



8. SYDENHAM AND LYTTELTON MASTER PLANS

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PURPOSE OF REPORT

1. Adoption of the Suburban Centre Master Plans for Sydenham and Lyttelton.

EXECUTIVE SUMMARY

2. In June 2011 the Council approved the Suburban Centres Programme to address the extensive damage caused to commercial centres outside the central city by the Canterbury earthquakes. Due to the scale of damage and the previous work undertaken in Sydenham and Lyttelton, these two centres were identified for master plans to assist their rebuild and recovery, and were the first master plan projects to progress.
3. In order to promote community participation in the development of the plans, a variety of engagement and consultation exercises took place for each centre throughout 2011. These included stakeholder and community workshops and public meetings. The Council approved draft master plans in October 2011, and these were published for formal public consultation in November and December. Analysis of the submissions received was reported to the respective Community Boards and then to the Council on 3 May 2012, at which time it was resolved not to hear submissions and to endorse suggested Community Board and staff suggestions as to how the plans should be amended to take account of the comments received. It is of note that in May 2012 the New Zealand Planning Institute awarded these projects a Best Practice Award for Consultation and Participation.
4. Staff have now made amendments to the draft master plans in accordance with the direction agreed by the Council. Schedules of the changes are set out in **Attachment 1** for Sydenham and **Attachment 2** for Lyttelton. In order to finalise these master plans, and to enable implementation of the identified actions to progress, they are now presented to the Council for adoption. Complete versions of the master plans are set out in **Attachment 3** for Sydenham, and **Attachment 4** for Lyttelton. These documents still require redesigning (formatting and typographical adjustments) for publication. This will be done once the content has been approved.

FINANCIAL IMPLICATIONS

5. Preparation of the master plans within the Strategy and Planning Group's budget was confirmed through the 2011/12 Annual Plan process. Funding for implementation of the master plans will be considered through the 2012/13 Annual Plan process and Long Term Plan review.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes, funding for preparation of the master plans has been provided within the Strategy and Planning Group's 2011/12 budget.

LEGAL CONSIDERATIONS

7. There are no immediate legal considerations. Staff have met with officials from CERA and will continue to do so to ensure that the work is consistent with, and will inform, the development of the Recovery Strategy.

Have you considered the legal implications of the issue under consideration?

8. Yes, as above.

8 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes, completion of the master plans is provided for within Activity Management Plan *1.0 City and Community Long-Term Policy and Planning* updated as at 1 July 2011.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

9. Yes, these master plans assist in delivery of the LTP level of service: "The recovery of suburban centres is supported by urban design and planning initiatives."

ALIGNMENT WITH STRATEGIES

10. The master plans are consistent with relevant strategies, including the Urban Development Strategy. The Recovery Strategy for Greater Christchurch was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The Recovery Strategy's goals and priorities include reference to suburban centres. The Canterbury Earthquake Recovery Act (the Act) requires that certain plans and documents should not be inconsistent with a Recovery Strategy. Whilst the Act does not specifically refer to suburban centre master plans, the Sydenham and Lyttelton master plans are consistent with the Recovery Strategy. Staff have met with officials from the Canterbury Earthquake Recovery Authority (CERA) and will continue to do so to ensure that the work on the Master Plans is informed by and consistent with the Recovery Strategy.

Do the recommendations align with the Council's strategies?

11. Yes.

CONSULTATION FULFILMENT

12. These master plans have been subject to significant levels of public consultation and community engagement. There have been three main phases: Project Foundation, involving stakeholder and community workshops (May/June 2011); Options Development, presenting provisional ideas and options to the community for informal submissions (July/August 2011); Draft Master Plans, formal submissions (November/December 2011) and reports to Community Board and the Council on findings (April/May 2012). The Community Boards have been briefed on the final versions of these plans.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopt the Sydenham Master Plan
- (b) Adopt the Lyttelton Master Plan.

Attachment 1

Schedule of amendments to the Sydenham Master Plan

Cover Page – updated

Mayors Foreword – updated, Community Board chairs foreword included

Contents – updated

Executive Summary – new executive summary including the updated elements that make up the vision for Sydenham.

Why this suburban centre – update wording and map to reflect the current situation with regards to the Suburban Centres Programme and how it is impacted upon by other recovery plans and programmes.

Sydenham's place in the context of Christchurch – updated wording to address submission comments on the scope of the master plan area.

Sydenham's history to the present – amended wording to include the pre European history of the area.

Sydenham's earthquake damage – update map and wording to reflect the current level of demolitions in the centre. Deleted wording on the background information on public and private sector challenges facing the rebuild in Sydenham.

Policy and Decision Making Framework – amended wording and flow chart to show the progress in the Suburban Centres Programme, the creation of other recovery plans and organisations and the interrelationship between them.

The Master Plan development process – updated to reflect the stage the plan has now reached.

Outcomes of Community Engagement – Updated community feedback to include the submissions made to the draft plan in Nov/Dec 2011.

The Visions for Sydenham's centre – updated to reflect changes to actions arising from submissions.

Sydenham's Master Plan Goals. – Unchanged

Sydenham Master Plan Actions – How to read this section – updated and amended to show the change in layout of the actions with details of each action included in the same section rather than retain appendices.

Economy and Business

E1 – Amended title – removed “Love” from the “Love Sydenham marketing and attraction campaign” and updated action to reflect the work undertaken so far by Sydenham Quarter Inc

E2 Updated wording to reflect Sydenham Quarter Inc proposals

- E3 Updated action to include case study report to be used elsewhere in the city
- E4 Updated to include the need for timeframes to be part of Submissions of interest
- E5 –Updated to reflect the recent changes to the railway site and its use for concrete crushing and possible future uses
- E6 Additional action – funding options and non financial support

Movement

- M1 Amended to show more emphasis for cycling and walking. Although included in action some thought it was not clear
- M2 Updated to include the need to ensure pedestrian and cyclist safety clearly part of this, even though this was included originally needed to make clearer, and include changes to ensure all necessary partner agencies will be included

- M3 Minor changes to ensure all necessary partner agencies will be included
- M4 Amended to clearly show how this action relates to the other movement actions, ensure all necessary partner agencies will be included.
- M5 Amended with new graphic to show the possible street outcome from the movement actions when combined with the public realm improvements, clearer indication that this is one possible option not the final scheme. Changes to ensure all necessary partner agencies will be included, Graphics of Colombo Street analysis removed. Amended cross section to show that cyclists would share the road corridor in the situation of a slow environment but that no final decision on cycle lanes has been decided.

Natural Environment

- N1 Amended to ensure that close consultation with property owners is essential. Graphic of open space analysis removed. Amended to strengthen the consultation with property owners to achieve this outcome and include specific reference to tangata whenua values in the design of spaces, guardianship and water quality. Removed graphic of the green space analysis.
- N2 Strengthened the connection between tangata whenua values with regards to the provision of street trees and guardianship with regards to the retention of protected and notable trees. Included the provision of amenity lighting in addition to street lighting. Included examples of street and tree lighting
- N3 Included the tangata whenua values of improved natural environment of the park by addressing the flooding issues by using innovative design and natural solutions. Reduced number of graphics of the investigations into the Bucham Park remodel.
- N4 Amended to show works to start on this action in the short rather than medium term.
- N5 Updated to show the excellent works undertaken within the area by voluntary organisations and that connections could be made with Te Ngāi Tūāhuriri Rūnanga to include tangata whenua stories and values also in these temporary works.
- N6 Amended to include the consideration of temporary gateways for the interim period and remove the prescriptive locations of the proposed gateways and include the need for gateways from the east and west. Include the consideration of tangata whenua stories and values in the creation of these gateways where appropriate and include the opportunity to make reference to the view shafts of the Port Hills.

Community and well being

- C1 Amended to strengthen the working relationship for this action between CCC, The Adult Reading Assistance Reading Scheme, Sydenham Quarter Inc and Te Ngāi Tūāhuriri Rūnanga to

provide educations and training for the Sydenham Area. Removed the emphasis on the Council to be providing these services given the update to the position that all Council Facilities are currently under review as part of the facilities Rebuild Plan.

C2 Small amendment to note change in name of the Sydenham Business association to Sydenham Quarter Inc

C3 Amended to note that the provision of community facilities by CCC will be determined by the Facilities Rebuild Plan. Amended to show that Te Ngāi Tūāhuriri Rūnanga have expressed an interest in working collaboratively on this project.

C4 Amended to include Te Ngāi Tūāhuriri Rūnanga, Sydenham Quarter Inc and the Red Cross as partners in this action.

C5 Amended to specifically include a reference to tangata whenua stories and values to ensure they are reflected in the interpretive material and incorporated into the design of public spaces where appropriate.

Built environment

B1 Amended to remove the graphics relating to the pedestrian walking analysis. Noted the possible implications for conflict between residential in close proximity to industrial uses.

B2 Plan amended where building owners have clearly stated that building setbacks are not an option as some already have development plans that utilise the whole of the front of the site. Additional option of flexible openings in shopfronts to allow for better interaction without the need to setback the building and lose floor space.

B3 Wording amended to update plan for proposed City Plan changes. Graphics for the development viability testing removed.

B4 Te Ngāi Tūāhuriri Rūnanga included as a partner. Strengthened the need for green building technologies and reflecting the history of Sydenham in the preparation of the design guidance. Added monitoring elements to assess the success of the guidance.

Implementation Plan – amended and updated to reflect the changes to the partners, timeframes funding, and changes and additions to actions.

The process from here – updated to reflect the progress made and the next implementation steps.

Attachment 2**Schedule of amendments to the Lyttelton Master Plan**

Cover Page – updated

Mayors Foreword – updated, Community Board chairs foreword included

Contents – updated

Executive Summary – new executive summary including the updated elements that make up the vision for Lyttelton.

Why this suburban centre –update wording and map to reflect the current situation with regards to the Suburban Centres Programme and how it is impacted upon by other recovery plans and programmes.

Lyttelton’s history to the present – amended wording to include the pre European history of the area.

Lyttelton’s earthquake damage – update map and wording to reflect the current level of demolitions in the centre.

Policy and Decision Making Framework – amended wording and flow chart to show the progress in the Suburban Centres Programme, the creation of other recovery plans and organisations and the interrelationship between them.

The Master Plan development process – updated to reflect the stage the plan has now reached.

Outcomes of Community Engagement – Updated community feedback to include details of response to the submissions made to the draft plan in Nov/Dec 2011.

The Visions for Lyttelton’s town centre – updated to reflect changes to actions arising from submissions.

Lyttelton’s Master Plan Goals. – Updated to include more specific reference to tangata whenua.

ACTION	DRAFT LYTTELTON MASTER PLAN November 2011 following submissions in July 2011	LYTTELTON MASTER PLAN June 2012 following submissions in November/December 2011
ECONOMY AND BUSINESS		
(E1)	Funding provision for a Lyttelton marketing and attraction campaign — emphasis switched to funding.	Support for a Lyttelton marketing and attraction campaign — amended to acknowledge support wider than just funding and to add Lyttelton Harbour Business Association as joint lead.
((E2)	London Street Wifi — unchanged.	London Street Wifi — unchanged but existing progress towards implementation by Lyttelton Harbour Information Centre

		acknowledged.
(E3)	Appoint a Lyttelton case manager — desire for a local person in the role recognised.	Appoint a Lyttelton case manager - amended to reflect that the incumbent also needs some understanding of the operations and relationship between the Council and other Government and non-Government agencies between which he/she is expected to liaise, in addition to being a local appointment in terms of their knowledge and location.
(E4)	Support for a creative hub of affordable workspace — included all business start-ups, not just creative ones.	Investigation for and use of Council property to accommodate business activities — amended to refocus on temporary and permanent use of Council property to better meet community's business needs.
(E5)	Funding options and temporary support — turned from information only into an action to ensure implementation.	Funding options and temporary support - unchanged.
MOVEMENT		
(M1)	Movement and the waterfront — changed to more appropriate smaller-scale amenity improvements in recognition of carriageway width limitations.	Norwich Quay amenity improvements — focus on Norwich Quay amenity improvements in the short term clarified by relocating reference to identification of a long term strategy for Port and waterfront access to Action (M2).
(M2)	Move Port access off Norwich Quay (Heads of Agreement) - recognised community desire to progress alternative Port access and public access to waterfront issues as soon as possible.	Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues—amended as per Council resolution and to include location of the Diamond Harbour Ferry Terminal for consideration through the Heads of Agreement.
(M3)	Pedestrian linkages — recognised desire and potential for pedestrian linkages is not limited to north-south London Street to Norwich Quay, but also east-west Oxford Street to Canterbury Street.	Pedestrian linkages — unchanged.
(M4)	London Street public realm enhancements and public event opportunities —refocused on pedestrians and public event opportunities, with parking shifted to (M5) Parking investigations.	London Street public realm enhancements and public event opportunities — amended to clarify inclusion of investigations as to whether London Street could accommodate the Lyttelton Farmers' Market and it being a vehicle for the local landscape and heritage interpretation.
(M5)	Parking investigations — recognised further investigations into car park	Parking investigations — amended to include: a review of the adequacy of existing

	availability and management are necessary, of which provision of a public car park building is only one option to resolve any car parking undersupply if necessary.	public transport, active travel facilities and parking enforcement; clarification that this action will inform the amendments to the District Plan anticipated by Action (B1); investigation into how the preferred site for any necessary parking building could be secured in the meantime; and that this action be expedited by including and building on relevant existing studies.
(M6)	Access to and from Lyttelton — recognised limited access in and out of Lyttelton needs to be addressed, particularly as a result of indefinite closure of Evans Pass.	Access to and from Lyttelton—unchanged.
NATURAL ENVIRONMENT		
(N1)	A new civic square — recognised a suitable site had yet to be identified and if the former Ground site, it will be better if the civic square is extended over the entire site to the London Street frontage.	A new civic square — amended to indicate that 44 London Street in its entirety is the preferred site.
(N2)	Pool garden off-season access — unchanged.	Pool garden off-season access — unchanged.
(N3)	Rooftop park between, or on a combined, Lyttelton Library and Service Centre - recognised combined library/service centre in the event the latter is not replaced.	Rooftop park between, or on a combined, Lyttelton Library and Service Centre — timeframe now medium term to provide time for decision-making around the future of the Lyttelton Service Centre and re-evaluation of need for the rooftop park once higher priority open space Actions (N1) and (N2) have been implemented.
(N4)	Head to Head Walkway — explanatory words in description of the project removed from its title.	Head to Head Walkway—unchanged.
(N5)	Temporary landscapes — unchanged.	Temporary landscapes — unchanged.
(N6)	Local landscape and heritage interpretation - extended to include heritage.	Local landscape and heritage interpretation — unchanged.
(N7)	Interpretation of Tangata Whenua values — focus broadened from just Ohinehou heritage trade trail.	Relocated to (C10) and (N7) deleted.
COMMUNITY WELL-BEING, CULTURE AND HERITAGE		
(C1)	Improved utilisation of the Lyttelton Recreation Centre — improved utilisation being inherent clarified.	Improved utilisation of the Lyttelton Recreation Centre — amended to reflect its closure in December 2011 and the opportunities its repair or rebuild provides to achieve this action.
(C2)	Alternative use of a Council property on Canterbury St — refocused from	Investigation for and use of Council property to accommodate community and

ATTACHMENT 2 TO CLAUSE 8 COUNCIL 21.6.2012

	accommodation of Plunket/Toy Library, other than on a temporary basis.	cultural activities — amended to refocus on temporary and permanent use of Council property to better meet community and cultural needs.
(C3)	Combined Lyttelton Library and Service Centre redevelopment — recognised combined library/service centre in the event the latter is not replaced.	Combined Lyttelton Library and Service Centre redevelopment — unchanged.
(C4)	New public amenities in the town centre — added to address the need for these. Subsequent actions renumbered accordingly.	New public amenities in the town centre — unchanged.
(C5)	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement — added in recognition that a suitable has yet to be identified. Options include the existing site if its problems are able to be addressed. Subsequent actions renumbered accordingly.	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement — unchanged.
(C6)	Naval Point redevelopment — renumbered from (C4) to (C6).	Naval Point amenity improvements and redevelopment — amended to emphasise the short and long term aspects.
(C7)	Donald Street arts precinct and art in the street — broadened to include public art and renumbered from (C5) to (C7).	Art in public places — amended to refocus on and provide for art in public places throughout Lyttelton, not just on streets and in any arts precinct.
(C8)	Performance/film venue — renumbered from (C6) to (C8).	Performance/film venue — refocused on support for reopening of The Loons in the short term and establishment of a new multi-use 'black box' theatre (with a capacity of around 300 persons) in the long term.
(C9)	Emergency preparedness — added to address concerns about preparedness for future emergencies.	Emergency preparedness—unchanged.
(C10)	-	Tangata Whenua's relationships, values and aspirations — relocated from Natural environment theme and focus expanded to provide for its application and implementation across all themes and actions as appropriate.
BUILT ENVIRONMENT		
(B1)	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments — unchanged.	Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan — amended to include some other possible amendments for consideration.

(B2)	Design and character guidance — unchanged.	Design and character guidance —amended to clarify that this action is about determining how the design guidelines need to be updated and including provision in them for sustainable buildings and low impact urban design; tangata whenua cultural references and considerations within the urban landscape; and application to public realm street treatment.
(B3)	Inclusion of local involvement in the existing Urban Design Panel — recognised desire for local input and benefits of aligning with existing Christchurch Urban Design Panel.	Local input into design and appearance — amended to accommodate whatever is determined to be the best means of providing for local input as per Council resolution.
(B4)	Identify and assist retention of remaining built heritage — added to address community concerns about heritage retention.	Identify and assist retention of remaining built heritage — amended to include unlisted heritage and character buildings and ensure accuracy.

Implementation Plan – amended and updated to reflect the changes to the partners, timeframes funding, and changes and additions to actions.

The process from here – updated to reflect the progress made and the next implementation steps.

Suburban Centres Programme
Sydenham Master Plan
June 2012

A plan for rebuilding and regeneration



Mayor's foreword



“Sydenham Town will emerge as a unique gateway to a rebuilt Central City; a thriving retail and business area that supports a diverse and lively local community.”

Over the past year Sydenham has endured immense challenges with the loss of much of its built heritage and the ongoing disruption to its retail and business life. Local people could be forgiven for having their spirit and energy dampened.

Well attended community meetings to discuss a master planning process for Sydenham's commercial centre have been testament to the remarkable strength of the community. People came brimming with ideas, a belief in their centre and a gritty determination to see their community rise again. The community were also forthcoming with their views on the draft Master Plan when it was out for public comment.

Christchurch City Council has worked closely with the Sydenham community to bring their vision, ideas and aspirations together into this Master Plan to support the regeneration and rebuilding of their suburban centre. Together we want to see business, employment and housing opportunities; and to build investor and community confidence in this historic and unique suburb.

Sydenham's Master Plan is an exciting step toward building a new heart for Sydenham's suburban centre, with a future of which we can be proud.

Bob Parker
Mayor of Christchurch

Spreydon-Heathcote Community Board foreword



Sydenham emerged as one of Christchurch's important early suburban centres – the people who made their home here close to their places of work, gave it a distinct character and feel. That special character is still evident in Sydenham despite the devastating earthquakes that affected its businesses and built heritage.

Local people are very proud of Sydenham's rich social history and strong sense of community. They are now proudly rebuilding their community. Signs of recovery and activity can be seen along Colombo Street in the pop-up cafes and art installations, business who lost their premises are returning and exciting new shops are opening.

Business and property owners and local residents have contributed ideas, energy and imagination to this Sydenham Master Plan – working with Christchurch City Council to develop a framework for the recovery and rebuild of Sydenham's suburban centre. The Master Plan will help guide decisions about future planning for Sydenham's suburban centre, an important step toward building investor and community confidence and ensuring that Sydenham will continue to grow and prosper.

We, the Spreydon/Heathcote Community Board, share the community's excitement and pride in Sydenham's future and believe the Sydenham Master Plan sets a clear direction for the continued recovery and rebuild of this important, historic suburban centre.

Phil Clearwater Spreydon-Heathcote Community Board Chair



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Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any project detailed in this document. The Council's spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All Decisions as to whether or not a Council-funded project will commence will remain with the Council.

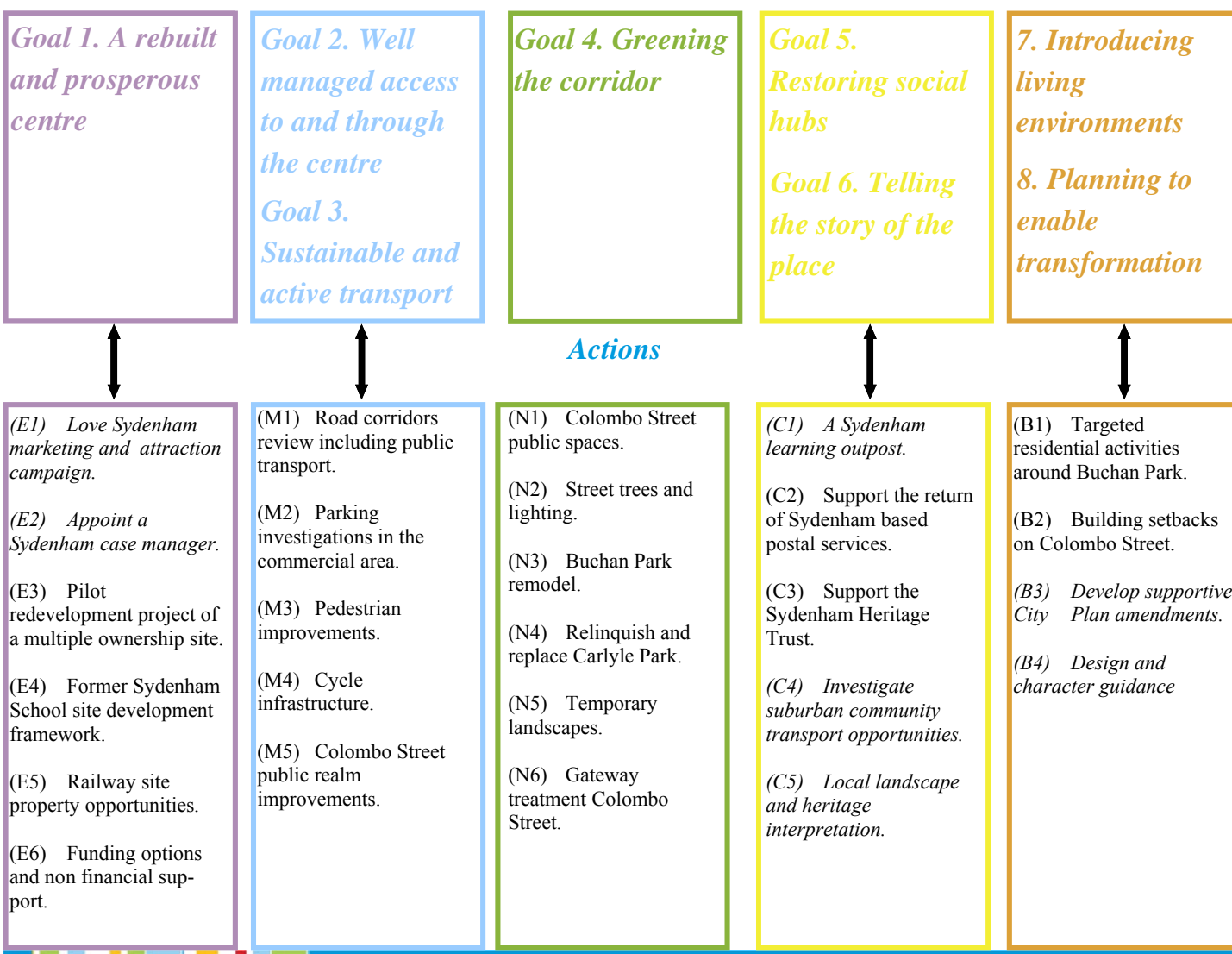
The Council acknowledges input into the Sydenham Master Plan by Councillors, Spreydon/Heathcote Community Board members, Council staff and consultants. Development of the Sydenham Master Plan would also not have been possible without the involvement and contribution from the Sydenham community, Iwi and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

Executive Summary

An ambitious vision for Sydenham's centre

Sydenham will retain and strengthen its unique identity as a place of industry, action, and innovation that lives up to the old Sydenham Borough motto of “Deeds not Words”. It will continue to be a thriving centre for niche and start up businesses that will serve and support the local industrial area, businesses and a larger residential component. It will be an easily accessible centre offering attractive places for businesses, retailers, residents and the community that seek a different experience to that of the Central City and other suburban locations.

