the Lyttelton Master Plan).

The Port Lyttelton Plan (PLP) aims via staged development to promote additional freight handling capacity by relocating the Container Terminal to a proposed additional reclamation in Te Awaparihi Bay at the eastern end of the existing Port and to provide for greater public access to the Inner Port. The geographic extent of the Recovery Plan is outlined in **Figure 1** of the Graphic Supplement.

1.2 Purpose and Scope of Assessment

The purpose of this Report is to undertake an assessment of the anticipated 'urban design' effects of the Port Lyttelton Plan.

Urban design refers to:

> *'making the connections between people and places, between public and private space, between the natural and built environment, between movement and urban form, and between the social and economic purposes for which urban space is used' (People, Places, Spaces: A design guide for urban New Zealand).*

Broad principles to achieve good urban outcomes within Dampier Bay are discussed as part of this assessment. In addition, the assessment framework is guided by the Direction and the purpose of the CER Act, in particular, how the Lyttelton Port Company Limited's long-term vision for the efficient, timely and effective repair, rebuild and restoration and enhancement of Lyttelton Port can be provided in the Recovery Plan in a way that enables an expedited recovery that restores social, economic, cultural, and environmental well-being.

A traditional RMA assessment, against the purpose of the Act and relevant RMA planning documents is therefore inadequate to assess the proposal against the CER Act. However, to undertake this assessment, the Direction requires an assessment of the proposal against the "relevant considerations" of the RMA and other documents, such as the New Zealand Coastal Policy Statement (*NZCPS*) and the Lyttelton Master Plan. This report will undertake a high level assessment of the proposal against the

relevant parts of these documents to the extent that these documents provide, in this author's opinion, guidance for the type of factors that should form part of an assessment of the proposal. The proposal does however not have to meet the purpose of the RMA, nor give effect to the NZCPS. The proposal may in fact be inconsistent with the RMA's purpose or the NZCPS, provided the proposal is in accordance with the purpose of the CER Act.

The scope of the report covers:

- The redevelopment of the western portion of **Dampier Bay** (the area coloured green and identified as '1' in the 'Port Lyttelton Plan, Our Future' consultation document and included in **Figure 2** of the Graphic Supplement).
- The potential redevelopment of the area demarked as 'Non-operational' within Dampier Bay (the area to the east of Sutton Quay coloured green with a hatched line and identified as '1' in the 'Port Lyttelton Plan, Our Future' consultation document and included in **Figure 2** of the Graphic Supplement). This is referred to as the **Dampier Bay Expansion** in this report. However, given this area is unlikely to be developed for approximately 15-25 years and therefore would be beyond the District Plan review timescales, only broad level comments are made. This report does however consider an indicative Outline Development Plan for this area and the issues associated with future access and connections to this part of the harbour.

The **Graphic Supplement** (attached separately at Appendix 1) should be read in conjunction with this assessment.

This report is deliberately pitched at a high level review of Dampier Bay to align with the phase in which the project is at.

This assessment is based on information provided by LPC and other project team members and addresses the following:

- Port Lyttelton Plan;
- Statutory Context;
- Site, Context and Opportunities;
- Port Lyttelton Plan and Urban Design Considerations;
- Recommendations; and
- Summary and Conclusions.

2.0 Port Lyttelton Plan

2.1 Overview of the Proposed Plan

The purpose of the Lyttelton Port Recovery Plan is to address the recovery of the Port. This includes the repair, rebuild and reconfiguration needs of the Port, and its restoration and enhancement, to ensure the safe, efficient and effective operation of Lyttelton Port and supporting transport network. To inform the preparation of the Lyttelton Port Recovery Plan, a 30-year vision plan has been prepared by LPC. This is known as the Port Lyttelton Plan (PLP) and identifies proposed future land uses and development areas within the Site. These development areas are outlined in Figure 1 below (and repeated in **Figure 2** of the Graphic Supplement), and are described in more detail below:

- Movement of some general cargo activity east, away from the township.
- Preparing for increased container volumes with further land reclamation east of the existing port allowing for the creation of a new larger Container Terminal.
- Staged repair of the port's earthquake damaged assets and new building activity whilst remaining fully operational.
- Opening up and enhancing public access to the waterfront at the western side of the port. Possible concepts for this area include a new marina, a commercial development that compliments the Lyttelton Township and places where visitors can sit and enjoy the view. Safe links to existing cycle and walking tracks are also envisioned.
- Upgrades and repairs will also be completed on some Inner Harbour wharves.
- A new Diamond Harbour ferry terminal which links to other public transport.

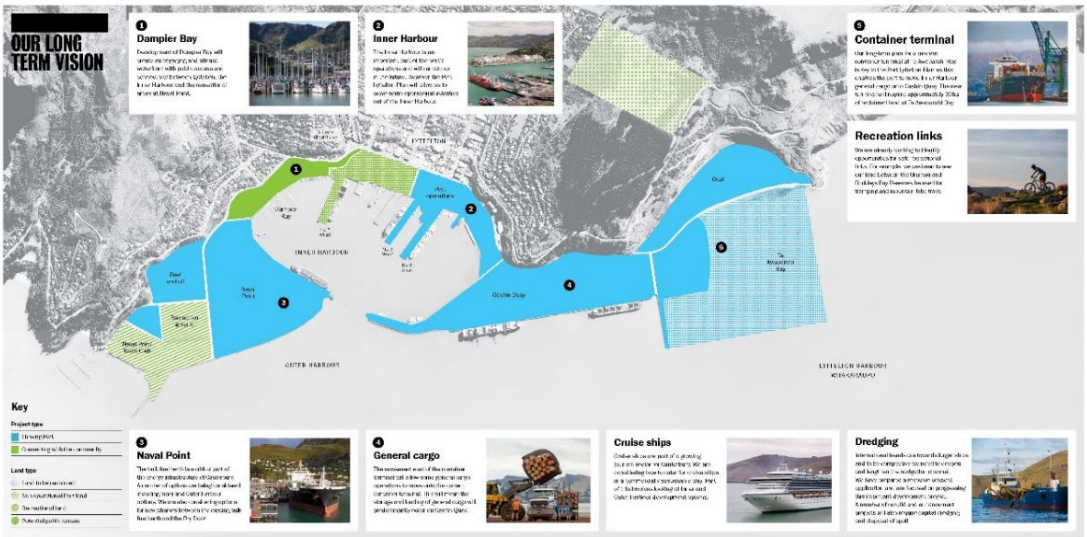

Figure 1: Long Term Vision *(Source: Port Lyttelton Plan, Our Future, LPC 2014) (see also Figure 2 of the Graphic Supplement for an A3 version of this Plan)*

A large number of construction projects are required as part of the vision, and these are expected to occur over a period of approximately 12-15 years. These construction projects will enable the port to continue to reconfigure to meet the growing freight demands for the next 30 years as well as providing community access to the waterfront.

2.2 Dampier Bay

2.2.1 Vision

The vision for Dampier Bay as set out in the 'Port Lyttelton Plan, Our Future (LPC, 2014)' is:

> *'To create an engaging and vibrant waterfront with public access and connectivity between Lyttelton, the Inner Harbour and the recreational areas of Naval Point'.*

The PLP outlines that Dampier Bay will result in improved public access and connectivity between Lyttelton township and the western Inner Harbour. The proposed waterfront promenade will also facilitate better connectivity between Lyttelton township and the recreational areas at Naval Point.

2.2.2 Dampier Bay Development

The first phase of the Dampier Bay development involves the construction of a modern floating pontoon marina catering for up to 200 berths. Phase 1 will also include developing the landside adjacent to the marina. This will include car parking, marina facilities, walkways and some commercial development. This is expected to be completed in 2016/2017.

The vision for the expansion of the Dampier Bay Marina anticipates the development of a modern marina facility not dissimilar to Waikawa Bay in Picton. It would not include any haul facilities. A marina in Dampier Bay was also contemplated on page 48 of the Lyttelton Master Plan prepared by the Council in 2012.

The remainder of the Dampier Bay development is expected to take approximately a further 7-8 years to complete. This will include:

- Development of the landside with a mixed used commercial development (up to a total of 15,000m2 of floor space), with possible uses to include; marine-related industries and services, retail, hospitality, office/studio.
- Retiring the use of Sutton Quay for heavy vehicle port access and shifting the security fence to the eastern side of No.7 Wharf.
- Extension of the walkway along the waterfront and linking this with pedestrian access to Norwich Quay (via or adjacent to Sutton Quay).

- Creation of a new Diamond Harbour ferry terminal which will link with public transport and walkways to the township. The most likely location for the terminal is at the base of No.7 wharf.
- Creation of some open space areas.

LPC intends that the design of the buildings, promenade and other public spaces will be undertaken in a way which respects both the character of the Port and Lyttelton Township.

Figures 2 and 3 below depict what the future of Dampier Bay could look like and as illustrated in the PLP.

Figure 2: Dampier Bay as seen from Simeon Quay
(Source: Port Lyttelton Plan, Our Future, LPC 2014) (see also Figure 6 of the Graphic Supplement for an A3 version of the Plan)

Figure 3: Dampier Bay Public Prominade *(Source: Port Lyttelton Plan, Our Future, LPC 2014) (see also Figure 7 of the Graphic Supplement for an A3 version of the Plan)*

2.2.3 Dampier Bay Extension

The Dampier Bay Extension project comprises the LPC owned land between No.7 wharf and the western side of No.3 wharf. It also includes the block of LPC owned land to the south of Norwich Quay, and provision of public access to No.7 wharf. It does not include the railway lines and sidings, which are owned by KiwiRail.

The ability to develop this area is dependent on the migration of the port to the east and can only happen once a new container terminal is operating in Te Awaparahi Bay and the majority of trades have moved to Cashin Quay. Consequently timing for starting works in this area is approximately 15-25 years.

As this project is a not to commence for some time, planning has yet to commence on what could be done in this area. However, the following are potential options:

- The demolition of Wharf's No.4, 5 and 6 creates the potential for an extension to the recreational marina area to the east of No.7 Wharf, enabling the construction of further marina berths.
- Continuation of the Dampier Bay waterfront walkway.
- Limited on-land development to provide support services for the marina and walkway.
- Potential for some type of commercial development.

In the meantime, Port land is at a premium and this area will continue to be used for cargo handling and other port-related operations.

2.2.4 Potential Land Use

Table 1 outlines a range of land uses that LPC consider could be developed within Dampier Bay along with the potential maximum floor space of the development through to completion in 2041. Associated car parking and public open space, including play facilities, public art and cultural references are anticipated as part of the development.

Table 1: Indicative Land Use and Potential Maximum Floor Space GFA

Use	**Total built by 2026 – 5,500sqm**	**Total built by 2041 – 15,000sqm**
Industrial	2,500	6,500
Retail	1,500	2,000
Office	-	2,000
Community Services	-	500
Community	1,000	2,000
Trade	500	2,000
Total	**5,500sqm**	**15,000sqm**

2.2.5 Staging

The recovery of the Port from the present day until completion of the vision contained in the Port Lyttelton Plan is included at **Figure 3** of the Graphic Supplement. As noted earlier, a large number of construction projects are required as part of the vision, and these are expected to occur over a period of approximately 12-15 years. These construction projects will enable the port to continue to reconfigure to meet the growing freight demands for the next 30 years as well as providing community access to the waterfront.

In terms of Dampier Bay, the key phases of the development are likely to be as follows, and are outlined in **Figure 11** of the Graphic Supplement:

- Marina development and limited public access – 2017.
- First stages of the commercial development and further public access – 2018.
- Ferry terminal and further stages/completion of the commercial development and public access – Subject to the reclamation and movement of the Port to the east. The commercial development is anticipated to evolve organically in response to market demands.

Based on this indicative phasing, different benefits will occur for the community at different times, but with the first public access occurring from 2017.

2.3 Inner Harbour

The Inner Harbour is an important part of the port's operations. The Port Lyttelton Plan anticipates that some operational activities will move out of the western Inner Harbour and as a consequence this will enable some public access to this area in the future.

It is acknowledged that the Inner Harbour is on the front doorstep of Lyttelton Township and some effects can be a nuisance for the community. The 'Port to the East' concept includes moving some activities out of the Inner Harbour to reduce impacts on the community over the long-term. However, a number of the current activities will remain.

2.4 Naval Point (Port-owned land)

The bulk fuel berth is to remain at its existing location at Naval Point although this facility will be rebuilt, and will be constructed in a way that can be extended to accommodate larger vessels in future if required. The Dry Dock will continue to operate in the same location, as will those activities that rely on the dock. It is possible the old Cattle Jetty, located between the Oil Berth and the Dry Dock, could be replaced with a new wharf.

2.5 Other Relevant Areas and Activities

Further areas and activities have also been identified as part of the Port Lyttelton Plan, including the Gollans Bay Quarry, recreation links, cruise ship facilities and dredging. Those of relevance to this assessment are outlined below.

2.5.1 Recreation Links

Investigation into opportunities for safe recreational links to the publically accessible areas of the Port are being considered. For example, Port-owned land between the Urumau and Buckley's Bay Reserves could be used for tramping and mountain bike trails as part of the wider Head-to-Head walkway (see insert included in **Figure 7** of the Graphic Supplement). These landholdings are located above Sumner Road and outside of the geographic boundary of the Port Recovery Plan.

2.5.2 Cruise Ship Facilities

Inner and outer harbour development options for cruise ships are being investigated for the future return of cruise ships to Lyttelton Harbour. A dedicated cruise berth ideally will allow passengers to embark from and disembark to areas with unrestricted public access (and access for service and emergency vehicles).

The new berth will be of a size to handle large cruise ships which are up to 350m in length.

The Cruise ship berth options are as follows:

- Gladstone Pier – Access to and from this location would be within the Port operational area and hence restricted.
- Mooring alongside Naval Point by way of:
    - A fixed access berth; or
    - Seawalk berth.

Both options would require dredging to establish the berth pocket and the Z-berth mole would need to be removed for the Inner Harbour option.

2.5.3 Port-wide Repairs and Reconstruction

In addition to the specific assets that need repairing or replacement (i.e. wharfs) there is also port-wide infrastructure that needs repairing or rebuilding. This is principally the pavements, roads and underground services.

This work will be programmed around the need to continue operations at the port and will occur throughout the recovery program.

Pavements and roadways - Much of the ports pavement have suffered significant earthquake damage. Many of the roads and sealed surfaces in

the port will either need to be replaced or have significant repairs. This will involve removal of the existing pavement, re-compacting the underlying material (including re-levelling) and then re-surfacing.

Services - Like other parts of the City, the ports services, i.e. stormwater, wastewater, power and data have been damaged and need repair or replacement. Some parts will also need upgrading to provide for the reconfiguration of the Port. Services work will also focus on providing resilient internal networks for the Ports 24/7 operations.

This work will involve the excavation and repair of the underground services including provision of relocated and discharge points into the harbour if needed. Some above ground structures, such as substations, pump stations etc., will also need to be repaired and in some cases relocated.

2.6 Report Assumptions

Port Lyttelton Plan project assumptions relevant to this urban design assessment for Dampier Bay are itemised below:

- **Working Port** – Given the primary function of the Port and of the Recovery Plan to facilitate operational recovery, public accessibility will be developed where possible in Dampier Bay in the context of relevant health and safety requirements and operational needs.
- **Magazine Bay Marina** – Expansion of Dampier Bay Marina is seen as complementary to the future expansion and operation of Magazine Bay/Naval Point Yacht Club, which will remain as the primary recreational boat haul-out facility as well as for boat launching and storage.
- **Development Partner** – LPC are unlikely to deliver the commercial development at Dampier Bay. It will maintain its land ownership, but is likely to partner with a commercial property developer.
- **Delivery of Infrastructure** – Within Dampier Bay, LPC will be in conjunction with any development partner responsible for the delivery of necessary infrastructure, including the public promenade, roads and car parking. Beyond the site, LPC will work with the CCC, NZ Transport Agency, ECAN and KiwiRail.
- **Oxford Street Overbridge** – The Bridge, which currently provides access to large areas of the inner harbour as well as access to the ferry terminal is coming to the end of its viable life for heavy vehicle loadings and may not be used for heavy traffic in the long term. From that point on the Port's operational area access will be focused at the eastern end of Norwich Quay.
- **Crime Prevention through Environmental Design (CPTED)** – High level consideration is given in this assessment to CPTED issues, both in terms of the existing receiving environment and in relation to the Recovery Plan. It is assumed that ongoing consideration of CPTED issues will be undertaken as design concepts are developed.

2.7 Consultation Feedback on the Port Lyttelton Plan

Feedback on the Port Lyttelton Plan was gathered through a number of consultation methods. A number of recommendations from the consultation undertaken with the community and relevant stakeholders outlined in the 'Consultation Summary and Analysis Report' prepared by Chris Mene focus on the Dampier Bay development and issues pertaining to public access. These are:

- **Dampier Bay** – Development to accommodate a marina and other maritime amenities and hospitality, heritage, retail and recreation amenities. Consideration is to be given to the commercial viability of the development and how to minimise the economic impact on Lyttelton hospitality and retail providers.
- **Public Access** – Pedestrian linkages between Naval Point, Dampier Bay, Lyttelton and the Port Hills should be established and strengthened, including maximising public access to the waterfront wherever practicable. Concerns about traffic on Norwich Quay also need to be resolved, with the preferred options being a pedestrian bridge or the diversion of heavy trucks.
- **Ferry Location** – There are varied opinions about the location of the ferry terminal, whilst many want it to remain, a large number also want better facilities and can see the advantages of locating it in Dampier Bay. If the current site is to be retained, planning needs to consider how to mitigate restrictions such as access to convenient parking, toilets and a sustainable terminal.

The section on Character and Amenity later in this report includes more detailed community feedback in relation to the potential look and feel of Dampier Bay and heritage references.

3.0 Statutory Context

3.1 Canterbury Earthquake Recovery Act

The Canterbury Earthquake Recovery Act 2011 (*CER Act*) guides the preparation of, and assessments undertaken for, the Lyttelton Port Recovery Plan.

The Recovery Plan, and any actions or activities authorised by the Recovery Plan, must be in accordance with the purpose of the CER Act (section 10(1)) and the Minister can only approve the Recovery Plan if it is considered to be "reasonably necessary" (section 10(2)), that is, reasonably necessary for recovery and achieving the purpose of the CER Act.

For the purpose of this assessment, the relevant purposes from section 3 of the CER Act are:

(d) To enable a focused, timely, and expedited recovery:

(f) To facilitate, co-ordinate, and direct the planning, rebuilding, and recovery of affected communities, including the repair and rebuilding of land, infrastructure, and other property:

(g) To restore the social, economic, cultural, and environmental well-being of greater Christchurch communities.

The CER Act and its purposes therefore guides the preparation of a Recovery Plan. Critically, the Recovery Plan does not have to be developed or considered to meet the purpose of the Resource Management Act. Further, section 19(4) of the CER Act states that nothing in section 32 or Schedule 1 of the Resource Management Act 1991 applies to the development or consideration of a Recovery Plan.

