



DAMPIER BAY

DESIGN GUIDELINES

He Aratohu Hoahoa

DAMPIER BAY DESIGN GUIDELINES | 27 APRIL 2016 | **WORKING DRAFT**





DAMPIER BAY

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1.0 INTRODUCTION / KUPU WHAKATAKI

INTRODUCTION

The Dampier Bay Design Guidelines (the Guide) provides guidance on the 'look and feel' of the future development of Dampier Bay. The Guide has been prepared by Lyttelton Port Company in collaboration with Te Hapū o Ngāti Wheke, Christchurch City Council and the Lyttelton community.

The Guide informs the design of appropriate quality developments. The Guide addresses how new buildings and public spaces will maintain and enhance the maritime and industrial character of Lyttelton Port and incorporate Ngai Tahu cultural landscape values. The Guide is intended to complement the new rules included in the District Plan.

For the purposes of this Guide, Dampier Bay encompasses the LPC land below Simeon and Godley Quay's between No. 7 Wharf and Lyttelton Engineering (see Figure 1). It does not cover the water side area.

The Dampier Bay area holds significant to Ngāti Wheke and the wider community. It has been a place of settlement, fishing and maritime endeavour for 20 generations.

Dampier Bay today includes a number of ancillary industrial buildings which are utilised by LPC, and a small marina. The remainder of the site is vacant and partly used for storage of materials.



Dampier Bay (as seen from Simeon Quay)

2.0 BACKGROUND / TAHUHU KÖRERO

PORT RECOVERY PLAN

Following the Canterbury earthquakes of 2010 and 2011 the port faced a series of unprecedented recovery challenges.

In 2014 the Port prepared a **Port Lyttelton Plan**. This included the long-term vision for the rebuild and enhancement of the port (see Figure 1). This covered a range of projects to be undertaken over a 30 year period, and included the development of a modern container terminal at Te Awaparahi Bay. This would enable the port to move Inner Harbour general cargo onto Cashin Quay and for LPC to develop its Dampier Bay land as a public open space and commercial development area, improving public access (site identified in Figure 1).

In 2015 the Minister for the Canterbury Earthquake Recovery Authority agreed to develop a Recovery Plan for the Port. In November 2015 the **Lyttelton Port Recovery Plan / Te Mahere Whakarauora i Te Pūaha o Ōhinehou** was gazetted. It contained a new set of District Plan provisions for Lyttelton Port and Dampier Bay, including:

1. Development of an Outline Development Plan (ODP) for Dampier Bay (see Figure 3 later in this Section);
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 by LPC of a non-statutory Design Guide.

COMMUNITY FEEDBACK

Feedback on the **Port Lyttelton Plan** and the **Recovery Plan** provides useful background for the Guide, and the following is a brief summary of this feedback:

- Include a vibrant mix of uses and activities for everyone.
- Development to engage with port operations, maritime links and provide access to the water.
- Development to be family-friendly and include a marina and maritime amenities, hospitality, retail, recreation amenities and a museum (to include Maori history and culture).
- Pedestrian linkages between Naval Point, Dampier Bay, Lyttelton and the Port Hills to be established and strengthened, including maximising public access to the waterfront and providing good links to and from the ferry, if it is relocated.
- Address the reverse sensitivity issues resulting from the Dry Dock.
- Develop a local 'look and feel' with cultural references and buildings that are quirky, rustic, industrial and 'gritty not pretty'.
- Include heritage references.

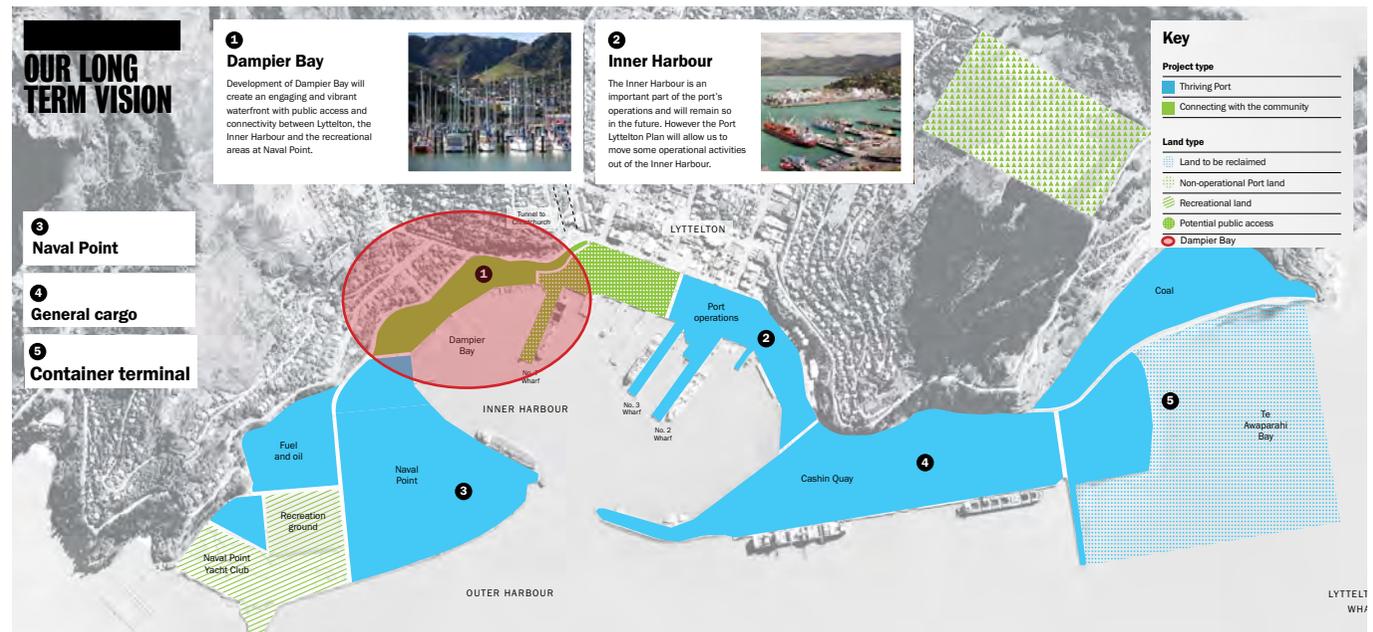


Figure 1: Port Lyttelton Plan, Our Future (LPC, 2015)

3.0 HISTORY & CONTEXT / TE HOROPAKI

MANAWHENUA

For Ngāti Wheke, Dampier Bay is associated with their longstanding settlement and occupation of the wider Whakaraupō/Lyttelton Harbour area, established by their tūpuna Te Rakiwhakaputa in the 1700s, and connecting back further to the very origins of the harbour associated with the famous explorer Tamatea Pōkai Whenua.

Key cultural values associated with the harbour, and the Dampier Bay area in particular, relate to both the shelter and resources they provided, including bountiful fisheries. This is very reason Ngāti Wheke choose to settle the area, why they remain today, and why it is a great place for everyone.

Two traditional sites associated with the Dampier Bay area include Ōhinehou and Te Ana o Huikai. Ōhinehou, located on the former foreshore at the Lyttelton township end of Dampier Bay, was a key settlement and mahinga kai area, known for the gathering of several key fish species including pioke (shark), koiro (conger eel) and whairepo (stingrays). Te Ana o Huikai, located within the original bay was known as a sheltered rest area for journeying waka, into and out of the harbour, particularly known to be used by Huikai of Koukourārata, who the bay is named after.

While the area has been extensively modified, and the original beaches, foreshore areas and coastline are gone, the significance and values associated with the bay live on, and form an important aspect of ongoing Ngāti Wheke identity, and which also provide an authentic expression of heritage for the future design and development of Dampier Bay.



Norman, Edmund 1820-1875 : Town of Lyttelton / drawn by E. Norman; Maclure, Macdonald & Macgregor, lith., London. - Lyttelton ; Published by Martin G. Heywood, [1859?]. Alexander Turnbull Library

LYTTELTON PORT / TE PUAHA

Lyttelton Port occupies the inner harbour area of Lyttelton and is New Zealand's third largest port. It includes the largest container terminal in the South Island and is home to a dry dock and the country's largest coal terminal. The port continues to grow and as a consequence of the Canterbury Earthquakes needs to be rebuilt and as a result of this there are opportunities to redevelop Dampier Bay and provide long awaited public access to the water.



Lyttelton Port today

TOWN CENTRE / OHINEHOU

Lyttelton town centre sits on the lower slopes of the Port Hills adjoining the Port. It is a key focus for the town and provides retail and commercial facilities and community interaction.

The town centre has a distinct character and has been described as quirky and creative, with a mix of old and new development. The town centre was significantly damaged in the Canterbury earthquakes.



Town Centre (London Street)

Design Guidelines have been prepared for the town centre that seek to outline principles of designing new buildings and spaces in order to uphold and strengthen the enduring character of the town centre. In addition, a Master Plan has been prepared to support the rebuilding and recovery of the centre post-earthquakes. This highlights the importance of the connections between the town centre and Dampier Bay via Norwich Quay.