Goals



Themes relating to the vision for Sydenham centre

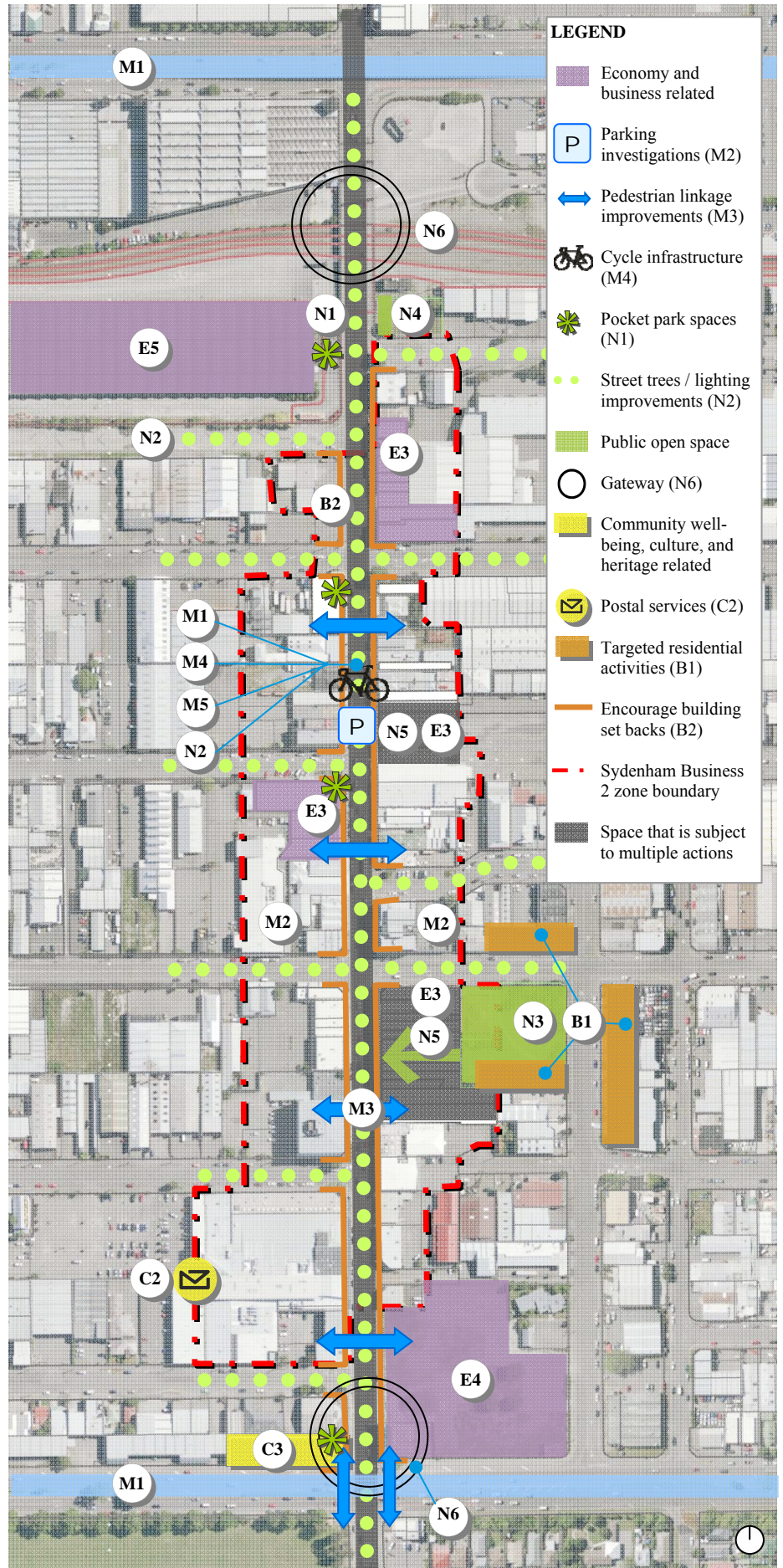
An area for innovation	<p>Sydenham will be rebuilt to reflect and celebrate its long history of Maori and then European settlement and commerce. It will have a mix of owner-operator retail space, office based ‘new economy’ activities and will be widely known to support innovative start-up businesses and small to medium enterprises. The centre will find a distinctive employment niche for itself, and continue to support (not compete) with the Central City and its industrial neighbours.</p>
24/7 mix of activities	<p>Sydenham will reinvent its role as a quality shopping destination. Colombo Street will have a mix of building types and be alive with boutique shops and specialist retail. The energy of the centre will build on the activities at The Colombo and across the road at the redeveloped former Sydenham School site. Over time this vitality will extend northwards towards the Central City. Sydenham will grow to support a strong night time economy. There will be outdoor dining, activity and entertainment options, several bars and restaurants for people to meet after work and in their leisure time.</p>
Accessible for all	<p>Colombo Street will remain the main thoroughfare through Sydenham. It will continue to accommodate pedestrians, cyclists, buses and vehicles, but in a slower and safer environment. People will find convenient parking close to shops on side streets and in bays on Colombo Street. Pedestrians will be able to safely move across Colombo Street, Brougham Street and other arterial streets. Public transport will provide a reliable and frequent service to the Central City and the southern suburbs. More people will arrive in Sydenham by active transport.</p>
Green and interesting	<p>Sydenham will reduce its environmental impact. Colombo Street will become a tree-lined boulevard which is both functional and safe. Public art and innovative landscape design will showcase the creativity of the community. Within parks and reserves the construction of swales planted with native swamp plants will aid the maintenance of water quality which is an important issue for Ngāi Tūāhuriri and Ngāi Tahu whānui. The design of public spaces will protect people from the prevailing winds and sun, and will be built according to low-carbon and sustainable design principles and in accordance with Tangata Whenua values of guardianship. View shafts from Colombo Street to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua will be utilised as reference points for interpretation.</p>
Improved open spaces	<p>The area around Buchan Park will regenerate, creating new living and economic opportunities. The Park will be better connected to the main street and will be well used by workers on their lunch breaks, students, families, older adults who reside nearby and visitors to the area. A series of small landscaped spaces on Colombo Street will provide new spots to pause in, such spaces will make where appropriate references to tangata whenua stories and values and European settlers history.</p>
An unique identity	<p>People will know when they enter Sydenham because of eye-catching gateway sculptures positioned at the entrances to the area. The design of features and buildings reflects the history of the area from Māori through early settlers and industrial development. The values and cultural history of tangata whenua and European settlers will be embedded in the urban landscape through design elements, public art and interpretation.</p>
Improved community facilities	<p>Community services will support workers and business owners in the wider area. Over time with more people living in Sydenham, there will be a corresponding increase in facilities for people to meet, have fun and learn in. References to cultural heritage within the area can give rise to educational opportunities to that will contribute to greater community understanding of place and sense of identity.</p>
Reflecting its history	<p>New buildings will echo those that stood before and maintain the grain of the old townscape. Developers will be supported by clear architectural guidance and planning controls and owners will be supported to work together to facilitate development efficiencies and quality buildings. It is possible that new buildings will be partially set back to give more public space on the footpath.</p>

Master Plan actions

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

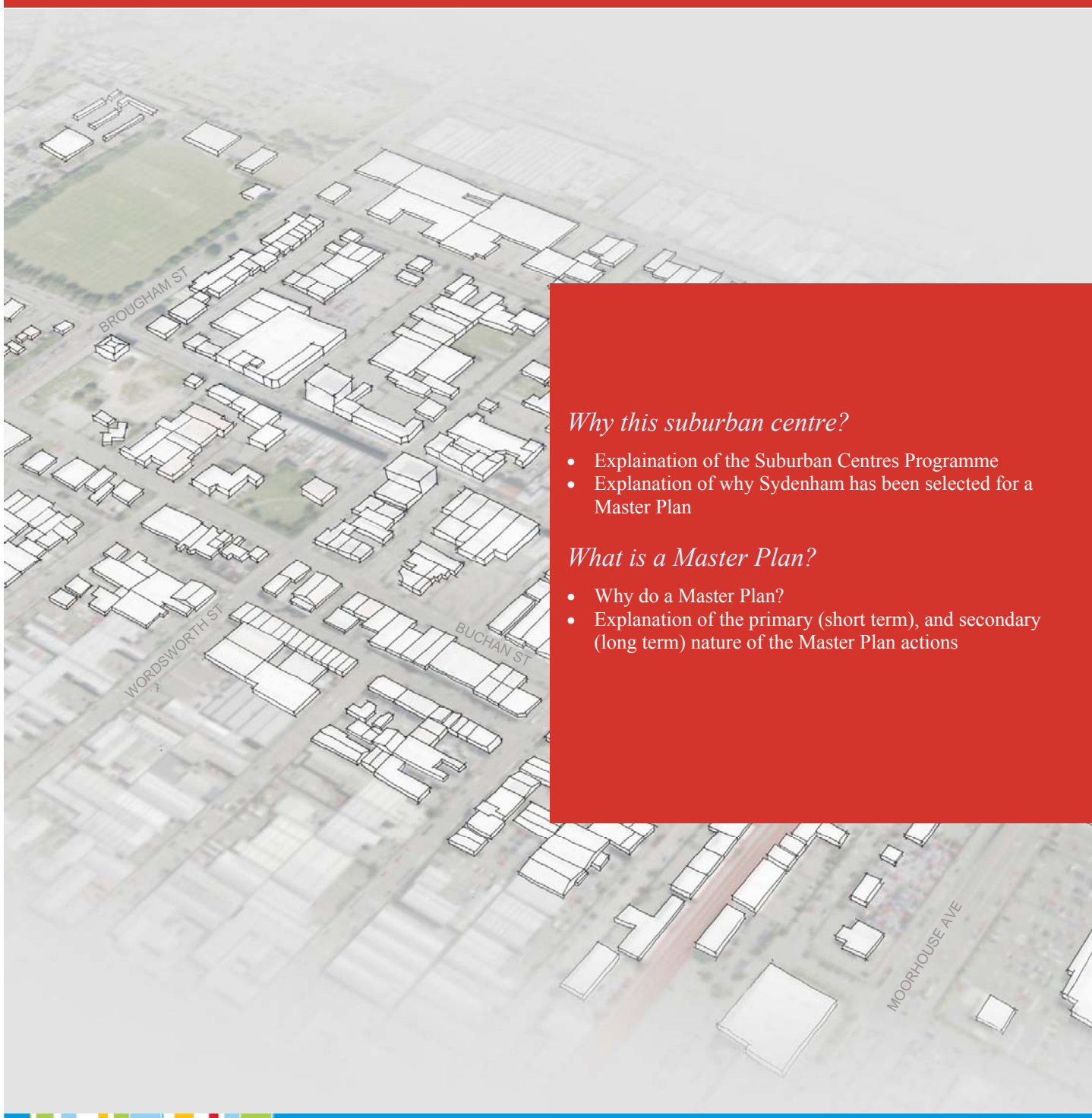
Actions are either spatial and have a fixed location, or non-spatial.

Full details of each action including rationale and delivery considerations are found in Section 5 of this document.



1. Introduction

About the Sydenham Master Plan.



Why this suburban centre?

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

What is a Master Plan?

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

1.1 Why this suburban centre?

Explanation of the Suburban Centres Programme

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

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

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

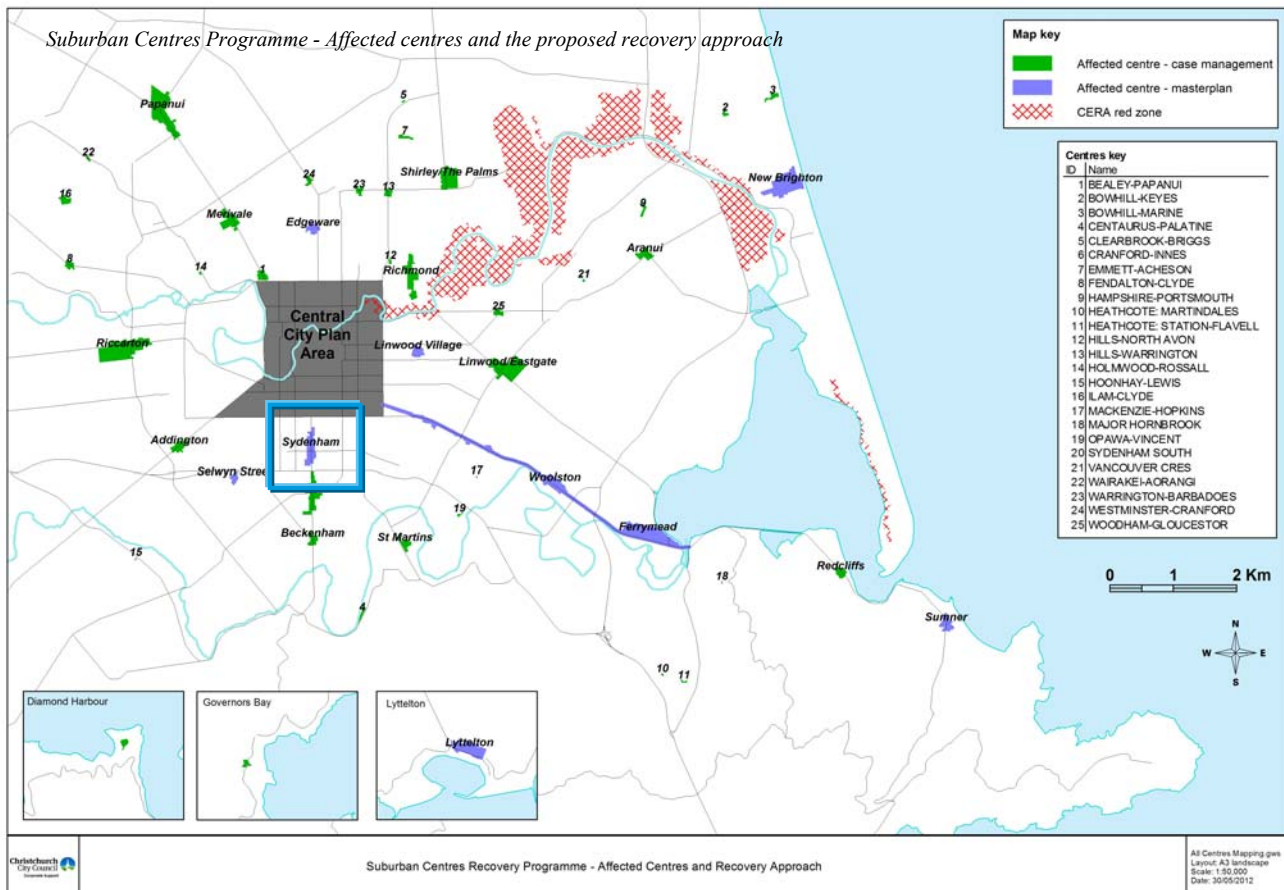
- The extent of damage in the centre.
- The size of centres and the area they serve.
- The well-being of communities within the immediate vicinity of each affected centre.

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

64 centres suffered some degree of damage or disruption in the 22 February earthquake and of those, six were considered highest priority for significant Council support by way of Master Planning for rebuild and recovery. The development of two more master plans has subsequently been approved. Most of the remaining affected centres can be supported through liaising with individual or small groups of property owners through a Council 'case manager'. Case Managers help affected property owners consolidate their plans and assist in creating good outcomes for the community who use these centres.

The allocation of funds and resources is part of an on-going process. The Council will continue to monitor and assess the identified suburban centres to ensure an appropriate approach for each centre is maintained.

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



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

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

Some of the reasons to take action in Sydenham include:

- Sydenham has lost a significant number of its commercial buildings (over 35 sites).
- Sydenham is not supported by an immediate residential catchment.
- Sydenham has suffered from a significant reduction in passing trade.

- The residential area south of Brougham Street has many lower income households that relied on local shops and do not have access to a car.
- An urban renewal process was already well underway in Sydenham pre-earthquake.

1.2 What is a Master Plan?

Why do a Master Plan?

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

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

The Master Plan will guide decision making around:

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

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

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

There are two key strands of the Sydenham Master Plan:

1. Actions for shorter term rebuilding and recovery.
2. Establishing longer term vision for improvement together with an implementation plan.

Firstly, the Master Plan aims to provide immediate support to businesses and the community who are in urgent need. This takes a number of forms, including fast tracking the regulatory process, or the offer of advice, or financial support mechanisms. It looks for ways to build or bridge relationships between the public and private sector. This will help get businesses back up and running, and people back shopping, working, living and socialising in the centre.

Secondly, the Master Plan establishes a strategy for comprehensive urban regeneration in the centre. It looks for opportunities to enhance aspects of the centre that work well, and opportunities to upgrade some areas that could work even better. This includes ways to improve the safety, activity mix (including residential development), transport, and the quality of public amenities.

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

2. *The place*

About Sydenham centre—past and present.



Sydenham's place in the context of Christchurch

- The role of the centre in its wider context

Sydenham's history to the present

- Learning about Sydenham's past and the context of the centre today

Sydenham's earthquake damage

- Now: Sydenham centre post-earthquake

2.1 Sydenham's place in the context of Christchurch

The role of the centre in its wider context

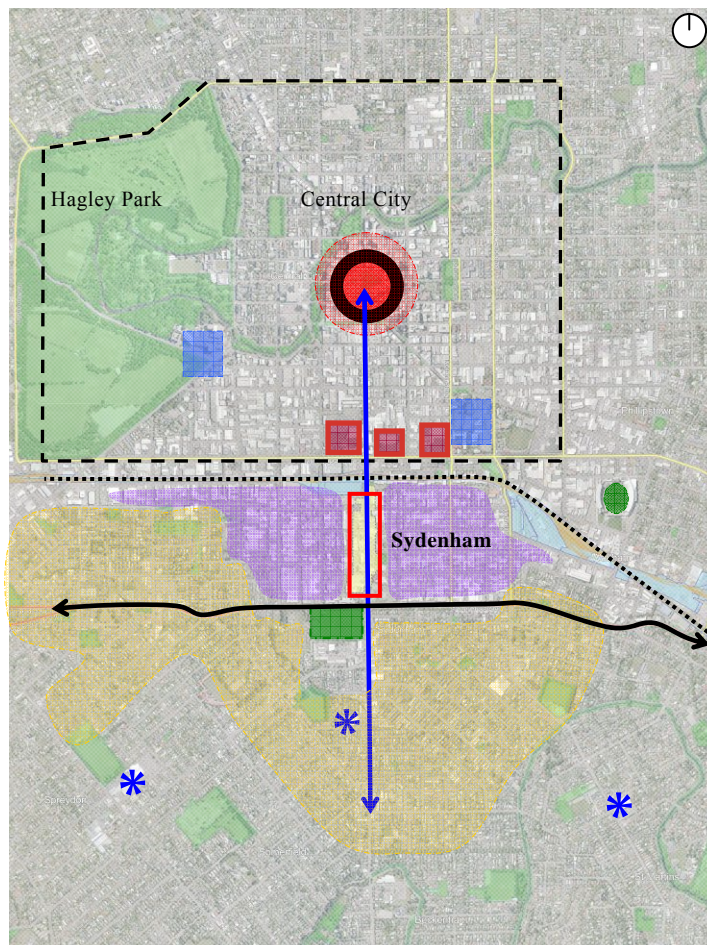
The Master Plan is focused on the Sydenham commercial area as defined by the Business 2 Zone of the City Plan. Sydenham is centred on the Colombo Street block from Moorhouse Avenue in the north to Brougham Street in the south.

In the development of the Plan it has been necessary to understand and respond to challenges in a wider context beyond the immediate Sydenham commercial area. Rebuilding and regeneration of the centre needs to be aligned with the Central City Plan and other strategic planning policies.

Key observations:

- The attraction of the Central City will make it harder to establish specialty retail in Sydenham.
- Sydenham has good strategic access, a high profile and lower land values. This makes it ideal for affordable commercial activities.
- The lack of people living within the immediate vicinity of Sydenham means the centre is not rich with local services or amenities.
- The proximity of Sydenham to supermarkets and major health, education, sport and recreation and entertainment facilities, may make it an attractive living option for students, older people and people who work in the Central City.
- A large Living 3 Zone residential catchment is located south of Brougham Street. Strengthening connections with this population base will support the viability of the Sydenham centre.

Through the consultation process there has been a desire expressed to extend the scope of the Master Plan area to include the businesses along Colombo Street south of Brougham. This area has suffered little damage and is subject to case management help however many of the Master Plan actions will have a positive impact upon the wider area.