3.2 Lyttelton Port Recovery Plan Direction

Under section 16(1) of the CER Act, the Minister for Canterbury Earthquake Recovery has directed Lyttelton Port Company Limited (*LPC*) to provide the Canterbury Regional Council (*CRC*) with the information necessary for enabling the CRC to develop a Lyttelton Port Recovery Plan.

This Report is produced as part of the "necessary information" that LPC must provide CRC to enable the preparation of a preliminary draft Lyttelton Port Recovery Plan under clause 6.5 of the Direction. This Report also provides guidance on the following matters from clause 5.1 of the Direction that must be addressed in this "necessary information" provided to CRC:

> 5.1 The matters to be addressed by the Lyttelton Port Recovery Plan must include, but are not limited to:

5.1.2 The social, economic, cultural and environmental well-being of surrounding communities and greater Christchurch, and any potential effects with regard to health, safety, noise, amenity, traffic, the coastal marine area, economic sustainability of Lyttelton town centre and the resilience and well-being of people and communities including the facilitation of a focused, timely and expedited recovery;

5.1.3 Implications for transport, supporting infrastructure and connectivity to the Lyttelton town centre, including, but not limited to, freight access to the port, public access to the inner harbour and the location of passenger ferry terminals and public transport stops;

5.1.4 The needs of users of Lyttelton Port and its environs, including, but not limited to, iwi, importers and exporters, cruise ship passengers and crew, tourism operators and customers, commercial fishers, recreational users and public enjoyment of the harbour and well-being of communities.

The Direction also requires the preparation of this Recovery Plan to include:

6.5.6 An assessment of the proposal against the Canterbury Earthquake Recovery Act 2011, relevant considerations of the Resource Management Act 1991, the New Zealand Coastal Policy Statement 2010, the Mahaanui Iwi Management Plan and other relevant statutory and non-statutory plans.

3.3 Other Relevant Considerations

3.3.1 Resource Management Act 1991

The Act refers to ‘amenity values’, and this is defined as the qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes. This term is also included in the Direction (any potential effects on amenity) and therefore the definition is of assistance with undertaking this assessment. This matter is discussed later in this report. The Recovery Plan does not however have to meet the purpose of the RMA.

3.3.2 New Zealand Coastal Policy Statement

Although not directly relevant to this assessment, the NZCPS recognises the need for public open space within and adjacent to the coastal marine area, for public use and appreciation, including active and passive recreation. It also has a focus on walking access and recognises the public expectation of and need for walking access to and along the coast. This has some relevance in relation to the assessment of the implications for connectivity to the Lyttelton Town Centre, including public access to the Inner Harbour under the Direction, and is explored later in this report.

3.3.3 Christchurch City Plan (and Banks Peninsula District Plan)

The Port is covered by the Lyttelton Port Zone within the Banks Peninsula section of the Christchurch City Plan and provides for a range of port activities in enabling the efficient operation, use and development of the Port.

In the context of the Dampier Bay areas the Conditions for Permitted Activities (Section 2, Chapter 27) specify a height limit for buildings of 15 metres. Of note is that the Quayside area and container cranes have no height limit and the bulk oil storage structures can range in height of between 20 and 23 metres subject to their location. In addition, no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured at any point 2m above the nearest boundary abutting any Residential Conservation Area (clause 2.2).

The operative District Plan context is therefore one of very few controls on activities, buildings, or requirements for public access within the Port Zone. There are no controls regarding the form, scale, materials or design of buildings or limits on activities, provided these are Port-related.

3.3.4 NZ Urban Design Protocol

The Protocol established seven qualities of successful urban places, referred to as the 'Seven C's' and provides useful context for consideration of the future development of Dampier Bay:

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.*

3.3.5 People and Places and Spaces: A Design Guide for New Zealand

This document 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

- Environmental responsiveness

Once again, this provides useful background to considering the future development of Dampier Bay.

3.3.6 Lyttelton Master Plan (Township) (June 2012)

The Christchurch City Council in conjunction with the local community have prepared a Master Plan for the township to support the rebuilding and recovery of the centre post-earthquakes. A vision for Lyttelton's town centre and beyond is outlined and is supported by nine key goals. Those of relevance to the Port Lyttelton Plan are outlined below and explored in the assessment section of this report:

- **Goal 2** – Alternative Port access investigations and public access to the inner harbour waterfront.
    - **Action 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. Consider small public spaces, seating, planter boxes and public art in the northern parking lane to filter the traffic and noise (Refer to **Figure 4** of the Graphic Supplement for a copy of the short and long term possibilities for Norwich Quay as outlined in the Master Plan).
    - **Action M2 – Heads of Agreement** to facilitate resolution of Port and inner harbour waterfront access related issues (Refer to **Figure 4** of the Graphic Supplement for the principles for the design of the Port access and possible pedestrian access between the Port and township as outlined in the Master Plan).

      Informing a heads of agreement, a number of 'principles for the design of the port access and access to the inner harbour waterfront' are outlined (page 48). These include the following:
        - Enhance amenity and safety.
        - Increase access to open space.
        - Create an interface between 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).
- **Goal 5** - Accessible and Social Spaces - 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.
    - **Action N4** - Head to Head Walkway – Encourage the realisation of the Godley Head to Adderley Head walkway along Norwich Quay.
- **Goal 9** – Responsive planning and urban design – New buildings and spaces will assist in defining a new Lyttelton town character that reference 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.

- **Action B2** – Design and character guidance to be updated to address a range of issues and also to be extended to cover the public realm.
- **Action B3** – Local input into design and appearance – Investigate the best means of and provide for, input for appropriately qualified local design professionals into town centre redevelopment and rebuilding, preferably at the pre-application assessment and advice stage.

3.3.7 Lyttelton Access Project

The Lyttelton Access Project Scoping Report has been prepared by BECA (June 2014) on behalf of CCC, LPC, NZ Transport Agency, KiwiRail, ECAN and CERA. It is part of the development of a 'Lyttelton Access Statement' which is an initiative which responds to the objectives of the Greater Christchurch Land Use Recovery Plan and the Greater Christchurch Transport Statement. The Access Report focuses on:

- 'Establishing reliable, resilient, 24hr/7 day access to the Port capable of meeting the predicted growth of freight until 2040 as well as cruise ships, commuter and recreational use.
- Identifying appropriate access to the waterfront for the Lyttelton community and visitors' (page 4).

The report states: *"For reasons set out in the report, the feasibility options for delivering public waterfront access and long term sustainable port freight access have been narrowed to:*

- *Most likely, retaining Norwich Quay as the State Highway Strategic Access Route, and implementing steps to achieve appropriate public access to the waterfront. This will require capital investment and management of adjacent land uses to address community amenity, connection and safety considerations.*
- *Alternatively, achieving a commercial agreement for a new port access road parallel to Norwich Quay north of the rail lines. On the basis of information to hand this option is considered less likely to be achievable due to cost and Port operational factors and priority for the cash available from the Crown, NZTA and the CCC to recover from the Christchurch Earthquakes.*

  The business case for a new port access road north of the rail lines is not proven as this land will be needed for Port operational purposes, earthquake recovery and future development of the Port."

The partners to the report have considered a number of draft ideas as a potential way forward for addressing the above matters. Of relevance to this report are the following, and are considered in more detail in the assessment section of this Report:

- *"**Draft Idea 1:** That consideration be given to how a safe and attractive pedestrian route can be achieved from the Lyttelton Town Centre to the proposed public access areas at Dampier Bay and in the vicinity of Wharves 5, 6 and 7. As grade separation of pedestrians from the SH74 flows would provide safety and efficiency benefits, plus a suitably direct waterfront access route, exploring potential for a new pedestrian over-bridge is suggested. This*

could connect the Lyttelton town centre to the waterfront from Canterbury Street/Norwich Quay to adjacent Wharves 5, 6 and 7. Timing of this would need to coincide with LPC redevelopment plans and is understood to most likely be after 2020 and have a capital cost of the order of $2m to $4m."

- *"**Draft Idea 4** – As indications are that commercial and operational terms for agreement may not be able to be achieved for establishment of a new port access road within LPC land, then it is agreed that a suite of safety, management and amenity need to be instituted on Norwich Quay. Design work is needed to recognise Norwich Quay as the long term major freight route. This will entail re-visiting the CCC Lyttelton MP (2012) to respond to the land use and amenity implications of a busier Norwich Quay". (This refers to Action M1 of the Lyttelton MP as outlined earlier in this Section of the report).*

4.0 Site Context and Opportunities

4.1 The Site

Lyttelton Port is located in Lyttelton Harbour within Banks Peninsula, Canterbury. It sits directly adjacent to the Lyttelton town centre and therefore is well located in terms of existing transportation links connecting it both to the centre and Christchurch primarily via the Lyttelton Tunnel.

The Port and Dampier Bay, which is separated from the town centre by extensive railway lines that serve the Port and a change in levels, sits within a dynamic and changing operational context, especially given the need for extensive repairs to existing Port infrastructure and the wider recovery of Port operations.

The site, context and potential opportunities are described in the following. It draws from a number of other technical reports prepared as part of the Port Lyttelton Plan where the information is pertinent to the future development of Dampier Bay. Some of this background is also captured in the analysis of the urban design opportunities and constraints of Dampier Bay, which is included in **Figure 8** of the Graphic Supplement.

4.2 Historic and Cultural Context

Lyttelton Township, Port and Harbour have a long and recognised history of human occupation and settlement. Whakaraupo – Lyttelton Harbour is recognised as having a rich history of Ngāi Tahu land use and occupancy. Rapaki Marae is located within the harbour as are historical sites such as 'Ohinehau Village' and a 'Maori Market' along the Lyttelton waterfront within the Site (Source: Lyttelton Master Plan, 2012). These locations are interconnected with traditional waka and trade routes in the harbour landscape.

Lyttelton Port is the site where the first European settlers arrived in Canterbury. The site of the first landing is identified at the corner of Norwich Quay and Oxford Street. The settlement at Lyttelton Township radiates out from the port with the historically planned grid road pattern at its core. Many early workers cottages and villas and some other historic buildings which were built in the early 1900's remain since the Christchurch earthquake sequence reflecting this early European heritage and adding to the unique character of the place. (Source: Lyttelton Master plan, 2012)

Lyttelton Township is registered by Heritage New Zealand (HNZ) as a 'Historic Area' is an example of a planned colonial settlement dating from 1849. The 'Lyttelton Township Historic Area' had significant aesthetic and architectural qualities particularly prior to the 2011 earthquake sequence. This is only partly remaining in places, however the town still retains its historical, social and archaeological significance.

The town is located on the lower slopes of the Port Hills within the natural volcanic environment and is the largest town within Lyttelton Harbour. This setting means that the town is unique within the Christchurch context. The plan and current layout of the town reflects a central street grid layout and there is the opportunity to extend the grid down to the water's edge as land is made available for public access. The town has grown over time, but retains a small scale feel to it given geographical constraints.

The Port's land area is not included as part of a Historic Area, as it is a working site with infrastructure developments anticipated. However, it is recognised as an integral part of the built, economic and social history of the 'Historic Area'. Today, this is reflected in sites around the Port such as Pilgrim's Rock, and the Battery Point Gun Emplacements (beyond the Dampier Bay area). Other sites and historic elements include stone walls, the railway tunnel, brick barrel drain outlets, wharves, some Port and railway buildings and structures, and occasional artefacts including historic boats. These are outlined in more detail in the Archaeological Assessment prepared for the Recovery Plan by Underground Overground Archaeology. The town also includes important social infrastructure, i.e. pubs that have given Lyttelton its character and temporal elements such as ships that come and go.

Figures 16 and 17 of the Graphic Supplement outline visually a number of the existing buildings and features of the Port. This context provides strong visual cues for future development and there are opportunities to provide a range of cultural connections and references within the development.

4.3 Cultural Context

The Cultural Impact Assessment prepared for the Recovery Plan (Dyanna Jolly) at paragraph 5.2.3 outlines that opening up the inner harbour to the community is an opportunity to enhance the visible presence of Ngati Wheke in Lyttelton through urban and landscape design that reflects the relationship of Ngati Wheke to Whakaraupo.

The report notes that the foreshore near the site of the present day Sutton Reserve was once the location of a fishing kainga (settlement) known as Ohinehou. There was also a small trading market location on the foreshore to the east of the kainga, at the site of the present day Oxford Street bridge.

The recommendations in Section 6 of the CIA set out that in 'planning for Dampier Bay as an 'engaging and vibrant waterfront' must include an assessment of Ngai Tahu cultural landscape values to identify opportunities to recognise the relationship of Rapaki Ngai Tahu to Whaakaraupo and the Lyttelton area. In addition, conversations should be held about the provision of a Ngai Tahu name as an alternative to using Dampier Bay.

Opportunities for improved stormwater treatment are also outlined and this is relevant to any future development within Dampier Bay.

4.4 Landscape and Public Realm

The landscape setting and character of Lyttelton harbour and the Port area is explored in detail in the Landscape and Visual Assessment prepared by William Field.

Of relevance to this assessment is the Port's location within a defined harbour landscape and the vegetation that broadly aligns with the historic harbour's edge. The only flat land within Lyttelton relates to the inner harbour and is used primarily for Port operations, although a large gazetted recreation reserve/playing field area and publicly accessible boat ramp, yacht club, and associated parking areas are located on reclaimed land at Naval Point.

Through the future development of the Dampier Bay area there is an opportunity to strengthen the existing historic harbour edge through the introduction of new planting along with new landscape elements within the site. This edge has migrated over time as land has been reclaimed and is referenced in the Archaeological Assessment. This could be represented through design references on-site.

Figures 16, 17 and 18 of the Graphic Supplement explore the existing characteristics of the public realm within the Port, Dampier Bay and the township.

4.5 Recreational Context

The town and Port sit within the context of a wider recreational network. **Figure 7** of the Graphic Supplement sets out a number of the key existing green spaces, local reserves and pedestrian and cycle routes, including the sports ground at Naval Point which is well used for weekend sports and after school activities.

Lyttelton Harbour provides a range of boating opportunities. These resources are important to the people of Lyttelton and Christchurch and there is an opportunity through the future development of Dampier Bay to enhance recreational facilities and connections and water-based opportunities, including in relation to the proposed Head-to-Head walkway and the Bridle Path.

A Recreation Assessment prepared by Rob Greenaway sets out in more detail the recreation and tourism issues and opportunities associated with the Port Lyttelton Plan. Of relevance to this assessment is the potential of Dampier Bay to make a significant contribution to recreation and tourism value in Lyttelton (in the context that pre and post-earthquake Lyttelton had a weak role as a tourist destination) and to draw from its historical and current maritime role. In addition, the following points are noted from the Recreation Assessment report:

- **Marina Services** – There is a clear demand for a modern marina development in Dampier Bay with Naval Point seen as a complimentary development given a haul out facility cannot be provided at Dampier Bay.
- **Heritage Assets** - Dampier Bay has the potential to support a maritime heritage precinct which forms part of a heritage trail linking the Thornycroft Torpedo Boast Museum with the Timeball Station. Critical visitor services will include accessible pedestrian and cycle access along the route, public transport links, good information services and quality heritage attractions. There is the opportunity to house heritage assets at Dampier Bay, including the Lyttelton Heritage Museum collection, Lyttelton Tug and lighthouse with the Lyttelton dry dock nearby. Interpretation of the harbours relationship (historic and modern) with Antarctic and sub-Antarctic exploration and research is a logical opportunity (Section 6.6).
- **Recreational Links** – Dampier Bay has the potential to develop as a complimentary walking and cycling node, however wayfinding and highly accessible walking and cycling routes will need to be developed. Linking Magazine Bay and Dampier Bay for pedestrians would serve both the heritage trail and the Head to Head Walkway.

4.6 Transport Context

Lyttelton Port and the wider Lyttelton area is connected to Christchurch, Lyttelton Harbour areas and Banks Peninsula by a number of routes, including the Lyttelton Tunnel (SH74), Governors Bay Road, Dyers Pass Road or Gebbies Pass and Evans Pass and Sumner Roads (currently closed/under repair). The Port Hills present a topographical barrier to road and rail access resulting in only three road connections and one rail connection to the port.

Within Lyttelton itself the movement network includes a hierarchy of roads and streets, as well as pathways. The pathways are used by walkers and cyclists, as well as recreational users, including the Bridle Path.

Public Transport - There is a public transport system in the form of bus and ferry services.

- ***Ferry*** - The ferry service provides regular connections between Lyttelton and Diamond Harbour and Quail Island and is currently operated by Black Cat. The existing ferry terminal is located at the end of the Oxford Street over bridge via a fenced in walkway. Pedestrian access is considered to be poor given the quality of the pathway and the need to fit it in around other non-public activities within the Port's operational area.

  In 2008 an MOU between LPC, CCC and ECAN was developed to assist in the exploration of options for the development and location of the Diamond Harbour Ferry terminal. The summary document of community input (Kaycee Projects 2008) identified concern over the potential for locating the terminal too far from central Lyttelton. The 2012 Lyttelton Master Plan (CCC) identifies pedestrian access between the terminal and the centre of Lyttelton, safety, links with public transport and parking for patrons as issues. The Lyttelton Master Plan contemplates the potential for the ferry terminal to be relocated (page 47).

  Figures 12 and 13 of the Graphic Supplement set out the walkability analysis for the existing and potential ferry terminal locations, along with a selection of photographs which indicate the quality of the pedestrian environment along each route (analysis generated by Abley Transportation as part of the ITA for the Port Lyttelton Plan). This analysis outlines that:

  - The walking distance from the 'existing' ferry terminal to London Street (Oxford Street corner) is approximately 6 minutes 40 sec (500 metres). The quality of this journey is considered to be poor.
  - The walking distance from the 'possible' ferry terminal to London Street (Canterbury Street corner) is approximately 8 minutes 20 sec (630 metres). Given the opportunity to design and enhance elements of the route as part of the Dampier Bay redevelopment, the quality of this journey has the potential to be considerably better than the existing route.

  The analysis also identifies those parts of the town that can be accessed within a 5, 10 and 15 minute timescale.

- ***Bus*** – Two bus routes serve Lyttelton. The 535 bus service links Lyttelton with Eastgate Mall in Linwood. It has a 30 minute frequency in peak times and

then an hourly service in non-peak times. In Lyttelton the bus takes a clockwise route around the town. The 28 service links Lyttelton with Rapaki to the west and Northlands Mall in north Christchurch via the city centre. It has a similar service provision to the 535. Both routes connect with the Diamond Harbour ferry and tourist ferries near No.2 wharf.

The ferry (and connecting bus service) is an important community resource and future provision should look to provide improved facilities.

Road Network - Norwich Quay (SH7) is currently a busy vehicular route and carries traffic to and from the town, but it is also of regional importance as a goods route to and from Lyttelton Port. Norwich Quay post-earthquake is in parts unattractive with a number of buildings demolished and with the potential for pedestrians and cyclists to feel vulnerable from passing trucks. In that respect it acts as a barrier between the town and the Port/ waterfront.