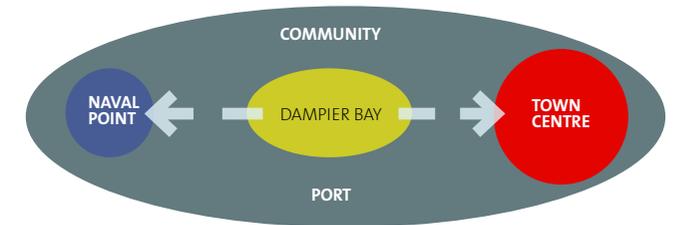


Figure 2: Dampier Bay Context Diagram

EXISTING SITE CHARACTERISTICS

NATURAL AND CULTURAL CONTEXT

- Ohinehou was a place of former settlement with significance as mahinga kai (food gathering area).
- Backdrop of remnant coastal bluffs indicating the natural coastal edge of the site.
- Some naturalised native planting of native coastal species.
- Locally sourced stone rip rap edges.
- Historically reclaimed coastal area with the adjacent dry dock and other industrial buildings.

STREETS AND SPACES

- Surrounding streets comprise a mix of residential and industrial characteristics, with a natural planted edge along Godley and Simeon Quays.
- Internal roads and car parks are gravel, asphalt and unit paver.
- A railway line extends along the base of the back slope.
- An earthquake damaged concrete wharf structure extends along part of the waterfront area.

LANDSCAPE

- The site landscape appears predominantly utilitarian with an industrial land use character.
- The waters-edge has attractive qualities of some planting, views of boats and moorings, and the water of the harbour.
- The views of the surrounding volcanic harbour

landscape are possible from the site.

- The bay is sheltered, small-scale and enclosing. This creates an attractive and comfortable environment.

BUILDING CHARACTER

- The majority of the site is currently not built over.
- Existing buildings that are present have simple

repeating rectilinear forms.

- Building wall cladding includes weather-boards and corrugated iron.
- Roofs have gable forms with corrugated iron cladding.
- Building colours are whites and tones of blue with some accent colour, such as red doors.
- Structures are utilitarian and industrial in character.



Ohinehou Reserve



Lyttelton Harbour / Whakaraupō



Existing buildings



Existing marina



View up to Voelas Road



Dampier Bay as viewed from Simeon Quay, with planting coastal bluff

4.0 THE VISION / TE MOEMOEĀ



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

Port Lyttelton Plan

RECOVERY PLAN GOALS

The Port Recovery Plan includes a number of goals, with the following relevant to Dampier Bay:

- Ngai Tahu values and aspirations for Whakaraupo/ Lyttelton Harbour and in particular for mahinga kai are recognised and advanced through port recovery activities.
- The recovery of Lyttelton Port makes a positive contribution to the recovery of the Lyttelton township and community by:
 - Providing safe, convenient and high quality public access and connections to the waterfront and surrounding areas.
 - Complementing the redevelopment of the Lyttelton town centre.

5.0 DESIGN OBJECTIVES / KĀ WHĀIKA

PLACEMAKING

- Regenerate Dampier Bay as an attractive lively community destination with a marina.
- Create strong connectivity with Lyttelton township and beyond.
- Express the natural history and ecology of the site.
- Integrate manawhenua values and presence.
- Acknowledge the maritime/industrial character.
- Provide a range of attractive and flexible public areas.
- Create a vibrant waterfront promenade.
- Promote an active (and working) waterfront that builds on the authentic character of the Port.

HERITAGE AND CONTEXT

- Draw inspiration from the natural landscape, historic cultural values and heritage of Whakaraupo/Lyttelton Harbour.
- Protect and maintain historic heritage features including archaeological elements as part of the design and story-telling of the site.
- Recognise the social, industrial, architectural and maritime significance of the Port.
- Provide for a predominantly fine-grain scale of development and buildings.
- Retain key public viewshafts to the Port and Harbour, hills and islands.
- Create appropriate building height, scale and form to compliment the Port and respond to the context.

ACCESSIBILITY

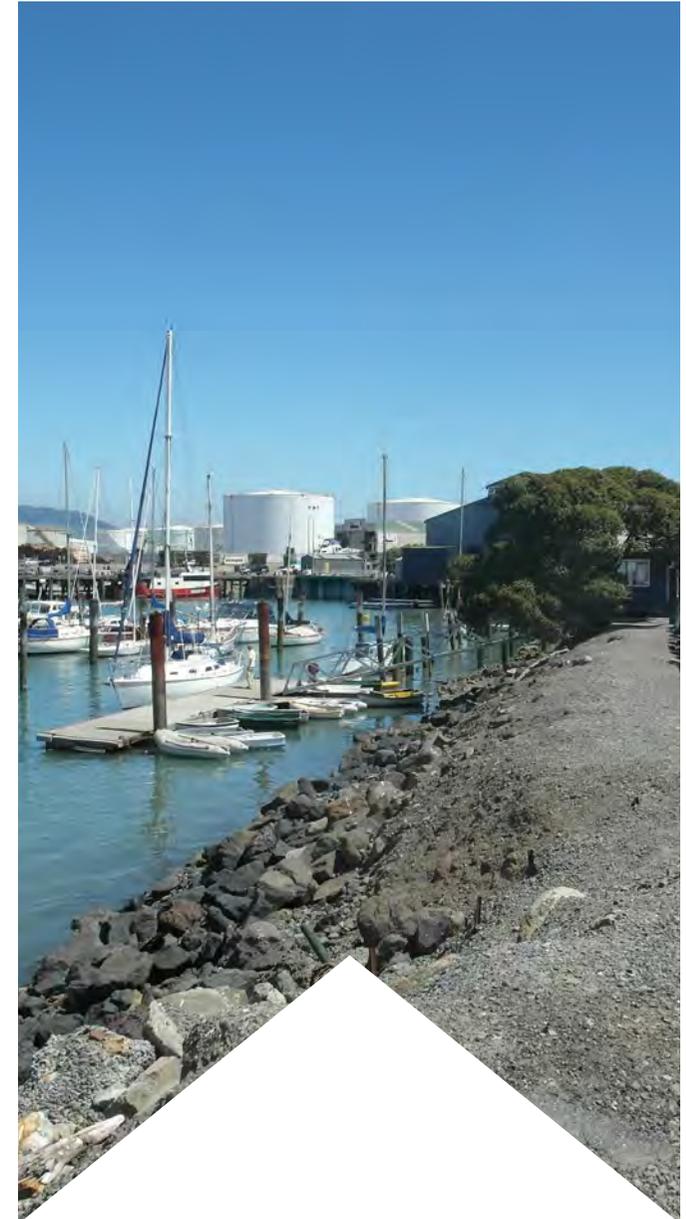
- Create an integrated waterfront area and linkages with the existing town centre, adjoining residential areas and Naval Point.
- Provide a waterfront promenade for pedestrians and cyclists.
- Provide a lively, safe and accessible destination for people of all ages and physical abilities, as far as practicable.

QUALITY

- Achieve a high-quality commercially viable development of the area.
- Implement Crime Prevention through Environmental Design (CPTED), Injury Prevention through Environmental Design (IPTED), and universal access design principles, where practicable.

SUSTAINABILITY

- Enhance the social and cultural wellbeing of the community.
- Provide sustainable transport options, including development of a public transport interchange.
- Incorporate low impact design initiatives including water sensitive design, low-energy use, reuse of materials and integrate ecological enhancements.