LEGEND	
	Railway corridor
	State Highway
	Central City
	Four Avenues
	Innovation and industry
	Supermarkets
	Major residential catchment
	Colombo Street spine
	High order community facilities (hospital and CPIT)
	Schools
	High order recreation facilities (Sydenham Park + AMI stadium)
	Sydenham centre

2.2 Sydenham's history to the present

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

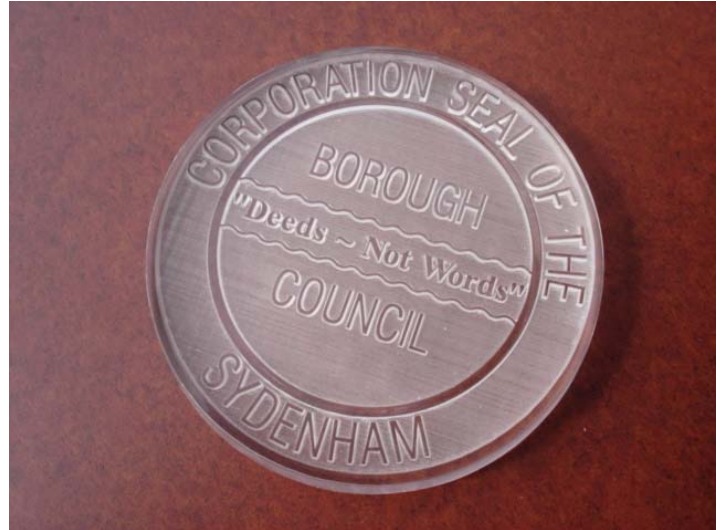
A brief history of Sydenham and its town centre

Prior to European settlement the area was an extensive network of waterways and swamp that was part of the catchment of the Opawaho and Otakaro rivers. These rivers and tributaries were an important source of mahinga kai and transport links. Although there are currently no known wahi tapu or other significant sites of high Maori values associated with the Sydenham commercial area there would have been seasonal campsites established in these swamplands for kai gathering particularly to the south of the Sydenham commercial area.

Located directly to the south of the Central City, Sydenham centre has had a long and proud history. The swampy land of Sydenham was originally part of William Sefton Moorhouse's farm 'Spreydon' which was subdivided into 50 acre rural lots. Its earliest settlers in the 1860's were Lancashire immigrants, labourers or small scale tradesmen who worked in the city but could not afford city land prices. The 1860 and 1870s saw rapid subdivision and the growth of a railway town, called Sydenham. Retail, commercial and industrial activity, schools and domestic buildings grew in number.

Following rejection by the Christchurch Council to become part of the city in 1876, Sydenham became a Borough with its own governance and revenue gathering. It followed its own motto "Deeds not Words" and was soon renown for its quality roads, sewers/drainage and street lighting. By 1876 a Post Office had been established in the area and by 1878 the tramlines had been constructed as far as Brougham Street. Sydenham was Christchurch's first Borough outside the inner city that had a population of 6,500 by 1876 – half the size of Christchurch City, and equal to all the other suburbs combined. It was already developing its own distinctive character: radical, dissenting and working class, a heartland of left-wing politics in New Zealand. The Borough of Sydenham was amalgamated with the city in 1903.

The population of Sydenham was 8,459 in 1881 and by 1901 the area had risen to 11,404. By 1904 it was recorded that "... Colombo Street has grown into a Business thoroughfare that would be no disgrace to the City [Christchurch] itself." While today few of these businesses remain, this area of Colombo Street in Sydenham was arguably pre-earthquake the largest remaining example of suburban commercial and 'strip-retail' in Christchurch dating from the late 19th and early 20th Centuries. Sydenham comprised an extensive area of factories, railway workshops, pottery works, malt houses and breweries, flour mills, agricultural implement manufacturing, leather and tallow works. A large domestic suburb developed in response to the industrial growth of the area which brought with it the development of retail and commercial buildings, Sydenham Park, sports clubs, churches, schools, and infrastructure including roads, footpaths, public transport, and enclosed drainage to support the community.



A brass plaque which replicates the corporation seal of the Borough Council of Sydenham prior to 1903.

References

- Morrison, JP "The Evolution of a City", Christchurch City Council, 1948
- Sydenham Commercial Conservation Area Study
- Sydenham Historical Overview – City Neighbourhood Map Study
- Sydenham Neighbourhood Area Study
- Christchurch City Libraries web site
- Helen Brown, Pouarahi NZHPT

2.3 Sydenham's earthquake damage

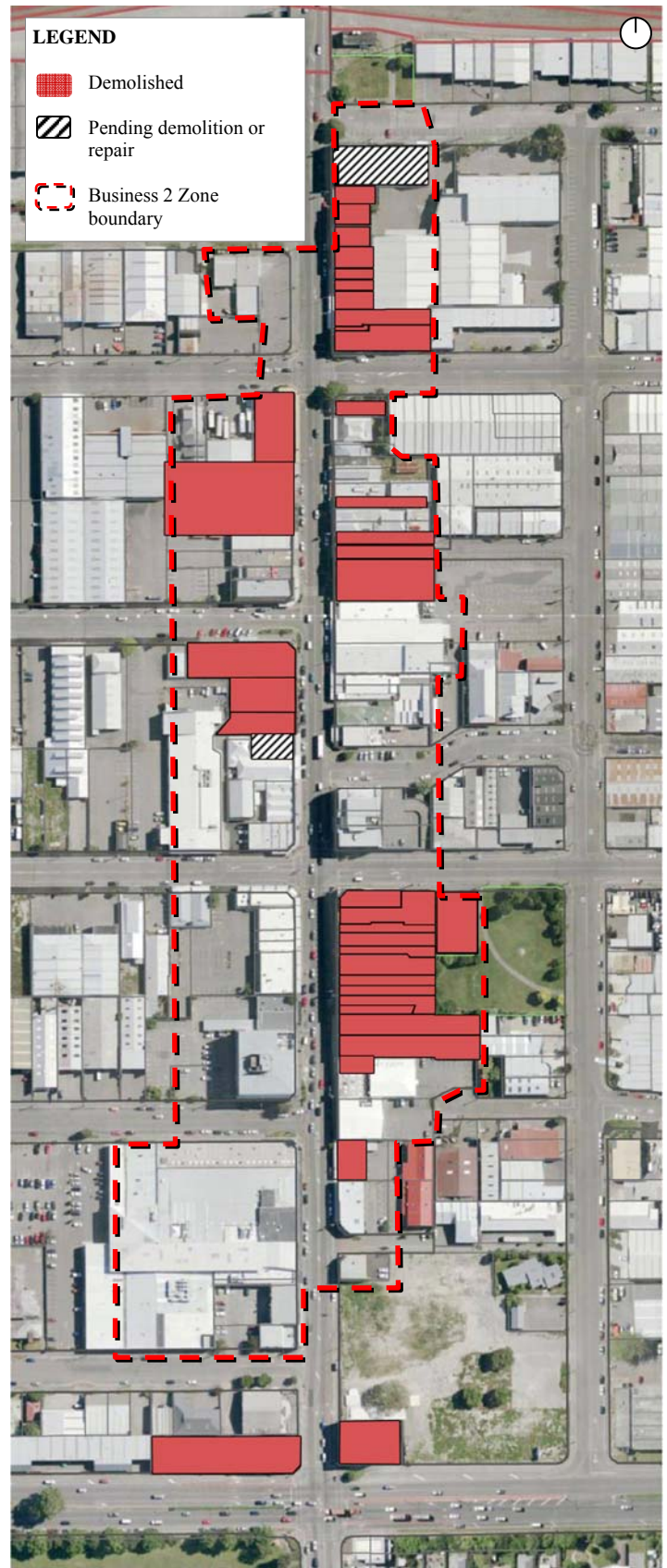
Now: Sydenham centre post-earthquake

An extensive commercial/light industrial buffer surrounds the Colombo Street retail strip. Post-earthquake the Sydenham area has significantly changed along the Colombo Street frontage following the demolition of over 35 properties. The centre no longer has continuous retailing along Colombo Street although it has retained a strong banking sector. Few local community facilities and services are located in the centre, reflective of its small residential catchment.

The main Colombo Street area once renown for its historic buildings and strip retail will face significant changes in the style and construction of new buildings. An opportunity exists for Sydenham to shake off its run down image and create a fresh and vibrant new feel whilst retaining its links to the past. It has an active Business and Community Association, referred to in this document under its new name as Sydenham Quarter Inc, supporting this goal.

Many historic buildings have been lost through the heart of the area especially on street corners. Likewise the area has lost prominent buildings at the southern entry into the centre that acted as a gateway - the former Sydenham Methodist Church of 1878 (demolished 2011) and the Post Office of 1912 (demolished January 2012).

Colombo Street continues to be an important north-south spine road which connects the Central City through to the residential suburb of Cashmere. The challenge remains to strike a balance between the traffic congestion along this route, its movement needs as a city bus priority route, and the need to support a pedestrian and business friendly environment. Similarly, the residential catchment south of Brougham Street is increasingly becoming separated from the Sydenham retail area by the intense traffic conditions along Brougham Street.



3. Master Plan Development

Decision-making framework, process and community engagement.



Policy and decision making framework

- The legislative and policy framework of the Suburban Centres Programme

The Master Plan development framework

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

The Master Plan development process

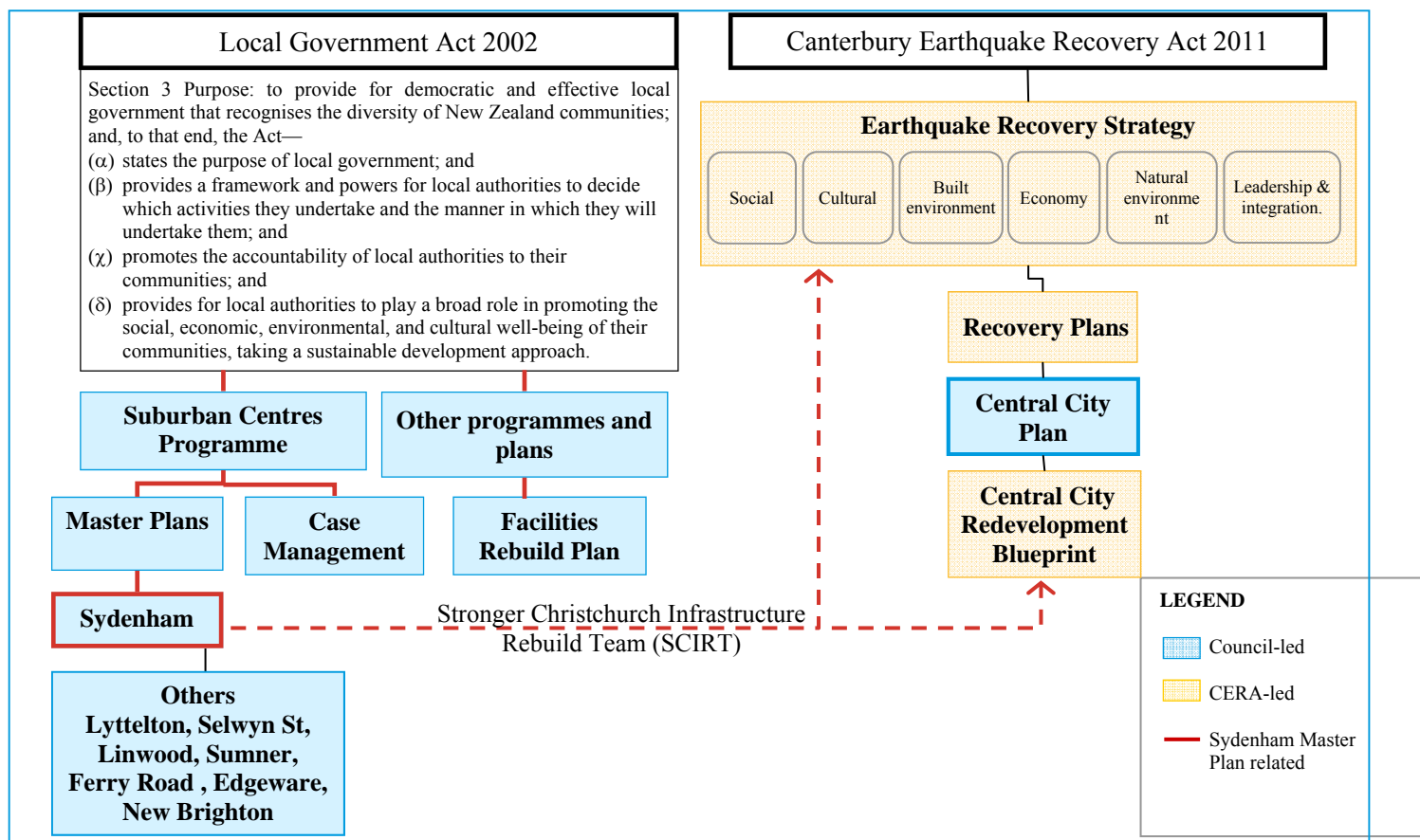
- Partnering with the community, agencies and technical specialists

Outcomes of community engagement

- What has the community asked for?
- Consultation and engagement headlines
- Community feedback .

3.1 Policy and decision making framework

The legislative and policy framework of the Suburban Centres Programme



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

All planning instruments must be read together and be consistent with the Earthquake Recovery Strategy. The Recovery Strategy for the Greater Christchurch area, prepared by Canterbury Earthquake Recovery Authority, was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The draft Central City Plan has also been presented to the Minister and is awaiting final approval. This will be informed by work currently being undertaken on the Central City Blueprint.

Alongside the Central City Plan the Council has initiated the Suburban Centres Programme to support damaged suburban areas. This programme has two streams:

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

engagement.

Stream Two if necessary, focuses on the remaining suburban centres and business areas. These will involve smaller scale projects involving a Council ‘case manager’ to help affected property owners consolidate their plans and to assist in creating good outcomes for local communities.

While it is the responsibility of the Council to oversee the implementation of the Master Plans, there may be instances where it is requested that CERA powers are used. For example, if deemed essential to the rebuilding and recovery efforts, CERA may agree to fast track City Plan amendments this Master Plan has identified.

3.2 The Master Plan development framework

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

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

The framework has drawn from the following sources:

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

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

The five themes of the Sydenham Master Plan closely align to the elements of integrated recovery planning found in the guide and CERA’s Recovery Strategy for Greater Christchurch.



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

The framework is based on the following sources:

Integrated Recovery Planning Guide (Version 2.0)

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

New Zealand Urban Design Protocol

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

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

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

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

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

ECONOMY AND BUSINESS

Economic development

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

Urban Design Protocol

Context Character
Choice Connections
Collaboration

Equity

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

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

MOVEMENT

Accessibility for all

Finding a balance between the needs of all road users, including the needs local communities with the wider transport network; reinforcing entry, departure and identity in the centre; strengthening connections and route choice.

Urban Design Protocol

Context
Choice
Connections
Custodianship
Collaboration

Strategic network

Considering the wider network effects of traffic movements, in particular the relationship of through movements to the Central City, State Highways and arterial networks.

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

Active transport

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

Parking

Providing convenient on and off-street parking opportunities for the commercial core to encourage people to stop and spend. Working within the framework of the Parking Strategy to utilise parking efficiently.

NATURAL ENVIRONMENT

Natural capital

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

Urban Design Protocol

Context
Character
Choice
Connections
Creativity
Custodianship
Collaboration

Resource sustainability

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

Lifestyles

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

People+Places+Spaces

Environmental responsiveness
Legibility and identity
Integration and connectivity
Consolidation and dispersal

Food security

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

COMMUNITY WELL BEING / CULTURE AND HERITAGE

Public services

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

Urban Design Protocol

Context
Character
Connections
Creativity
Custodianship
Collaboration

Social and community capital

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

People+Places+Spaces

Integration and connectivity
Diversity and adaptability
Legibility and identity

Community resilience

Planning and preparing for future disasters and climatic changes.

Cultural diversity

Inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring Tangata Whenua contributions and the principles of the Treaty of Waitangi are reflected in the redevelopment of the centre.

BUILT ENVIRONMENT

Community safety

Reducing crime rates and using Crime Prevention Through Environmental Design principles and traffic calming techniques.

Urban Design Protocol

Context Character
Choice Creativity
Custodianship Collaboration

Neighbourhood amenity

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

People+Places+Spaces

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

Housing stock

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

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

3.3 The Master Plan development process

Partnering with the community, agencies and technical specialists

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

Stage 1 began with gathering of technical information, an assessment of the impact of the earthquake on the centre and the identification of the key stakeholders in Sydenham.

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

Stage 3 completed an 'Inquiry by Design' exercise. The purpose of this was to combine the aspirations of the community and stakeholders and the input of specialists with technical knowledge. This unique part of the Master Plan process was focused around a four-day workshop undertaken with the guidance of a multi-disciplinary team of government agencies, technical specialists and stakeholders including Canterbury Earthquake Recovery Authority (CERA), Recover Canterbury, The New Zealand Transport Agency, Environment Canterbury, the Canterbury District Health Board, New Zealand Historic Places Trust and Te Ngāi Tūāhuriri Rūnanga. Input from experts in all aspects of the development process was included to ensure that the Master Plan was both realistic and achievable.

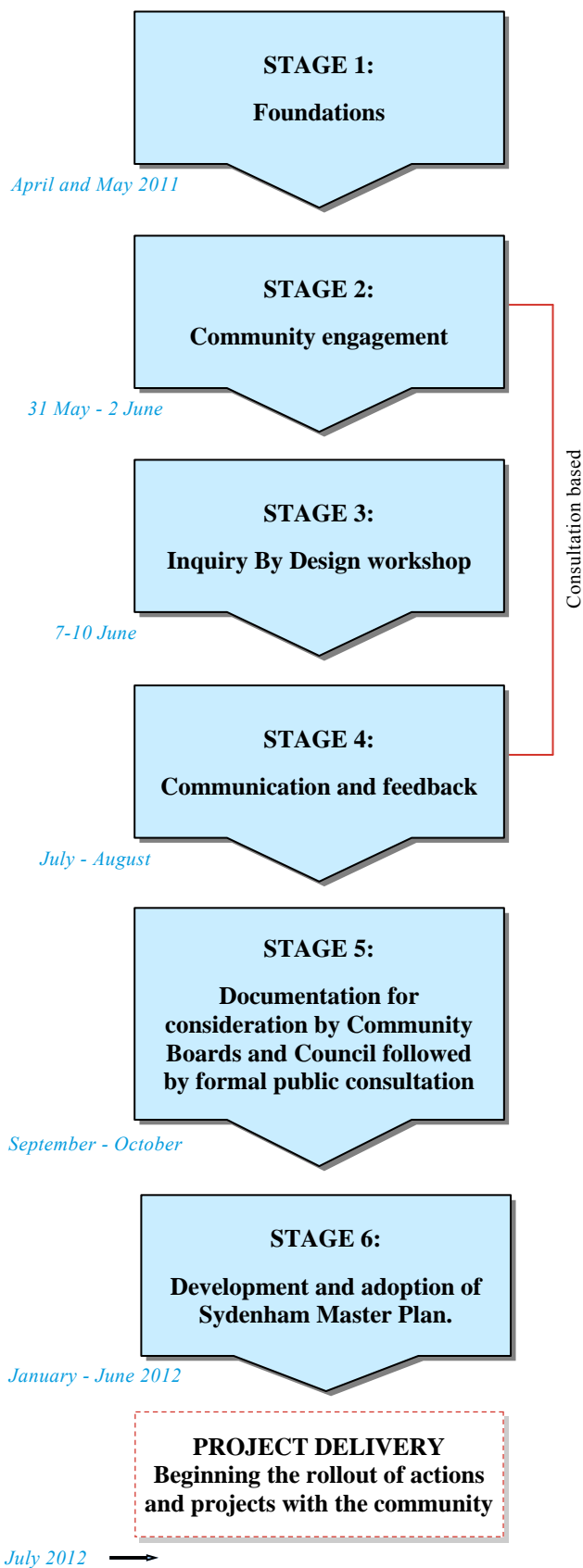
Stage 4 involved the public presentation of provisional ideas and options for the centre following the technical workshop process. This stage enabled feedback to be gathered from the community, stakeholders and elected members. People were able to view the presentation of options on the Council's website and make submissions.

Stage 5 involved preparation of the draft Sydenham Master Plan based on the analysis of the 36 submissions received. It was then considered by the Community Board and Council before going out to public consultation over a 4 week period.

Stage 6 saw preparation of the Master Plan based on the 43 submissions received on the draft plan prior to its adoption by the Council.

Project delivery

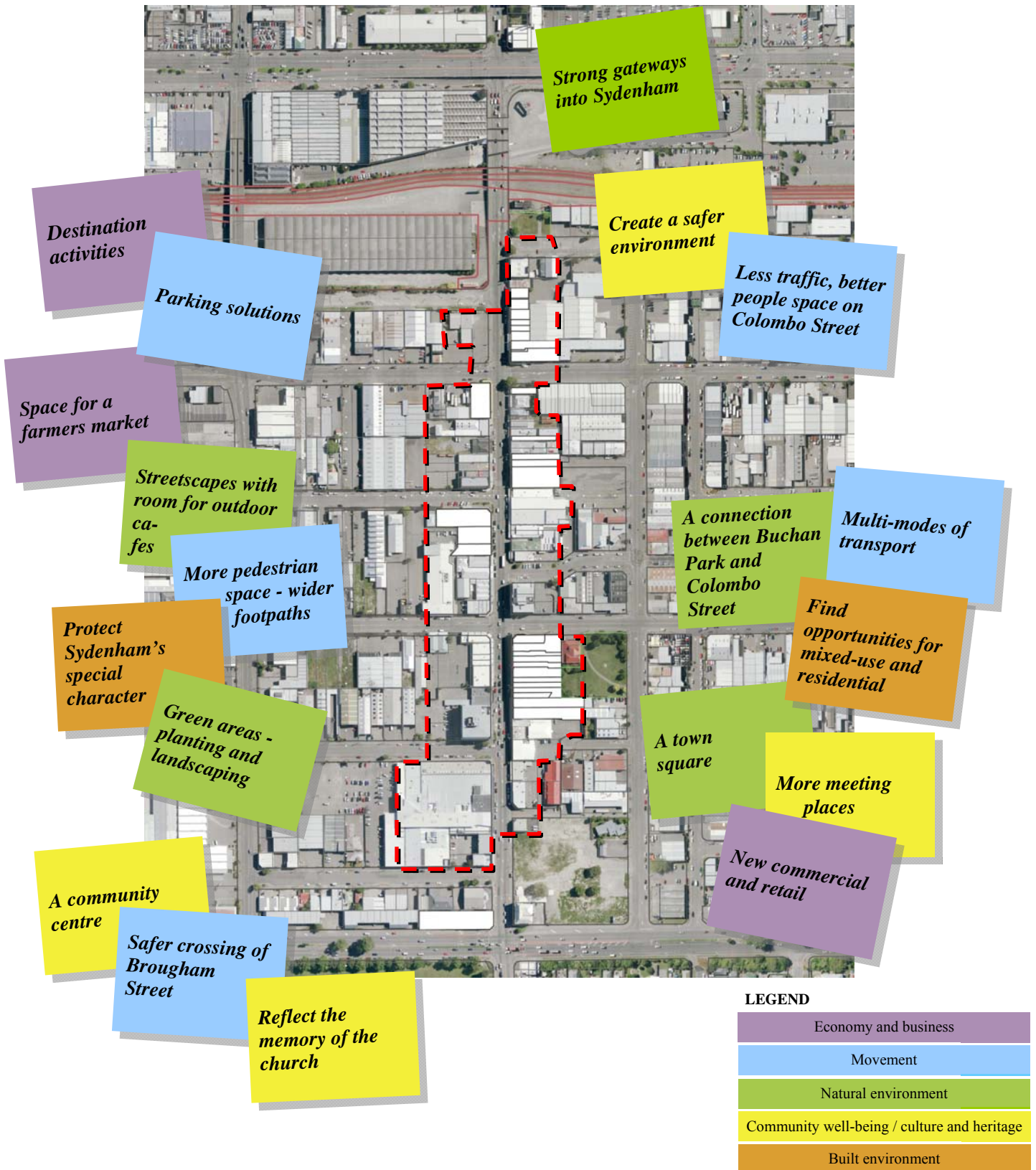
The delivery and timing of individual projects is dependent upon a number of factors including the successful bidding for funding from various sources, and insurance payouts, the ability and willingness of landowners to work together and the community's support for both residential and business sectors.