Other relevant points to this study outlined in the Abley Transportation Assessment includes:

- Some intersections along Norwich Quay would operate with a poor level of service in the future with the existing configuration and some will likely require signalisation and parking removed to improve capacity of the corridor. This includes traffic signals at Canterbury and Oxford Streets and the banning of the right turn out of Dublin Street. The traffic signals will improve pedestrian accessibility across Norwich Quay. (para 7.6, page 36)
- The Norwich Quay corridor is shown to reach capacity under the lower or upper bound scenarios in 2041, particularly towards the western end in the vicinity of Sutton Quay. This is due to the combination of Dampier Bay development traffic entering and exiting via both Sutton and Godley Quays as well as a high volume of freight traffic travelling along Norwich Quay.

Pedestrian and Cycle Network - The wider pedestrian network is focused around the local streets and off-road pathways some of which are walking tracks linking the town with the wider environment. The Bridle Path is very popular and is of historic significance. Sutton Quay and Godley Quay currently provide pedestrian access to the Dampier Bay site. The Integrated Transport Assessment outlines the walking facilities in more detail.

There are no specific cycle facilities in Lyttelton. Cycle use in Lyttelton is relatively low due to the topography of the area and cyclists are not allowed to travel through the tunnel, although bike racks on the front of buses has been trialled in Lyttelton to provide an alternative method of conveying bicycles through the tunnel. Lyttelton is part of a wider recreational cycle route and cyclists utilise the town centre streets as part of their journey.

Cruise Ships - Following damage during the earthquakes, international cruise ships visiting the region have mainly been docking at Akaroa, with only a few visiting Lyttelton.

The issue around gaining public access to the waterfront has been long discussed. From an urban design perspective there is the opportunity to expand on the existing transport network to facilitate public and vehicle access to Dampier Bay and promote greater integration between the town and the water.

4.7 Social and Economic Context

The community of Lyttelton has a high degree of social cohesion and connectedness with a number of volunteer organisations and a strong arts following. The 'Social Impact Assessment prepared by Taylor Baines explores this issue in detail.

Lyttelton Port is economically significant and a major employer of the town. The town centre businesses support the local catchment along with visitors to the town and nearby bays, particularly on the weekend. The town centre is a vibrant area and is focused around London Street. It is the location of a number of events and festivals and including the regular Farmers Market and the Festival of Lights. The town centre fulfils an important service role for the communities located within the Lyttelton Harbour Basin, including through the provision of local education and recreation facilities, supermarket, pharmacy and banks.

An Economic and Retail Assessment has been undertaken by Brown, Copeland & Co Ltd and this highlights the Port's ongoing economic significance and future increased levels of expenditure and employment opportunities including as a result of the development of Dampier Bay.

The introduction of public access to the waterfront along with wider recreation route initiatives will have a number of potential wellbeing and social benefits for the community.

4.8 Character and Built Form

Figures 16, 17 and 18 of the Graphic Supplement include a number of images depicting the existing character of Dampier Bay, the Port and also the wider town.

The working port has created an active industrial character both in terms of the buildings and landscape. This has informed the character of the coastal (formalised) edge of the town and historic reclamation of land has occurred to create areas of flat industrial and storage land. The historic water's edge is still clearly apparent.

Buildings and structures within the Port are dominated by the existence of a range of port-related uses, including the marina and boat access area at Naval Point, fuel unloading and storage facilities at the "Tank Farm", the dry dock, inner harbour recreation marina, ship berthing and unloading areas and associated equipment and cargo and container port equipment, including large cranes and storage areas.

Since the 2010/2011 earthquakes the Port has been severely damaged removing the full use of many areas of piers and wharves. Visiting cruise ships have ceased to berth at Lyttelton Port and the capacity to handle cargo has likewise been reduced. This has left some areas appearing abandoned due to damage preventing the active and ongoing use of such areas.

Specifically within the Dampier Bay area are a small number of ancillary buildings utilised by LPC, and including the Dampier Bay marina building and a small marina. The Lyttelton Engineering building just to the south of Dampier Bay is a prominent building and the largest in this area of the Port. This is due to its height of 15 metres and expansive footprint. The buildings in the area are predominately constructed in iron or timber and have pitched roofs. Some have a domestic appearance albeit they are used for marina activities. Most adopt a maritime colour scheme comprising blue and white or grey. Large areas of Dampier Bay are used for storage of materials

and/or freight, car parking for staff and some areas are disused and appear as vacant, untidy gravelled areas.

The Port's urban form has responded to the operational needs of the Port over time. There is no relationship between the urban form of the port and the town. Norwich Quay and the railway land separates the town centre from the Port/Dampier Bay by the active transport corridors and a change in levels created by the historic water's edge/ terrace and an associated large retaining wall . Many people have given feedback through the Lyttelton Master Plan and Recovery Plan consultation processes about the importance of the water and the opportunity to achieve accessibility with the existing urban from of the town centre, including developing individual urban identities of the Port and the Lyttelton.

5.0 Port Lyttelton Plan and Urban Design Considerations

5.1 Overview - Anticipated Urban Design Effects

This Section investigates the anticipated urban design effects of the activities anticipated by the Port Lyttelton Plan. It focuses on the establishment of a new development within Dampier Bay and the anticipated urban conditions that could result from this in conjunction with the Port's vision to facilitate public access to the waterfront (and in the longer term in the vicinity of Wharves 4, 5, 6).

As noted in Section 1.0 Introduction, those matters specifically addressed in this section relate to:

- Access and connectivity
- Land use
- Urban form and scale of development
- Character and amenity

5.2 Access and Connectivity

5.2.1 Overview

Connectivity is an important urban design principle with an aim to promote development that is integrated and connected with its surrounding environment and community. This facilitates ease of access, economy of movement and improved social interaction. Connectivity works on both the macro and micro scales.

A connected movement network refers broadly to the network of roads, cycle routes, pedestrian pathways and linkages through and into the site. This movement network has an important relationship with the potential anticipated land use patterns and connections with the town centre, residential neighbourhoods, recreational routes and the water.

A current constraint to connectivity between the town centre and the harbour is the Port's operation within the majority of the inner harbour, including Dampier Bay. The presence of port operation use excludes public access due to the inherent security and health and safety issues.

Improved connections to the waterfront has been a consistent and common theme through a range of consultation exercises, including the Lyttelton Master Plan and the LPC 'Port Talk' and Recovery Plan consultation. This is explored further below, including the functionality and quality of the physical connections between the different places people need to access for the use and enjoyment of the area.

5.2.2 Road Network - Anticipated Urban Design Effects

The future development of the Dampier Bay area anticipates the need for a new local internal street(s) and connections back into the existing road network. This new network would provide vehicle access to businesses, including the marina, hospitality and the new ferry terminal.

This new network will result in effects associated with:

- The location and quality of the internal street and the need to address issues around connections and turning areas.
- More traffic within the Dampier Bay site; and
- A demand for parking.

Internal Street - The need for a new internal street(s) will have a number of positive benefits in enhancing connectivity within the area relative to the status quo.

Given the existing vehicle access points off Sutton Quay and Godley Quay and the terrace contour, it is logical to utilise the existing access points to connect back into the local road network.

The internal street, if poorly located, could cause severance of the waterfront area. In addition, if a road was to run along the water's edge then it would need to be a slow road that is integrated with a pedestrian-priority promenade. An alternative layout may also consider a 'shared space' street environment in conjunction with the public promenade. Given the waterfront environment, it is suggested that greater priority is given to pedestrians and vehicles are separated, with buildings located adjoining the public promenade to promote activation of this public space by local businesses and attractions (see discussion on public promenade later in this section).

A further alternative may involve a single point of entry/exit into Dampier Bay and a potential need for a loop road arrangement. This would limit the ability to integrate the precinct with the existing road network, options for how traffic may be managed in the future and the ability to create a legible network.

To mitigate the potential effects noted above, the indicative ODP outlined in **Figures 9 and 10** outlines a street layout for the site and how a possible access and circulation pattern could work (and be extended over time into the Dampier Bay extension area).

Any internal street(s) should be characteristic of the existing informal laneways or shared rail/roadways within the Port and incorporate some of the existing public realm materials, such as unit pavers or timbers. This is an issue that could be promoted via design guidance for the site.

The safety and capacity issues associated with the Sutton Quay and Godley Quay access points is a matter covered by the Integrated Transport Assessment.

How the street will be legally held will be an issue that is resolved through any subsequent subdivision process. From an urban design perspective, whether the route is vested as legal road or is privately held is not key, but

rather its function, appearance and ability to provide access to the public realm are the matters that have been considered.

Traffic – The extent of new traffic generated from the development of Dampier Bay is discussed in the Integrated Transport Assessment.

Car Parking – Parking will be required to support the variety of businesses that develop in Dampier Bay. As outlined in the Integrated Transport Assessment, depending on the extent that car parking is shared between uses, around 1 hectare of space is likely to be required to support a development of up to 15,000m^2. It is important to note that development to this extent is likely to occur gradually over a number of years and that in the short-medium term development (and therefore parking demand) is anticipated to be markedly less than the 15,000m^2 assessed in the ITA.

If poorly located, car parking has the potential to be visually prominent and depending on its location impact on the amenity of the development and ability to activate different spaces. This will be an issue that needs to be given consideration in future master planning of the area and design guidance prepared by LPC. It is recommended that car parking spaces should be located to the side or rear of buildings, be broken down into small parking areas spread throughout Dampier Bay area, and include landscaping and low impact stormwater design principles.

5.2.3 Pedestrian and Cycle Network - Anticipated Urban Design Effects

A key objective of the Port's future plans is to provide public access to the waterfront. This includes the potential development of a public promenade alongside the water's edge within Dampier Bay and secondary pedestrian and cycle routes. **Figures 5 and 6** of the Graphic Supplement provide an indication of the possible 'look and feel' of a public promenade.

A public promenade at Dampier Bay has the potential to be a key local (and regional) attraction and to draw people through the site. It will be pivotal and the basis for achieving a successful public waterfront access and in promoting walkability and cycle access through the site and to No.7 Wharf over time. It would provide the opportunity to 'connect the dots' between the town centre, the water, Naval Point (existing recreation ground, boating facilities, and potential cruise ship berth), Magazine Bay and coastal links beyond. It would allow safe viewing areas of port activities and other activities in the coastal environment. Therefore, from an urban design perspective it should be a key component of any future development and should be encouraged at an early stage in the Port's recovery.

In addition to the above positive effects, there is also the potential for more negative effects to arise in relation to the pedestrian and cycle network, depending on how the development unfolds, including:

- A public promenade that is not fit for purpose and is not well linked to other routes;
- Poor quality or unsafe access along Sutton Quay; and

- Lack of connections to and over Norwich Quay.

Public Promenade – In order to ensure that the promenade is fit for purpose the promenade needs to be attractive and safe, with activities located alongside it to create natural surveillance and overlooking, i.e. retail, commercial, community and hospitality that results in 'eyes on the street'. This is an important consideration both day and night in encouraging its use at different times, for a range of user groups and in addressing CPTED issues.

In order to ensure that the promenade is located to take full advantage of its waterfront location and to avoid car parking and buildings being located directly adjoining the water's edge the indicative ODP in **Figures 9 and 10** outlines the potential location of the promenade along the extent of the wider Dampier Bay.

Beyond the promenade any new pedestrian and cycle routes should build on the existing network to promote greater connectivity over time, including linking back into the existing established road network and off-road tracks, including the Bridle Path and proposed Head-to-Head walkway. There is an opportunity as previously discussed to provide a direct pedestrian and cycle access from Voelas Road down to Dampier Bay via a new path. This would provide an opportunity for the residential areas to the west of the site to have direct access to the water in conjunction with securing a key viewshaft and potential rest spots. As such, the Indicative ODP in **Figures 9 and 10** outline the potential location of secondary pedestrian/cycle connections.

It is important to note that the public promenade will be developed in stages as public access is made available within Dampier Bay. **Figure 11** outlines the likely phases of development. As such provision of public access will take place over a number of years, including direct pedestrian access up to Norwich Quay. In the short term, public access to the water would be provided via Godley Quay.

Sutton Quay – This provides existing pedestrian access up to Norwich Quay and would serve to connect Dampier Bay and including the new ferry terminal with the town centre.

The existing street comprises a footpath on the southern side and a partial footpath on the northern side. There is scope to improve the quality of the pathways, including with lighting. As such, it is recommended that some investment is made in upgrading this route in order to make it safe, accessible and attractive. This will include investigating how the intersection at the bottom of Sutton Quay would work in providing for ongoing operation traffic accessing the inner port to the east in the short term.

Norwich Quay - This is the key pedestrian and cycle route linking Dampier Bay with the town centre and a critical link to reducing perceived journey times. This does present challenges as Norwich Quay is a busy through route, including for trucks accessing the Port and it is predicted to get busier over time as Port operations expand. These contribute to severance issues and concerns about the existing streetscape environment and the opportunity is well documented, particularly in the Lyttelton Master Plan and the more recent Lyttelton Access Study.

In addition to the introduction of safe pedestrian crossing points, there is the opportunity (and need) to make improvements to the amenity of Norwich Quay. Investment in streetscape improvements to address amenity, connection and safety issues are highlighted in the Lyttelton Master Plan and are being explored by CCC and partner organisations as part of the Lyttelton Access Study. These types of improvements will enable pedestrians to feel comfortable and are not inhibited from safely moving around. It will be necessary to give priority to pedestrians at key points in order to encourage pedestrians and cyclists and to provide healthy and accessible options for how people can get around and a high amenity environment.

The Abley Transport Assessment outlines that a signalised pedestrian crossing is recommended at the junction of Canterbury Street and Norwich Quay (in addition to a full signalised junction at Oxford/Norwich). This would provide a functional and safe crossing point for pedestrians and cyclists which is predictable and controlled. Traffic lights are also recommended at the junction of Oxford Street and Norwich Quay and will enable clear periods for crossing of pedestrians and cyclists.

An alternative to an at-grade crossing on Norwich Quay is a spatially separated pedestrian facility such as an overbridge or a tunnel. This would have the benefit of eliminating the potential conflict between vehicles and pedestrians. However, it would remove pedestrians from the street environment, and could raise CPTED concerns based on a lack of natural surveillance that is normally provided by activity on the street. A tunnel or overbridge may also require pedestrians to travel a longer distance (not align with desire lines) and may involve ramps and steps in addressing level changes. As such, an at-grade crossing is preferred.

In terms of future pedestrian (and cycle) access from Norwich Quay to the water's edge within the Dampier Bay extension area, it is likely given topography and the location of the railway corridor that an elevated pedestrian access of some form would be required. This has the potential to align with Canterbury Street viewshaft as per the ODP in **Figure 10**, or be a 'clip-on' to buildings developed within this area. Given that the Dampier Bay extension area east of No.7 wharf is expected to remain operational for some considerable time, the funding, design, and provision of such a pedestrian/ cycle access is a matter to be investigated and resolved in the long-term future.

5.2.4 Ferry and Bus Network – Anticipated Urban Design Effects

Ideally a new ferry terminal would be located in proximity to the existing No.7 Wharf (and broadly aligning with the end of Sutton Quay). This would provide an opportunity to create a public transport interchange (and associated future node of activity) not dissimilar to that found in some of the smaller suburban ferry terminals in Auckland's Waitemata Harbour. This could be supported by a purpose built ticketing office, public toilets, covered/sheltered waiting area with seating, and a bus/car drop-off and pick-up area. These facilities would have the potential to be considerably better than the existing facilities.

As commercial development unfolds this node would be supported by a range of activities (and potential attractions) and including open space and play facilities. There could also be the potential to provide some bike storage and 'park and ride' facilities within close proximity of the hub, if this was seen as beneficial and was financially viable. As outlined earlier, Black Cat are supportive of the relocation of the ferry terminal and development of supporting facilities as noted above.

In the event that the ferry terminal is relocated to Dampier Bay, it would also be necessary to ensure that there are associated changes to the existing bus routes so that the bus routes connect with the ferry. As such, the bus could access the ferry terminal via Sutton Quay or Godley Quay and the new internal road (depending on the bus route). The new location would allow for good access to the road tunnel for those commuting through to Christchurch and could provide improved pick-up and drop-off options for those travelling by car.

In addition to the above positive effects, there is also the potential for more negative urban design effects to arise in relation to the ferry terminal relocation:

- The time (including perceived time) taken to walk to the town centre;
- Capacity for drop-off and pick-up and shelter from the elements; and
- Wayfinding.

Walking Time – **Figure 13** of the Graphic Supplement sets out the walkability analysis for the potential ferry terminal location alongside No.7 Wharf. This outlines that the walking distance from the 'possible' ferry terminal to London Street (Canterbury Street corner) is approximately 8 minutes 20 sec (630 metres). Given the opportunity to design and enhance elements of the route as part of the Dampier Bay redevelopment, the quality of this journey has the potential to be considerably better than the existing route.

This walk time is only slightly further than the existing walking time of 6 minutes 40 sec (500 metres). In addition, those parts of the town that can be accessed within a 5, 10 and 15 minute timescale increases.

To mitigate against the potential effects of an alternative location being further west of the No.7 Wharf where the journey to the town centre would be longer the Indicative ODP at **Figure 9** identifies the preferred terminal location in proximity to No.7 Wharf.

Wayfinding - The ferry terminal should align with the public promenade and secondary pedestrian routes in a legible way, enabling those on foot to access the wider area, including the town centre, Godley Quay, the Magazine Bay walking track and surrounding residential neighbourhoods.

As noted earlier, amenity and safety improvements to Sutton/Norwich Quays would assist with the quality of the journey for those ferry passengers travelling on foot to the town centre.

5.2.5 Cruise Ship Access – Anticipated Urban Design Effects

Although cruise ships are not intending to dock within Dampier Bay, consideration is given to potential future cruise ship locations given the importance of access to and from the ships and also their relationship with the Lyttelton community. As outlined earlier in this report, the cruise ship berth options are for Gladstone Pier or a mooring scenario out from Naval Point.

Gladstone Pier - It is anticipated that due to ongoing Port operations that public access to the area around the berth would be limited. As such, it is expected that passengers would be transported from the berth via shuttle bus to either the town centre/Dampier Bay areas, or on to other destinations throughout Christchurch and the region.

It is unfortunate from an urban design perspective that direct public access to Dampier Bay, the town centre and the wider environment would not be achievable certainly in the short to medium term.

Naval Point – In terms of an outer berth it is anticipated that there may be three possible scenarios for passengers:

1. That they are transported by shuttle bus to either the town centre/Dampier Bay or on to other destinations.
2. Relocate passengers via small water taxi's direct to Dampier Bay. An integrated network of pedestrian routes, an attractive waterfront development and the opportunity to hire bikes at Dampier Bay, etc. could encourage more passengers to spend time (and money) in the local area.
3. Walk into Dampier Bay/town centre. If this was the case, it would take those walking approximately 10-15 minutes to get to Dampier Bay and then another 8-10 minutes to get up to the town centre (a total of around 18-25 minutes). In addition, there would be the opportunity for passengers to link to the Bridle Path or to Magazine Bay and beyond.