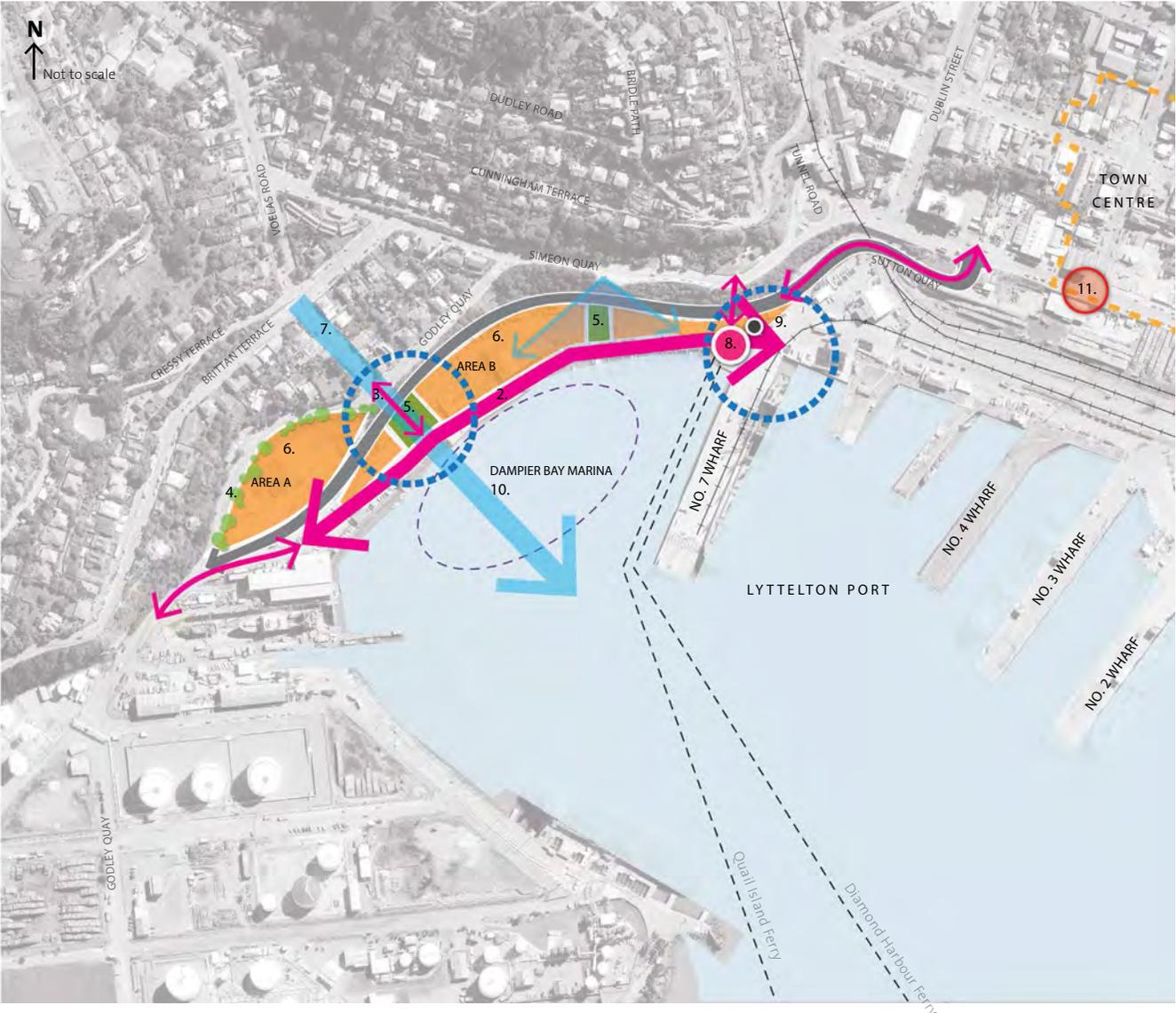


6.0 DEVELOPMENT PLAN / HE MAHERE WHAKATIPU

URBAN DESIGN FRAMEWORK

The Outline Development Plan (ODP) was prepared as part of the Recovery Plan for Dampier Bay. It outlines an indicative layout for the site based on a number of constraints and opportunities presented by the site. Each of the key elements outlined is explained in the following Plan.

This Plan provides a development framework for implementing the Port Recovery Plan and is likely to evolve and change as development takes place over time (i.e. bus stop locations).



- Legend
- 1. New road
 - 2. Pedestrian promenade
 - 3. Pedestrian connections/ improvements
 - 4. New planting to reflect historic waters edge
 - 5. Public green space
 - 6. Development zones
 - 7. View shafts
 - 8. Proposed ferry terminal location
 - 9. Bus stop
 - 10. Marina
 - Activity node
 - 11. Pedestrian crossing improvements
 - Lyttelton town centre (District Plan boundary)

Figure 3: Outline Development Plan for Dampier Bay

7.0 USING THE GUIDE / WHAKAMAHIKA

The Guide is intended to assist with understanding the context for Dampier Bay along with the relevant Rules and Assessment Matters specifically set out for area under the Specific Purpose (Lyttelton Port) Zone of the Proposed District Plan (Section 21). The relevant Assessment Matters for Dampier Bay are summarised in the blue box.

In response to the broad content of the Assessment Matters, the Guide includes the following themes:

- Local design cues
- Site layout and access issues
- Building design
- Public spaces

DISTRICT PLAN ASSESSMENT MATTERS

- **Site Layout and Building Design** – The extent to which the layout of the site and design of the buildings:
 - Create an active edge and provide passive surveillance of public space.
 - Reflect the maritime character and natural, heritage and Ngai Tahu cultural values, including through buildings and materials.
 - Ensures adequate car parking, loading and cycle parking to the side or rear of buildings.
 - Achieve a fine grained form and layout with high levels of articulation, glazing and architectural detailing.
 - Provide for clusters of development around the activity nodes.
 - Provide for building entrances and glazing facing the waterfront, to create an active edge and opportunity for passive surveillance.
- **Public Spaces** – Whether the design of public spaces and access routes achieves high-quality publicly accessible spaces and connections along

the waterfront in and connecting to Dampier Bay, including from Norwich Quay, taking into account:

- The need for the width of the promenade to be sufficient to enable access for pedestrians, cyclists and passive recreation, seating, planting and art.
- A continuous waterfront route.
- Implementation of CPTED.
- Ability to achieve an industrial/maritime character through use of materials.
- Incorporation of public art and references to the areas heritage and culture.
- Establishment of safe and convenient pedestrian and cycle connections.
- Reflect the historical and contemporary relationships between Ngai Tahu and the Lyttelton area.
- **Public Transport facilities** – The extent to which safe and efficient public transport interchange and connections between the terminal and Norwich Quay are provided.

DAMPIER BAY

GUIDELINES / HE ARATOHU

DESIGN CUES

Tūtohu Hoahoa



INCORPORATE LOCAL DESIGN CUES / Ō WHAKARAUPŌ

The following outlines features that are evident in and around Dampier Bay. Future development is encouraged to take cues from local characteristics in promoting a strong sense of place and recognising manawhenua values.



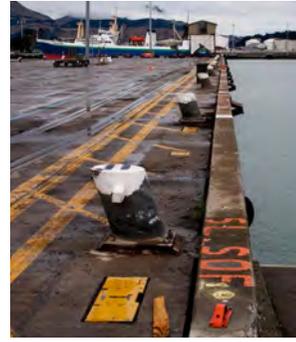
Cranes



Ships



Boat forms



Wharves



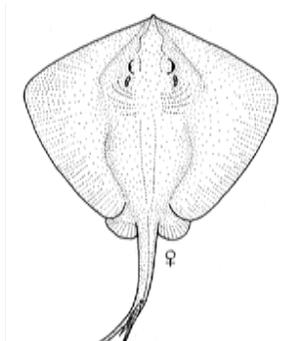
Water



Historic structures



Manawhenua



Local fish (Stingray or eel)