3.4 Outcomes of community engagement

What has the community asked for?

This page presents a selection of the main themes, ideas and aspirations for Sydenham heard at focus groups and the community workshop on the 31 May 2011.



Consultation and engagement headlines

Participants in the consultation and community engagement process focused on the need to get 'normality' back into the community and to restore services and facilities. It is clear from the community and stakeholder engagement that people are supportive of the Master Plan process and want the Council to be proactive in unlocking regulatory barriers so owners can move forward with rebuilding. People in the Sydenham business sector want to bring events and festivals to Sydenham, and to promote the area.

Consultation feedback showed that people appreciated the following general attributes of Sydenham:

- The mix and diversity of shops on the main street strip.
- Destination stores such as Spotlight and the school uniform shop.
- The parking available in the area (both on and off-street).
- The political and industrial history of the area.
- Sydenham Park and the Central City in close proximity to the centre.
- The low scale, character retail.

Many people identified with the area as an industrial place. The community want to break down perceptions which stop people from spending more time in Sydenham. There is considerable support for increasing the diversity of the centre including residential in the core of Sydenham as well as more retail shops. There is general agreement on the need to attract start-up businesses and introduce a careful mix of terrace and apartment dwellings to make the centre more vibrant.

Post-earthquake, people like some of the changes to the environment. The cleared sites let in more sunlight and provide more space for green and open spaces.

Many consider new buildings should not be higher than the BNZ building (approximately 20 metres) so as not to

overshadow public open spaces. People expressed a desire to future proof the area - green buildings, flexible upper floor space, durable building materials and finding alternative uses for vacant sites and buildings.

The Colombo (formerly named Sydenham Mall) has undergone rebranding itself and attracting boutique fashion stores, food and entertainment tenants/operators. People consulted recognise the momentum of change in Sydenham is focused around The Colombo and some people thought the vacant former Sydenham School site across the street as another promising locations to build the area's vibrancy.

People recognised the tension between public spaces, parking and designing the streets for pedestrians, cars, buses and cyclists. Some want Sydenham to become a hub to catch public transport services or bike into the Central City. People in general want the area to be more pedestrian-friendly and for Colombo and Brougham Streets to be safer to cross. At the same time there is a perception that on-street car parking is important for capturing passing trade and to support business vitality. The challenge is to balance the movement needs of all Sydenham users. To do this some compromises may need to be made. Overwhelmingly there is a desire for more public places within the street environment. People are also looking for a community centre and a centrally located civic space.

Other issues that were identified included the need to maintain and renovate building facades and the desire for more street lighting and amenity.



Community feedback from the presentations of options on the 19 July 2011

Comments were generally positive with people pleased to see a better street environment for Colombo Street which included:

- More trees and meeting spaces.
- A better use of and an upgrade of the existing park spaces.
- A safer environment with regards to crossing places.
- Wider pavements.
- Better street lighting that would extend into side roads.

The idea of temporary landscapes was well received to help uplift the area in the interim period. The relinquishing of Carlyle Park was not considered a great loss, providing the funds were to be reused in Sydenham to improve existing and provide other public spaces.

Comments received about movement within Sydenham were varied, but in general most showed support to keep all traffic forms through the area with emphasis on reducing the speed of traffic. This will help promote Sydenham as a destination rather than a through route (while encouraging those who want to just pass through to find an alternative route). Parking within Sydenham especially along Colombo Street was seen as desirable to allow for opportunities to stop and shop. There was broad support for longer term angled parking in the side streets, but a desire to make sure that long term commuter parking for the Central City did not take up valuable parking spaces for local businesses and shoppers to the area.

Other feedback included the desire to see a suitable development occur on the former Sydenham School site. Support was also expressed to help the Sydenham Heritage Trust create a community facility, to restore full Sydenham based postal services and include heritage interpretation in the design of landscapes and buildings.

There was great support to make Sydenham more of a destination. There were many suggestions for regional attractions such as a music conservatorium, railway museum and exhibition centre (with the former Sydenham School site or railway sheds being potential locations). There were requests for more guidance on the future character, form and materials that new buildings should strive for, together with general support for new residential activities around Buchan Park. Concerns were raised over the building setbacks impacting upon the viability of rebuild and that the redevelopment of a multiple ownership site would only be beneficial if supported by the building owners.

Community feedback from the formal consultation process November/December 2011

Following a four week consultation period 43 submissions were received showing a general support for the Master Plan with submitters indicating more actions were liked (244) than disliked (19).

The actions that were most liked were (M1) the road corridor review and support for the return of the full Sydenham based postal services (C2). Other actions that were shown a high level of support included (M3) Pedestrian improvements, (E3) Pilot redevelopment of a multiple ownership site (N3) Buchan Park remodel and (C4) Investigate suburban community transport opportunities.

It was difficult to quantify those actions that were considered either most important or most urgent given the low number of respondents to those particular questions. However, a number of issues were commented upon more than others including the Love Sydenham Marketing and attraction Campaign with support expressed for this action as well as a desire to see this happen quickly. Comments on the road corridor review expressed a variety of opinions in particular the needs of all modes of transport to be accommodated within the road corridor whilst improving safety for pedestrians and cyclists and improving the Colombo Street environment.

Comments on the Buchan Park remodel were mixed but many saw this action as an opportunity to obtain a new mix of leisure activities available in the area and tied in with support for increased residential activities around Buchan Park although it should be noted that concerns were raised over the potential negative impact of residential activity in close proximity to industrial uses. The return of the Sydenham based postal services was seen as essential to support the local community and businesses in the area as well as an essential key service.

The comments contained within the submissions have been taken into account when amending the draft plan for final preparation and adoption. Although in some cases there were conflicting views in general there was overall support for the actions within the plan.



4. *Vision, goals and actions*

The high level strategic direction for the Sydenham centre.

The vision for Sydenham's centre

- An ambitious vision for Sydenham's centre

Sydenham's Master Plan goals

- The MasterPlan's vision and supporting content based around eight key goals

Master Plan actions

- How to read this section
- Economy and business
- Movement
- Natural environment
- Community and wellbeing
- Built environment



4.1 The vision for Sydenham's centre

An ambitious vision for Sydenham's centre

Sydenham will retain and strengthen its unique identity as a place of industry, action, and innovation that lives up to the old Sydenham Borough motto of "Deeds not Words". It will continue to be a thriving centre for niche and start up businesses that will serve and support the local industrial area, businesses and a larger residential component. It will be an easily accessible centre offering attractive places for businesses, retailers, residents and the community that seek a different experience to that of the Central City and other suburban locations.

An area for innovation

Sydenham will be rebuilt to reflect and celebrate its long history of Maori and then European settlement and commerce. It will have a mix of owner-operator retail space, office based 'new economy' activities and **will be widely known to support innovative start-up businesses and small to medium enterprises.** The centre will find a distinctive employment niche for itself, and continue to support (not compete) with the Central City and its industrial neighbours.

24/7 mix of activities

Sydenham will reinvent its role as a quality shopping destination. Colombo Street will have a mix of building types and be alive with boutique shops and specialist retail. The energy of the centre will build on the activities at The Colombo and across the road at the redeveloped former Sydenham School site. Over time this vitality will extend northwards towards the Central City. **Sydenham will grow to support a strong night time economy.** There will be outdoor dining, activity and entertainment options, several bars and restaurants for people to meet after work and in their leisure time.

Accessible for all

Colombo Street will remain the main thoroughfare through Sydenham. **It will continue to accommodate pedestrians, cyclists, buses and vehicles, but in a slower and safer environment.** People will find convenient parking close to shops on side streets and in bays on Colombo Street. Pedestrians will be able to safely move across Colombo Street, Brougham Street and other arterial streets. Public transport will provide a reliable and frequent service to the Central City and the southern suburbs. More people will arrive in Sydenham by active transport.

Green and interesting

Sydenham will reduce its environmental impact. **Colombo Street will become a tree-lined boulevard which is both functional and safe.** Public art and innovative landscape design will showcase the creativity of the community. Within parks and reserves the construction of swales planted with native swamp plants will aid the maintenance of water quality which is an important issue for Ngāi Tūāhuriri and Ngāi Tahu whānui. The design of public spaces will protect people from the prevailing winds and sun, and will be built according to low-carbon and sustainable design principles and in accordance with Tangata Whenua values of guardianship. View shafts from Colombo Street to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua will be utilised as reference points for interpretation.

Improved open spaces

The area around Buchan Park will regenerate, creating new living and economic opportunities. The Park will be better connected to the main street and will be well used by workers on their lunch breaks, students, families, older adults who reside nearby and visitors to the area. **A series of small landscaped spaces on Colombo Street will provide new spots to pause in,** such spaces will make where appropriate references to tangata whenua stories and values and European settler history.

An unique identity

People will know when they enter Sydenham because of eye-catching gateway sculptures positioned at the entrances to the area. The design of features and buildings reflects the history of the area from Māori through early settlers and industrial development. The values and cultural history of tangata whenua and early settlers will be embedded in the urban landscape through design elements, public art and interpretation.

Improved community facilities

Community services will support workers and business owners in the wider area. Over time with more people living in Sydenham, there will be a corresponding increase in facilities for people to meet, have fun and learn in. References to cultural heritage within the area can give rise to educational opportunities to that will contribute to greater community understanding of place and sense of identity.

Reflecting its history

New buildings will echo those that stood before and maintain the grain of the old townscape. Developers will be supported by clear architectural guidance and planning controls and owners will be supported to work together to facilitate development efficiencies and quality buildings. It is possible that new buildings will be partially set back to give more public space on the footpath.

4.2 Sydenham Master Plan goals

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

The Master Plan, prepared by the Council in partnership with the community and key stakeholders, sets out eight key goals. These form a strategic vision to transform Sydenham into a quality place for businesses to operate in, and for people to work, live, shop and socialise in. These goals are to be delivered through detailed implementation actions. These actions ensure community, private sector and government-led decision making aligns and moves forward in a logical sequence. Action details are mapped in [the executive summary](#).

Goal 1. A rebuilt and prosperous centre

- The centre establishes itself as the Central City and other suburban centres are rebuilt. Sydenham finds a niche position to keep and attract businesses for the longer term.
- Sydenham's business economy diversifies into affordable business start-ups, studio showrooms, service trades and light industries. A marketing and attraction campaign promotes Sydenham to a city-wide audience.
- Financial and regulatory support is given to existing property and business owners to aid rebuilding efforts. The rebuilding on multiple owned sites is encouraged to be a collaborative process to help unlock design efficiencies.
- Quality business settings are created through the redesign of the Colombo Street streetscape and public spaces.

Key Master Plan actions

Reference	Action name	Go to page
E1	Sydenham marketing and attraction campaign.	30
E2	Appoint a Sydenham case manager.	32
E3	Pilot redevelopment project of a multiple ownership site.	33
E4	Former Sydenham School site development framework.	36
E5	Railway site property opportunities.	37
E6	Funding options and non-financial support.	38

Goal 2. Well managed access to and through the centre

- Transport network decisions in the Sydenham centre align and compliment Central City proposals. A new parking strategy for Sydenham to meet the future needs of the centre and surrounding land uses is investigated and implemented.

Goal 3. Sustainable and active transport

- Centres are important places for people to meet, build community identity and make social connections. A greater emphasis on pedestrian amenity allows people to interact with activities in the area, public spaces and each other, and encourages the use of active transport.
- Colombo Street forms the main street through the Sydenham centre. The relationship between the roadway and 'gateways' into the centre are enhanced to create a strong entry statement.

Key Master Plan actions

Reference	Action name	Go to page
M1	Road corridors review including public transport.	40
M2	Parking investigations in the commercial area.	42
M3	Pedestrian improvements.	43
M4	Cycle improvements.	45
M5	Colombo Street public realm improvements.	46

Goal 4. Greening the corridor

- Sydenham is a place with high quality business, shopping and living environments. Colombo Street and other public spaces in the area (including Buchan Park) are enhanced with planting, pedestrian links and lighting. The existing parks are improved to be pleasant and comfortable places for people to use. Improving the quality and vibrancy of the public realm will attract customers, clients, visitors and residents to Sydenham.
- A respectful relationship between culture and landscape is established. Sydenham's Maori and European history is reflected in the design of buildings and public spaces. A cohesive interpretation of local history is presented.
- Northern and southern gateways are established. Statement buildings, art, signage and landscaping enhance the visual quality of the centre. Helping to create interest and build Sydenham's identity.

Key Master Plan actions

Reference	Action name	Go to page
N1	Colombo Street public spaces.	49
N2	Street trees and lighting.	51
N3	Buchan Park remodel.	53
N4	Relinquish and replace Carlyle Park.	55
N5	Temporary landscapes.	56
N6	Gateway treatment for Colombo Street.	58

Goal 5. Restoring social hubs

- The centre caters for a diverse mix of social interactions. The Sydenham Heritage Trust leads the development of a new community facility on the former church site south of the centre. Green spaces and pocket parks in locations along Colombo Street provide small public spaces for people to gather and rest.
- Post office, banks and government assistance services are up and running in some form, serving the business and local community.

Goal 6. Telling the story of the place

- Local history both Maori and European is reflected in the design of the centre to convey a sense of 'Sydenham, Christchurch City' - a place with a unique character.

Key Master Plan actions

Reference	Action name	Go to page
C1	A Sydenham learning outpost.	60
C2	Support the return of full Sydenham based postal services.	62
C3	Support the Sydenham Heritage Trust.	63
C4	Investigate suburban community transport opportunities.	65
C5	Local landscape and heritage interpretation.	66

7. Introducing living environments

- Housing is introduced into the centre over time. New residential activities are carefully designed and located so that building 'fronts' face towards public open spaces and streets. The block around Buchan Park is an ideal location for mixed-use, business uses and medium density residential housing. Residential development densities and types (including affordable housing) reflect the diversity of people and their lifestyles.

8. Planning to enable transformation

- Certain parts of the District Plan are revised to enable and support rebuilding. Business zone provisions and resource management guidance provides clarity, certainty and consistency to market participants including those facing the redevelopment of demolished properties.

Key Master Plan actions

Reference	Action name	Go to page
B1	Targeted residential activities around Buchan Park.	69
B2	Building setbacks on Colombo Street.	71
B3	Develop supportive City Plan amendments.	73
B4	Design and character guidance.	74

4.3 Sydenham Master Plan actions

How to read this section

The Sydenham Master Plan has involved a combination of strategic ambition and vision with detailed, specific actions. Some actions have been developed to simultaneously achieve many goals, in other instances, one goal has led to many different actions. This section has been put together to allow users of the Master Plan to access headline responses under each of the five Master Plan themes. By doing so, connections across the breadth of the Master Plan should be clear, while at the same time allowing users of the Master Plan interested in only one of these steps to still gain a comprehensive understanding.

The actions identified in the Master Plan will be monitored annually as cycles of strategic decision-making across the city take place.

Refer to the user guide below:

Theme heading

Each theme summary is written like this

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

Actions Summary

(Action number) Action name.

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

Action details

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

Description of the project:			
Rationale:			
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:			
Lead:			
Partner agencies / organisations:			
Related Actions			

Master Plan Development Framework

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



A box similar to this one is located in the top right hand corner of each theme page. It provides a useful reference back to the Master Plan development framework explained at Section 3.2.

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

Box B. Indicates the theme.

Box C. Lists the relevant recovery planning principles.

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

Economy and business - theme and actions

Theme summary - Sydenham's economy and commercial heart

Prior to the earthquakes the Sydenham census area unit had 838 business units and 6,300 employees in total¹. Land either side of Colombo Street was predominantly industrial and wholesale trades, with a five hectare commercial core 'one lot back' from Colombo Street zoned Business 2. The commercial area has suffered extensive damage in the earthquakes with an excess of 35 sites demolished or in the process of being cleared.

Sydenham had been an important business service centre, with small scale businesses, a handful of larger office buildings and a mall. It had a strong day-time economy created by workers and people stopping on their way through. Sydenham had a role as a complimentary shopping destination to the Central City and other large commercial centres. 'Spotlight' at The Colombo undertakes 6,000 retail transactions per week and attracts a diverse number of people from across the whole of Christchurch to Sydenham.

Sydenham had few professional and commercial outlets such as solicitors or consultants. It also had considerably less convenience shopping and personal services compared to other centres of a similar size. The area only had one hairdresser and pharmacy. Getting residential areas back into Sydenham will help grow more of these local services.

The proximity of Sydenham to the Central City is both an advantage and a challenge. The area may struggle to be a primary shopping destination for the surrounding suburbs as it will be just as easy for shoppers to keep going to the Central City where there will always be a bigger range of shopping and entertainment experiences. Sydenham can leverage from its location - it can offer businesses a convenient, central location without the Central City overhead cost. Creating a cluster of businesses that are a niche fit in the surrounding area will encourage tenants to stay in the centre. Supporting retail could be aimed at the worker market that already exists in the surrounding industrial and the small office sector. Cafés, a smattering of after hours bars and retail aimed at attracting workers in their lunch times and after work will also have potential.

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

1. Business and Employee count, 2010

Actions summary

(E1) Sydenham marketing and attraction campaign

Support Sydenham Quarter Inc in their marketing campaign for the Sydenham area including advice on outdoor advertising and the production of a business attraction and investment prospectus to help engender confidence in the long term prosperity of the centre to encourage the re-establishment of retailing, affordable start-ups and office businesses and to celebrate the strength of the business community post-recession and earthquake.



(E2) Appoint a Sydenham case manager

Employ a Sydenham case manager to provide a 'single face of recovery' to landowners and developers to ensure that people who need assistance are able to access available services. Consider how the scope of this position can deal with all aspects of recovery.



(E3) Pilot redevelopment project of a multiple ownership site

Establish a pilot facilitation project that addresses the numerous challenges associated with comprehensive redevelopment that arise from multiple ownership and small lot sizes. Develop and produce a case study report detailing all the issues dealt with in this project to assist other multiple ownership site developments within Sydenham and Christchurch



(E4) Former Sydenham School site development framework

The Council develops a design brief which is attached to any Expression of Interest for the site at 350 Colombo Street. It will outline its quality expectations to developers and state that procurement requires a concept design attached to the land purchase offer including development timeframes

(E5) Railway site property opportunities

Build a working relationship with KiwiRail to investigate potential uses for the large rail sheds to ensure that future uses of the site are more compatible with the Sydenham Master Plan Vision.



(E6) Funding Options and non financial support

Explore the range of funding options available to the Council and Community to assist in the rebuild and recovery of Sydenham.

Economy and business actions

(E1) Sydenham marketing and attraction campaign

<p>Description of the project:</p>	<p>Work with the Sydenham Business and Community Association (Sydenham Quarter Inc) to prepare a business and investment prospectus. Support Sydenham Quarter Inc in implementing their marketing campaign and help them to regularly update the community about public and private sector initiatives and successes. For example, the re-opening of the shop, events, the construction of a temporary landscape, and the attraction of investment on a particular site. Such measures will help to engender confidence in the long term prosperity of the centre and celebrate the strength of the business community post-recession and earthquake. It reinforces Sydenham's role as a neighbourhood centre that serves the wider employment precinct. It also facilitates and encourages the re-establishment of retailing, affordable start-ups and office businesses.</p> <p>The Master Plan action therefore intends to support the work so far undertaken by Sydenham Quarter Inc by:-</p> <ul style="list-style-type: none"> • Providing consenting advice and support for the placement of Sydenham Quarter Inc banners and advertisements within the Sydenham area for their established marketing campaign. • Support Sydenham Quarter Inc in the production of a business attraction and investment prospectus. A prospectus can help to engender confidence in the long term prosperity of the centre and celebrate the strength of the business community post-recession and earthquake in addition to all the other initiatives. • Pursue recent, committed and proposed public investment projects and their timeframes for completion. • Continue support being provided for example case management and reducing restrictive parking standards. • Develop opportunities for high profile development sites for example the former Sydenham School site, by business or activity type. • Promote its active business community (including the vision for The Colombo) and large residential catchment to the south. • Help provide information for a business and community service inventory.
<p>Rationale:</p>	<p>The recession and post-earthquake environment has put Sydenham at greater risk of not being able to recover economically and attract people, investors and markets back. At the moment there is no coherent story that explains why Sydenham has a competitive business advantage over other locations, and what the vision for the centre is. Sydenham also suffers from out-dated and incorrect perceptions.</p> <p>Building a distinct brand for Sydenham and promotion through a marketing campaign and the creation of a prospectus can build awareness, change perceptions and promote Sydenham as a desirable place to work, do business and invest. It is important that the area regenerates and reinforces its role as: 1) a key centre that supports the industrial sector; 2) a destination centre with complimentary retail to the Central City; and 3) a place for people to live. A campaign to engender confidence and create positive perceptions about the area will help to strengthen the long term prosperity of Sydenham's business community. It will also ensure the continuation of open communication of the area's successes.</p> <p>This action has been amended to reflect the work already undertaken by Sydenham Quarter Inc who have undertaken their own market research and employed the services of Studio Publica a local communication and design specialist to create a brand for Sydenham. The established brand has been launched as part of a marketing campaign for the area with members of Sydenham Quarter Inc having the ability to use the branding under strict control guidelines and benefit from the Web Site and association with the area.</p> <p>Sydenham Quarter Inc have over the last year also held successful local fundraising events, successfully secured funding for the hosting of free Wifi from Internet NZ for the area for three years, increased their membership and both promoted and raised the profile of Sydenham via social networking sites such as Facebook and Twitter.</p>

Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Identification of key consumer markets and needs • Identification of appropriate/key business types for the area • Prospectus and marketing campaign research and development • Continue development of the campaign • Platform for continuous and regular communication of successes in the area • Continue to reinforce the use of a visually consistent Sydenham identity for use in all communications • Scoping of willing local hosts <p>Approvals:</p> <ul style="list-style-type: none"> • Funding for the roll-out of the campaign <p>Implement:</p> <ul style="list-style-type: none"> • Regular communication updates • Circulate the prospectus 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme to communicate the prospectus to businesses in the targeted industry and commercial sectors, end users, property advisors and real estate agents. Consideration should be given to the use of 'local hosts' who can take interested parties on a guided tour of the area. • Regular communication updates 	<p>Implement:</p> <ul style="list-style-type: none"> • Outreach programme • Regular communication updates
Lead:	Sydenham Quarter Inc Recover Canterbury Christchurch Economic Development Corporation Christchurch City Council – Strategy and Planning		
Partner agencies / organisations:	Christchurch City Council – Communications Christchurch and Canterbury Tourism, Community Board Local businesses		
Related actions from other themes:	N5, N6,		

POSSIBLE BUSINESS TYPES TO TARGET

Sydenham could attract the following business types in the future:

- Studio commercial premises.
- Incubators.
- Owner-occupier.
- Affordable research and development space.
- Affordable studio space.
- Flexible small designer studios.
- Retail showrooms and service trades premises.
- Business services premises.
- Office services premises.
- Restaurant and cafés

Sydenham could successfully target professional services (that supply the surrounding businesses, and smaller businesses) that can not afford Central City rental rates. This includes supporting small to medium office businesses, such as marketing firms, architects, accountants and lawyers, as well as start-up businesses in retail or industrial that need warehousing, light industrial and office. To the east of the city there are no other major small business centres. Ferrymead has a strong retail offer, and is starting to grow professional services that support the surrounding businesses, however, this area is still in it's infancy. Sydenham could fill this gap, rather than continue expansion of the office and the Business 3 Zone (B3) area which is currently well catered for in Ferrymead.