The journey from Naval Point would take them along Godley Quay via the Sports Ground to Dampier Bay. Currently the road is in a reasonably poor condition with no pedestrian facilities. If it was to carry a regular number of pedestrians, the route would require significant streetscape upgrade works and the introduction of interesting features or wayfinding to provide a safe and attractive walking environment. These improvements would also benefit the community through increasing the attractiveness of walking and cycling to the recreation ground and Naval Point. It is noted that the primary pedestrian route from Naval Point to Dampier Bay and the town centre is along publicly vested roads that are under the control of the Christchurch City Council. The route is therefore currently available, with the amenity and functionality of the route for pedestrians under the control of the road-controlling authority.

5.3 Land Use

5.3.1 Anticipated Urban Design Effects

The potential mix of land uses could result in a diverse and interesting precinct at Dampier Bay, comprising a range of public and private spaces and uses that could operate both during the day and the evening having a number of positive urban design effects. The vision images (**Figures 5 and 6** of the Graphic Supplement) depict public access, urban development, public open spaces, play equipment, pathways for pedestrians and cyclists and a new marina and these align with the land use mix proposed.

The range of land uses potentially reflects the unique nature of the site, a commitment to an ongoing relationship with the Port's operations and the opportunity to promote appropriate port-related businesses as part of an authentic redevelopment of Dampier Bay. This is anticipated to be complimentary to town centre businesses rather than compete with it.

New public open space areas and access to the waterfront will bring significant positive urban design benefits to both the local community, but also wider Christchurch. Over time the area has the potential to attract a large number of people with a focus on the enjoyment of the space and the intention to develop a commercially viable waterfront precinct. Businesses that wish to take advantage of waterfront amenities, including a pleasant outlook, lower traffic noise, public life and vibrancy and foot traffic will be attracted to the area.

In addition to the above range of positive effects, there is the potential for the following to be of issue depending on how the development unfolds:

- Reverse sensitivity;
- Complementary uses vs. competition with the town centre;
- Diversity of uses vs. a few uses; and
- Provision of limited or no open space.

Reverse Sensitivity - Given the context of the site, the compatibility of different activities and uses is an important consideration. In order to respond to the existing Stark Brothers/Lyttelton Engineering Dry Dock operations directly to the south of Dampier Bay (and bearing in mind the residential neighbourhood to the west) a transition between the existing engineering/industrial operation and high amenity public areas is recommended. Certain activities would facilitate this transition and as such this area should be addressed separately in the development of the planning framework. The Indicative ODP included at **Figure 9** of the Graphic Supplement identifies this transition area as Area 'A'.

Complementary Uses – The proposed list of potential activities at Dampier Bay are anticipated to be complementary to, rather than competitive to businesses within the town centre. New development will not prevent those existing businesses in the town centre to have a viable role in the future as Dampier Bay would be considered to be a complementary precinct, in effect

bringing a new ‘anchor destination’ for the town. For example, the development of a new marina will bring additional visitors to the area and encourage supporting marina businesses to establish.

The Economic Effects Report discusses this issue in more detail. It outlines that retail development at Dampier Bay will be staged and will only be developed as and when it is assessed to be viable (Trade Diversion Effects, page 28, Brown, Copeland and Co).

Diversity of Uses - There is a certain expectation that in developing Dampier Bay for a range of commercial uses that a finer grain/ smaller scale of business activities and amenities would develop in comparison to that seen elsewhere within the Port and otherwise permitted by the existing planning framework. In addition, there is an expectation that Dampier Bay would be a gathering place for social contact and community expression that is closely associated with the amenities of the water.

There is a small risk that the development could be dominated by big box uses and a limited range of uses (creation of a sterile environment). Given the uniqueness of the site and the opportunities it presents some land uses are not considered appropriate for the site, including large format retail and heavy industrial use. In addition, careful consideration will need to be given to the extent of large storage buildings proposed, for example for boats, in seeking a mix of uses within the area that work well together.

Also important is the flexibility of buildings to promote choice and conversion to other uses over time responding efficiently to social, technical and economic changes. Stacking of land uses vertically, i.e. café, retail and community space at ground floor with commercial office space above will provide for a range of uses within a mixed use scenario and should be encouraged.

Provision of Open Space – Based on the potential land use mix and the location of the site, there will be a need to enhance amenity of the site and create comfortable, safe public spaces that take advantage of the waterfront location and which connect the site with the context.

In order to ensure that sufficient space is provided within Dampier Bay the Indicative ODP included at **Figures 9 and 10** of the Graphic Supplement identifies areas of public open space. A number of these spaces align with key viewshafts. These areas would be of sufficient space (in addition to the public promenade) to provide for safe play facilities, seating to observe the Port activities, planting and public art. In addition, a level of urban design assessment would enable consideration of public space aspects of the design.

A vegetated green edge exists around the historic water’s edge. Retention of this existing bank of trees and extension within Dampier Bay as outlined in the Indicative ODP at **Figure 9** of the Graphic Supplement will not only help the reinforcement of the historic water’s edge is, but provide a landscape buffer between the town and the harbour/waterfront.

5.4 Urban Form and Scale of Development

5.4.1 Urban Form and Legibility

5.4.1.1 Anticipated Urban Design Effects

In creating a legible urban form at Dampier Bay new development needs to be easily understood by its users and display a strong local identity and appropriate visual character. This will then facilitate an enhanced usage, enjoyment and sense of ownership in the local place. It should build on existing developed areas and develop new nodes to allow new businesses and public transport to be strengthened.

Although the Dampier Bay development will extend the direction of urban form southwest in the short term, there is potential for it to reposition over time as opportunities open up to the east. However, it is not intended that Dampier Bay is fully integrated with the town centre, but rather that it is a complementary and a unique destination that sits below the town centre with strong connections.

Physical connections and accessibility with the wider area will help to make the new urban form compatible. Linkages between the town and the water will place greater pressure on Norwich Quay and as such the role this street will play in serving the needs of the local community. As discussed earlier there is potential to make significant improvements to the road corridor to address amenity and safety concerns.

The urban form is therefore expected to change as a result of the development of Dampier Bay given the potential for a greater range of uses, new buildings, roading etc. In terms of the directions sought by the community in the evolution of a quality town centre environment, new urban form and associated connections resulting from the development of Dampier Bay, the proposed plan will support such an outcome, if it is well articulated.

5.4.2 Extent of Built Development

5.4.2.1 Anticipated Urban Design Effects

A gross floor area of up to 15,000sqm is indicated as part of the future development of Dampier Bay through to 2044.

This extent of development would assume a reasonably intensive form with the need for the majority of the buildings to be around 2 to 3 stories in height. This development scenario although intensive would not be as intensive as the town centre, which comprises continuous buildings throughout the central shopping area with little or no setback between them.

Given the need to provide internal circulation, car parking, public space and landscaping, and the likelihood that some buildings may be only 1 storey in height (i.e. boat-related businesses) a more likely scenario is a development well under this 15,000sqm gross threshold. It is also important to note that development of this scale is a very long-term proposition, with the Recovery

Plan anticipating up to 5,500m^2 over the next decade or so. The rate of development will ultimately be dependent on market demand.

In order to manage potential adverse effects on the amenity values of adjacent residential properties and in ensuring wider visual and amenity benefits to the public, some form of assessment of built development proposals would allow consideration of whether buildings were of a fine grain form, well located and that building footprints are generally relatively appropriate in responding to the Lyttelton context.

5.4.3 Building Height

5.4.3.1 Overview

Currently buildings up to 15 metres in height are permitted within the Port Zone. As discussed earlier, the existing buildings within Dampier Bay are generally single storey, albeit with high single stud heights in keeping with their industrial use. In the context of the vision for Dampier Bay, the potential new range of land uses and an anticipated finer grain development form, it is appropriate to review the existing height limit provisions.

A broad-level height study has been undertaken with the purpose to understand the relationship of height with landform and buildings within the context, and the ability to maintain key views of the harbour and what the potential height impacts (or risks associated with tall buildings or structures are) are on:

- Existing heritage/character buildings;
- Views of the water and wider landscape; and
- Residential and town centre amenity values, including any potential loss of privacy of adjoining properties.

It is important to note that height is only one of several factors that needs to be considered in ensuring that the scale and form of development within Dampier Bay is appropriate contextually. This analysis does not cover the wider visual effects associated with the scale of new development in Dampier Bay. This matter is covered in the Landscape and Visual Assessment prepared by William Field along with the visual effects associated with an expanded marina facility.

The approach to testing building heights within Dampier Bay has involved cutting four cross sections through the residential areas above Dampier Bay and one through Norwich Quay in understanding the relationship of buildings with the Quay and potential longer term development in the Dampier Bay 'Extension' area. These cover a broad range of topographical profiles in seeking to understand the relationship between potential new buildings and the existing context. A range of height limits are outlined on the cross sections – the existing height limit of 15 metres, 12 metres and 9 metres (the height of a number of the highest buildings on the site at the moment). The cross sections are contained in **Figure 14 and 15** of the Graphic Supplement.

5.4.3.2 Anticipated Height-related Urban Design Effects

The analysis highlights that the topography adjoining the site varies and this will have an influence on determining appropriate height limits. The portion of land that extends between Sutton Quay and the junction of Simeon Quay and Godley Quay is the least sensitive to building heights given the nature of the contours. The residential area that broadly aligns with the contours of the site is the southern area (to the south of Voelas Road) and as such this area is most sensitive to building heights.

In the context of the above and the current height limit is 15 metres, it is recommended that:

- A height limit of up to 12 metres is appropriate within 'Area A' of the ODP, as identified in **Figure 20** of the Graphic Supplement;
- A height limit of up to 15 metres is appropriate for development within 'Area B' of the ODP, as identified in **Figure 20** of the Graphic Supplement; and
- A height limit of up to 15 metres is appropriate for buildings fronting onto Norwich Quay and as identified within 'Area C' of the ODP and identified in **Figure 20**, but with an urban design assessment provision for any buildings over 8 metres in height.

These height limits are recommended in order to manage potential effects on amenity and ensure a scale of development that is appropriate within the Lyttelton context. Viewshafts are also recommended in the ODP at **Figures 9 and 10** for protecting key views of the water from a number of locations.

It is also assumed that not all buildings would be built up to the maximum height limit and some variety in height will occur over the site. This will help to reinforce urban structure and legibility of the urban form. There may be opportunities in certain areas of Dampier Bay to introduce taller landmark buildings or sculptural features where visibility might be good. This would require more detailed consideration in the context of any comprehensive development proposals.

5.4.4 CPTED

5.4.4.1 Overview

The Dampier Bay environment which is currently accessible to the public presents a number of existing CPTED concerns: poorly lit and obstructed pathways; areas which are vacant and not supervised or overlooked by activity; and uneven ground levels.

5.4.4.2 Anticipated Urban Design Effects

The proposed development of Dampier Bay as a new urban precinct will likely bring significant CPTED benefits. It is possible that Dampier Bay will operate both during the day and evening and have an urban structure that will enable the introduction of 'eyes on the street', both in terms of the public promenade but also of overlooking of car parking and access areas.

In order to create safe public access and an environment that does not create new opportunities for crime, a CPTED review at various stages of the design process is recommended. This would enable consideration of safe access points, clear lines of sight, appropriate landscaping treatment, lighting to deter criminal behaviour and any necessary on-site security measures.

5.5 Character and Amenity

5.5.1 Anticipated Urban Design Effects

There is the opportunity to develop an identifiable urban character which supports the long term economic and social sustainability of Dampier Bay, and which is distinct from the town centre.

The character, or the 'look and feel' of the area, including the buildings and the landscape should be informed by the existing context and past Port and industrial character, in order to promote an authentic development within a sensitive and unique environment.

Dampier Bay has an industrial appearance and buildings are randomly located in order to serve port activities in different locations. The industrial character is an important component of the town's overall identity and the community take pride in this.

The amenity of the area is also an important consideration. In urban design terms, the focus is in relation to the:

- Pleasantness of the road environment and linkages and also the new areas of development where people come together for social or cultural reasons and where a more intensive use justifies higher amenity requirements.
- Aesthetic coherence of development and the way in which it is designed in relation to the landscape.
- Recreational attributes in regard to cycling, walking and how provision is made for these activities.

Community feedback resulting from the 'Port Talks' highlighted a number of comments on Lyttelton's maritime heritage, including reference to the heritage dry dock and that a museum could tell the cultural story of Lyttelton. The Consultation Feedback Report also noted that an important aspect of the Dampier Bay development was the ability for the area to enable the public to engage with port operations and other maritime links. Some submissions related to the in-shore fishing fleet and the importance of seeing the vessels and the ability to purchase fish from the boast or via a fish market.

There were different viewpoints about the appearance of construction within the development and words such as quirky, genuine, rustic, shipping-themed, and industrial were used. Page 20 of the report also included a quote which states:

"Whatever happens in Dampier Bay I would like it to capture Lyttelton's special charm..not too 'flash' or upmarket..there is a raffish, industrial quality about Lyttelton".

Figure 16 of the Graphic Supplement provides an overview of the existing character of Dampier Bay and **Figure 17** that of the wider port area. This broad overview of the existing situation, although by no means representing a full character assessment, highlights a number of consistent characteristics in relation to scale, form, materials and colour.

Figure 19 of the Graphic Supplement goes on to portray a possible 'look and feel' for Dampier Bay. These images draw on the current forms and materials, such as the use of timber and iron and pitched roofs, to seek to demonstrate how an authentic Lyttelton waterfront development could be achieved. These would help to promote a coherent development and the attractive appearance of buildings.

The character of the buildings and public realm within Dampier Bay could be wide ranging. With this comes the risk that development could appear to be piecemeal, lack coherence and not draw on the maritime and industrial character of the site.

As such, some level of urban design assessment would provide the opportunity to consider how buildings and the public realm are responding to the local character and context. A non-statutory design guide would also be advantageous and could be prepared by the Port in conjunction with the community and provided to the developers of Dampier Bay and their designers. This Guide could cover both the built form and the public realm (including landscape), cultural references and draw from the background provided in **Figures 16-19** of this Graphic Supplement. Guidance for new buildings would focus on maintaining and enhancing the historic and industrial character of the Port, and include consideration of building activation, location, height, materials, form and colour as well as signage, car parking and lighting.

5.5.2 Summary of Potential Urban Design Effects

Currently Dampier Bay primarily forms part of the Port's operational area, with limited access only possible to the Dampier Bay Marina. If the status quo was to continue the existing lack of connections between the town centre and the waterfront would remain. This could be seen to be a significantly adverse urban design effect.

The anticipated urban design effects of the proposed Port Lyttelton Plan are likely to be positive for the Lyttelton community and key findings are that:

- The Dampier Bay site presents a significant opportunity to re-establish public access to the water.
- The site is in a strategic position to help start to bridge or integrate public access between the town and the water.

- Future development of Dampier Bay has the potential to create a new destination for Lyttelton and wider Christchurch which draws on its unique cultural, historic and port context.
- Development of Dampier Bay will have a number of wide reaching benefits for the community and as sought by the Minister's Direction.
- There is a justifiable need to make improvements to Norwich Quay to address current amenity, connectivity and safety issues in order to support appropriate public access from the town to the water.
- The proposed development will provide opportunities to link the site back into the existing transport network as well as introduce new linkages to the town centre and residential areas thereby improving the urban amenity and connectivity of the Port and town.
- The urban form is expected to change as a result of the Dampier Bay development given the potential for a greater range of uses, new buildings, car parking and roading.
- The location of the ferry terminal location should be developed in conjunction with public transport interchange facilities, supporting facilities and be within reasonable walking distance of the town centre.
- The potential location of the cruise ship berths should be considered in the context of promoting a new destination at Dampier Bay, supporting the existing town centre and in providing walking opportunities both within the urban area but also the wider recreational linkages.
- A broad range of land use is anticipated and although a finer grain of uses is desired this will likely be accompanied by an increase in intensification of business use in the area.
- Topography adjoining the site varies and this has an influence on determining the appropriate height limits for the development.

These amount to a range of benefits for the wider community, which would be significantly better than the current situation.

Potential urban design risks or effects of future development could arise depending on how the development unfolds. These risks are focused around whether the development can be delivered, is economically viable, builds on the rich context to create a unique, diverse and interesting place, is accessible and allows public access to the water's edge.

In order to safeguard against these potential urban design effects arising it is recommended that as landowner and a possible development partner, LPC put a range of initiatives in place in conjunction with an Outline Development Plan (ODP) for Dampier Bay which would be administered via the City Plan (see the following Section of the Report).

6.0 Recommendations

6.1 Recommendations

The following recommendations are proposed in response to statutory considerations and the potential urban design effects of the Port Lyttelton Plan.

6.1.1 Outline Development Plan

Preparation of an **Outline Development Plan** (ODP) for Dampier Bay that builds on the indicative ODP's contained in Graphic Supplement **Figures 9 and 10.**

The ODP would include the following components:

a) **Public Promenade** – A continuous promenade along the water's edge of sufficient width to provide for public access for pedestrians and cyclists, for adjoining cafes to be able to spill out without inhibiting movement and in ensuring sufficient sunlight access.
b) **Voelas Road Viewshaft** - A continuation of Voelas Road alignment with a pedestrian path linking the junction of Godley Quay/Voelas Road to the water's edge. To include a public space within the vista in close proximity of the water's edge with adjoining buildings containing active edges with opportunities for play equipment.
c) **Simeon Quay Viewing Area** – Provide for the continuation of enjoyment of views obtained from the public viewing area on Simeon Quay. Reinforce this viewshaft with either a public space within the vista or extensive planting in conjunction with the view.
d) **Access and Internal Street** – Access into Dampier Bay to integrate with the existing road network (i.e. town centre grid and existing roads that currently service the site). Internal streets to incorporate a Port character and quality and include landscape treatment and traffic management to achieve a slow speed environment. Dampier Bay internal street to align closely with the rear slope and include landscaping.
e) **Network of Pedestrian/Cycle Linkages** – Provide connections from the public promenade to car parking areas, internal vehicle/service street and the existing road network and the town.
f) **Car Parking** – Parking to be integrated into the development areas. Parking to be located away from the water's edge (to the side and rear of waterfront buildings) and include landscaping to minimise visual impact (if to the side parking to face water, i.e. outlook onto the water).
g) **Ferry Terminal and Interchange** – Be located in close proximity to the No.7 Wharf and contain associates facilities and services, including public toilet, seating, amenity planting, cycle parking, and covered shelter as part of a bus stop and a direct connection with the promenade.

h) **Planting Strip** – Inclusion of a planting strip at the rear of the Dampier Bay site aligning with Godley Quay to acknowledge the old shoreline.
i) **Development Blocks** – Provide for a range of land use activities that support the operations of the port and marine based functions and promote the interface between the town and the waterfront (and which reduce and avoid reverse sensitivity effects).