Harbour landscape



Masts, flags and rigging



Marina



Port structures



Local rock



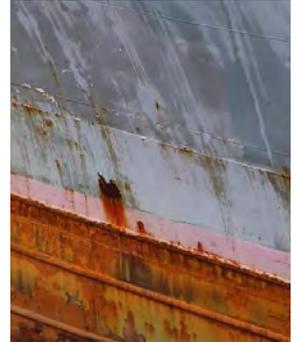
Existing buildings



Sails



Industrial forms, wharf timber



Weathered materials



Containers

SITE LAYOUT AND ACCESS

Whakaahua
Wahi



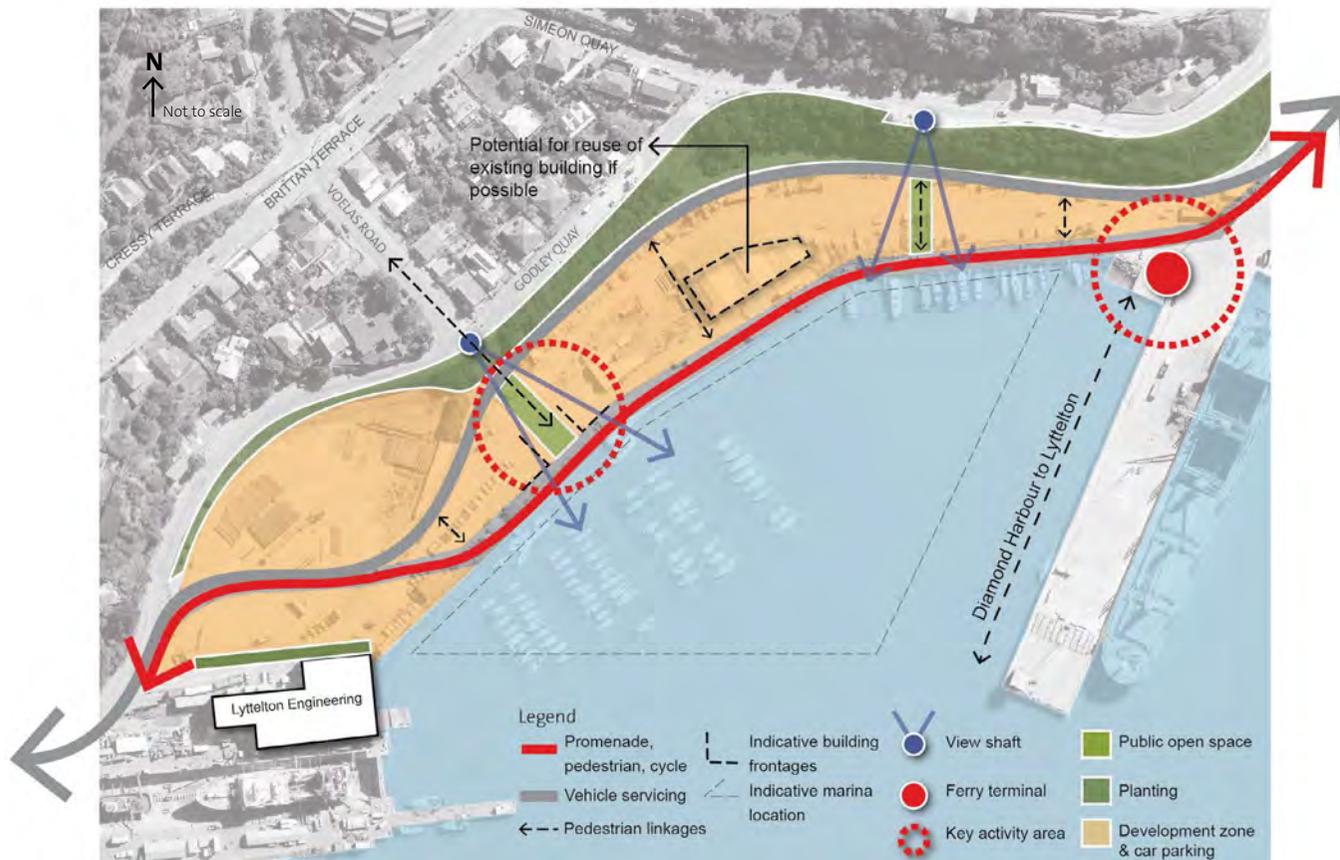


Figure 4: Indicative Layout Plan

MIX AND LOCATION OF ACTIVITIES

Dampier Bay will provide a mix of activities that support the operations of the Port, the new Marina and the creation of a vibrant public waterfront environment.

Figure 4 outlines the broad layout of different features across Dampier Bay, based on consideration of site constraints, accessibility, location of the marina, activity nodes and reverse sensitivity issues. It includes a hierarchy of vehicle, pedestrian/cycle routes and public spaces, which are discussed later in the Guide.

PRINCIPLES

- Provide for a mix of activities that contribute to a dynamic and vibrant waterfront environment, including a promenade along the waters edge.
- Cluster retail, café/restaurant, community facilities and public space in proximity to the activity nodes and adjacent to the promenade between the two nodes.
- Provide a series of pedestrian linkages between the internal rear street and the promenade.
- Provide seating, green space and other facilities in proximity to the ferry terminal and anticipated transport interchange.
- Provide a buffer area alongside the Lyttelton Engineering building (this could be in the form of a building or planting).

MAINTAIN KEY VIEWS

Viewshafts provide an opportunity to create unobstructed views to the water, enhancing the visual connection between the inner harbour and the Lyttelton township. Two viewshafts are outlined in the Dampier Bay ODP:

- **Voelas Road Viewshaft** - The intention of the Voelas Road viewshaft is to enable the visual continuation of Voelas Road, with a pedestrian path linking the junction of Godley Quay/Voelas Road to the water's edge. Views are possible of Te Ahu Pātiki / Mt Herbert.
- **Simeon Quay Viewshaft** - An existing seating area exists along Simeon Quay and provides views of Dampier Bay and the wider Port area. Views are also possible of Te Ahu Pātiki / Mt Herbert and Quail Island / Otamahua.



Voelas Road Viewshaft



Simeon Quay Viewshaft

PRINCIPLES

- **Voelas Road Viewshaft** - Include a public space within the Voelas Road vista (20 metres wide) to frame the view. The space is to visually extend the street corridor to the water's edge. Buildings are to frame the view and contain active edges. The space may include play equipment.
- **Simeon Quay Viewshaft** - Reinforce the Simeon Quay viewshaft with either a open space within the vista or attractive foreground planting in conjunction with the view.



Sutton Quay leading to Dampier Bay



Norwich and Sutton Quay's

PROVIDE GOOD QUALITY ACCESS AND CONNECTIONS

A key aspect of the Dampier Bay development is achieving quality access from the town centre, along with developing a safe and attractive network of connections within the site for all users. It is intended that the access to Dampier Bay will integrate with the existing road network by building on the town grid and existing roads that currently connect with the site.

PRINCIPLES

Provide a hierarchy of quality connections, as follows:

- **Internal street** – This will be the primary vehicle access street. Location of the street alongside the planted bank (original shoreline) on the inland edge of the site will provide an opportunity to reference the past and minimise the street becoming a visual or physical barrier between activities along the waterfront (see Page 30 for further details on the design of the street).
- **Pedestrian/cycle promenade** – This is to be the primary pedestrian/cycle route through the site and broadly run alongside the water's edge (see Pages 28 and 29 for further details on the design of the promenade).
- **Laneways and pathways** – These are to provide safe and convenient access between the promenade, internal road, public transport interchange, car parks and development areas within the site. This includes a pathway from Voelas Road down to the water's edge.

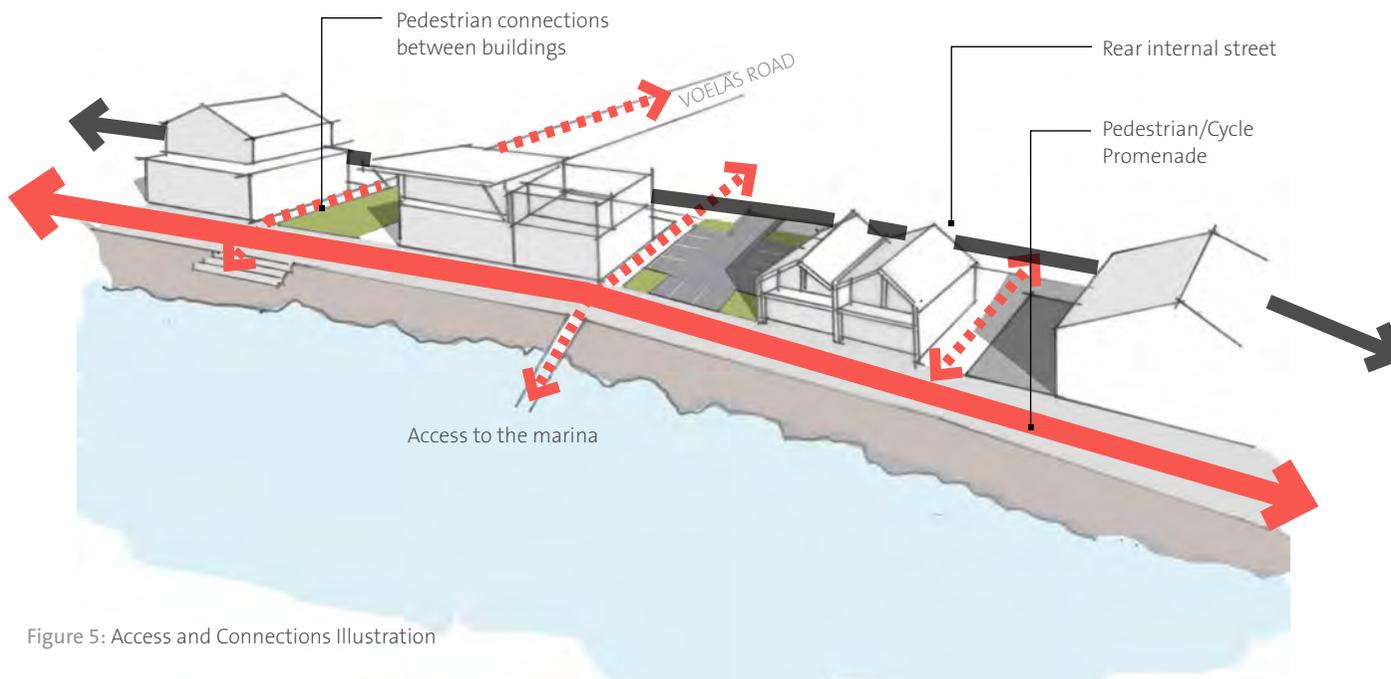


Figure 5: Access and Connections Illustration

INTEGRATE CAR AND CYCLE PARKING

Car parking will be a component of the Dampier Bay development. Well-integrated car parking that is incorporated into the development will minimise the visual impact of parking for adjoining residential areas and promote a high quality pedestrian-friendly environment.

In order to promote cycling, sufficient cycle parking is required. Loading and servicing areas also need to be fully integrated into the design.

PRINCIPLES

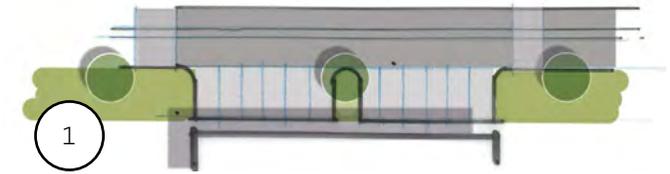
- Locate car parking away from the water's edge to the side or rear of waterfront buildings. Parking that faces the water is to include a low landscape buffer to the promenade.
- Provide car parking in small clusters where possible and encourage shared car parking. See Figure 6.
- Consider parking areas that include planting, water sensitive design elements (i.e. permeable paving) and recycled materials.
- Locate cycle parking in convenient and visible locations and provide 'end of trip' facilities.
- Locate loading and servicing away from the promenade, preferably to the rear of buildings within car parking areas.
- Incorporate traffic calming measures, such as thresholds, narrow points and planting.