Graphics courtesy of Studio Publica and Sydenham Quarter Inc

(E2) Appoint a Sydenham case manager

Description of the project:	<p>Employ a Sydenham case manager to provide a 'single face of recovery' to property owners; property developers and businesses to ensure that people who need assistance are able to access available services. Case managers are to help review repair/rebuild options, provide information and offer support through the consenting processes, obtain urban design and heritage advice, communicate master planning directions, advocate for asset repair works and to help owners through any financial assistance schemes adopted by the Council.</p> <p>In Sydenham the case manager could coordinate a business recovery information seminar and/or a 'design centre' for building owners, helping to promote and provide advice on local sustainable building design and various building technologies (appropriate to the local area).</p>		
Rationale:	<p>Better knowledge of the kinds of services and funding available is needed by the property and land owners. There is a need to build a collaborative approach - championing within the Council and with relevant government and non-government agencies and services. The case manager is able to act as the key strategic contact and provide more responsive and tailored services. The Council has a clear and on-going commitment to business recovery. To fully achieve this, there is a need for additional human resources to focus on the rebuild of individual high priority centres.</p> <p>Sydenham Quarter Inc are looking at funding a Sydenham Ambassador who will promote Sydenham and can liaise with the various bodies such as Christchurch City Council, Recover Canterbury and Chamber of Commerce etc.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Staff programming and resourcing. <p>Approvals:</p> <ul style="list-style-type: none"> • Appoint a full-time officer to act as a case manager. <p>Implement:</p> <ul style="list-style-type: none"> • Case manager position is up and running. • Regular review of the position . 		
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies / organisations:	Christchurch City Council – City Environment (consents planning, heritage, urban design, legal divisions). CERA. Sydenham Quarter Inc, Recover Canterbury		
Related actions from other themes:	C1,C2, C3, B3.		

(E3) Pilot redevelopment project of a multiple ownership site

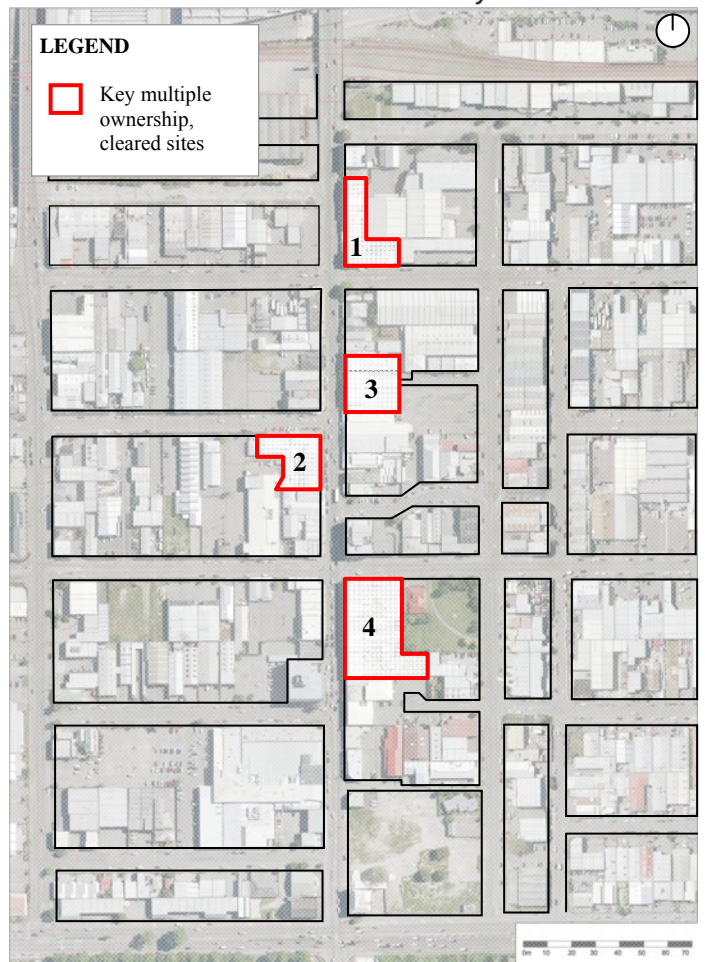
<p>Description of the project:</p>	<p>Establish a pilot facilitation project that addresses the numerous challenges associated with comprehensive redevelopment that arise from multiple ownership narrow lot sizes, deep plot widths and various levels of insurance. In collaboration with landowners and developers, the Council could provide property, contractual, urban design and planning advice. Develop and produce a case study report detailing all the issues dealt with in this project to assist other multiple ownership site developments within Sydenham and Christchurch</p> <p>An appropriate case study site is the Buchan Park precinct - the central block which includes Buchan Park, the former Masonic Hall now demolished and the former Beverley Buildings (a heritage listed parade now demolished). However there are several multiple ownership sites within Sydenham that have similar issues.</p> <p>The project is to investigate and address the following issues:</p> <ul style="list-style-type: none"> • Engineering (geotechnical) and archaeological investigations - constraints and requirements for rebuilding. • Party walls and foundations - reaching decisions about the foundations left in the ground, resolving frictions between owners adjoining walls following seismic events and fire regulations. • Differing levels of funding from insurance payouts or the ability to raise the necessary capital to finance development. • Preparation of documentation with advice from the Council's legal team on the use of body corporate's or other co-operative development mechanisms such as development corporations and partnerships. • The economies of scale for the development of adjoining sites and those in multiple ownership with regard to architects fees, consent fees, building costs, technical reports, party walls and foundations, fire regulations, parking requirements, vehicle access, building circulation and lifts. • Urban design advice for the development of sites including: <ul style="list-style-type: none"> • Contextual analysis of the site. • How to maximise the sites advantages. • Designs which give a consistent height and a good interface to the street. • Ways to reference what stood on the site before. • How to retain the fine grain of building, achieve a sensitive scale and proportion and select materials and colours in keeping with Sydenham's character and historic pattern of development. • Exit strategies for owners who do not wish to develop their sites, but need assurance on the value of the land they are selling. • Ideas and contacts to enable temporary uses for sites (Greening the Rubble and Gap Filler) to avoid long term vacant sites becoming a blight on the landscape. This includes ways of providing temporary accommodation in the short to medium term that provides a street frontage (for example, hiring of units for community use/display/displaced businesses).
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Rationale:	<p>Sydenham has several sites where owners have been left with cleared lots that were originally built as one parade. Undeveloped sites remaining vacant and unusable will have negative effect on regeneration of area. This project will give confidence to owners in Sydenham and elsewhere about the comprehensive development of sites and the positive input of architectural and design advice to realise their potential.</p> <p>Ideally, these premises should be built again as one building (to benefit from building efficiencies from a single floorplate, lift and circulation system). Re-development should allow for the owners to, if desired, have different façade treatments to show individuality in a way that complements the adjoining properties.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Land owner aspirations and circumstances. • Planning intervention mechanisms for site amalgamation and/or development. • Future uses of Buchan Park. • Tailored funding mechanisms. • Design. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Development model. • Planning matters i.e. pre-approval. <p>Construction and implantation (to show that this model works and can be rolled-out across the city).</p>	
Lead:	Christchurch City Council – Strategy and Planning		
Partner agencies / organisations:	<p>Land owners. Christchurch City Council – City Environment (greenspace, regulatory and property divisions). Financial institutions. Insurance companies.</p>		
Related actions from other themes:	M2, N1, N3, B1, B2, B3, B4,		

EXISTING MULTIPLE OWNERSHIP CLEARED SITES

Possible pilot sites:

1. Byron/Colombo Streets (9 lots).
2. Battersea/Colombo Streets (3 lots).
3. Penbury/Colombo Streets (5 lots).
4. Wordsworth/Colombo Streets (12 lots).



POSSIBLE RESPONSE

Concept designs and detailed layouts need to be explored in collaboration with landowners and developers. One option which provides a positive urban design response is shown below:

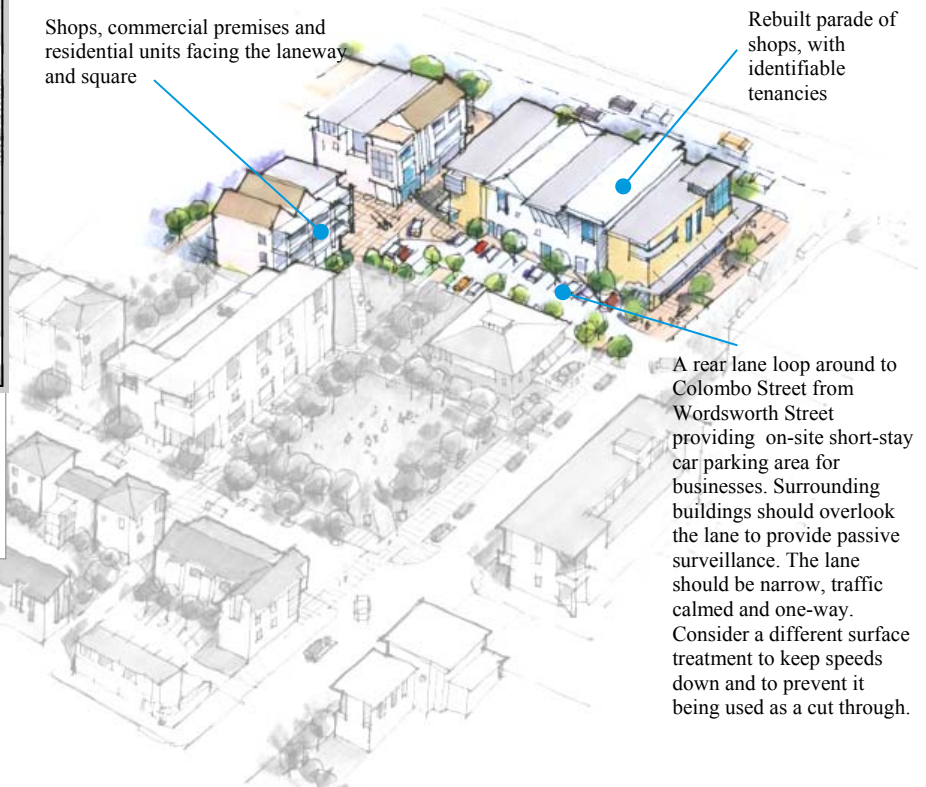


LEGEND

- Mixed use activities
- Retail / commercial activities

Shops, commercial premises and residential units facing the laneway and square

Rebuilt parade of shops, with identifiable tenancies

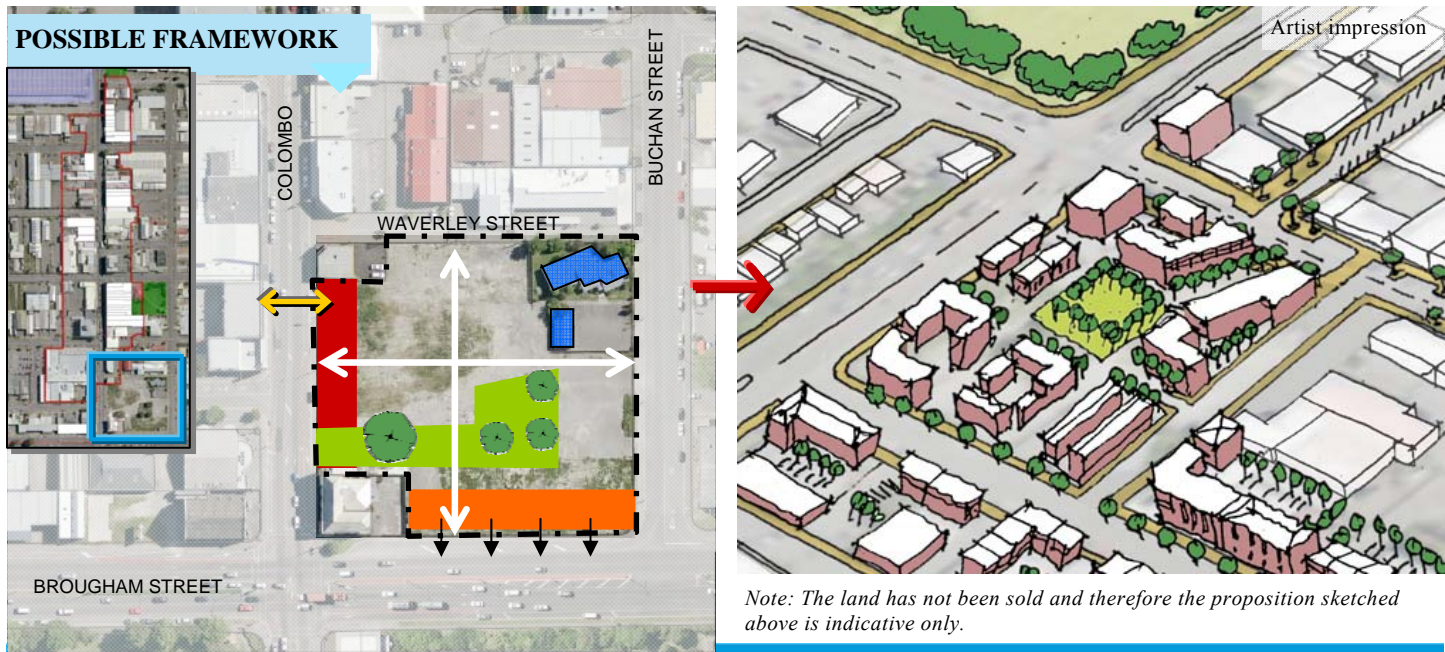


A rear lane loop around to Colombo Street from Wordsworth Street providing on-site short-stay car parking area for businesses. Surrounding buildings should overlook the lane to provide passive surveillance. The lane should be narrow, traffic calmed and one-way. Consider a different surface treatment to keep speeds down and to prevent it being used as a cut through.

Artist impression of the Buchan Park precinct

(E4) Former Sydenham School site development framework

<p>Description of the project:</p>	<p>The Council considers approaches to manage development quality on the former Sydenham School site (350 Colombo Street) which it owns. Look to develop a design brief which is attached to any Expression of Interest to clearly outline quality expectations to developers. The Council's procurement requirements should ask for a concept design attached to the land purchase offer to ensure that design quality is considered and include development timeframes.</p>		
<p>Rationale:</p> <p><i>Note A resource consent was approved in 2005 for a mixed use, medium density development named 'Sydenham Square'. The resource consent has since lapsed.</i></p>	<p>This high profile, large and prominent site (located opposite The Colombo) is considered a strategic land parcel which has the potential to be a catalyst for the regeneration of Sydenham. It presents an opportunity to introduce a high quality development which embodies the identity of the 'new Sydenham' to the southern end of the centre.</p> <p>Future development on the site should:</p> <ul style="list-style-type: none"> • Contribute an active edge back to Colombo Street. • Provide an edge to Brougham Street which is acceptable in visual terms. • Ensure public space has a connection to Colombo Street and adds to the amenity of any residential uses on site and collective experience (wider community gain). • Retain significant trees (Weeping Elm). • Physically and visually connect to Waverley Street. • Achieve effective integration with adjoining properties. <p>Consider the potential mix of activities that could be appropriate for the site. This may include community activities such as a gymnasium and fitness centre, residential accommodation and education or entertainment facilities as well as commercial activities.</p>		
<p>Timeframe:</p>	<p>Immediate / Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Mechanisms available to 'lock-in' design quality. • Enter discussions with interested parties. <p>Implement:</p> <ul style="list-style-type: none"> • Design input/control tools attached to the request for tender. 		
<p>Lead:</p>	<p>Christchurch City Council – Strategy and Planning/Property.</p>		
<p>Partner agencies /organisations:</p>	<p>Future purchaser and developer.</p>		
<p>Related actions from other themes:</p>	<p>N2, B4</p>		



(E5) Railway site property opportunities

Description of the project:	<p>The future of Rail Shed B is uncertain. Build a working relationship with KiwiRail to investigate potential uses for the large rail sheds to ensure that future uses of the site are more compatible with the Sydenham Master Plan Vision.</p> <p>This project looks to investigate potential uses for this vacant building. These may include:</p> <ul style="list-style-type: none"> • Temporary uses such as a weekend market. • A covered market as a permanent feature. • An arts centre. • An indoor sports and recreation facility. • A rail and industrial history museum. • A small business incubator. 		
Rationale:	<p>Around the Main South Railway line there are many old industrial and warehouse buildings, some un-used. The Rail Shed B building on the corner of Cass and Colombo streets is one such example. An opportunity exists to use this prominent corner building (with a large floorspace) for new business or community activities and for it to act as a northern 'centre of activity'. It is a strategically significant site with high accessibility and lower land values. However recent activity on the site including the stockpiling of demolition waste and concrete crushing has had a negative impact upon the surrounding area. The site is zoned Special Purpose Railway in the Christchurch City Plan which allows for a wide range of uses and activity without the need for Resource Consent. There is a need to build a strong working relationship with KiwiRail to investigate potential uses for the large rail sheds and surrounding land that are more compatible with the Sydenham Master Plan Vision and the development in the area such as a future covered market, bus exchange or business incubator (in conjunction with KiwiRail).</p> <p>Ongoing discussions are currently being had with KiwiRail and interested parties about the building. This project will enable more informed discussions with potential owners or tenant organisations.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<ul style="list-style-type: none"> • Discussions with KiwiRail over the current use of the site for the storage and sorting of demolition waste material to reduce the negative impact of the operation on surrounding businesses. 	<p>Investigate:</p> <ul style="list-style-type: none"> • Property and land designation investigation. • Market demand for particular uses. • On-going discussions with current owners and future purchasers/developers. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Resource and building consents. <p>Construction and promotion.</p>
Lead:	KiwiRail Christchurch City Council – Strategy and Planning / Property		
Partner agencies / organisations:	Business investors Real estate agents		
Related actions from other themes:	N1, N2, N6		

Below: The vacant Rail Shed B building with its distinctive saw-tooth roof on the corner of Cass and Colombo streets



(E6) Funding options and non-financial support

Description of the project:	<p>Explore the range of funding options available to the Council and Community to assist in the rebuild and recovery of Sydenham.</p> <p>Identify, collate and communicate to business and property owners and operators and community groups details of the range of funding options and temporary support of a non financial nature available to and through the Council and community and businesses to assist rebuilding and recovery.</p>		
Rationale:	<p>Post earthquake there have been various funding options and other initiatives created to help with the rebuild and recovery of Canterbury. All funding and assistance schemes have set criteria and may be available for a variety of uses, individuals and organisations, these funds and initiatives change over time according to availability and need. A key theme to many of them is partnership, whether that be with or between the community, Central Government or New Zealand businesses and organisations. Their respective source scope criteria and implications etc, need to be identified and the information collated in order to better assist business property owners and operators and community groups.</p> <p>Earthquake and non earthquake specific options to investigate include:-</p> <ul style="list-style-type: none"> • Council revenue • Development mechanisms • Private investment incentives • Community and business funding • Central Government/Local Government funding • Independent community grants • Joint public and private sector external funding • Private sector led external funding • Local Government initiated assistance • Community organisations, trusts and philanthropic assistance • Other organisations 		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Funding options • Support of a non financial nature • Produce information of the details • Circulate information to business and property owners and operators and community groups. • Continue to update and circulate information 		
Lead:	Christchurch City Council – Strategy and Planning		
Partner agencies / organisations:	Sydenham Quarter Inc		
Related actions from other themes:	M5, C1, C3, C4, E1.		

Movement - theme and actions

Theme summary - Sydenham's traffic and transport

Colombo Street forms the spine of the Sydenham area and it is an important connection between the residential suburbs of Cashmere, the Princess Margaret Hospital, and the Central City. Colombo Street as a minor arterial has a 50kilometres per hour speed limit, and this provides for north-south movements in this area. Prior to the earthquake there were around 17,500 daily vehicle movements on Colombo Street. Wordsworth Street (also a minor arterial) carries the majority of east-west traffic movements through Sydenham. Minor arterial roads provide connections between major arterial roads, in this case, Moorhouse Avenue and Brougham Street, and help move traffic around the city. For Sydenham, these movements are essential for the economic viability of the light industrial activity that takes place in this local area. The majority of other roads in the area are local roads, such as Elgin Street, Stanley Street and Buchan Street.

Sydenham is easy to walk around with its flat topography and well-connected street network. However, there are some concerns over pedestrians crossing busy streets including Colombo Street, Moorhouse Avenue and Brougham Street.