6.1.2 Planning Framework

Development of a **planning framework** for Dampier Bay that:

a) Includes a series of **urban design objectives** within the Special Purpose (Port) Zone for Dampier Bay to support the ODP as follows:

   i. Achieve a high quality commercially viable development.
   ii. Ensure a coordinated approach to staging of development.
   iii. Achieve a well-integrated waterfront through linkages with the existing town centre and adjoining residential areas for vehicles, pedestrians and cyclists.
   iv. Provide a continuous waterfront access for pedestrians and cyclists.
   v. Establish a range of public spaces alongside the waterfront pedestrian access.
   vi. Protect key public viewshafts from the town to the Port and the harbour (aligning with Voelas Road and Simeon Quay viewing area).
   vii. Promote an active (and working) waterfront (through a range of uses and activities) that builds on the authentic character of the Port and historic and cultural aspects.
   viii. Create appropriate building height, scale and form to compliment the Port and respond to the context.
   ix. Provide sustainable transport options, including development of a public transport interchange.
   x. Incorporate low impact design initiatives.
   xi. Achieve the aims of Crime Prevention through Environmental Design (CPTED).

b) Responds to the unique Port location, character and the values of the waterfront environment by incorporation of a level of urban design assessment for buildings and the public realm.

c) Responds to the likely anticipated level and use of development in Dampier Bay and the desire for a fine grain development and buildings by recognising the need for a range of height limits within different areas of the site:

   i. A height limit of up to 12 metres is appropriate within ‘Area A’ of the ODP, as identified in **Figure 20** of the Graphic Supplement;

ii. A height limit of up to 15 metres is appropriate for development within 'Area B' of the ODP, as identified in **Figure 20** of the Graphic Supplement; and

iii. A height limit of up to 15 metres is appropriate for buildings fronting onto Norwich Quay and as identified within 'Area C' of the ODP and identified in **Figure 20**, but with an urban design assessment provision for any buildings over 8 metres in height.

6.1.3 Design Guidance

Preparation of non-statutory design guidance for Dampier Bay by LPC. The Guidance would be developed in collaboration with key stakeholders and representatives of the community and would be provided to developers and designers involved in Dampier Bay.

The Guidance would cover new buildings and the public realm, with the objective to maintain and enhance the historic and industrial character of the Port, including culturally significant sites and connections. Consideration would be given to building activation, location, height, size, materials (including recycled materials such as wharf timbers), form and colour, as well as signage, car parking, landscaping, public art and lighting.

7.0 Summary and Conclusions

7.1 Summary and Conclusions

Since the 2010/2011 earthquakes the Port has been severely damaged requiring repairs and careful reconsideration of their future redevelopment options.

The Port Lyttelton Plan (PLP) contains the Port's vision for a staged recovery of the Port to promote additional freight handling capacity by relocating the Container Terminal to a proposed additional reclamation in Te Awaparihi Bay at the eastern end of the existing Port and to provide for greater public access to the Inner Port. As part of the plan, the vision for Dampier Bay is 'to create an engaging and vibrant waterfront with public access and connectivity between Lyttelton, the Inner Harbour and the creational areas of Naval Point'.

The purpose of this Report is to undertake an assessment of the anticipated 'urban design' effects of the Port Lyttelton Plan and is deliberately pitched at a high level to align with the phase in which the project is at. The scope of the report is limited to:

- The redevelopment of western portion of Dampier Bay (the area hatched green and identified as '1' in the 'Port Lyttelton Plan, Our Future' consultation document).
- Only broad consideration is given to the potential redevelopment of the area demarked as 'Non-operational' within Dampier Bay (the area to the east of Sutton Quay). This report only considers an indicative Outline Development Plan for this area known as the Dampier Bay extension and the possibility to create further future connections.

The anticipated urban design effects of the proposed Port Lyttelton Plan are likely to be positive for the Lyttelton community, and key findings are that:

1. The Dampier Bay site presents a significant opportunity to re-establish public access to the water.
2. The site is in a strategic position to help start to bridge or integrate public access between the town and the water.
3. Future development of Dampier Bay has the potential to create a new destination for Lyttelton and wider Christchurch which draws on its unique cultural, historic and port context.
4. Development of Dampier Bay will have a number of wide reaching benefits for the community and as sought by the Minister's Direction.
5. There is a justifiable need to make improvements to Norwich Quay to address current amenity, connectivity and safety issues in order to support appropriate public access from the town to the water.
6. The proposed development will provide opportunities to link the site back into the existing transport network as well as introduce new linkages to the town centre and residential areas thereby improving the urban amenity of the Port and town.

7. The urban form is expected to change as a result of the Dampier Bay development given the potential for a greater range of uses, new buildings, car parking and roading.
8. Should the Diamond Harbour ferry terminal be relocated to Dampier Bay, the location of the ferry terminal should be developed in conjunction with public transport interchange facilities, and be within reasonable walking distance of the town centre i.e. close to No.7 Wharf and Sutton Quay.
9. The potential location of the cruise ship berths should be considered in the context of promoting a new destination at Dampier Bay, supporting the existing town centre and in providing walking opportunities both within the urban area but also the wider recreational linkages.
10. A broad range of land use is anticipated and although a finer grain of uses is desired this will likely be accompanied by an increase in intensification of business use in the area.
11. Topography adjoining the site varies and this has an influence on determining the appropriate height limits for the development.

Potential urban design risks or effects of future development could arise depending on how the development unfolds. These risks are focused around whether the development builds on the rich context to create a diverse and interesting place that is accessible and allows public access to the water's edge.

In order to safeguard against these potential urban design effects arising, a series of recommendations are made. These include:

1. Development of an Outline Development Plan (ODP) for Dampier Bay;
2. Development of an accompanying planning framework which includes urban design objectives and appropriate assessment for new development given the unique location of the site and context; and
3. Preparation of a non-statutory Design Guide to be prepared by LPC in collaboration with key stakeholders and representatives of the community.

These measures are considered appropriate given the Port's character and cultural and historic context, likely possible use and in reflecting the values of the waterfront environment.

The intended outcomes of the Port Lyttelton Plan and the CCC Lyttelton Master Plan appear to be supportive of one another, with further detail required around how to practicably achieve some of the intended outcomes. Both Plans would result in significant improvements to the urban amenity of the town and the waterfront. However, a co-ordinated approach to the planning and the development of the area will be important in achieving good design outcomes.

Appendix1: Graphic Supplement

(Separate Document)

Lyttelton Port Recovery Plan

Urban Design Assessment

Graphic Supplement

PREPARED FOR LYTTELTON PORT COMPANY
BY BOFFA MISKELL LIMITED | 10 November 2014

Boffa Miskell

Lyttelton Port

Urban Design Assessment | **Graphic Supplement**

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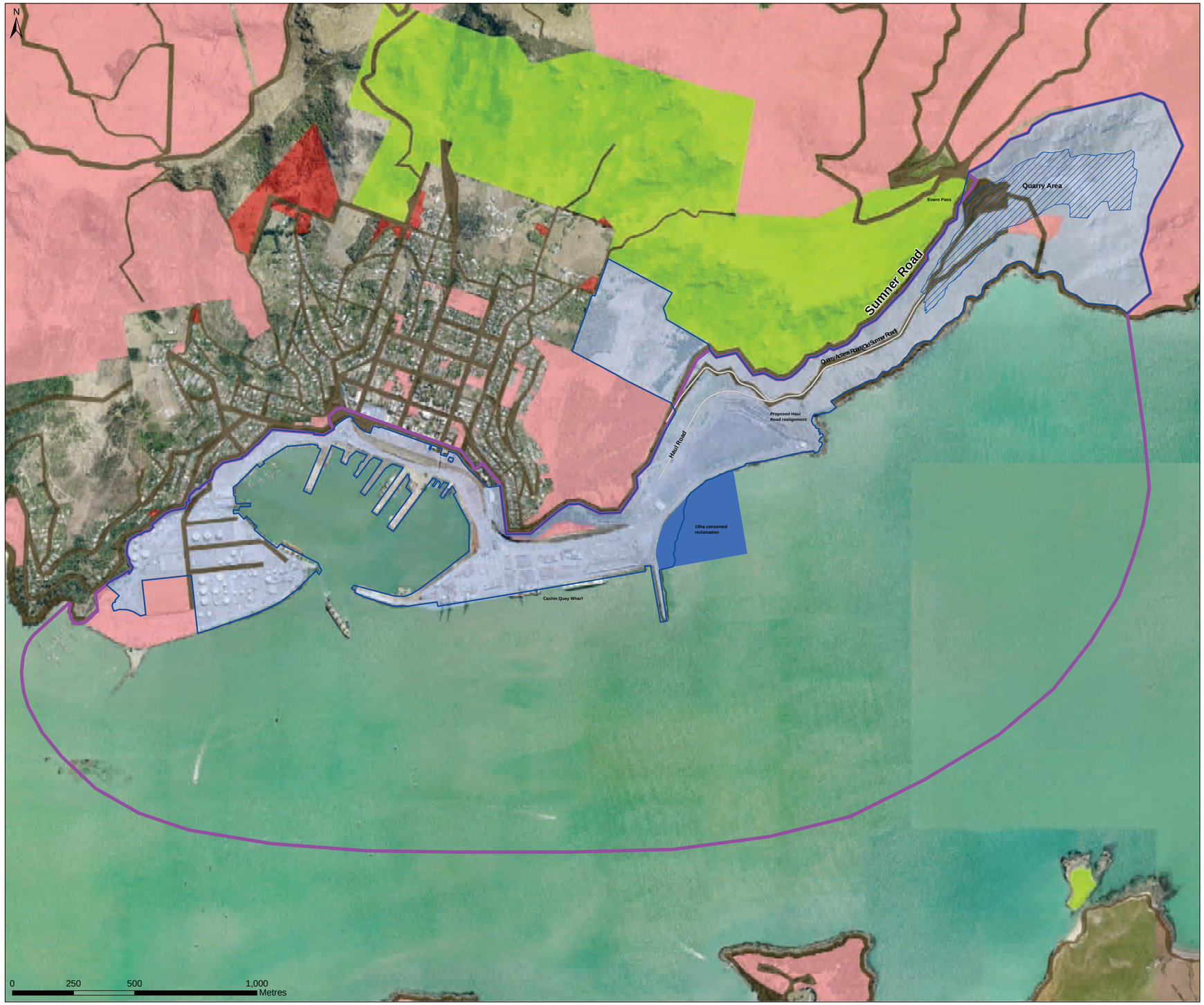
Boffa Miskell

Geographic Extent of Lyttelton Port Recovery Plan



NSG NORTHSOUTH GIS

CERA Canterbury Earthquake Recovery Authority
Te Mana Haumanu ki Waitaha

Legend

Lyttelton Port - Boundary Information

- Indicative Geographic Extent of Recovery Plan
  Note - Boundary falls downslope of Sumner Road and includes Norwich Quay)
- LPC - Site Boundary
- CERA - Residential Red Zone as of 04/12/2013

Lyttelton Port Company - Existing Infrastructure

- Existing Quarry
- 10 ha Consented Reclamation
- Existing Port Roads

Categorised Land Ownership

- Lyttleton Port Company
- DOC - Public Conservation Areas
- Local Government
- LINZ Primary Road Parcels

Map Purpose:
The purpose of this map is to illustrate the geographic scope of the Lyttelton Port Recovery Plan, in accordance with the Ministers Direction.

Publication Date:
11/06/2014

Scale:
1:5,250
(Original sheet size A0)

Disclaimer
This map is a static output of depicted layers and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Coordinate System:
NZGD 2000 New Zealand Transverse Mercator

Map Document:
6374 - LPC Future Planning Map A0.mxd

For re-prints and map production contact NorthSouth GIS: Servicedesk@nsgnz.co.nz

Locality

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N

Data Sources: Plan sourced from New Zealand Gazette 65, June, 2014.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 1 : Geographic Extent of Lyttelton Port Recovery Plan

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

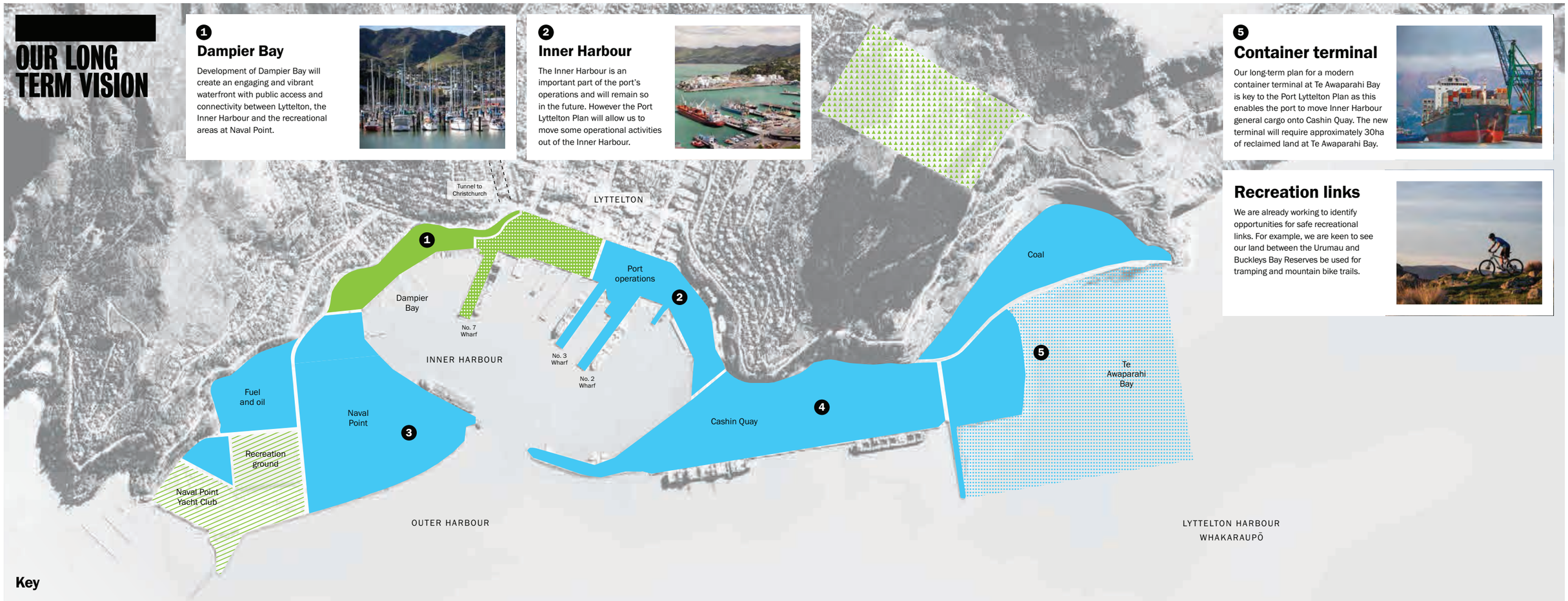
OUR LONG TERM VISION

1 Dampier Bay

Development of Dampier Bay will create an engaging and vibrant waterfront with public access and connectivity between Lyttelton, the Inner Harbour and the recreational areas at Naval Point.

2 Inner Harbour

The Inner Harbour is an important part of the port's operations and will remain so in the future. However the Port Lyttelton Plan will allow us to move some operational activities out of the Inner Harbour.



5 Container terminal

Our long-term plan for a modern container terminal at Te Awaparahi Bay is key to the Port Lyttelton Plan as this enables the port to move Inner Harbour general cargo onto Cashin Quay. The new terminal will require approximately 30ha of reclaimed land at Te Awaparahi Bay.

Recreation links

We are already working to identify opportunities for safe recreational links. For example, we are keen to see our land between the Urumau and Buckleys Bay Reserves be used for tramping and mountain bike trails.

Key

Project type

- Thriving Port
- Connecting with the community

Land type

- Land to be reclaimed
- Non-operational Port land
- Recreational land
- Potential public access

3 Naval Point

The bulk fuel berth is a critical part of the energy infrastructure of Canterbury. A number of options are being considered, including Inner and Outer Harbour options. We are also considering options for new wharves between the existing bulk fuel berth and the Dry Dock.

4 General cargo

The movement east of the container terminal will allow some general cargo operations to move onto the current container terminal. This will mean the storage and loading of general cargo will predominantly occur on Cashin Quay.

Cruise ships

Cruise ships are part of a growing tourism sector for Canterbury. We are considering how to cater for cruise ships in a commercially sustainable way. Part of this involves looking at Inner and Outer Harbour development options.

Dredging

International trends are towards larger ships and to be competitive we need to deepen and lengthen the navigation channel.
We have prepared a resource consent application and are focused on progressing this important development project.
A number of rebuild and enhancement projects will also require capital dredging and disposal of spoil.

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NOT TO SCALE

Data Sources: Plan sourced from Lyttelton Port Plan, Our Future, page 4.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 2 : Lyttelton Port Plan Long Term Vision

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

The images above illustrate the evolution of the port from the present day until completion of the Port Lyttelton Plan.

- General cargo
- Containers
- Potential scope of reclamation
- Connecting with the community
- Potential future community access

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N

NOT TO SCALE

Data Sources: Plan sourced from Lyttelton Port Plan, Our Future, page 3.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 3 : Lyttelton Port Plan Long Term Vision - Staging

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

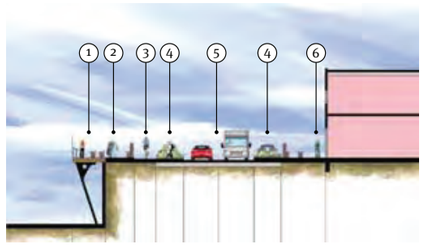
Norwich Quay (short term possibilities)

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).

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

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:

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Data Sources: CCC Lyttelton Master Plan, June 2012, P45 & 48.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 4 : Lyttelton Master Plan Images

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

Data Sources: Images sourced from Port Lyttelton Plan, Our Future, Page 22.