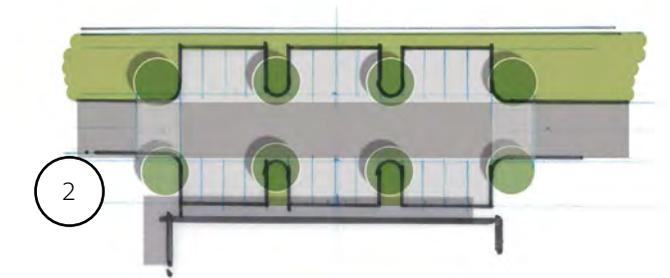
Water sensitive design is integrated into car parking area



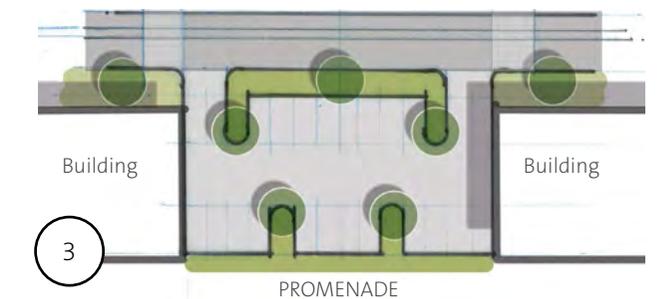
Car parking located to the rear of the building and incorporating planting and water sensitive design



Car parking layout idea 1: This will be applicable where the site is narrow in width and where there is only space for 90 degree parking.



Car parking layout idea 2: Where the site increases in width 90 degree parking may be possible to either side of the internal street.



Car parking layout idea 3: This scenario provides for parking to the side of buildings located alongside the promenade.

Figure 6: Car parking layouts that will assist to achieve an integrated development, taking into consideration the varying width of the site and providing parking in small clusters.

BUILDING DESIGN

Whakaahua
Whare



CREATE A POSITIVE RELATIONSHIP BETWEEN BUILDINGS AND SPACES

The interface between buildings and spaces, particularly the promenade and public spaces are important in creating intimate and engaging spaces within Dampier Bay.

PRINCIPLES

- Locate buildings alongside the promenade, except where they are located to the rear on the wider part of the site.
- Locate uses that encourage a high degree of activity at ground floor and encourage uses to 'spill out' and to activate the promenade.
- Balance the amount of glazing to solid façade to add texture and depth to the promenade and adjoining spaces. Avoid blank walls in promoting overlooking.
- Pedestrian entrances into buildings should be clearly identifiable and face the waterfront.
- Verandas and canopies are encouraged to provide shelter and legibility. They should take cues from the local maritime/industrial character.
- First floor balconies are encouraged to help promote passive surveillance and provide visual interest and facade modulation.
- Changes in floor levels should be taken into account to provide universal access and integration between public space and buildings.



Activity spilling out from buildings onto the promenade



Activity spilling out from buildings onto the promenade

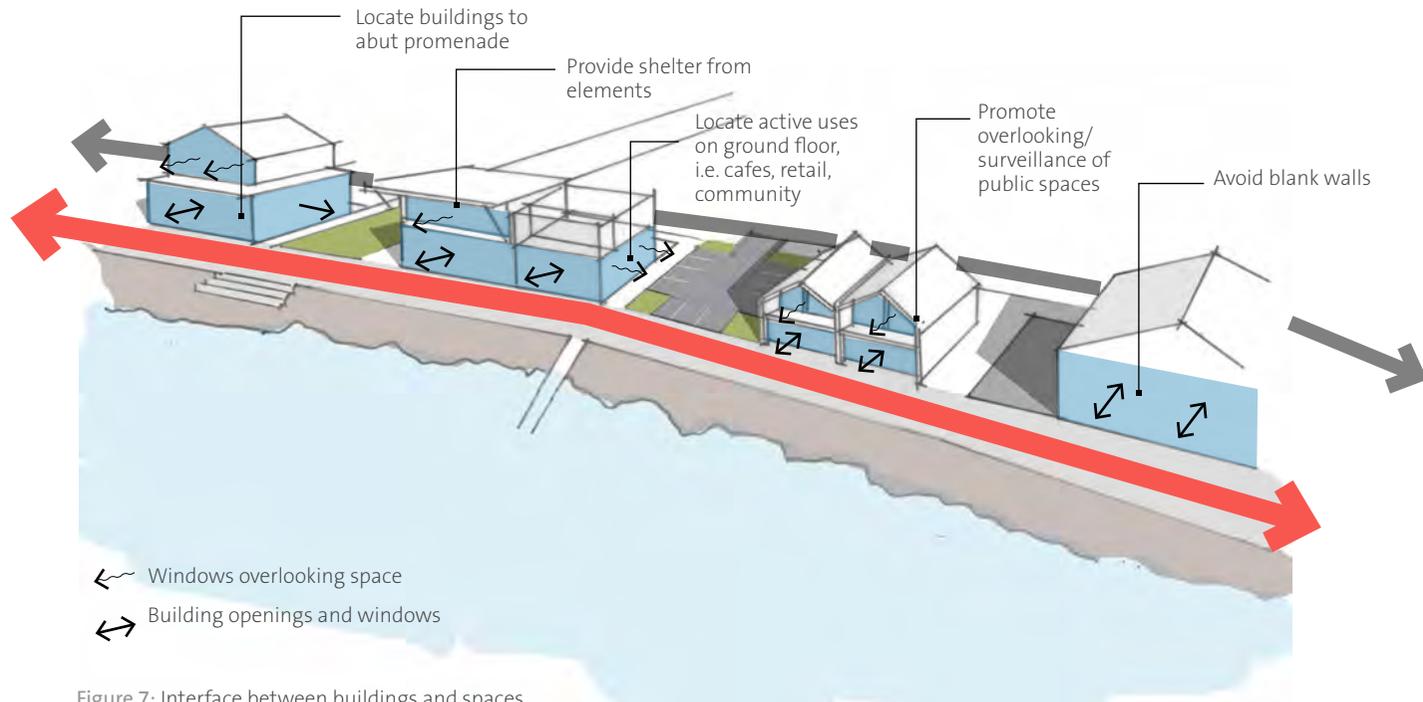
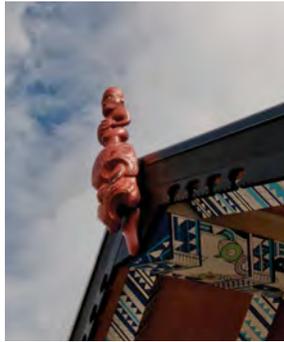


Figure 7: Interface between buildings and spaces



Existing building conversion



Rapaki marae



Scale of existing buildings



Maritime forms

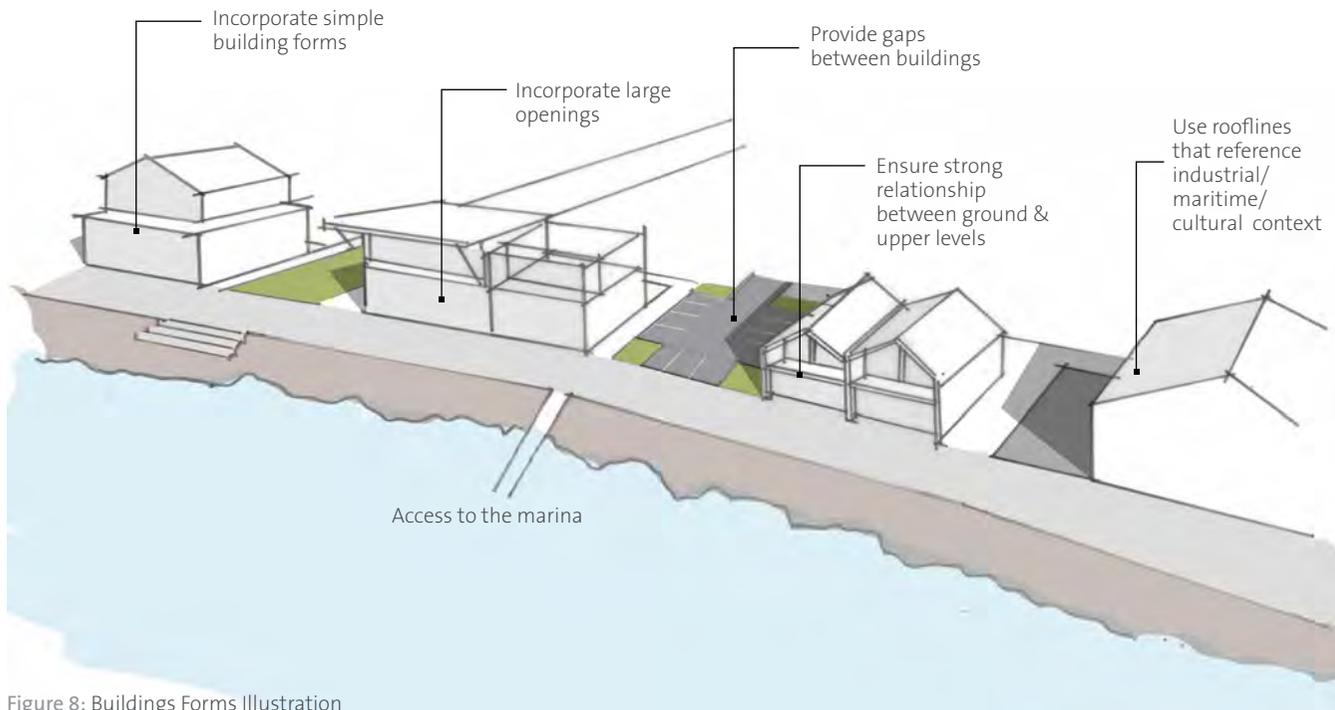


Figure 8: Buildings Forms Illustration

RESPOND TO LOCAL BUILDING FORMS AND SCALE

BUILDING FORM

The form of new buildings should draw from the local design cues highlighted on Page 13 of the Guide in a contemporary manner.