There are a number of bus routes that use Colombo Street which in turn provides a frequent bus service in the area. Ensuring bus services through Sydenham are reliable is essential to encourage public transport use. This is a key objective to achieve sustainable transport use and ensure accessibility for all. All options are to be explored, but it is recognised that the bus priority measures, including bus lanes, proved unpopular in this area.

There are currently cycle lanes on Colombo Street, however, these are in poor condition. There are further opportunities to look at how all modes of transport can use the corridor safely.

Easy availability of car parking in Sydenham is a key attraction to current shoppers. However, a balance needs to be found between the demands for car parking and the need to create a pleasant environment for all road users. This includes areas for people to stop and pause, the provision of street trees and the creation of safer pedestrian connections. Sydenham has a lot of trade generated from local industry, but it also relies on the ability for passing traffic to stop and shop (also called the movement economy). This ability to travel through Sydenham and to park on Colombo Street needs to be balanced against the opportunity to reduce traffic speeds to enable safe pedestrian connections and to allow people to interact with activities and public amenities.

Accommodating the needs of all users is a major challenge with a limited road width of 20 metres.

ECONOMIC AND SOCIAL WELL-BEING	
Theme	MOVEMENT
Principles	Accessibility for all
	Strategic network
	Active transport
	Parking
Urban design	Context Choice Connections Custodianship Collaboration

Actions summary

(M1) Road corridor review including public transport, walking and cycling.

Complete a full review of the movement demands of all transport modes on Colombo Street and the surrounding area, including public transport networks and pedestrian and cycle networks and examine what effects a reduction in traffic volumes and speed or a change in road hierarchy would have on these surrounding networks, including the cycle and pedestrian network. Consider the needs of cyclists and pedestrians with particular regard to safety in the road design. Public transport should be direct, reliable and attractive for existing users and should encourage new users. Work closely with Environment Canterbury and the local community to ensure a reliable and efficient service is maintained in the area.

(M2) Parking investigations in the commercial area

Complete a full review of the 2009 Parking Strategy prior to making any changes within the area. Evaluate the effects of a possible staged removal of spaces from Colombo Street and the option of additional parking on local side streets. Consider the parking requirements for the redevelopment of all the cleared sites in the area (most of which are unable to provide onsite parking) when considering the provision of on-street space. Consider changes even if short term to improving more on street parking for the new developments with limited restrictions to ensure provision and use to compliment business and residential uses in the area. Consider the needs of pedestrians and cyclists in the positioning and location of parking along Colombo Street and side streets.



(M3) Pedestrian improvements

Consider improvements to pedestrian safety both within and in getting to the area and ensure these considerations are included in Action M1 Road Corridor Review. Look at opportunities to improve pedestrian crossings points along Colombo Street. Evaluate footpath width and balance this with the needs for the street.

Improve the pedestrian environment at the Colombo Street - Brougham Street intersection in conjunction with the New Zealand Transport Agency. This may include upgrading the pedestrian waiting areas and other safety and amenity measures in addition to reconsidering the signal phasing.

Ensure all proposed infrastructure and existing infrastructure is accessible for all pedestrians, for example, tactile pavers in addition to suitable kerb cut-downs at intersections and safe crossing points.

(M4) Cycle infrastructure

Provision for cyclists in the streetscape is incorporated in the other movement actions in particular M1 Road Corridor Review. Investigate safe cycle links and improved connections to the wider cycle network. Consider improvements to cycle lanes and locations for secure cycle parking (racks and lockers) and other cycle infrastructure. Investigate opportunities for a 'Park and Pedal' facility in Sydenham. Discuss on site cycle facility provision with all property owners looking to rebuild as part of the case management process.

(M5) Colombo Street public realm improvements

The results of the investigations for all the movement actions and the desire to encourage active travel in the area provide the information needed to assist in determining the needs and challenges for Colombo Street. A unified design (possibly staged) for Colombo Street over short and long term horizons is established. Any new design allows for vehicular, bus and cycle movements with enhanced pedestrian amenity.

Movement actions

(M1) Road corridors review including public transport, walking and cycling

<p>Description of the project:</p>	<p>Complete a full review of the movement demands of all transport modes on Colombo Street and the surrounding area, and on the existing and proposed surrounding transport networks including Ecan public transport networks and pedestrian and cycle networks. Examine what effects a reduction in traffic in this area would have on the all existing and proposed surrounding networks, including the cycle and pedestrian network. Examine the options of a change in road hierarchy, and traffic calming devices that could slow down traffic in this area. Consider the needs of cyclists and pedestrians with particular regard to safety in the road design. Consider the needs of public transport in the area and work closely with ECan and the local community to ensure a reliable and efficient service is maintained in the area. Public transport should be direct, reliable and attractive for existing users and should encourage new users.</p>
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Rationale:	<p>Design changes on Colombo Street and east-west cross connections have the potential to have flow-on transport impacts on the wider network. Network implications may include:</p> <ul style="list-style-type: none"> • Increased levels of congestion. • Queue formation at intersections. • Capacity reductions at key intersections in the area including the Brougham Street/Colombo Street and Moorhouse Avenue/Colombo Street intersections both of which operate at or close to capacity in peak periods. • Vehicles re-routing or using alternative routes (such as Durham, Montreal, Buchan or Gasson streets) to gain access to and from the Central City. <p>In order to better understand the wider network effects on the centre, traffic modelling and further investigations need to be undertaken. Any decisions within Sydenham are also dependant on the adoption of the transport approach detailed within the Central City Recovery Plan if and when adopted by the Minister.</p> <p>Prior to the earthquake, the Council hoped to progress the establishment of a north-south bus priority corridor from Cashmere through to the Central City. For the Sydenham section between Moorhouse Avenue and Brougham Street, this involved peak hour bus priority lanes and removing parking along Colombo Street during these times however this proved very unpopular. The earthquake events have changed Sydenham dramatically, and an opportunity now exists to redesign Colombo Street and achieve long term aspirations for all forms of transport.</p> <p>Future plans for passenger transport sees Colombo Street remain as a key public transport corridor. The removal of buses from Colombo Street would have serious implications for the passenger service to and through this area. The increased cost of re-routing, timetabling issues and safety concerns around turning movements particularly on Brougham Street would potentially result in the removal of bus routes in this area.</p> <p>It is important for the economic viability of Sydenham that bus access is maintained. For the bus service to remain viable it is important that bus services through Sydenham are quick and reliable so existing customers continue to utilise the service and more people are encouraged to shift to public transport. This does not necessarily require the use of bus priority lanes. Other options will be explored which include facilities for passengers to board and alight quickly to ensure an effective service.</p> <p>During the investigations into the design of the road corridor and provision for public transport it is essential that the needs of cyclists and pedestrians are at the forefront in the design process.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Complete traffic modelling including pedestrian movements and cyclists. • Feed in confirmed Central City transport aspirations. • Determine the appropriate response. • Examine other options for business on Colombo Street to improve efficiency and reliability such as facilities for boarding and alighting. • Consultation. 	Utilise this information to form the basis for action M5 review.	
Lead:	Christchurch City Council – Asset and Network Planning.		
Partner agencies/organisations:	Christchurch City Council - City Environment Traffic Operations. Environment Canterbury. New Zealand Transport Agency. Cycle Groups/Spokes Living Streets Aotearoa Disability Action Group		
Related actions from other themes:	N1, N2, C4, B2		

(M2) Parking investigations in the commercial area

Description of the project:	<p>Complete a full review of the 2009 Parking Strategy prior to making any changes within the area. Evaluate the effects of a possible staged removal of spaces from Colombo Street and the option of additional parking on local side streets. Once Sydenham has been developed further, a parking occupancy survey should be undertaken to understand how parking supply both on-street and off-street is utilised. Use these findings to determine the appropriate response for on-street parking in Sydenham for example, time restrictions, parking enforcement, any potential requirements for a car park building, additional on-street spaces on side streets and a 'Park n' Walk' facility.</p> <p>Consider the parking requirements for the redevelopment of all the cleared sites in the area (most of which are unable to provide onsite parking) when considering the provision of on-street space. Consider changes even if short term to improving more on street parking for the new developments with limited restrictions to ensure provision and use to compliment business and residential uses in the area. Consider the needs of pedestrians and cyclists in the positioning and location of parking along Colombo Street and side streets.</p>		
Rationale:	<p>Parking is a critical contributor to the viability of street based local retailing. Key considerations include:</p> <ul style="list-style-type: none"> • The consequences of the removal of some on-street parks on Colombo Street to improve pedestrian and cyclist safety and environmental enhancements. Comparing the economic effects against the opportunity for landscaping to soften the road environment and increase pedestrian and cyclist safety. Street trees will also help to make the carriageway appear narrower thereby reducing vehicle speeds. • Current Parking Strategy indicates that the following uses of kerb side roadspace have priority before any allocation of these areas for parking, these being:- Safety measures; Traffic flow; Pedestrian or Cycle facilities and Landscaping. <p>Arterial Roads Parking Priority</p> <ol style="list-style-type: none"> 1 Bus stops. 2 Taxi, limousine and shuttle services. 3 Loading Zones. 4 Parking for people with disabilities. 5 Short-stay private parking for business and retail needs. 6 Residents parking. 7 Commuter parking. <p>There is public perception that there is not enough parking in the area, and in 2010 many business owners and people in the community were vocal about the effects of the removal of any on-street parking from Colombo Street. By understanding how existing on and off street spaces are utilised, a more informed decision about parking to protect multiple interests and needs across the area can occur. A new parking strategy may be needed to ensure that current parking restrictions meet the demands for the future of Sydenham.</p>		
Timeframe:	Immediate / Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Review the 2009 Parking Strategy and report on findings. • Examine how many on-street parking spaces would be removed for pedestrian/cycle space and enhancements as part of the Master Plan. Evaluate any opportunities for additional parking such as angle parking on adjacent local streets that do not carry predominant east-west traffic movements, time restrictions and enforcement. • Investigate the option of parking meters to ensure efficient turn over of parking spaces on Colombo Street. • Report on findings. • Scheme design • Consultation <ul style="list-style-type: none"> • Implement changes to on street parking provision on Colombo Street and in side roads to reflect parking investigations. <p>Following the further development of the Sydenham area and the rebuild of the Central City Investigate:</p> <ul style="list-style-type: none"> • Undertake a parking occupancy and travel demand survey • Review the Sydenham Parking Strategy and update if needed - based on current and future requirements. • Undertake a traffic survey and retail access study to understand the destination of traffic using Colombo Street. • Independent review/assessment of car users and parking use on Colombo Street - are they stopping or going through, where are they headed? This will help to understand parking needs. 		
Lead:	Christchurch City Council – City Environment, Transport and Greenspace, Traffic Operations		
Partner agencies / organisations:	Local retailers, property and business owners. Community Board		
Related actions from other themes:	E3, N2, B3		

(M3) Pedestrian improvements

<p>Description of the project:</p>	<p>Consider improvements to pedestrian safety both within and providing access to the area and ensure these considerations are included in Action M1 Road Corridor Review. Look at opportunities to improve pedestrian crossings points along Colombo Street. Evaluate footpath width and balance this with the needs for the street.</p> <p>Improve the pedestrian environment at the Colombo Street - Brougham Street intersection in conjunction with the New Zealand Transport Agency. This may include upgrading the pedestrian waiting areas and other safety and amenity measures in addition to reconsidering the signal phasing.</p> <p>Ensure all proposed infrastructure and existing infrastructure is accessible for all pedestrians, for example tactile pavers in addition to suitable kerb cut-downs at intersections and safe crossing points.</p> <p>Improve the pedestrian environment and pedestrian safety along Colombo Street with particular attention paid to footpath widths, kerb build outs and crossing points. Focus on improving pedestrian safety near bus stop locations.</p> <p>Investigate improvements across the Colombo Street - Brougham Street intersection. Prior to finalising the design, review the likely effects of the Southern Motorway (post-completion) and bus routes on this intersection. Use infrastructure accessible for all pedestrians including disabled and low mobility users.</p> <p>Possible pedestrian improvements may include:</p> <ul style="list-style-type: none"> • Changing green times for pedestrians and creating a staged signal crossing. • Improving waiting spaces. • Tactile paving. • Widening the crossing area. • Elevating road signs to create room. • Enforcing billboards and/or adding interpretative signage. • Providing formal and informal crossing points along Colombo Street
<p>Rationale:</p>	<p>The large residential catchment of the Living 3 zone south of the Sydenham commercial area brings many people to the centre to access retail and services. Pedestrian connectivity initially across Brougham Street (a State Highway) exists, but the environment could be improved for pedestrians. Improving this connection will encourage use and increase pedestrian safety.</p> <p>Pedestrian safety along the whole route is a primary concern.</p>



EXISTING CROSSING



Below: A street in Nelson that has a quality pedestrian waiting areas



Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • Crash analysis. • Design for crossing point improvements, and pedestrian refuges. • Prepare concept design. • Consultation. 	Approvals: <ul style="list-style-type: none"> • Detailed design. • Secure extra space on corners. • NZTA and the Council sign-off. Construction: <ul style="list-style-type: none"> • Upgrade pedestrian environment - construction of refuges, pavements and other improvements. 	<ul style="list-style-type: none"> •
Lead:	Christchurch City Council – City Environment, Traffic Operations.		
Partner agencies / organisations:	Environment Canterbury. New Zealand Transport Agency. Land owners. Living Street Aotearoa Disability Action Group		
Related actions from other themes:	N1, N2, M3, B2		

(M4) Cycle infrastructure

Description of the project:	Ensure provision for cyclists in the streetscape is incorporated in the other movement actions in particular M1 Road Corridor Review. Investigate safe cycle links and improved connections to the wider cycle network. Consider improvements to cycle lanes and locations for secure cycle parking (racks and lockers) and other cycle infrastructure. Investigate opportunities for a ‘Park and Pedal’ facility in Sydenham. Discuss on-site cycle facility provision with all property owners looking to rebuild as part of the case management process.		
Rationale:	Investing in infrastructure to support the transition of people using more sustainable transport modes (including cycling) helps with city-wide travel demand management objectives. Cycling as a sustainable transport mode has many benefits. It helps to reduce the demand on the city’s transport network (by getting people out of motorised vehicles) and correspondingly improves environmental and health outcomes. Incentivising change could be helped by providing secure cycle parking facilities in key locations for employees, shoppers and visitors.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Consider the provision of safe cycling environment throughout Sydenham particularly as part of Action M1 Road Corridor review. Review cycle parking and facilities within Sydenham and the surrounding area. Consider possible locations where additional cycle racks and lockers are suitable. Existing cycle use through and to the centre. 	<p>Approvals:</p> <ul style="list-style-type: none"> Funding for cycle infrastructure. Encouraging developers to provide on-site cycle parking and end of trip facilities (showers/ lockers) for employees and visitors through site specific travel plans. The provision of a secure cycle storage and parking facility. <p>Consultation:</p> <ul style="list-style-type: none"> Design and location of cycle parking and storage. <p>Construction:</p>	
Lead:	Christchurch City Council – City Environment, Traffic Operations, Strategy and Planning		
Partner agencies / organisations:	Community Board. Cycle groups/Spokes Community.		
Related actions from other themes:	N1, N2		

Providing for cycle infrastructure, to help encourage cycling patronage.

Examples of innovative lockable bike storage systems and lockers.



(M5) Colombo Street - public realm improvements

<p>Description of the project:</p>	<p>The results of the investigations for all the movement actions and the desire to encourage active travel in the area; provide the necessary information to assist in determining the needs and challenges for Colombo Street. In conjunction with other specialities such as urban design and open green space, a unified plan for Sydenham both for the short and long term can be established. This may involve a staged process. Consideration needs to be given to the current road hierarchy of Colombo Street as one of the key arterial routes into the Central City to/from the south. Any new design needs to allow for vehicular, bus and cycle movements with enhanced pedestrian amenity. Any changes to the transport infrastructure on Colombo Street and the east-west cross connections within the Sydenham area, will have wider network implications so any design needs to take in account these effects and mitigate any adverse effects for the surrounding network.</p>		
<p>Rationale:</p>	<p>Colombo Street operates as one of the key arterial routes into the Central City to/from the south. For this reason it is important that any design has longevity and finds ways to:</p> <ol style="list-style-type: none"> Achieve a good balance between movement of all transport modes, including vehicular, cyclist and pedestrian, and parking and amenity. Manage vehicle volumes (in the interests of both the city-wide and local transport network). To support the land uses which are located on it and encourage land use reinvestment. 		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>		<p>Investigate:</p> <ul style="list-style-type: none"> Utilise all findings from Movement Actions and in collaboration with other specialties examine the appropriate road design for Colombo Street. Concept design. Consultation. 	<p>Construction:</p>
<p>Lead:</p>	<p>Christchurch City Council – Capital Programmes Group.</p>		
<p>Partner agencies / organisations:</p>	<p>Christchurch City Council – Transport and Greenspace, Traffic Operations, Asset and Network, Strategy and Planning. Environment Canterbury. Sydenham Quarter Inc. Cycle Groups/Spokes. Te Ngāi Tūāhuriri Rūnanga Community Board. Disability Action Group Living Streets Aotearoa Community</p>		
<p>Related actions from other themes:</p>	<p>E6, N1, N2, N5, N6, C5, B2</p>		

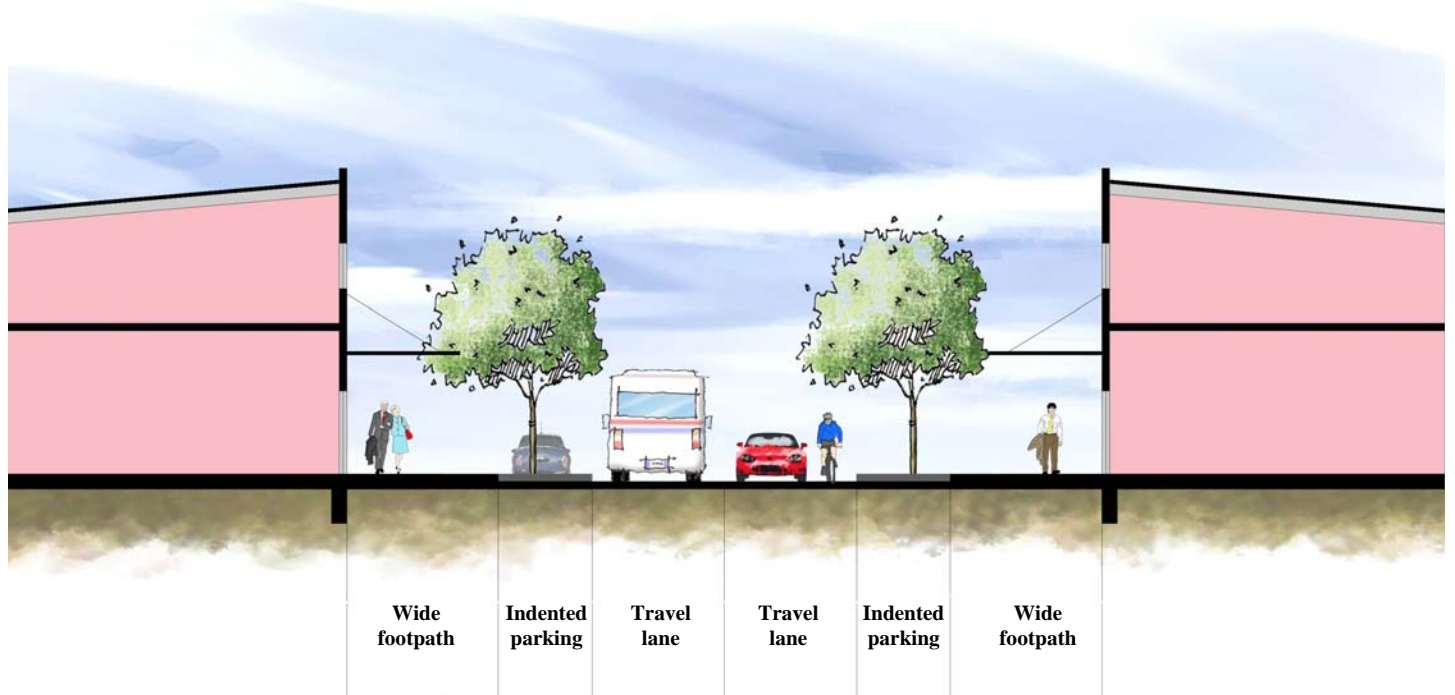
POSSIBLE PUBLIC REALM DESIGN



POSSIBLE CROSS-SECTION DESIGN

A number of possible cross-section designs have been considered for Colombo Street including full pedestrianisation, a slow street, bus priority, cycle lanes and maintaining the status quo.

These have been narrowed down following technical reviews and consultation feedback to an option which allows for bus, car, cycle and pedestrian movements in a slower, safer and high amenity environment. Designs which reduce traffic speeds and volumes through traffic calming schemes are included. Note this is one possible option Action M1 will involve the full investigation of all the competing transport and public space demands upon this narrow road corridor with a final solution to be investigated with partner agencies and interest groups and solutions consulted upon.



Natural environment - theme and actions

Theme summary - Sydenham's parks and open spaces

It is noted that the concentration of commercial and industrial activities, car parking, open spaces and landscape quality in Sydenham is variable. The centre has a fairly even distributed series of parks - Carlyle Park to the north near to the rail over-bridge, Buchan Park in the centre and the large sports park (Sydenham Park) to the south. These parks are not currently providing amenities or spaces which are suited to the high worker population or day-time shoppers.

The portion of Colombo Street from Moorhouse Avenue to Brougham Street has a scattering of landscaped 'pocket' spaces (mostly found at street corners and pedestrian crossings) and very little canopy coverage. Any proposal needs to give consideration to the competing space demands of people, cyclists, cars and buses within a very narrow road corridor and any restrictions on the placement of street trees caused by storefront verandas. It is important that wind, micro-climatic effects and drainage issues are also addressed.

As more people live, work and shop in Sydenham, greater emphasis will need to be placed on the public realm - the streets, parks and open spaces. These spaces will deliver recreational amenities, be spaces to socialise in and provide a connection to place's identity. Re-thinking the distribution, size and configuration of Sydenham's parks and open spaces so they are attractive, visible and functional for everyone to enjoy is essential.

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

Actions summary

(N1) Colombo Street public spaces

Provide informal public spaces for business and community interaction along Colombo Street through building setbacks, kerb build-outs and the use of small areas of on-street parking. Carefully consider the location of these spaces to ensure a good outcome and consult closely with adjoining property owners regarding setbacks and build outs.



(N2) Street trees and lighting

Enhance the streetscape of Colombo Street through the regular placement of trees and lighting. Consider a range of tree specimens – from large gateway trees north, south and central to the commercial area; smaller varieties within and around parks and living areas and mid-sized exotics for the balance of Colombo Street. Retain the iconic Weeping Elm trees on the former Sydenham School site by locking in a design framework for the site. New lighting improves pedestrian safety on Colombo Street and side streets, consider feature lighting that will contribute to the area's amenity.