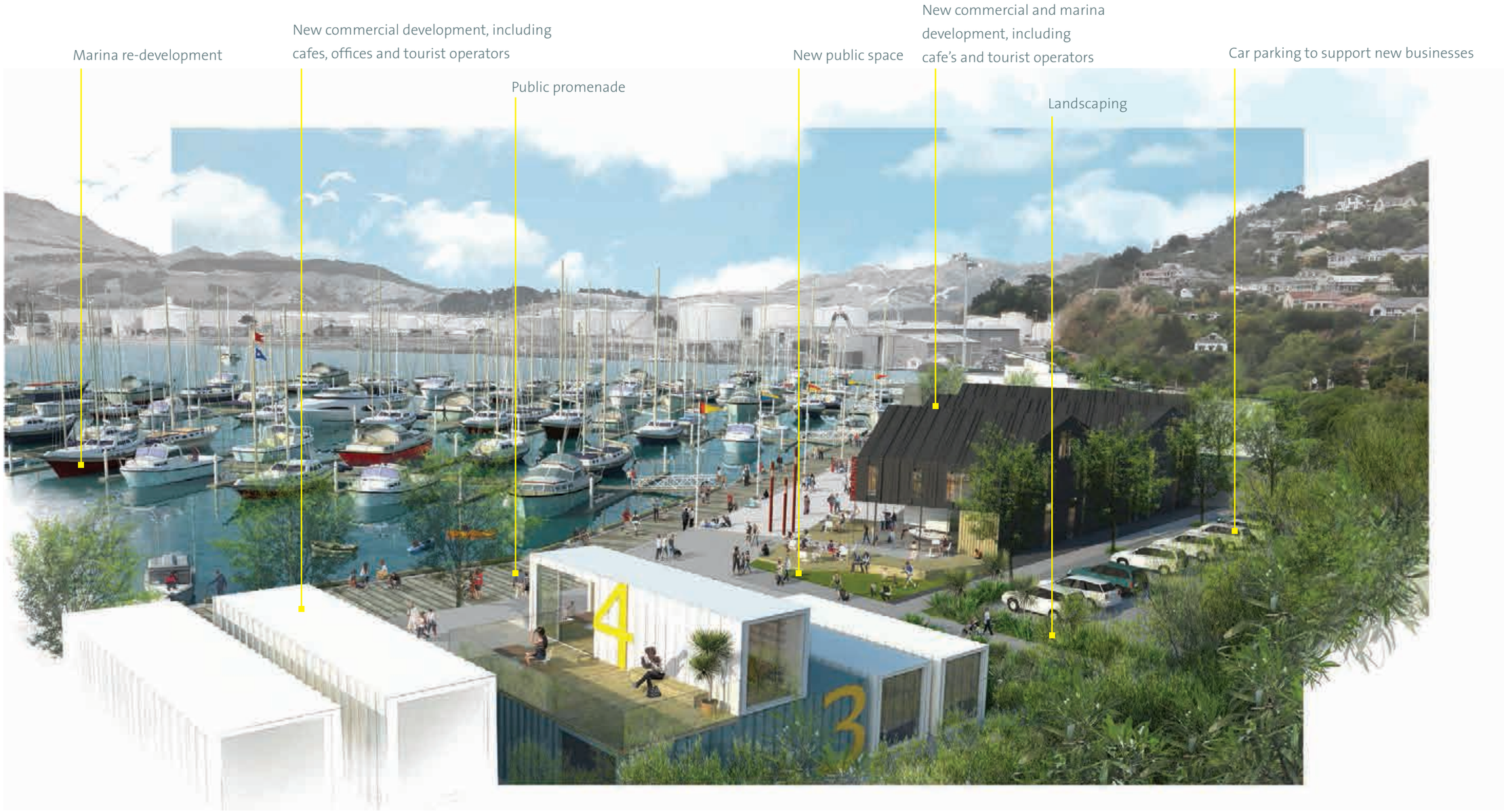
LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 5 : Lyttelton Port, Dampier Bay Visionary Image

| Date: 10 November 2014 | Revision: 8 |

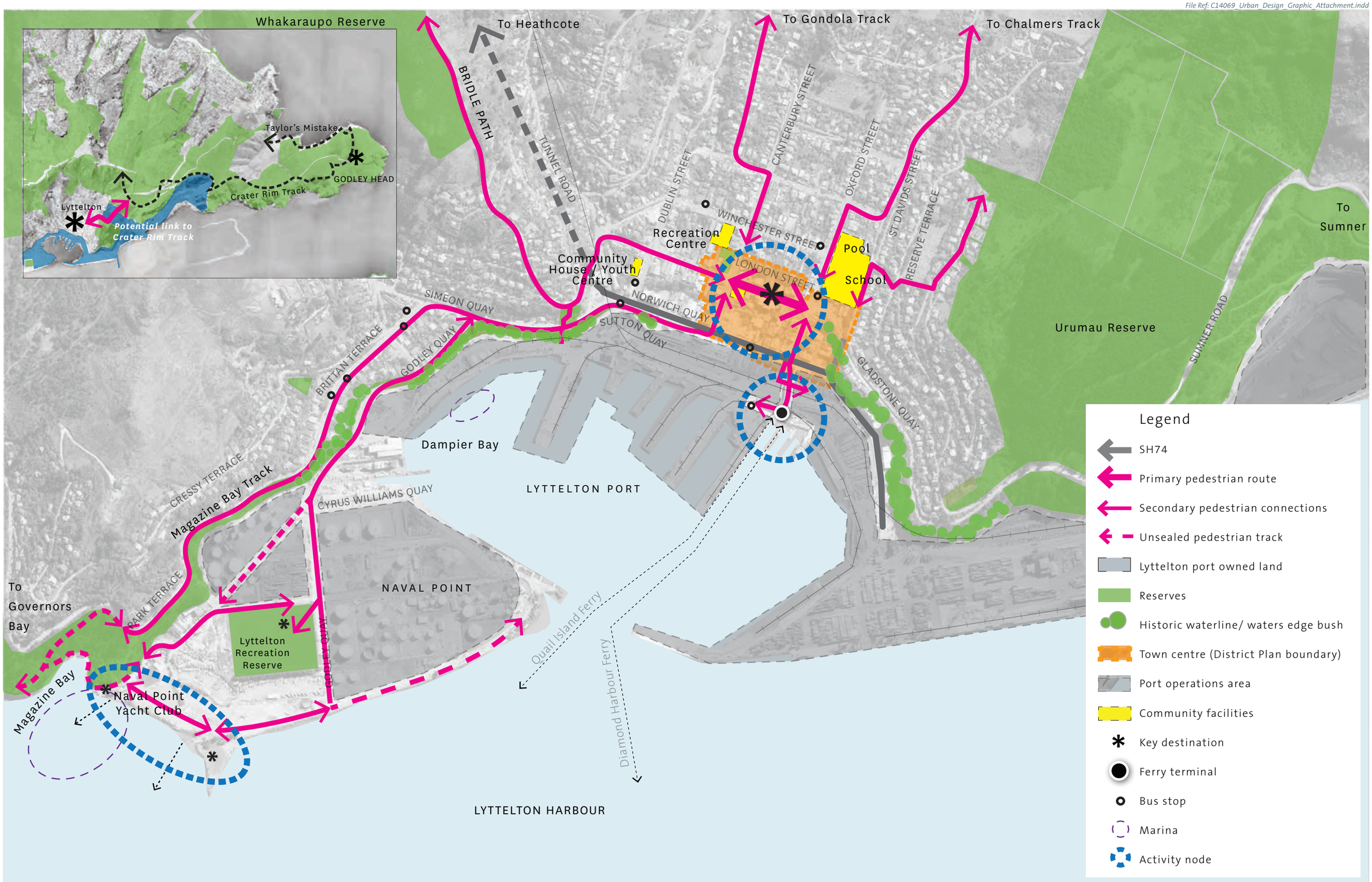
Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe



Data Sources: Images sourced from Port Lyttelton Plan, Our Future, Page 22.

Figure 6 : Lyttelton Port, Dampier Bay Visionary Image, from Simeon Quay



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Line work is approximate and for graphic representation only

0 200 Metres

1:7,500 @ A3

Data Sources: Aerial sourced from Lyttelton Port Company.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 7: Lyttelton: Existing Access, Linkages and Key Destinations

| Date: 10 November 2014 | Revision: 8 |

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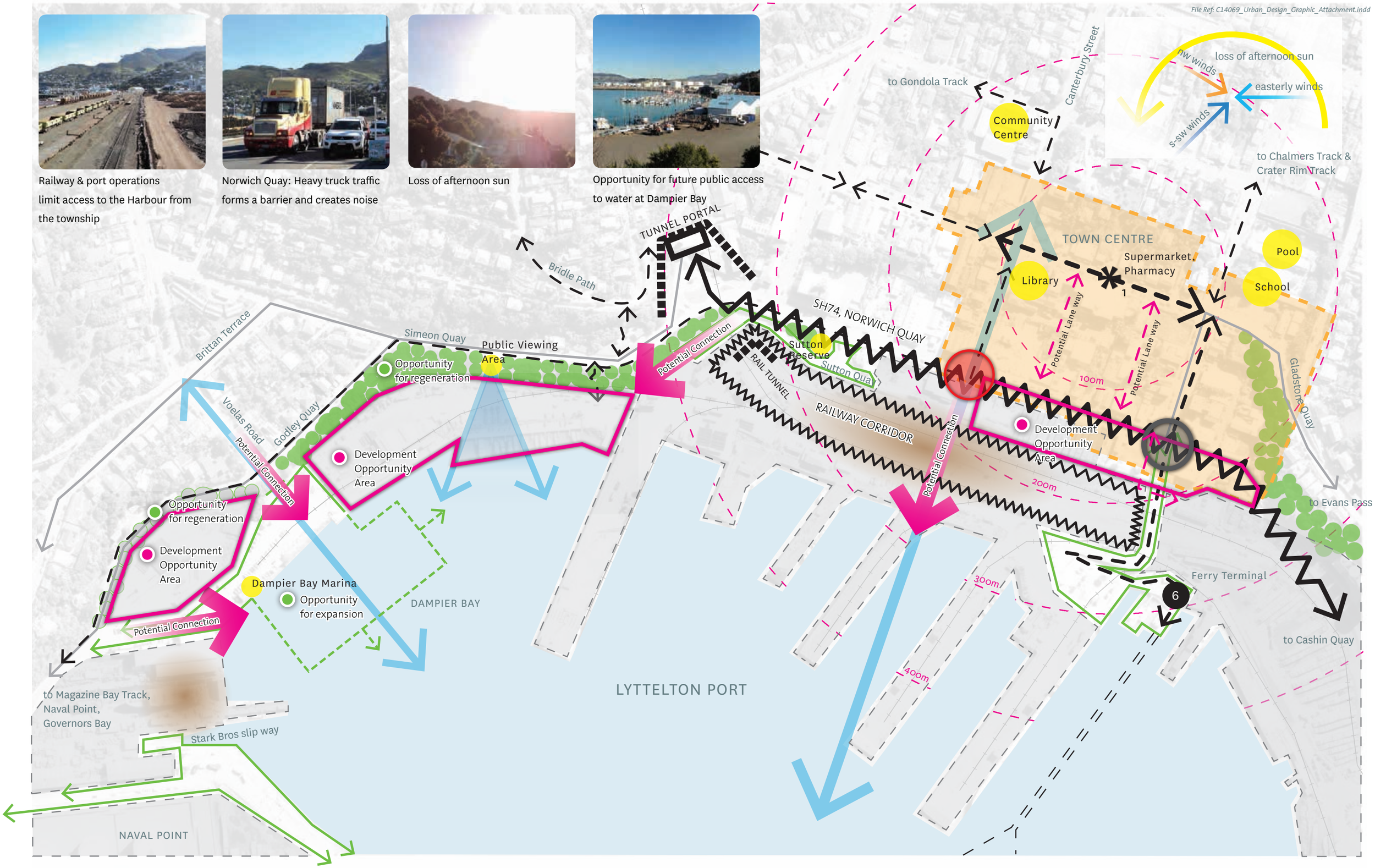
Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

Railway & port operations limit access to the Harbour from the township

Norwich Quay: Heavy truck traffic forms a barrier and creates noise

Loss of afternoon sun

Opportunity for future public access to water at Dampier Bay



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Data Sources: Aerial sourced from Lyttelton Port Company.

Legend

- Key pedestrian routes
- Secondary pedestrian routes
- Barriers
- Key view shafts
- Key destination
- Noise/ dust
- 'Green belt'
- Public access to port area
- Closed port operations area
- Underutilised port areas

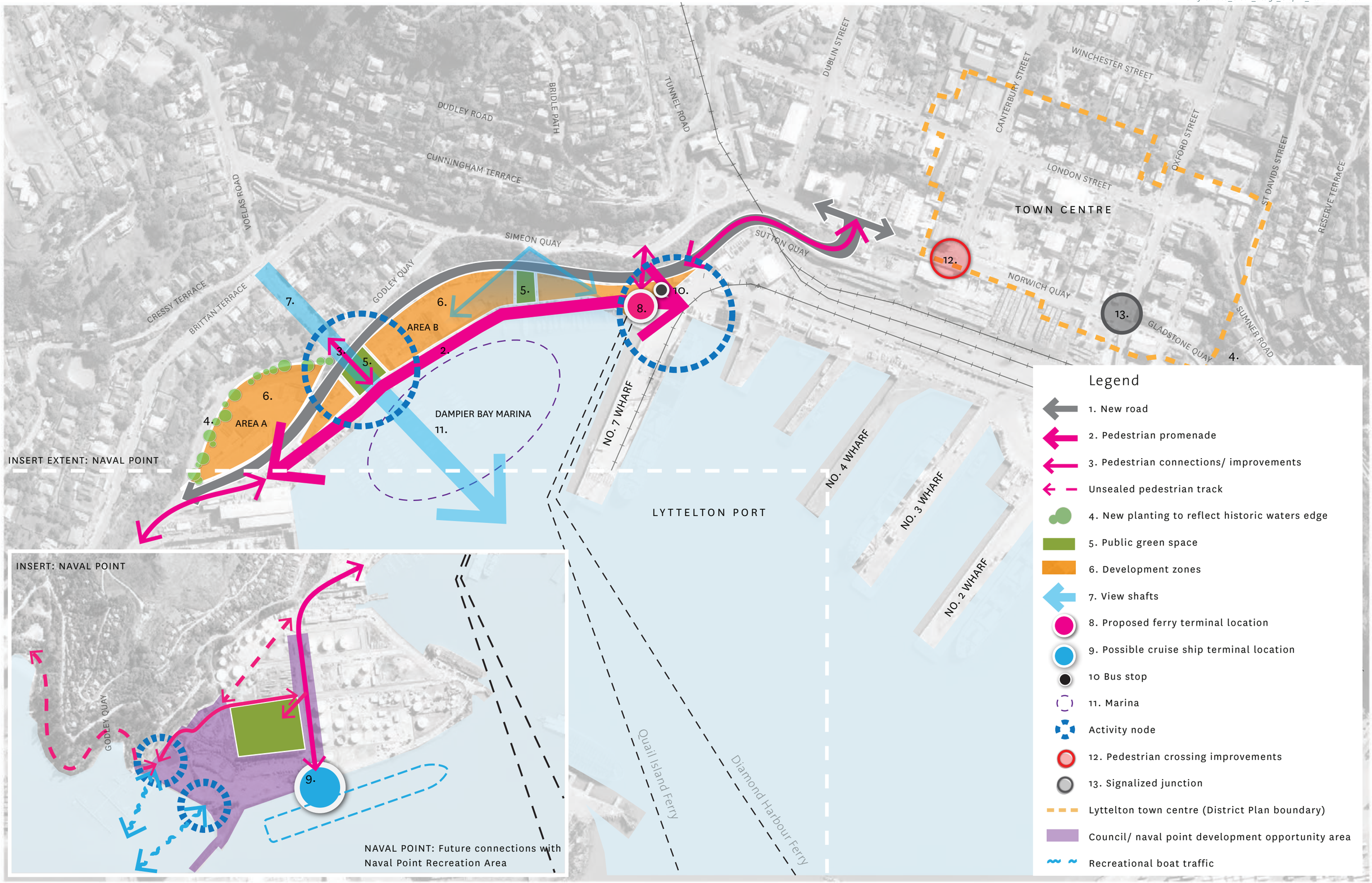
LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 8 : Dampier Bay, Opportunities & Constraints

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe



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Data Sources: Aerial sourced from Lyttelton Port Company.

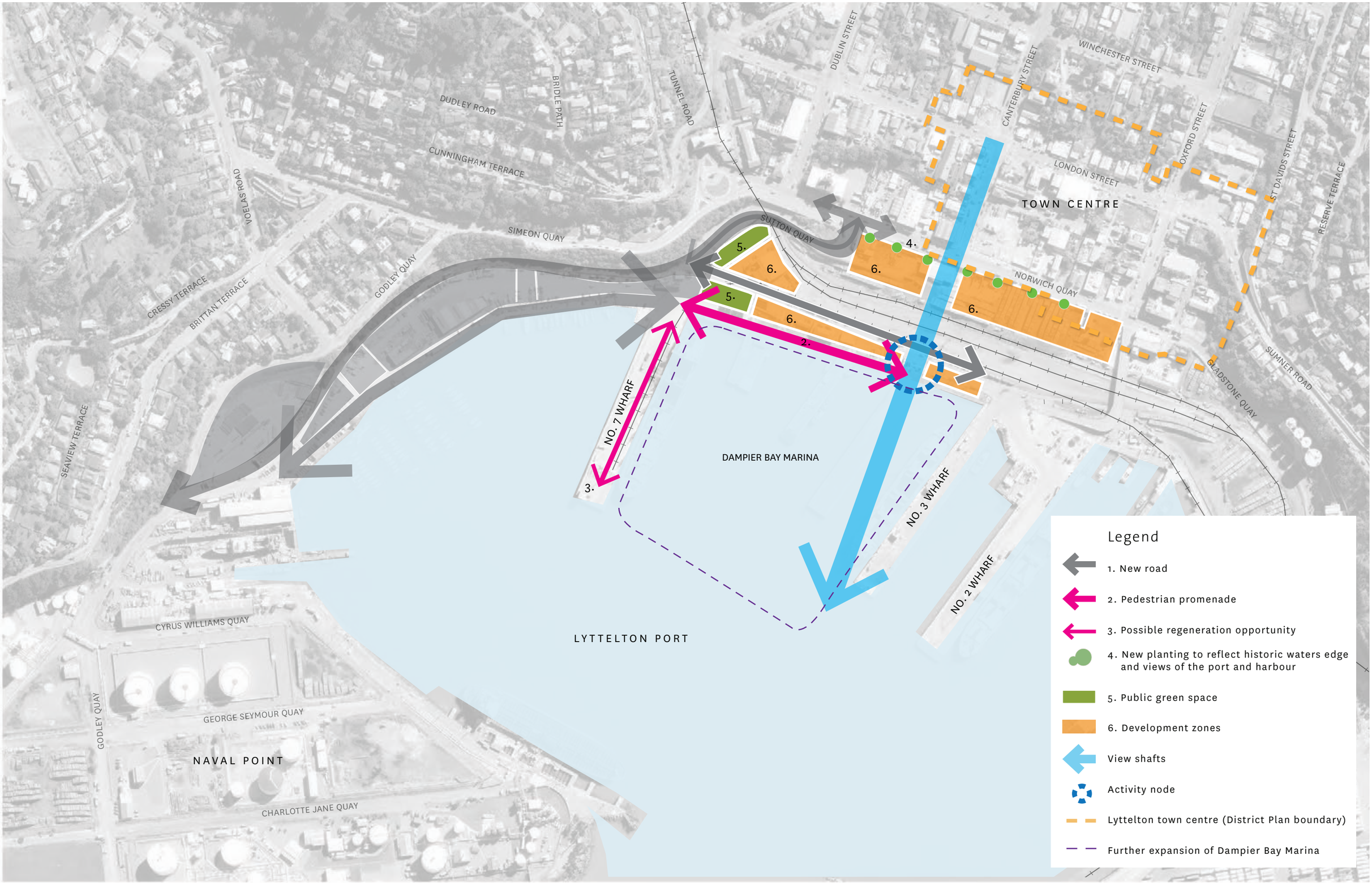
LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 9 : Indicative Outline Development Plan: Dampier Bay

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe



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Line work is approximate and for graphic representation only

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1:3,500 @ A3

Data Sources: Aerial sourced from Lyttelton Port Company.