PRINCIPLES

- Incorporate simple, rectilinear building forms with a strong sense of functionality and which are enhanced through rooflines, openings, articulation and use of colour and materials.
- Ensure that a building form displays a strong relationship between the ground and upper levels with clear vertical lines.
- Incorporate multi-paned windows.
- Incorporate large openings.
- Utilise existing buildings where possible.
- Allow separation between buildings for views and to create a more informal layout.

SCALE AND PROPORTION OF BUILDINGS

Buildings within the Port and Lyttelton town centre are typically one and two storeys and the Outline Development Plan for Dampier Bay sets out a range of height limits up to 3 storeys (refer to Figure 9). In addition, buildings locally are relatively informal and fine grained (i.e. narrower buildings).

22 PRINCIPLES

- Incorporate buildings up to 3-storeys in height.
- Prominent landmark buildings could be developed to a greater height with the proviso that they do not block views, contribute to the legibility of Dampier Bay and have a civic presence.
- Incorporate façade treatments that reflect finer grain patterns.
- Longer facades should be broken up into smaller parts by use of vertical lines so that they read as a series of smaller buildings.



Figure 9: Lyttelton Port Recovery Plan- Urban Design Assessment, Figure 20: Proposed Height Limits

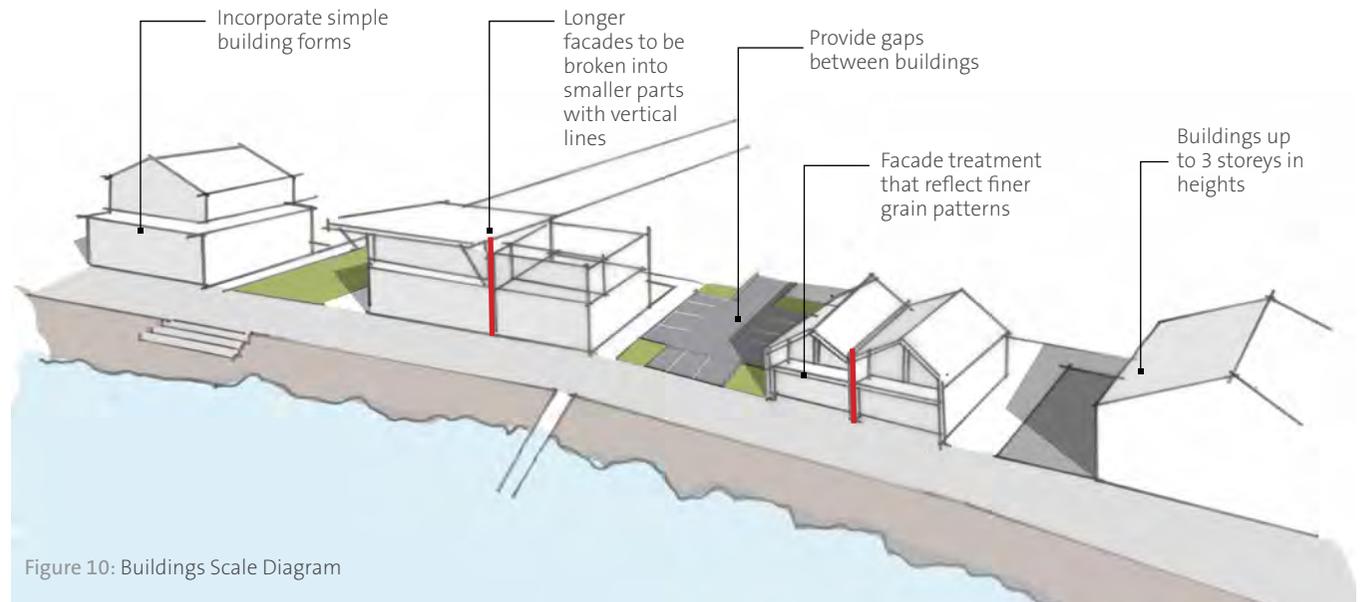


Figure 10: Buildings Scale Diagram



Saw tooth roofline detail



Cantilevered roof



Gable roof form



Curved roofline



Potential reuse of the existing 'Pacifica' Building, which includes a saw-tooth roof line



Example of the Whare Waka (Wellington)

ROOFLINES

Buildings within the context generally have gable roofs, although there are also examples of lean-to roofs, clerestory ('saw-tooth') and flat roofs. Roofscapes will help to unify the buildings within Dampier Bay and provide variety and interest. The material and colour palette of roofscapes is covered on Page 24.

PRINCIPLES

- Use roof shapes that reference the maritime/ industrial context, in particular gable, saw-tooth, boat shed roofs and curved roofs, or with cultural reference, e.g. waka.
- Modulation and variation within the roof form of a building is encouraged to reduce the scale and mass of a building breaking it down into smaller elements.
- Introduce windows into the roof to add variety.
- Consider the roof form alongside neighbouring buildings.

USE LOCAL MATERIALS AND COLOURS

Existing building materials within the Port (and the town centre) help to inform the selection of appropriate new materials that are consistent with the character of the area. New buildings should continue character elements of existing buildings by utilising or reinterpreting with similar materials.

Industrial maritime buildings and structures are a dominant feature of the Port with the characteristic use of raw and painted steel, corrugated iron, and painted timber. These buildings are utilitarian in appearance with strong sense of functionality in the design of simple, robust and purposeful forms. Overtime these buildings and their materials have weathered with rust, corrosion and discolouration adding to a characterful patina of maritime use. Design inspiration can be drawn from these buildings and their materiality and reinterpreted as contemporary purpose built structures which complement the setting.

Maritime colour schemes reflect hues of the ocean and atmosphere with soft tonal variations on blues, greys, whites, and turquoise greens. These colours are often contrasted with accent colours of reds, yellows, and bright blues associated with flags, industrial signage and colours of ship hulls. This creates a vibrant and sympathetic palette of colour that is consistent with other existing colour in the port area. Other colour references include dark matt tones of industrial structures dirtied with time and use, and the natural colours of rock, clay, and vegetation along the backdrop of coastal bluffs.