(N3) Buchan Park remodel

Building on action E3 (a pilot project on a multiple use site) investigate options to better utilise Buchan Park through the creation of a village square, opportunities for additional circulation and accessibility from Colombo Street and public space redesign including hard surfacing, seating, tree planting and landscaping.

(N4) Relinquish and replace Carlyle Park

Relinquish Carlyle Park to private ownership (Carlyle Park is currently zoned Open Space 1 and held in fee simple title by the Council). As part of the sale of the land retain a landscaped strip fronting Colombo Street and place design controls on any new build. Investigate options within Council to ensure the funds from the sale of land are used to purchase open space elsewhere in Sydenham.

(N5) Temporary landscapes

In discussion with landowners, Greening the Rubble and Gap Filler, continue to look for and support inventive uses for cleared sites along Colombo Street.

(N6) Gateway treatment Colombo Street

Enhance the entrance experience to Sydenham township. This will help make the centre recognisable as a unique area. Use this as an opportunity to reflect the history of the area and strengthen Sydenham's identity. Consider the use of temporary gateway signs and installations that will help define Sydenham and install confidence in the area during the rebuild.



Natural environment actions

(N1) Colombo Street public spaces

Description of the project:	<p>Provide informal public spaces for business and community interaction along Colombo Street by developing a unified landscape approach to streetscape upgrades long that involves the development of small pocket spaces with areas of good sunlight. Carefully consider the location of these spaces to ensure a good outcome and consult closely with adjoining property owners regarding setbacks and build outs. This may include:</p> <ul style="list-style-type: none"> • The removal of a small number of parking bays and replacing them with paved/green areas. • Building out from the kerb on key street corners. • Asking building owners of cleared sites to set back from the property boundary when re-building. • Addressing stormwater treatment. • Finding site specific opportunities such as: <ul style="list-style-type: none"> • A space within the former Sydenham school site, protecting the Weeping Elm trees. • Protecting a green strip on the Wordsworth Street frontage of the former Masonic Lodge site adjacent to Buchan Park. • A pocket park on the south-east corner of Colombo and Wordsworth streets. <p>The design of pocket spaces needs to address Crime Prevention Through Environmental Design (CPTED), universal design, and micro-climatic issues and be according to low-carbon and sustainable design principles and in accordance with Tangata Whenua values of guardianship. When designing public spaces consider the construction of swales planted with native swamp plants to aid the maintenance of water quality which is an important issue for Ngāi Tūāhuriri and Ngāi Tahu whānui. Consider view shafts from Colombo Street to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua as reference points for interpretation.</p>		
Rationale:	<p>The nature of the area calls for smaller urban and civic spaces (both paved and green). By redistributing and reframing open spaces across the entire Sydenham commercial area, this will result in a cumulative benefit for the public. Spaces will better provide for passive recreation - locations to pause, sit, eat or play. Through private acquisition and sale of some land areas, only a small change to the total amount of public reserve assets is expected. The provision of such spaces gives to opportunity to include reference to the history of the area and improve the natural environment in an otherwise urban industrial setting.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Opportunities to alter/redesign the public realm. • The types of meeting spaces that would work best. • Work with property owners to accommodate spaces. <p>Approvals:</p> <ul style="list-style-type: none"> • Detailed design and funding. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Land purchase/swap. <p>Construction:</p> <ul style="list-style-type: none"> • Initial construction within a “pilot” area. 	Maintenance and Monitoring Plan
Lead:	Christchurch City Council – Capital Programmes.		
Partner agencies / organisations:	<p>Christchurch City Council - Strategy and Planning, City Environment. Local business community property owners Community. Community Board. Te Ngāi Tūāhuriri Rūnanga</p>		
Related actions from other themes:	E3, E5, M1, M3, M4, M5, C3, C5, B2		

Two pocket spaces at the intersection of Colombo Street and Byron Street

Pre-earthquake



Image source: Google Earth (2011)



Post September 2010 earthquake condition



Artist's impression

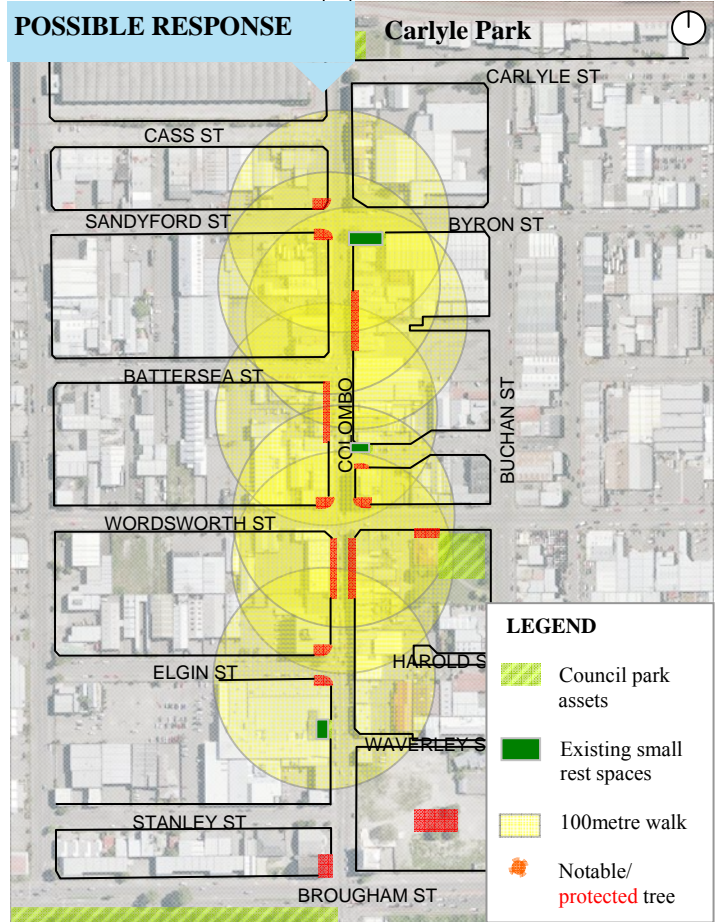


POSSIBLE FUTURE CONDITION

Redeveloping the corner site and opening the side façade towards the park space



Artist's impression



(N2) Street trees and lighting

Description of the project:

Enhance the streetscape of Colombo Street through the regular placement of trees and lighting. Retain the iconic Weeping Elm trees on the former Sydenham School site by locking in a design framework for the site. The introduction of additional landscaping along Colombo Street via a targeted street tree response:

- Use of large ‘gateway’ trees at key intersections including Wordsworth and Colombo streets, and at northern and southern ends of the commercial area.
- The regular placement of medium sized exotic specimens more suited to a street environment along Colombo Street.
- Smaller scale trees, native or exotic, and possibly fruit bearing, along side streets and laneways (particularly around Buchan Park).

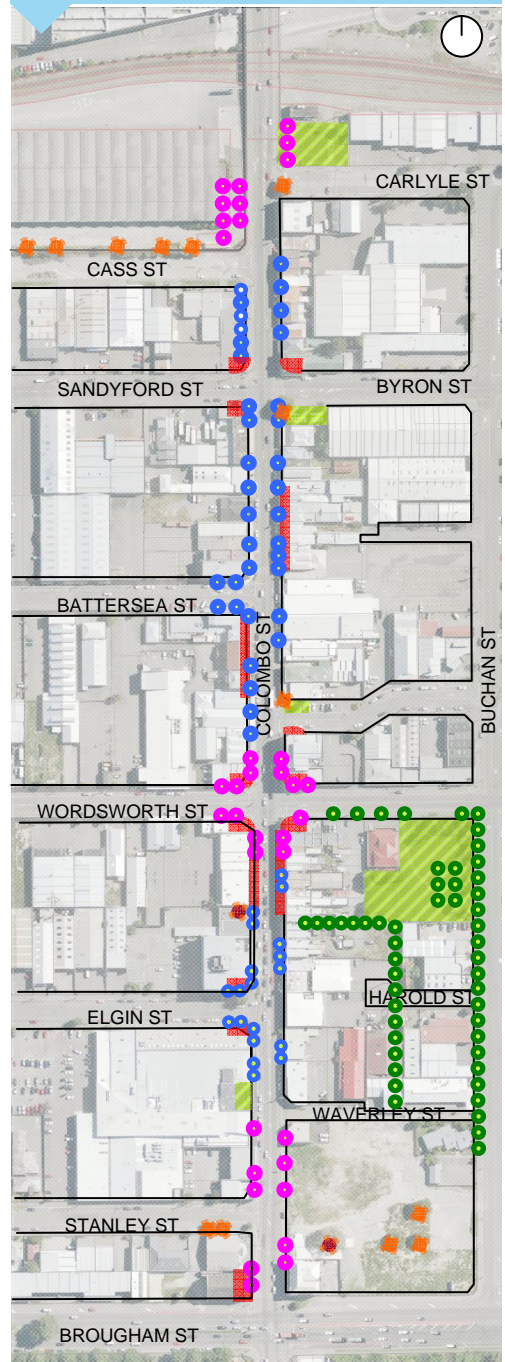
Street trees can either be placed along the kerb edge (within the footpath space) or in on-street parking lanes. Give consideration to the trees canopy width in relation to pedestrians and large vehicles in order to maintain satisfactory tree health and minimise interference with building verandahs. Landscaping should not restrict/reduce sightlines for road users. Consideration should also be given to the selection of appropriate tree species and on-going maintenance issues associated with debris in drains.

The tangata whenua values of kaitiakitanga, guardianship, of the natural environment will be strengthened in the area with the provision of street trees together with the retention of the Weeping Elms. Lighting (on side streets and main routes) needs to be regularly placed and effective for both pedestrians and motorists. Lighting should be functional and create a distinctive feel to the area in the evenings/at night. New lighting improves pedestrian safety on Colombo Street and side streets, consider feature lighting that will contribute to the area’s amenity.

The Weeping Elms on the former Sydenham School site



POSSIBLE RESPONSE



LEGEND

- Proposed rest / open
- Existing green space / rest / open
- Existing tree—protected/notable
- Existing trees
- Tree type 1 - Gateway
- Tree type 2 - Colombo Street trees
- Tree type 3 - Buchan Park / Wordsworth St / School site link

(N2) Street trees and lighting

Rationale:	<ul style="list-style-type: none"> Public realm design and the selection and placement of street trees and lighting can strengthen pedestrian flows between open spaces and enhance the attractiveness and safety of the area. Trees and lighting can add to the entrance experience - demarcating gateways to and from the area. Smaller trees and the design of light posts can be used to create an intimate village atmosphere and reference culture and heritage. Trees and lighting can help to provoke driver attentiveness through changes to the road. Trees can be an effective psychological buffer between a busy carriageway and the footpath. Street trees absorb carbon dioxide released from vehicle emissions and on a city-wide scale may be considered to contribute to a carbon sink through design of tree drainage pits they can also help improve water quality. Trees create a favourable natural microclimate providing shade and protection in the summer while letting in sunlight in winter. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> Engineering input on urban infrastructure (overhead and underground services). Concept design for lighting and trees. Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Colombo Street Tree Management Plan (with specifications). Lighting upgrade <p>Construction:</p> <ul style="list-style-type: none"> Tree specimen acquisition. Tree pit construction Planting. 	Maintenance and Monitoring Plan.
Lead:	Christchurch City Council - Capital Programmes.		
Partner agencies / organisations:	Christchurch City Council - City Environment. Community. Community Board. Tree nurseries. Te Ngāi Tūāhuriri Rūnanga		
Related actions from other themes:	E4, E5, M1, M2, M3, M4, M5		

Tree lighting adds amenity in the evenings



Photo of amenity lighting in Sol Square



Possible tree planting located in build outs along Colombo Street



(N3) Buchan Park remodel

<p>Description of the project:</p>	<p>Building on action E3 (a pilot project on a multiple use site) investigate options to better utilise Buchan Park through the creation of a village square, opportunities for additional circulation and accessibility from Colombo Street, and public space redesign including hard surfacing, seating, tree planting and landscaping. Any design concept needs to make sure that spaces are sheltered from prevailing easterlies the flooding issues are addressed by using innovative design to help improve water quality in the area and there are opportunities to incorporate tangata whenua stories and values. If the size of the park is reduced, consider the potential for the funds obtained from the sale of land to be used to purchase better suited open spaces elsewhere in Sydenham.</p>		
<p>Rationale:</p>	<p>While located on a flat site within an easy walk of Colombo Street, Buchan Park is currently too large for its purpose and is underutilised. The park has flooding issues and entrapment spots (hiding areas) to the rear which can increase the likelihood of crime. Prior to the demolition of the Beverley Building shop parade (382-406 Colombo Street), there was no direct visual or physical connection to the Park from Colombo Street which has limited its usability.</p> <p>The project creates a park that is more accessible and overlooked, and therefore safer and better used (especially by local employees over lunchtime) and the design enhances the natural environment of the wider area. Over time, revamping the public realm is hoped to attract residential and mixed use development to the immediate vicinity, which in turn will introduce activity into the space and help to provide casual surveillance.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Legal status of Buchan Park and resource management requirements for rezoning. • Options to subdivide fee simple land to relinquish one portion to private ownership. • Building on action E3, in collaboration with landowners, options to acquire one title in the former Beverley Building parade to enable a connection to Colombo Street. • Concept design. • Consultation and public notification. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Subdivision and/or acquisition. • Rezoning of open space land. • Detailed design. <p>Construction:</p>	
<p>Lead:</p>	<p>Christchurch City Council - City Environment.</p>		
<p>Partner agencies / organisations:</p>	<p>Community Board. Property owners. Te Ngāi Tūāhuriri Rūnanga</p>		
<p>Related actions from other themes:</p>	<p>E3, C5, B1, B4</p>		



Artist's impression of a view down a laneway to a possible 'Buchan Square' and beyond



POSSIBLE RESPONSES

Reduce park area, land sale



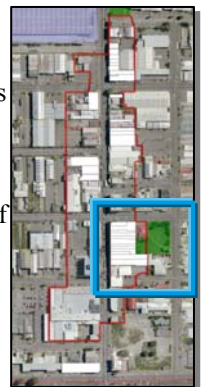
Reduce park area, land acquisition and sale



POSSIBLE RESPONSE



- Links a series of public spaces (laneway to square to park).
- Provides flexible, multi-functional spaces.
- Allows activities either side of the laneway to have extended shop frontage.
- Involves minimal land acquisition.
- Protects the former Masonic Lodge site as a community facility.
- Supports mixed use and residential activities for passive surveillance.



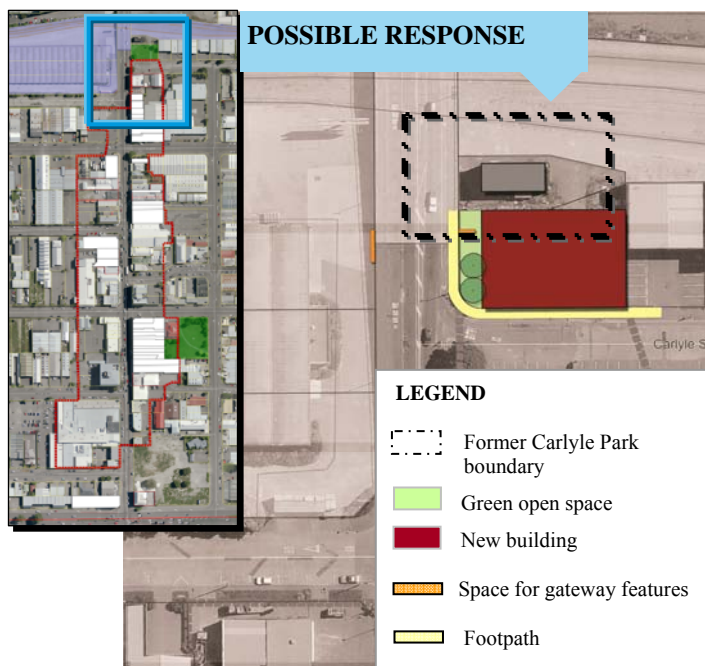
LEGEND

- Former Buchan Park boundary
- Green Green open space
- Red-hatched Retail/commercial edge
- Orange Residential edge
- Yellow-hatched Parcel of open space land possibly sold to the private sector
- Yellow arrow Movement from Colombo Street

(N4) Relinquish and replace Carlyle Park

Description of the project:	<p>Sell the bulk of Carlyle Park to the private sector and investigate options within Council to ensure the funds obtained from the sale of land are used to purchase better located open spaces elsewhere in Sydenham.</p> <p>Retain a landscape strip along the Colombo Street frontage to create a northern ‘gateway’ into Sydenham (with signage, sculpture, trees and landscaping). Ensure a good design quality of any new building on the site, especially the built interface to both Carlyle and Colombo streets.</p> <p>Note: Carlyle Park is zoned Open Space 1 and is currently fee simple land held by the Council. Since it is not a public reserve, no Reserves Act process is required to re-classify it. The land is, however, still subject to the Resource Management Act. If the land is to be exchanged or swapped, a plan change process may be required to change the zoning prior to establishing a commercial or residential activity on former open space land. Resource consents may also be required prior to undertaking initiatives.</p>		
Rationale:	<p>This reserve area is underperforming (refer to the analysis of Carlyle Park under action N1). It is in a less than ideal location adjacent to the over-bridge, railway line and industrial activities.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Legal status of Carlyle Park and resource management requirements for rezoning. • Options to subdivide fee simple land to relinquish greater portion to private ownership. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Reclassification and rezoning requiring a Plan Change. <p>Implement:</p> <ul style="list-style-type: none"> • Set up quality control mechanisms through a site design brief attached to the sale of land. • Sale of land. • Look for replacement spaces elsewhere in Sydenham. 	
Lead:	Christchurch City Council - City Environment.		
Partner agencies / organisations:	Christchurch City Council - Property.		
Related actions	N2, N6.		

CARLYLE PARK (CURRENT)



(N5) Temporary landscapes

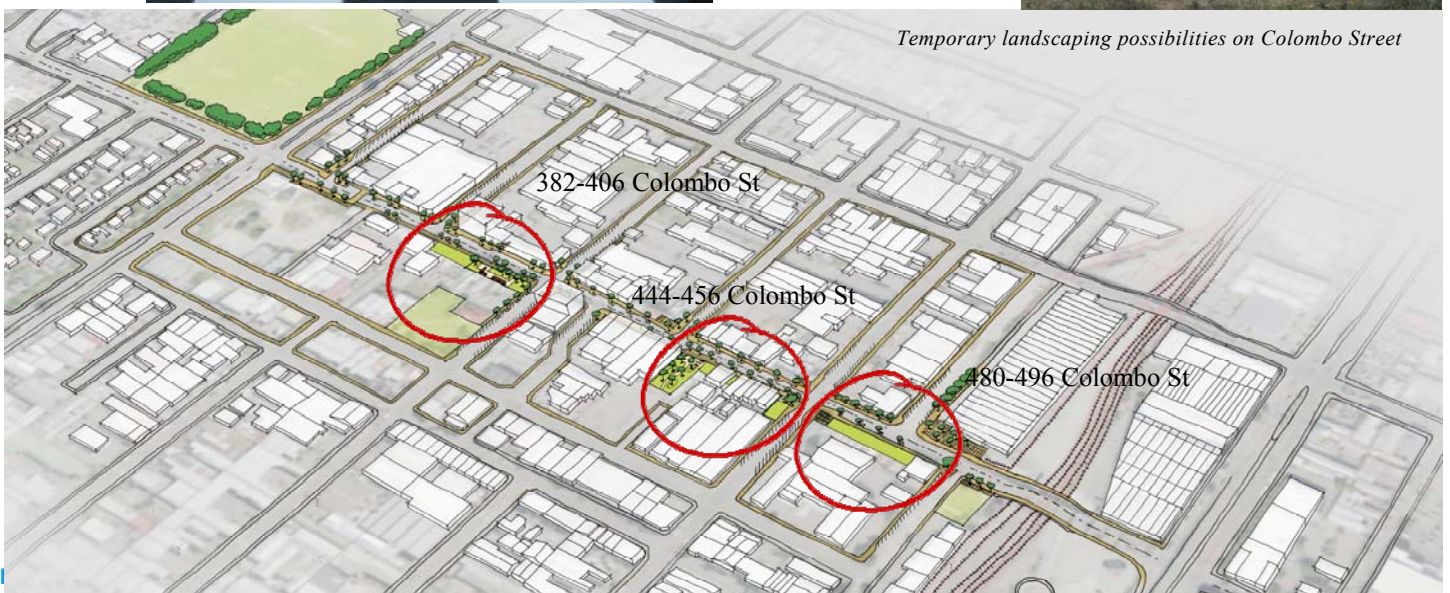
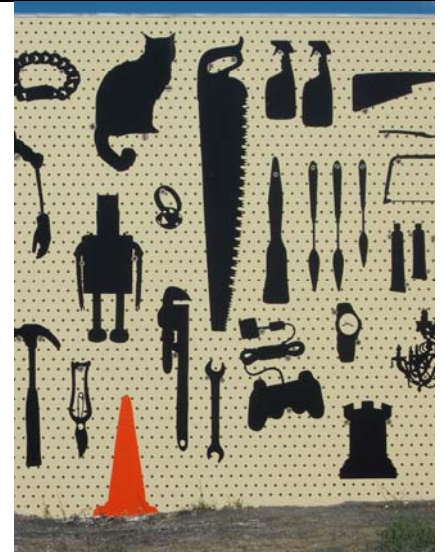
<p>Description of the project:</p>	<p>Continue to support Greening the Rubble, Gap Filler, Sydenham Quarter Inc and various other voluntary organisations and businesses to create a number of temporary landscaped public spaces on prominent commercial sites where buildings have been demolished and levelled post-earthquake. There is also the opportunity to work with Te Ngāi Tūāhuriri Rūnanga to include tangata whenua stories and values in these temporary works. Working with Living Streets Aotearoa in the creation of the License to Occupy agreements, at the end of the project sites are returned to owners for re-development. Elements such as tree planters, lawn and public furniture are then re-sited to other project sites either within Sydenham or around the city.</p>
<p>Rationale:</p>	<p>Sydenham lost much of its continuous lining of shops on both sides of Colombo Street following the earthquakes. Many of these sites have now been cleared and the future of these sites are pending negotiations and decisions being made by owners, insurers, the Council and other agencies. An opportunity exists in the short term for ‘urban acupuncture’ - undertaking temporary landscaping on cleared sites via the funded Make-SHIFT initiative with Greening the Rubble and Gap Filler (under the umbrella of Living Streets Aotearoa), property owners and the wider community in Sydenham. Since February 2011 there have been many temporary artworks and uses installed on earthquake cleared sites. These have been very successful in retaining vitality and interest in the area and bringing street life to this severely affected suburban centre.</p> <p>Not only do ‘greened’ public sites act as a magnet for the community and visitors, they are also good for local morale, add to the vitality of the area and are a sign of things happening. Making use of vacant sites for innovative and quirky ideas celebrates the resilience, diversity and creativity of the community.</p>



Chess set , photo gapfiller.org.nz
456 Colombo St

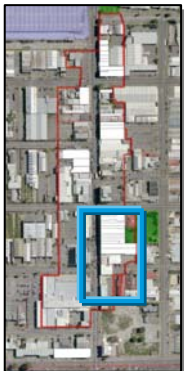


Wayne's Wall Mural,
photo gapfiller.org.nz
484-496 Colombo St



Temporary landscaping possibilities on Colombo Street

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> Continue to work with Gap Filler and Greening the Rubble on activities and locations for temporary landscapes. Continue to provide a link between voluntary organisations and property owner's rebuilding intentions/timeframes. Approvals: <ul style="list-style-type: none"> Select a site, agree on terms, draw up a license to occupy the site, working with the private landowner. Produce a landscape concept plan. Source resources, materials and volunteers. Construction:	Provision of on-going funding to Gap Filler and Greening the Rubble	
Lead:	Greening the Rubble and Gap Filler.		
Partner agencies / organisations:	Christchurch City Council - Capital Programmes. Property owners. Local design community/Business sponsors/Community. Te Ngāi Tūāhuriri Rūnanga		
Related actions from other themes:	E1, M5, C5		



Sydenham has benefitted from a whole range of temporary artworks and installations. Funding of Action N5 will help to continue the momentum for such projects and retain vitality in the area during the rebuild.