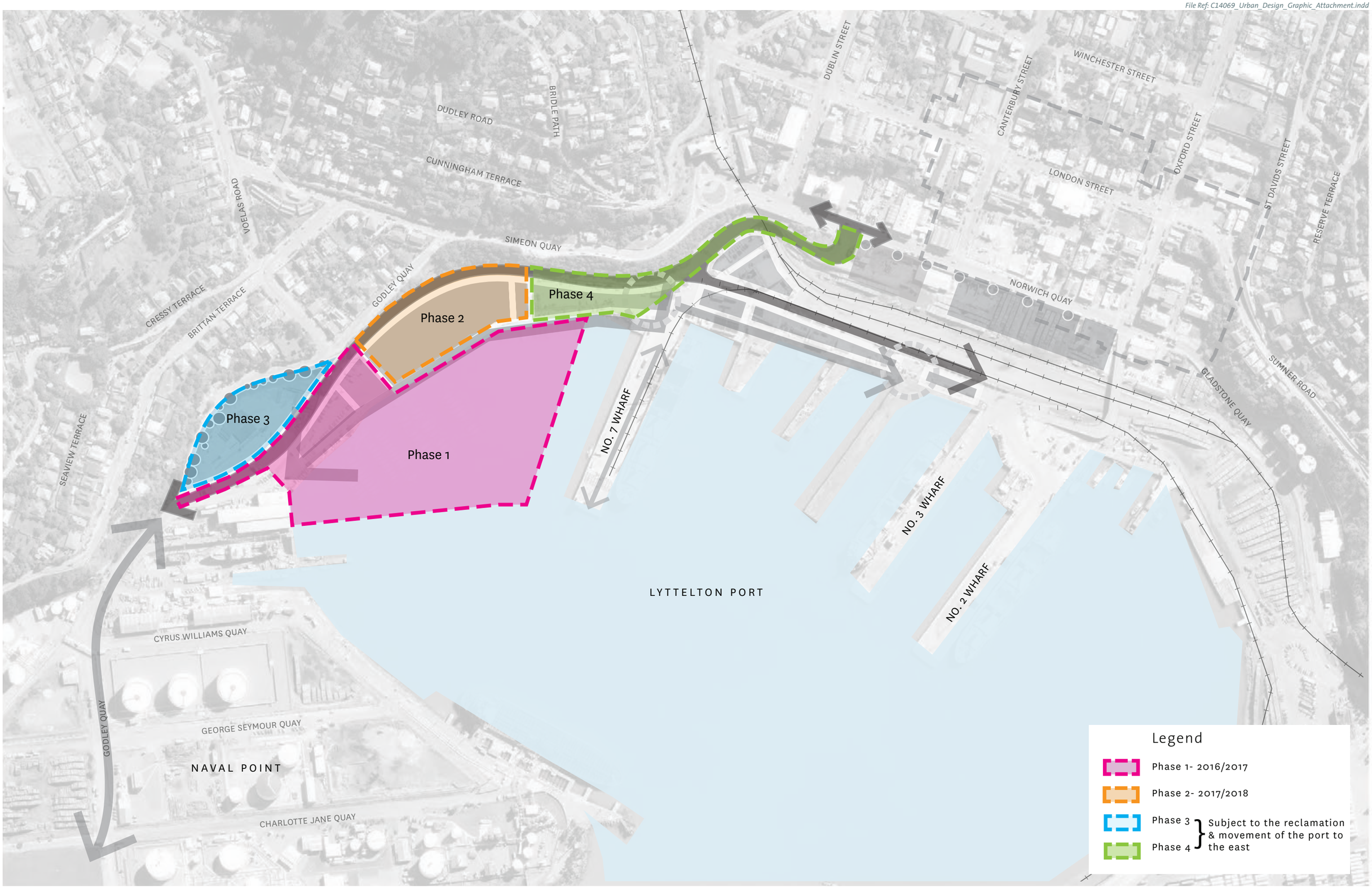
LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 10 : Indicative Outline Development Plan: Dampier Bay Extension

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe



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Line work is approximate and for graphic representation only

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1:3,500 @ A3

Data Sources: Aerial sourced from Lyttelton Port Company.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 11 : Dampier Bay Phases of Development

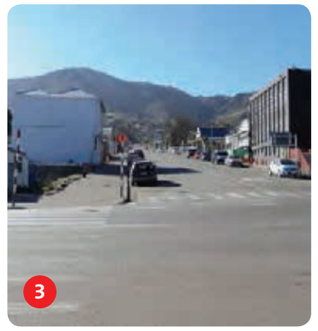
| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

Origin: Existing Ferry Terminal

Oxford Street Over bridge



Norwich Quay Crossing

Destination: London Street

Existing and Proposed Ferry Terminals Walking Times

0 0.1 0.2 0.4 Kilometers

N

		Walking Time
■	Existing Ferry Terminal	
▲	Proposed Ferry Terminal	5 mins
★	Places Of Interest	10 mins
		15 mins

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Data Sources: Plan sourced from Abley Transportation Consultants Limited. Received 21/10/14

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

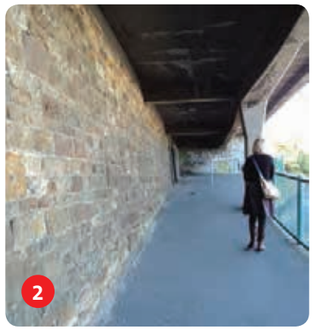
Figure 12 : Walkability Plan- Existing Routes

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

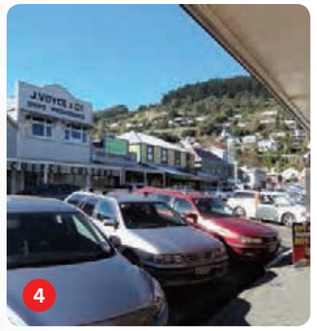
Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

Origin: No.7 Wharf



Sutton Quay

Norwich Quay



Destination: London Street

Existing and Proposed Ferry Terminals Walking Times

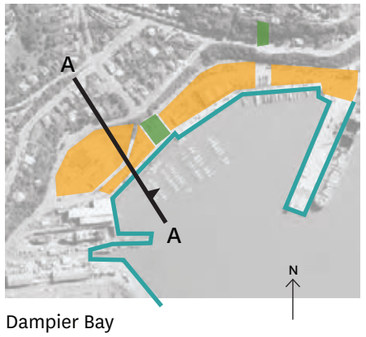
0 0.1 0.2 0.4 Kilometers

N

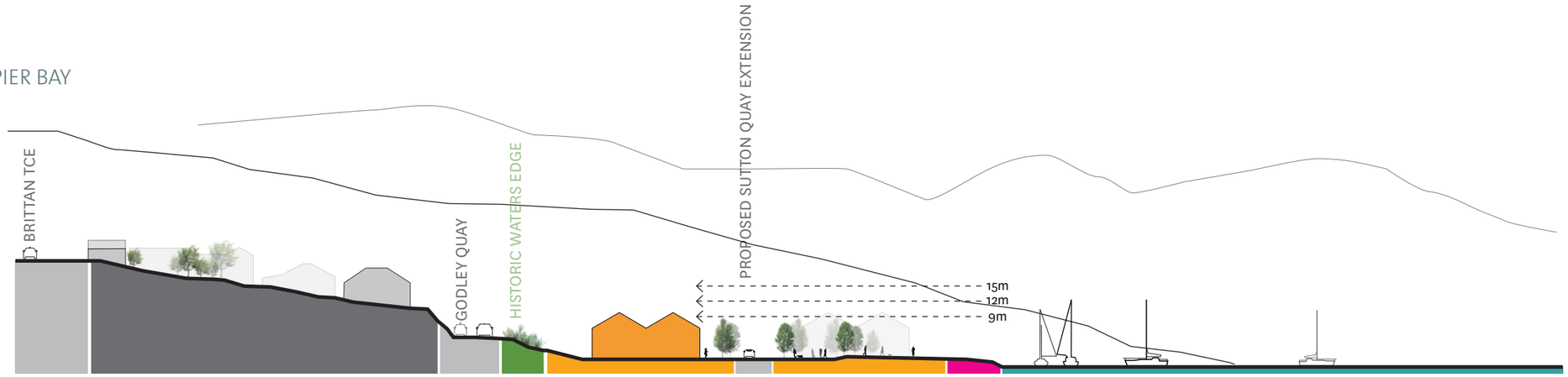
		Walking Time
■	Existing Ferry Terminal	
▲	Proposed Ferry Terminal	5 mins
★	Places Of Interest	10 mins
		15 mins

Data Sources: Plan sourced from Abley Transportation Consultants Limited. Received 21/10/14

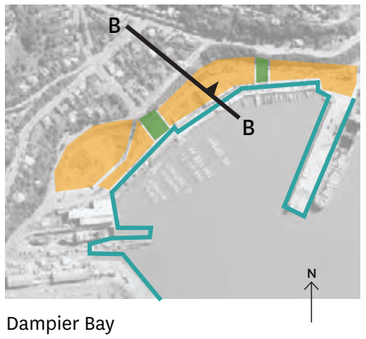
INDICATIVE CROSS SECTIONS: DAMPIER BAY



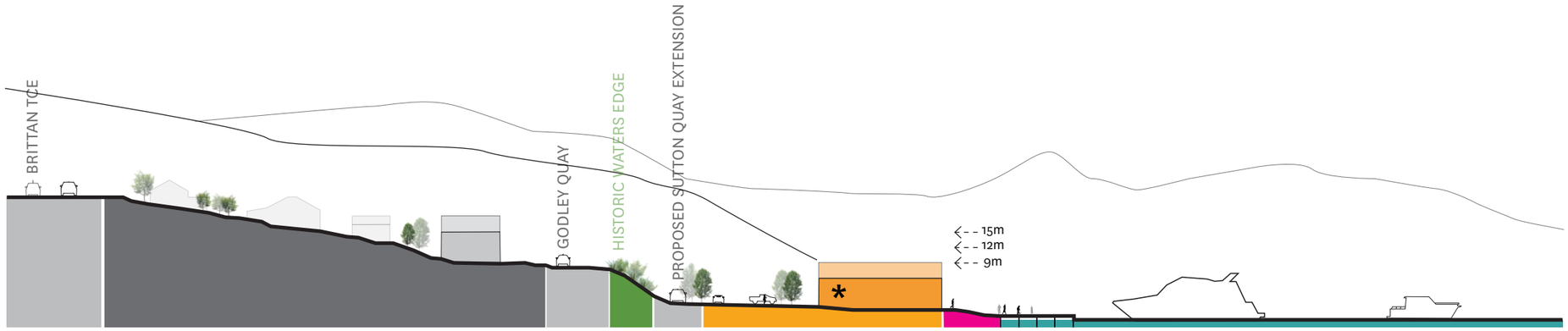
Dampier Bay



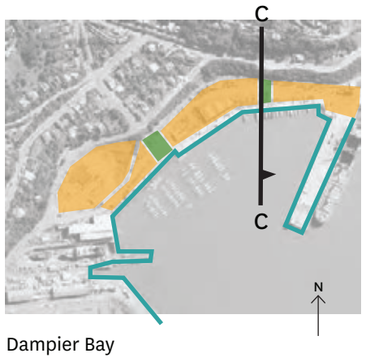
Cross Section A



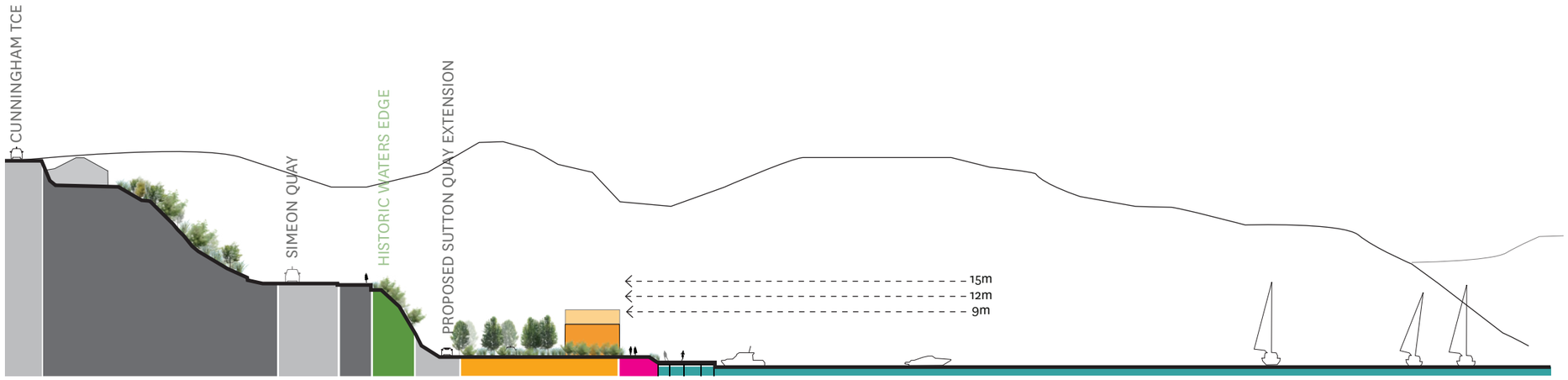
Dampier Bay



Cross Section B



Dampier Bay



Cross Section C

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*Existing building

Data Sources: 1m contour and aerial provided by Lyttelton Port Company.
Sections are indicative only.

Legend
- Potential development
- Public promenade

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

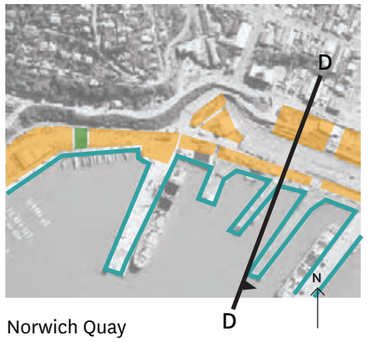
Figure 14 : Indicative Cross Sections & Building Height Analysis

| Date: 10 November 2014 | Revision: 8 |

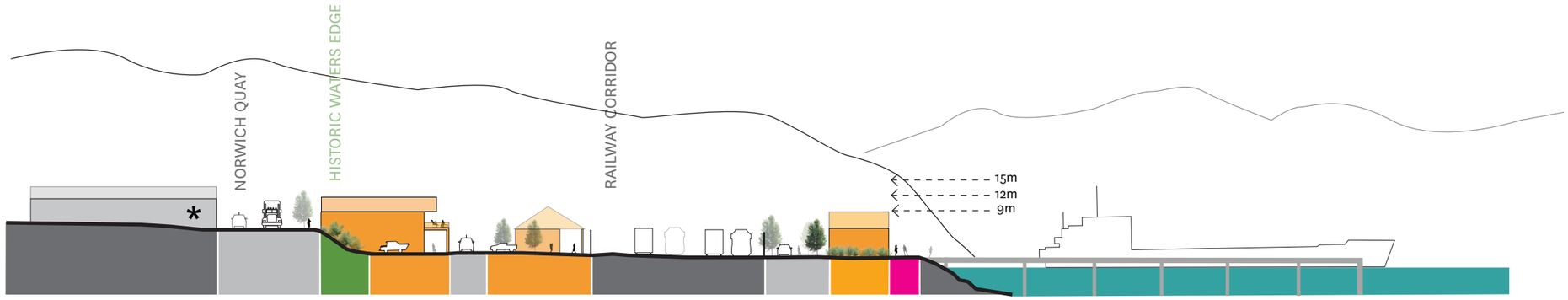
Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

INDICATIVE CROSS SECTION: NORWICH QUAY



Norwich Quay



Cross Section D

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*Existing building

Data Sources: 1m contour and aerial provided by Lyttelton Port Company.
Sections are indicative only.

Legend
Potential development
Public promenade

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 15: Indicative Cross Sections & Building Height Analysis, Continued

| Date: 10 November 2014 | Revision: 8 |

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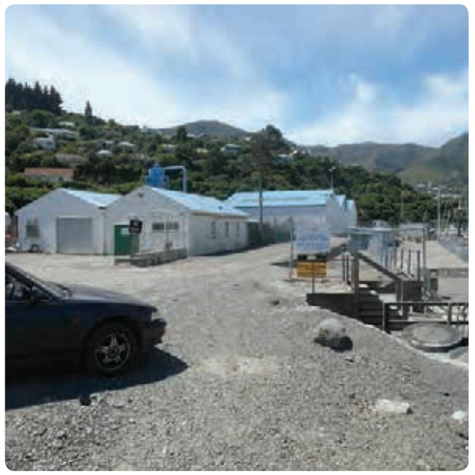
Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

DAMPIER BAY

Existing Public Realm



Existing Marina

Existing Built Form

Existing Public Realm Materials

Data Sources: Boffa Miskell Limited, site photographs.