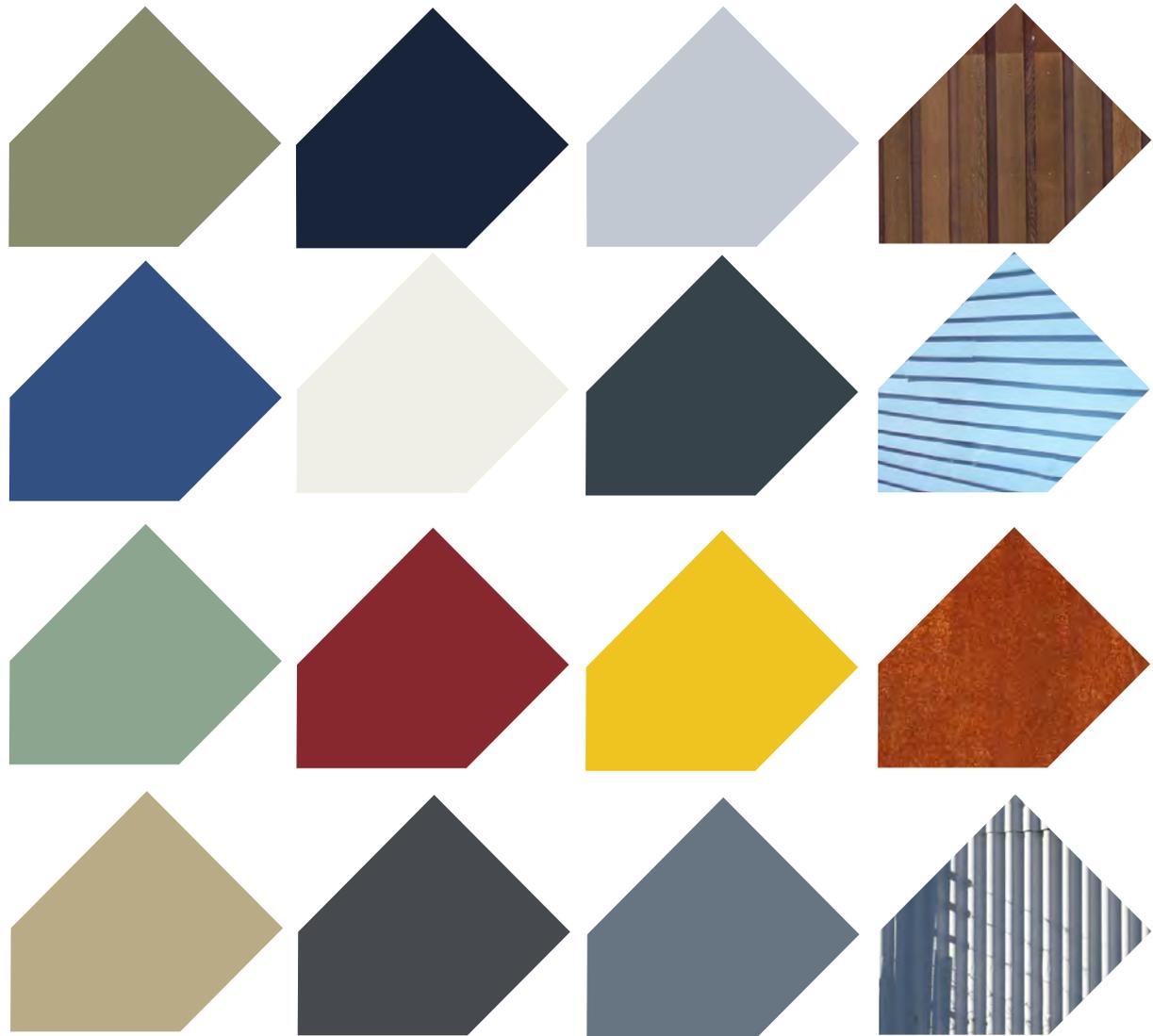


Figure 11: Indicative material and colour palette

PUBLIC SPACES

Wāhi Pāpori



PROVIDE A RANGE OF QUALITY PUBLIC SPACES

Dampier Bay will include a range of public spaces, including the promenade, internal street, viewshaft areas and amenity spaces. These will provide for unrestricted access for all and allow for a range of activities to take place at Dampier Bay, including transitional uses. Continuity between the spaces will be important, and distinctive features within each space will provide variety and interest. The spaces will provide opportunities to tell a range of local stories and embrace manawhenua values.

PRINCIPLES

- Incorporate manawhenua values into the design of the spaces.
- Develop the promenade as a unifying and continuous path along the water's edge (see further details in Pages 28-29).
- Provide seating, space to relax and toilet facilities in the vicinity of the ferry terminal/transport interchange.
- Consider the provision of active play/ recreation.
- Incorporate recycled and local materials.
- Adopt a coastal planting palette (see Figure 14).
- Provide historical story-telling.

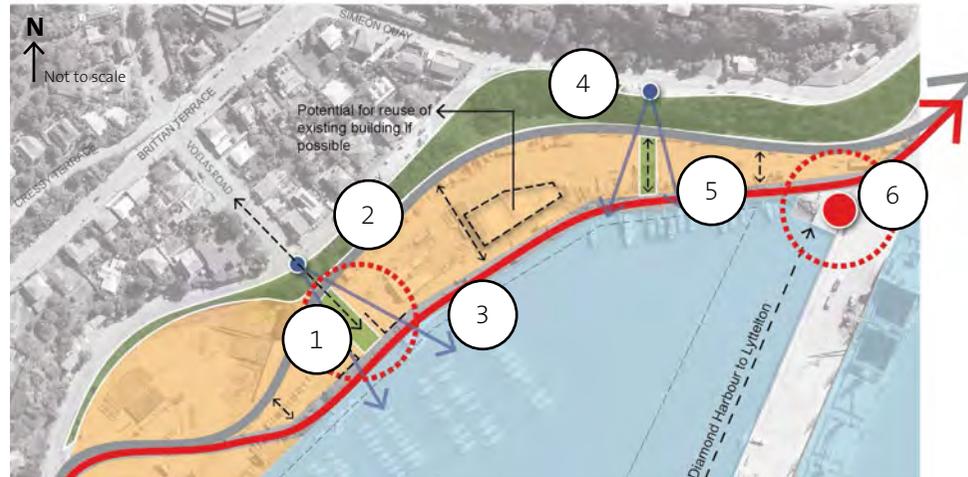


Figure 12: Indicative Layout Plan



Native planting area



Internal street



Public green space and play area

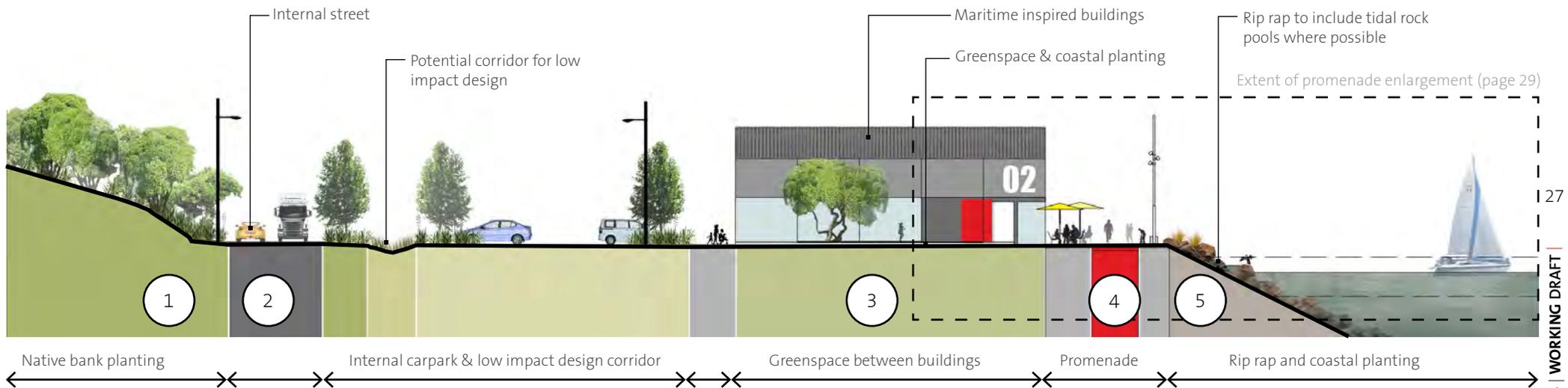


Figure 13: Indicative site cross section



Planted pocket park



Pedestrian and cycle promenade



Waters edge activity

PUBLIC PROMENADE

PRINCIPLES

- Provide a continuous unifying promenade along the water's edge.
- Ensure sufficient width to provide for public access for pedestrians and cyclists (3 metres minimum).
- Provide a wider corridor for a range of activities. These are to include seating for adjoining cafés/bars to be able to spill out without inhibiting movement, lighting and street furniture (minimum 8 metres).
- Ensure sufficient sunlight access.