Figure 16 : Existing Character of Dampier Bay

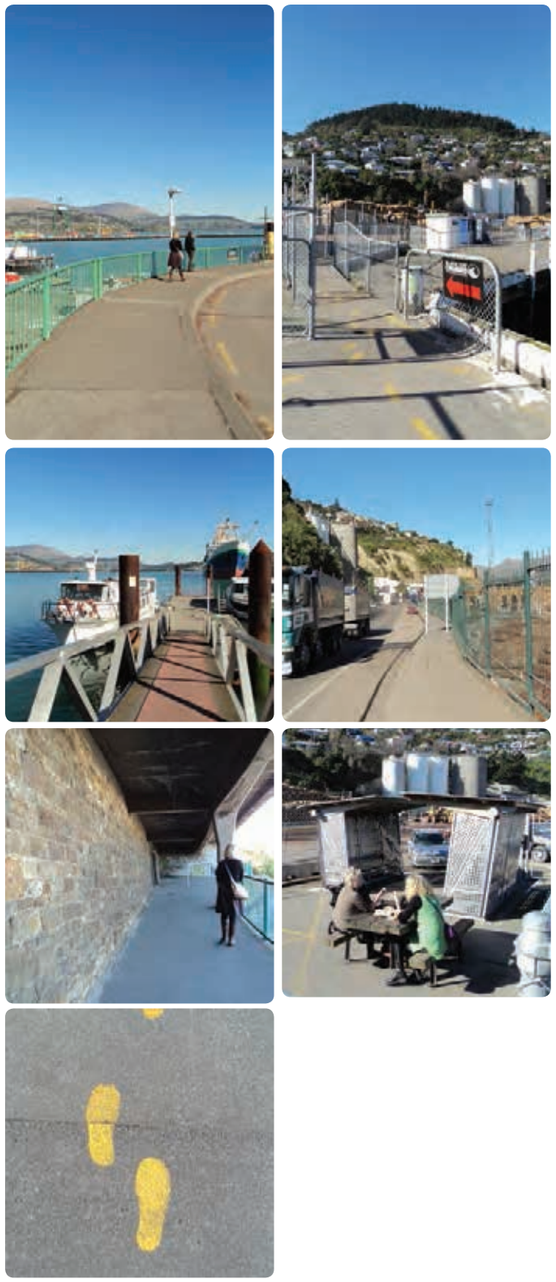
| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

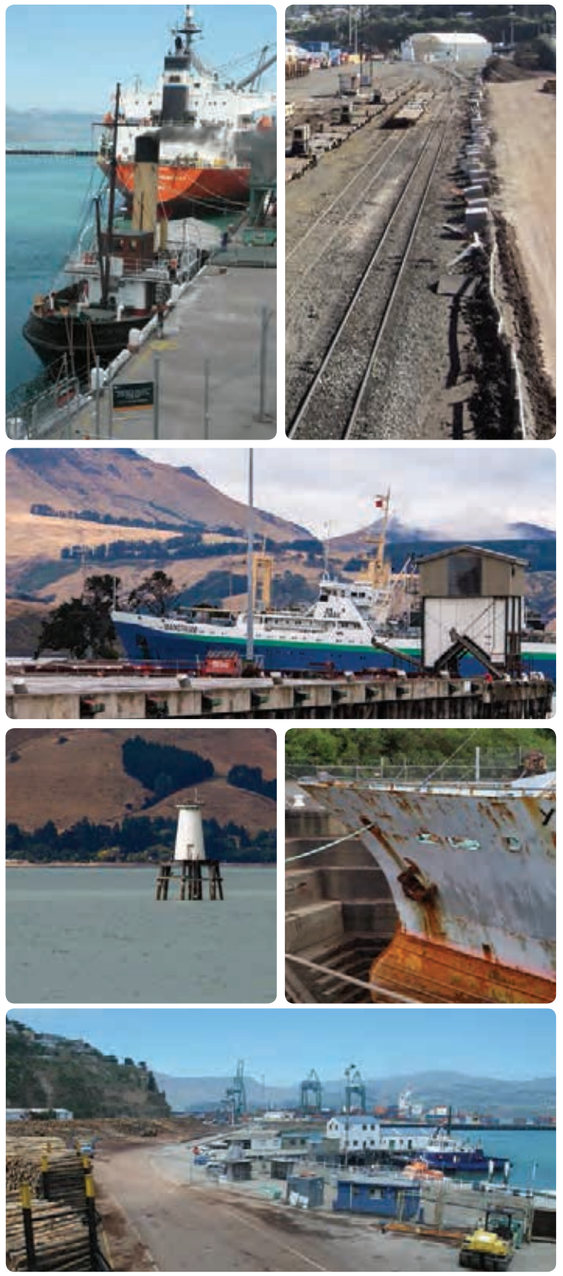
Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

WIDER PORT

Existing Public Realm

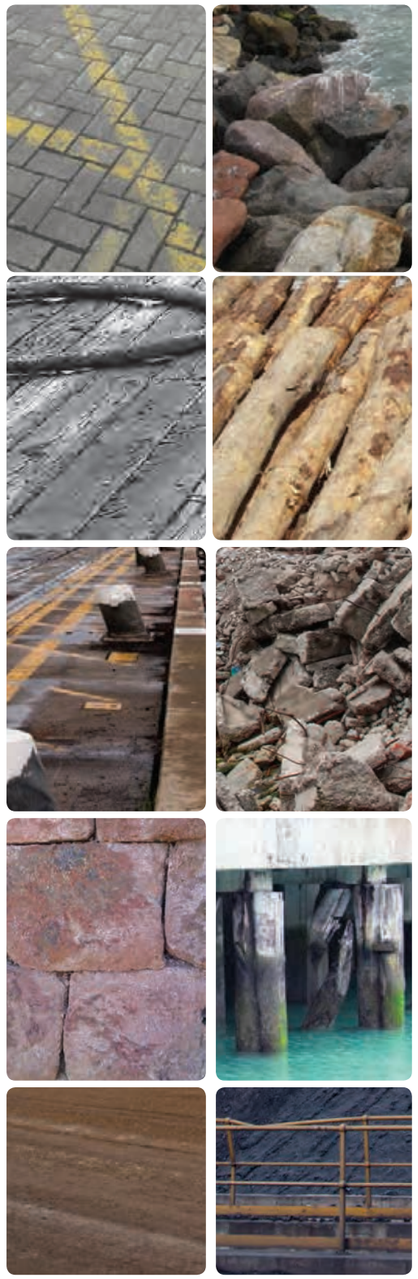


Existing Port



Existing Built Form

Existing Materials



Data Sources: Boffa Miskell Limited, site photographs.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 17: Existing Character of Wider Port

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe

Lyttelton Township

Existing Public Realm





Existing View Shafts


Existing Built Form







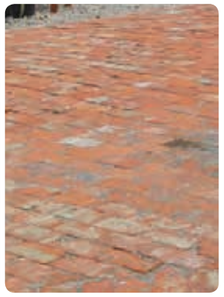



Existing Planting & Public Realm Materials





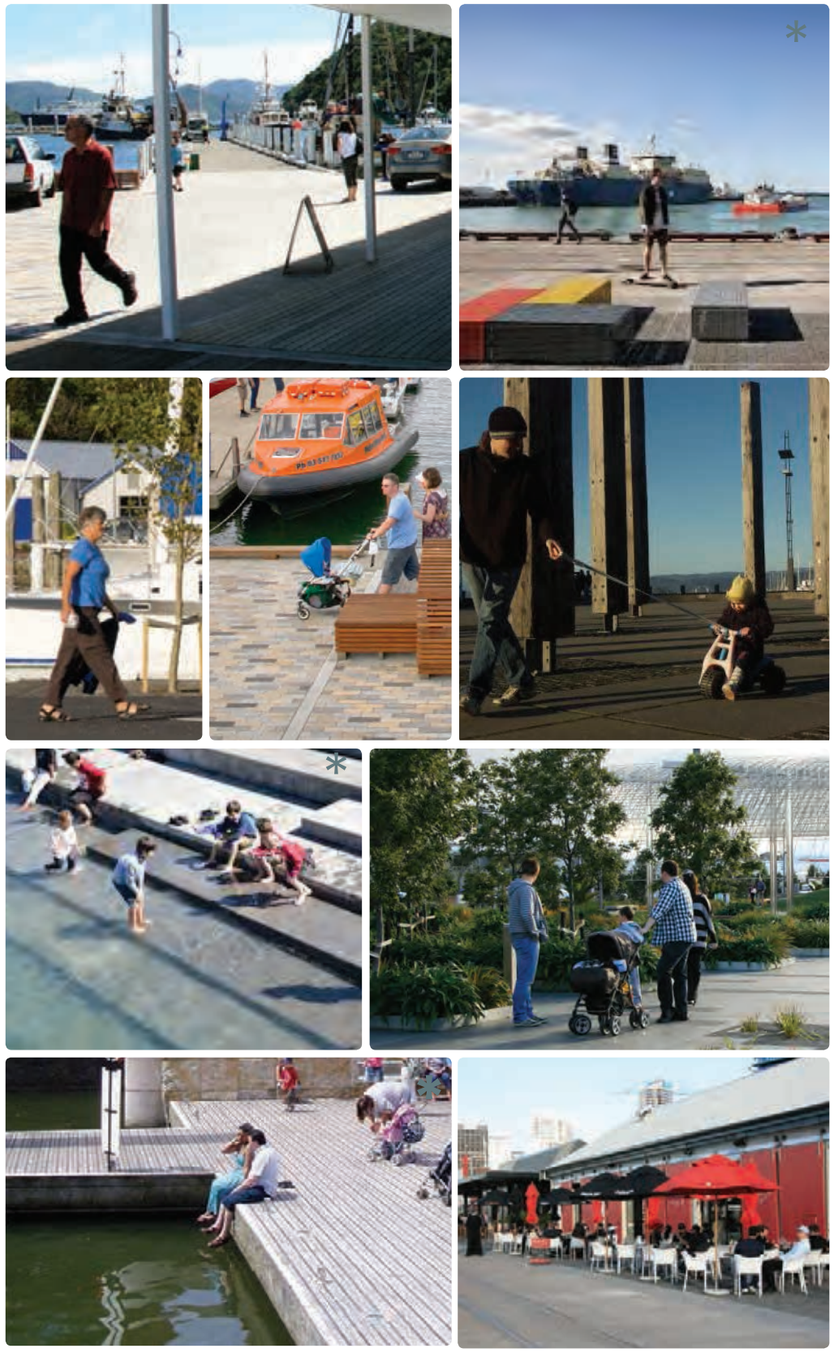


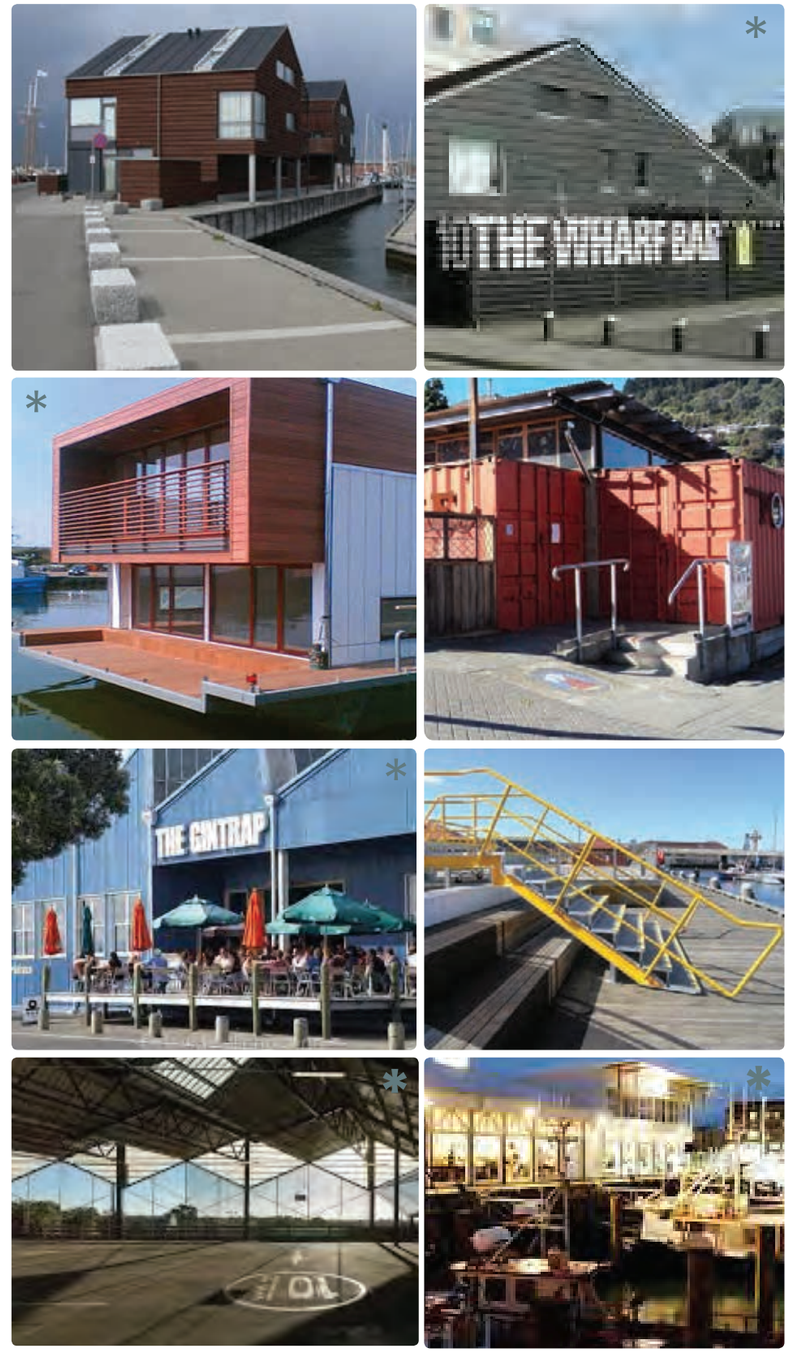

Data Sources: Boffa Miskell Limited, site photographs.

Dampier Bay | Potential Look & Feel

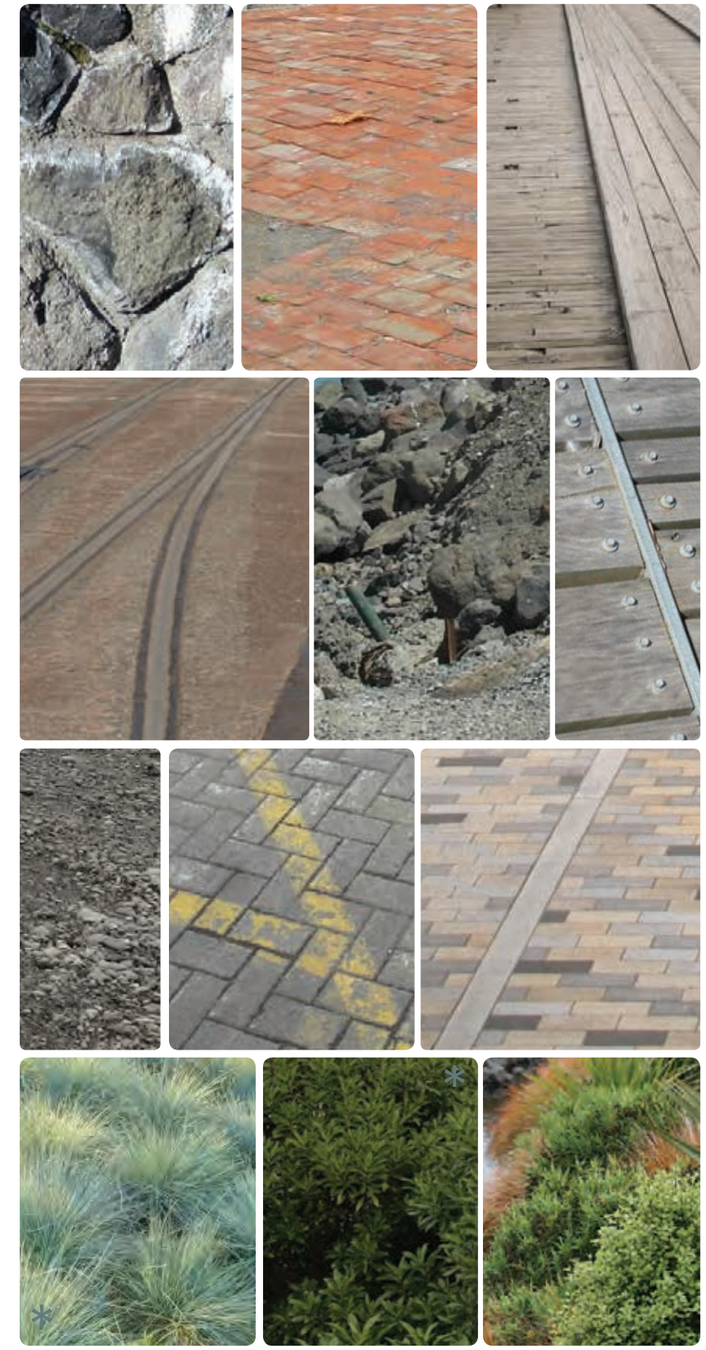
Indicative Public Realm



Indicative Built Form



Indicative Planting & Public Realm Materials



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Data Sources: * *Image sourced from Google*

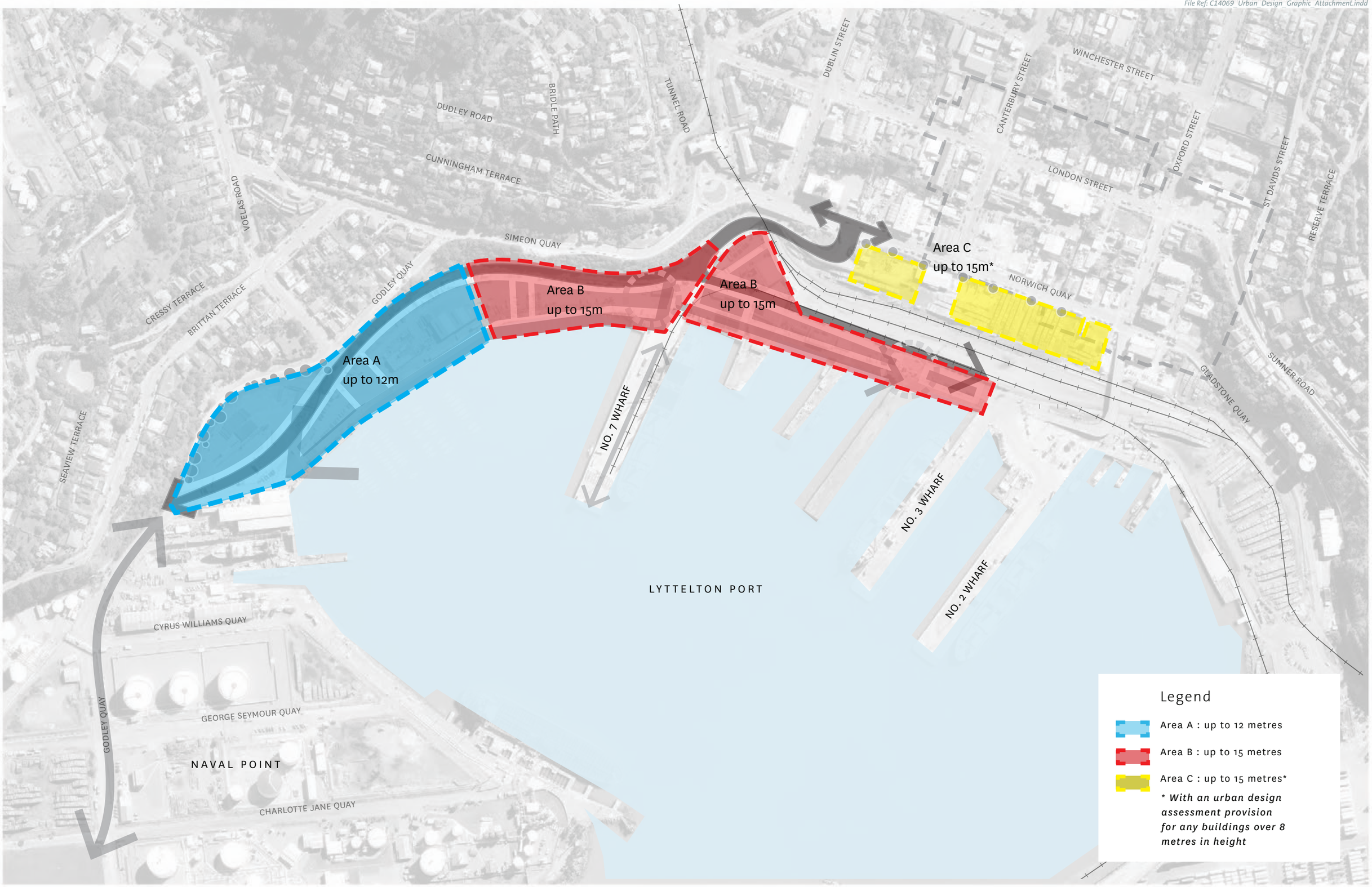
LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 19 : Dampier Bay, Proposed Look & Feel

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe



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Line work is approximate and for graphic representation only

N

0 100 Metres

1:3,500 @ A3

Data Sources: Aerial sourced from Lyttelton Port Company.

LYTTELTON PORT RECOVERY PLAN- URBAN DESIGN ASSESSMENT

Figure 20 : Proposed Height Limits

| Date: 10 November 2014 | Revision: 8 |

Plan prepared for Lyttelton Port Company by Boffa Miskell Limited

Project Manager: **jane.rennie@boffamiskell.co.nz** | *Drawn:* SBi | *Checked:* JRe