Space for seating and walking



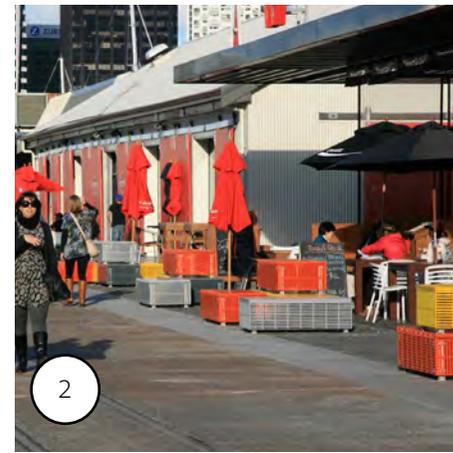
Space for play and cycle access



1
Active frontages



1
Active frontages



2
Corridor for activity to 'spill out' adjacent to promenade



3
Promenade to provide cycle and pedestrian access

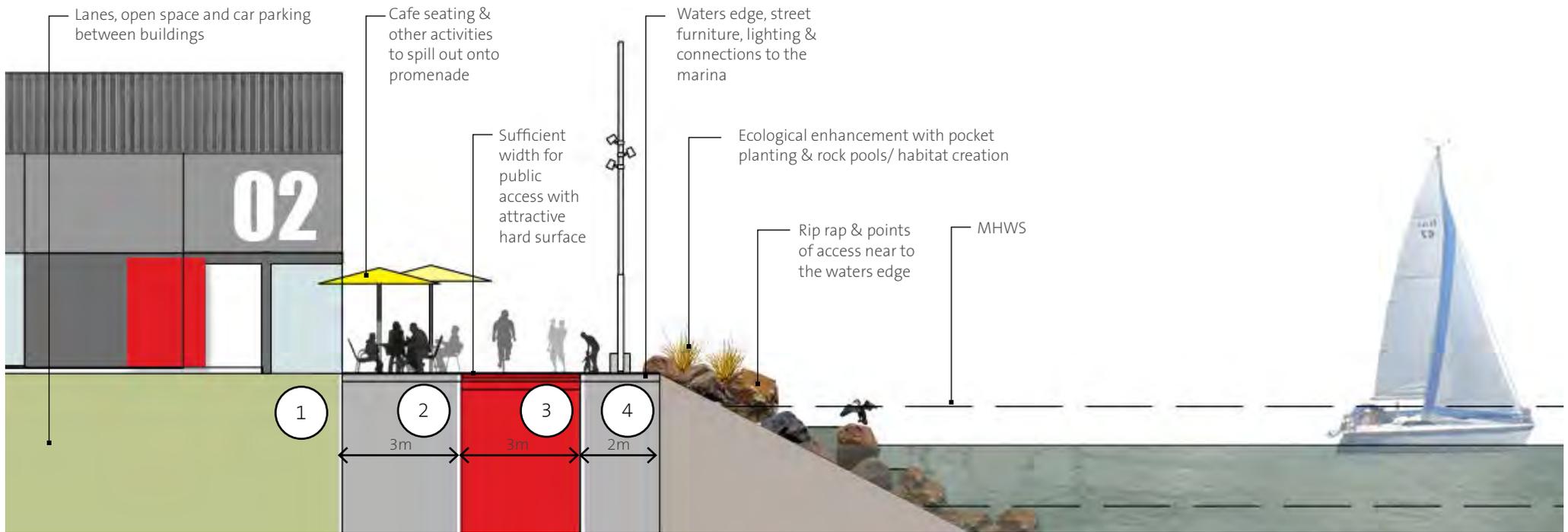
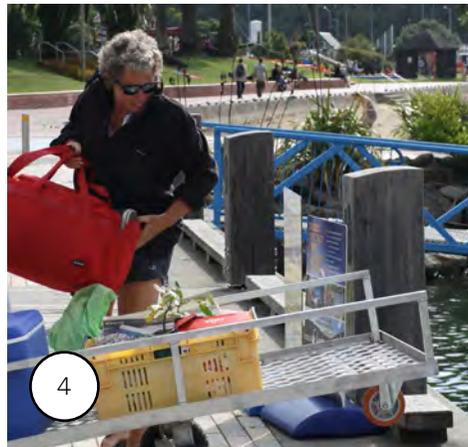


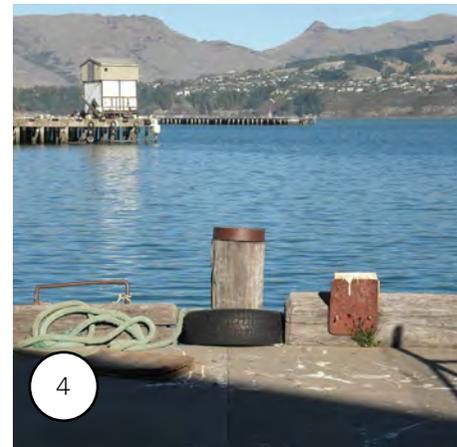
Figure 14: Promenade cross section



Waters edge activity



Room for servicing of the marina



Appropriate design to waters edge using local materials and references



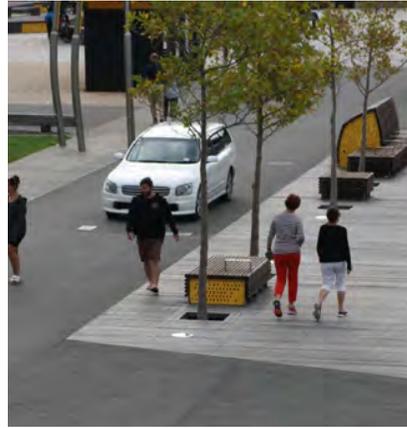
Connection to the marina

CREATE AN INTERNAL STREET WITH A LOCAL FEEL

The vision for the internal street is a narrow slow street which has a local/Port 'look and feel' and is pedestrian-friendly.

PRINCIPLES

- Consider the reuse of the existing railway lines within the design of the internal street.
- Incorporate local materials.
- Design the street as a slow speed environment with threshold crossings and planting.
- Incorporate water sensitive design where possible and coastal planting (see Figures 13 and 14).



A creative approach incorporating streetscape elements with an industrial/maritime feel

Bank planting



Myoporum laetum
Ngaio



Dodonaea viscosa
Akeake



*Coprosma species**
Coprosma
Mikimiki



*Poa cita**
Silver tussock
Patiti



Phormium species
Harakeke

Street tree & swale planting



Myoporum laetum
Ngaio



Corynocarpus laevigatus
Karaka



Sophora microphylla
Kowhai



Cordyline australis
Ti kouka



*Apodasmia similis**
Jointed wire rush
Oioi

Green space between buildings



Myoporum laetum
Ngaio



Pseudopanax crassifolius
Horoeke



Veronica strictissima
Banks Peninsula Hebe
Kokomuka



Muehlenbeckia axillaris
Pohuehue

* Images sourced from <http://www.nzpcn.org.nz/>

Planting along promenade & between rip rap



Cordyline australis
Cabbage tree
Ti kouka



Rhopalostylis sapida
Nikau palm



*Euphorbia glauca**
Shore spurge
Waiuatua



*Disphyma australe**
Native ice plant,
Horokaka

INCORPORATE COASTAL PLANTING

Given the landscape context of Dampier Bay in the Whakarapu/Lyttelton Harbour, a landscape strategy should enhance the existing sense of place by interpreting the natural history of the site and defining planting in the public realm into identifiable areas.

The approach in Figure 15 outlines a planting palette that extends from the bank of the site aligning with Simeon Quay through to the rip rap. This includes coastal and forest species through to coastal species and salt/spray tolerant species.

The plant selection is based on local hardiness, native plants that occur in and around Lyttelton currently and species that are appropriate for the marine environment and public space. As planting location lowers in elevation, salt spray tolerant species increase in dominance.

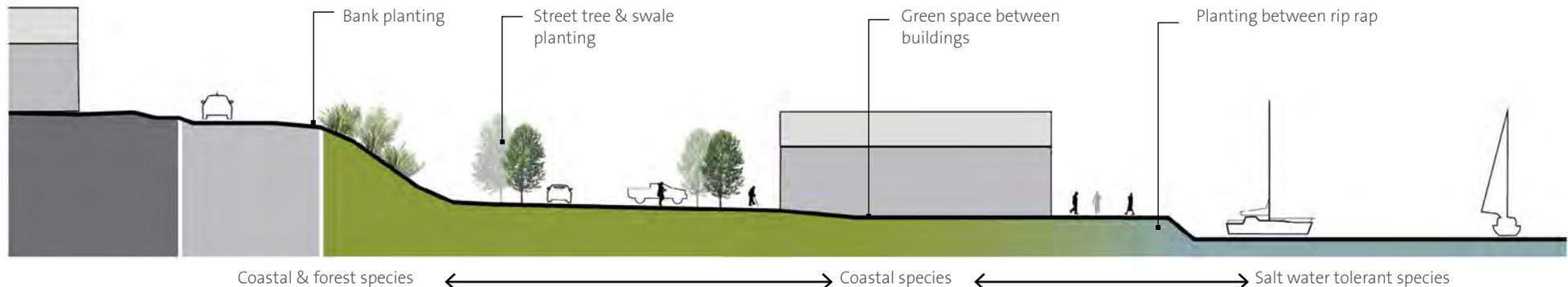


Figure 15: Planting cross section

USE LOCAL MATERIALS

Landscape materials have an impact on the overall character of an area and the wider context. New landscape materials should continue character elements of existing landscapes by utilising or reinterpreting similar materials. There are opportunities to reuse unit pavers, wharf timbers and other maritime industrial features in the new landscape of the site.

Industrial/maritime structures are a dominant features of the Port with the characteristic use of raw and painted steel, corrugated iron, and painted timber. These characteristics appear utilitarian with a sense of functionality and simple, robust and purposeful forms. Overtime these materials have weather with rust, corrosion and discolouration adding to a characterful patina of maritime use.



Port paving



Corten steel



Rip rap



Local aggregate



Railing



Local stone



Appropriate features



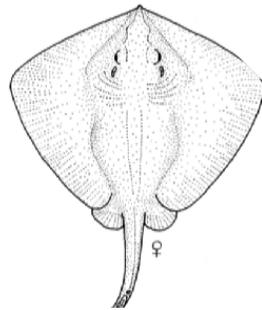
Maritime elements



Native vegetation



Cultural references



Fish references



Reuse of wharf timber



Signage referencing a port 'feel'



Recycled local materials



Creative & relevant use of materials and references



Local art



Maritime / industrial features



Relevant public art

CREATE LOCALLY DISTINCTIVE STREETSCAPE ELEMENTS

Streetscape elements include street furniture, public art, lighting and signage. Utilising local and recycling materials and a creative approach will help to create a distinctive and cohesive public realm within Dampier Bay.

PRINCIPLES

- Incorporate maritime/industrial characteristics into streetscape elements.
- Use local and recycled materials to achieve a locally distinctive 'look and feel'.
- Locate public art in key spaces.
- Incorporate cultural interpretation throughout Dampier Bay to provide information on the area's history and to explain the operation and development of the Port.
- Provide directional signage in key locations that takes into account the recommended colour palette and graphics to reinforce the utilitarian (industrial) vocabulary of the site.
- Commercial/corporate signage to be integrated into building design and draw on the industrial character (large numbers and letters).