*Below: Gap Filler office and wall mural
404 Colombo Street*



Below: Wildflower seeding of former Sydenham School site by Colour Me Christchurch



TEMPORARY LANDSCAPE SITES



Above and Below: Greening the Rubble Coffee Kiosk and seating areas with planted flower beds 386-302 Colombo Street

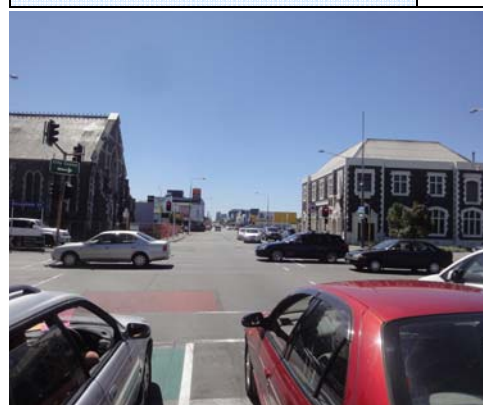


*Below: Arc of Hope by Pete Majendie, Christmas 2011
Former Sydenham School site.*



(N6) Gateway treatment Colombo Street

<p>Description of the project:</p>	<p>Enhance the entrance experience to Sydenham township at its northern and southern ends by introducing a series of gateway features to the Sydenham commercial area. This will help make the centre recognisable as a unique area. Use this as an opportunity to reflect the history of the area and strengthen Sydenham’s identity including incorporating tangata whenua stories and values. Consider the use of temporary gateway signs and installations that will help define Sydenham and install confidence in the area during the rebuild. Consider the following elements:</p> <ul style="list-style-type: none"> Northern gateway: a new public plaza on the west adjacent to Rail Shed B; a new built form (with building design controls) on the east (refer to project N4); large gateway tree specimens (refer to project (N2)); signage for example, banners; special road surface treatments; sculpture/artwork; and use of the Moorhouse overbridge as a feature. Southern gateway (Brougham Street): provide design guidance to new built form to sites to the east and west to ensure they appropriately reflect the scale and form of the former church and post office building; large gateway tree specimens; signage; special road surface treatments; re-use of stone and integration of character features; and sculpture/ artwork. Retaining the 'Borough of Sydenham' freestanding signs. <p>Into the future, consideration also needs to be given to gateways from the east and west. More people are likely to approach Sydenham from these directions following changes to Central City road priorities and bus routing. There is a need to incorporate wayfinding and parking information at gateways as well as design treatment that helps to strengthen the areas identity and reference its history.</p> <p>Gateway treatments should be bold, contemporary, well designed and relevant to the area’s (and site’s) history and identity they may also give the opportunity to make reference to the view shafts to the Port Hills, Ngā Kōhatu Whakatekateka o Tamatea Pōkai Whenua.</p>		
<p>Rationale:</p>	<p>Framing Sydenham as a distinct area will be aided by gateway additions at entrances to the commercial area. These provide an opportunity to express Sydenham’s unique identity by selecting sculpture, imagery or landscaping that represents the past or present environmental, historic and/or cultural context.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> Concept design. Consultation. 	<p>Approvals:</p> <ul style="list-style-type: none"> Gateway Concept Plan (with specifications). <p>Construction:</p>	
<p>Lead:</p>	<p>Sydenham Quarter Inc. Christchurch City Council - Capital Programmes.</p>		
<p>Partner agencies / organisations:</p>	<p>Business and local community. Local artists.</p>	<p>Community Board Te Ngāi Tūāhuriri Rūnanga.</p>	
<p>Related actions from other themes:</p>	<p>E1, E5,M5, C3, C5, B2</p>		



The southern approach to Sydenham commercial centre pre earthquake

Borough of Sydenham sign located near to the former Methodist Church



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

Theme summary - Sydenham's community facilities and services

Prior to the earthquakes, Sydenham had in its centre a Ministry of Social Development office (WINZ and Child, Youth and Family offices), Ministry of Economic Development office, a book discussion scheme distribution office, community groups including the Sikh Society (in the former Masonic lodge), the Sydenham Heritage Trust, a childcare centre and a martial arts school amongst others.

The commercial centre in addition to being a place for doing business, is the place which needs to support strong social connections. Within the Sydenham centre itself, community gathering and networking spots were found in several commercial premises as well as public spaces - at the post office on Colombo Street and at eating and drinking venues such as Rob Roys and Churchill's.

The nearby suburbs (south of Brougham Street) including Beckenham and Cashmere bring a large residential catchment to the doorstep of Sydenham. South of the centre there is a high provision of community facilities including a number of blocks of social housing, Nazareth House and attractions including Sydenham Park, South Library and the Malthouse theatre. Crossing Brougham Street to enter Sydenham can be challenging with high traffic counts. However, the amount of foot traffic suggests that the centre's retail and social offering is significant enough to bring people from further away than Sydenham itself.

If the centre increases its population and housing density this will place additional demands upon community facilities and services in the area. The Sydenham Master Plan provides a means to support the development of a community hub centred around the former Sydenham Methodist Church building. It also looks to build a self-contained community where people can access personal services, advocacy, information and opportunities readily and easily without having to go out of the centre.

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

Actions summary

(C1) A Sydenham learning outpost

Increase the reach of library and information services to the Sydenham community (especially for local start-up businesses and workers) on an informal basis via a learning outpost. This may take the form of a stall which operates during local events. Referrals will continue to be made back to Central South City Library (temporarily operating at South City Mall) or South Library. Strengthen connections with the Adult Reading Assistance Scheme (ARAS), Te Ngāi Tūāhuriri Rūnanga, Sydenham Quarter Inc and local businesses to provide opportunities for learning and training in connection with the surrounding businesses. Periodically review information on the Council's facilities rebuild programme to see if new facilities are planned for the area.



(C2) Support the return of full Sydenham based postal services

NZ Post has closed its existing post office and Kiwibank on Colombo Street and is now operating a postal only service at The Colombo Mall from the Pharmacy. This business is considered vital to support existing and potential local businesses (in both B2 and surrounding B3 zone) and residents and draws people to the area. Strongly advocate to restore postal services, Post Office Boxes and the Kiwibank service. Work with the Sydenham Quarter Inc and local businesses to build a business case for the return of the full postal services and Kiwibank to Sydenham.



(C3) Support the Sydenham Heritage Trust

Support the Sydenham Heritage Trust in their efforts to resolve the earthquake issues relating to the site and support their desire to rebuild a future community hub on the former Sydenham Methodist Church site (on the corner of Colombo and Brougham streets). Consider a purpose built flexible and multi-use building.



(C4) Investigate suburban community transport opportunities

The community investigates opportunities to expand or add to the existing courtesy coach network for community groups and senior citizens. Small routing changes may improve access for people who have limited access to transport to get to recreation, shopping, medical care and social services beyond simply the provision of buses. Ensure that drop off pick up and parking facilities for such services are considered as part of the movement actions in particular Action M1 Road Corridor Review.

(C5) Local landscape and heritage interpretation

Look for opportunities to reflect the history and local stories of the area into public space and building design. Consider making use of, or referencing, local industries for example steelwork, pottery kilns, and railways. Also recognise the Mana Whenua for the Sydenham area is held by Te Ngāi Tūāhuriri Rūnanga. Draw reference to Sydenham as the catchment for the Ōpāwaho and Ōtākaro rivers (and part of the extensive network of waterways, swamp and settlement sites that covered the Opawa and Beckenham areas in pre-European times). Work closely with Te Ngāi Tūāhuriri Rūnanga and the community to ensure that these values are incorporated into the design of public spaces along Colombo Street.

Community well-being/culture and heritage actions

(C1) A Sydenham learning outpost

Description of the project:	<p>Investigating opportunities for information exchange on an informal basis in Sydenham.</p> <p>Increase the reach of library and information services to the Sydenham community (especially for local start-up businesses and workers) on an informal basis via a learning outpost. This may take the form of a stall which operates during local events. Referrals will continue to be made back to Central South City Library (temporarily operating at South City Mall) or South Library. Strengthen connections with the Adult Reading Assistance Scheme (ARAS) who are hoping to relocate to the area, Te Ngāi Tūāhuriri Rūnanga, and Sydenham Quarter Inc who represent local businesses and the community to provide opportunities for learning and training in connection with the surrounding businesses. Periodically review information on the Council's facilities rebuild programme to see if new facilities are planned for the area.</p>
Rationale:	<p>While Sydenham has a small residential population, it has an extensive worker population who come into the area on a daily basis. To effectively engage with people who regularly use the centre, but may not live locally, building relationships with community service providers and organisations is vital.</p> <p>Through the use of a drop-in library and learning outposts, workers, shoppers and residents can have convenient and direct access to local information and resources. This will not only help the self-sufficiency of Sydenham, it will also provide a mechanism by which to encourage people to get involved - through stimulating business, development and investment, service and volunteering or other means. It introduces the public to organisations who are working hard to get the area back up and running and overseeing its transition into an exciting place in which to live, do business and visit.</p>

Note: Through the community feed back process, the idea to attract **Aotearoa New Zealand Centres Resources** (microfilm, microfiche and family history material) to Sydenham was raised. Pre-earthquake this organisation was co-located within the Central Library and their administrative offices were located in the BNZ building in Sydenham. Aotearoa New Zealand Centres Resources still do not have access to their archives which are in a red stickered building in the red zone. Once archives are retrieved they will require a specialised environment with temperature and moisture controls. Long term they will be looking to relocate in the Central City and to stay connected with the Council's library resources. For these reasons this idea has not been pursued within Master Plan action C1.

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • Scoping the form and location of outreach services appropriate to the area. • Opportunities to partner with non-governmental community and social service providers. 	Approvals: <ul style="list-style-type: none"> • To expand service delivery. Construction: <ul style="list-style-type: none"> • Set up and delivery of services. 	
Lead:	Christchurch City Council - Community Services. Sydenham Quarter Inc.		
Partner agencies / organisations:	Adult Reading Assistance Scheme Sydenham Church Trust Community Board Te Ngāi Tūāhuriri Rūnanga		
Related actions from other themes:	E2, E6		

(C2) Support the return of full Sydenham based postal services

<p>Description of the project:</p>	<p>NZ Post has closed its existing post office and Kiwibank on Colombo Street and is now operating a postal only service at The Colombo Mall from the Pharmacy. The postal service is considered vital to support existing and potential local businesses (in both B2 and surrounding B3 zone) and residents and draws people to the area.</p> <p>This project looks to strongly advocate to restore the postal services, Post Office Boxes and the Kiwibank service. Work with the Sydenham Quarter Inc and local businesses to build a business case for the return of the full postal services and Kiwibank to Sydenham.</p>		
<p>Rationale:</p>	<p>The Kiwibank ATM and PO Boxes behind the former Sydenham PostShop are fully operational and a limited postal services is available at the Pharmacy in The Colombo. The nearest Kiwibank/bill paying facility to Sydenham is located in Barrington. Local post office and banking services are relied upon by businesses (in both B2 and B3 zones) and the surrounding residential community. The area hosts a number of other high street banks such as BNZ, WestPac, National Bank, CBS (currently closed) and is a popular banking destination outside the Central City. The former PostShop and Kiwibank was an important hub which drew people to the area.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Facilitate discussions with NZ Post on the restoration of postal and banking services in the Sydenham area. • Undertake an audit to find a suitable location for PO Boxes. These are to be relocated within Sydenham in 2012 after their current lease expires. • Provide proof of demand for services. • Investigate external funding streams or Council mechanisms to financially support or fast track restoration of these services. 		
<p>Lead:</p>	<p>Recover Canterbury and New Zealand Post.</p>		
<p>Partner agencies / organisations:</p>	<p>Christchurch City Council—Strategy and Planning Sydenham Quarter Inc. Community Board/elected members.</p>		
<p>Related actions from other themes:</p>	<p>E2,</p>		



The Sydenham PostShop and Kiwi Bank pre-earthquake

(C3) Support the Sydenham Heritage Trust

<p>Description of the project:</p>	<p>Support the endeavours of the Sydenham Heritage Trust to resolve the earthquake issues relating to the site and support their desire to create a future social hub at the cleared site (253 Brougham Street) through the construction of a multi-functional community centre. The Council could provide support in the form of:</p> <ul style="list-style-type: none"> • Architectural and urban design guidance on rebuilding, and ways to utilise the demolition rubble of the church building (including the salvaged stained glass window). • Investigate the development of a small area on the northern edge of the site as a landscaped public space. • Investigating funding and assistance which may be available to the Sydenham Heritage Trust.
<p>Rationale:</p>	<p>The former church (known as the Colombo Street Methodist Church, Colombo Street Wesleyan Church or Samoan Church) marked an important gateway to Sydenham as it sat on a prominent corner lot. Prior to the earthquake, it had recently been refitted to function as an event and meeting venue (for hire) within the community. Due to the demolition of the church after the February earthquake, an opportunity exists to replace it with a purpose built flexible and multi-use space.</p> <p>Its location between the southern suburbs and the commercial area is considered ideal as a centrally located focal point for the wider community. It has the potential to become a facility which clusters community services, and provides space for hire for events, meetings and exhibitions. Te Ngāi Tūāhuriri Rūnanga have expressed a desire to be involved in the support of the Trust to provide the community facility.</p> <p>There may be opportunities to integrate or co-locate service delivery within the building for people to access a range of public health, social and community services. There may also be opportunities to build on existing government provided integrated service initiatives (for example, Ministry of Social Development’s ‘community link’).</p> <p>Note that there is no commitment from the Council at present to provide community facilities in this area, the location of all Council facilities are currently under investigation as part of the Council’s Facilities Rebuild Plan.</p>



Sydenham Church pre and post February.

Source: www.static2.stuff.co.nz



(C3) Support the Sydenham Heritage Trust

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • External funding streams available. • Outreach community services wanting space. • Partnership opportunities with the Trust, the Council and external agencies. • Building design formulation. 	Approvals: <ul style="list-style-type: none"> • Regulatory approvals (resource and building consents). Construction:	
Lead:	Christchurch City Council – Strategy and Planning and Sydenham Heritage Trust.		
Partner agencies / organisations:	Sydenham Business and Community Association. Central and local government community and social service providers. Community based service providers (non governmental). Te Ngāi Tūāhuriri Rūnanga		
Related actions from other themes:	E2, E6, N1, N6		

(C4) Investigate suburban community transport opportunities

Description of the project:	Interested community members to investigate the current operation of courtesy coaches for community groups and senior citizens to the area. This action looks for opportunities to expand or add to existing services for people who have limited access to transport and recreation, shopping, medical care and social services beyond the provision of buses.		
Rationale:	<p>Conventional passenger transport services are expensive and difficult for those under financial stress, or those who have reduced mobility such as the elderly or disabled members of the community and those with small children.</p> <p>It is understood that some people south of the Sydenham commercial area have difficulty getting to bus stops and accessing bus services. This has been made worse by the earthquakes. Existing social housing areas, aged care facilities and residential neighbourhoods are a major source of customers for the Sydenham centre.</p> <p>This project is about investigating ways to support existing not-for-profit community transport services operating in the vicinity of Sydenham to expand their reach within the community. For example, coach routes between retirement villages, the hospital or other areas are expanded to connect more locations. Businesses in Sydenham put on day coaches to bring people from remote areas to the Sydenham shops.</p>		
Timeframe:	Transition/Short term	Medium term	Long term
Strategic sequence:		Investigate: <ul style="list-style-type: none"> • The Council and NZTA policy on community transport. • Existing community transport suppliers. • Possible funding and sponsoring sources. • Agree, prioritise and programme action. 	Investigate: <ul style="list-style-type: none"> • The Council to investigate the need for a Neighbourhood Accessibility Plan (NAP).
Lead:	Community (interested organisations and individuals). Te Ngāi Tūāhuriri Rūnanga Sydenham Quarter Inc		
Partner agencies / organisations:	NZTA (land transport funding agency). Community Board. Christchurch City Council - Strategy and Planning. Red Cross		
Related actions from other themes:	E6, M1		

Red Cross NZ community transport



(C5) Local landscape and heritage interpretation

<p>Description of the project:</p>	<p>Look for opportunities to reflect the history and local stories of the area into public space and building design. Also recognise the Mana Whenua for the Sydenham area is held by Te Ngāi Tūāhuriri Rūnanga. Draw reference to Sydenham as the catchment for the Ōpāwaho and Ōtākaro rivers (and part of the extensive network of waterways, swamp and settlement sites that covered the Opawa and Beckenham areas in pre-European times). Work closely with Te Ngāi Tūāhuriri Rūnanga and the community to ensure that these stories and values are reflected in the interpretation material and incorporated into the design of public spaces along Colombo Street and to ensure that where appropriate connections are maintained between ancestral relationships and their place in the community and going forward.</p> <p>Some ideas include:</p> <ul style="list-style-type: none"> • Signage, photoboards or interpretive panels/plaques on key sites and amenities - what stood before, future plans for the site. • Use of stormwater systems, for example, swales and water sculpture to reference Māori values, relationship and connections with waterways. • Use views from Colombo Street to the Port Hills as reference points for interpretation. • Making use of or referencing local industries for example, pottery (Luke Adams Pottery), steelwork, Perspex and railways. • Embedding motifs or symbols (for examples, of native flora, fauna, local products, industries or artists) into public realm design. • Consistent theming of street furniture (including rubbish bins, seats, lights and tables) in street and park design. • Commissioning unique community art in visible public areas, local artists design sculptures, artworks and other design elements to reflect Sydenham’s identity. Sculptural references could include: the prow and stern of a waka at either end of the urban centre symbolising the thoroughfare and bird snares or eel traps.
<p>Rationale:</p>	<p>Sydenham town has a long and proud history - both Tangata Whenua and European. Sydenham is part of the catchment for the Ōpāwaho and Ōtākaro rivers which were part of the extensive network of waterways and swamp that covered much of the Christchurch area in pre-European times. For Maori waterways including rivers and tributaries were a source of mahinga kai, and waterways were also a medium for transport. Seasonal campsites were established in the swamplands for kai gathering, and Beckenham and Opawa were known settlement sites. Drawing on these stories of Māori occupation in the design of public spaces will help to create a unique Sydenham identifier.</p> <p>Sydenham may also reference its working and industrial service beginnings. It has long been a place for a variety of artisans, manufacturers and craftsmen. The construction of the railway led to the growth in workers cottages which over time were eventually replaced by industrial uses. Interpretive elements can create a new Sydenham aesthetic, referencing heritage and character without recreating it. The use of quality materials in the design will signify pride and integrity.</p>



Examples of local landscape, heritage and heritage interpretation in Christchurch.

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate: <ul style="list-style-type: none"> • Make contact with Ngāi Tūāhuriri representatives. • Ngāi Tūāhuriri to source tribal information and investigate the existence of wāhi tapu or other significant sites of high Māori values within the commercial Sydenham area. • Prepare a Sydenham street design guideline working with Ngāi Tūāhuriri and ensure this is linked to Action M1 Road Corridor Review, M5 Colombo St Public Space Improvements and N1 Colombo St Public Spaces. 	Approvals: <ul style="list-style-type: none"> • Consultation. • Street design guideline approved. Construction: <ul style="list-style-type: none"> • Commissioning of designs. • Construction. 	
Lead:	Christchurch City Council – City Environment. Community Board.		
Partner agencies / organisations:	Te Ngāi Tūāhuriri Rūnanga. Local artists and industries. Local community.		
Related actions from other themes:	M5, N1, N3, N5, N6		

Built environment - theme and actions

Theme summary - Sydenham's residential community and built character

Originally known as Newtown, Railway Town or Lankey Town, the swampy rural land of the Sydenham area was settled by an influx of immigrants in the late 1850s to 1870s who built large rural homes. By 1878 this 'model Borough' had its own Mayor and Council¹. The construction and opening of the Main South Railway line saw the beginning of another chapter in Sydenham's history as a suburb of worker cottages. Over time rapid industrial and commercial growth replaced residential activities and the Sydenham centre became an important commercial corridor.

Character attributes of the centre (some of which have altered post-earthquake):

- Colombo Street is defined by the strong visual connection to the Port Hills.
- Moorhouse Avenue, the railway line and Brougham Street clearly demarcate boundaries to the commercial centre (north and south).
- Its collection of notable heritage buildings.
- The Colombo Street thoroughfare with its near complete line of shops on both sides of the street, building diversity ranging from five level offices to two level shop units,.
- The Central City as Sydenham's backdrop.

Despite being located close to many amenities that support residential activities (such as tertiary education and healthcare facilities in the Central City, supermarkets, open space and transport links) there are very few households that exist within 400metres of the centre. There are only two known residents who live above a studio space on the stretch of Colombo Street between Moorhouse Avenue and Brougham Street. South of Brougham Street are the suburbs of Spreydon, Somerfield, Saint Martins, Beckenham, Opawa and Cashmere.

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

1. *Sydenham Town Enhancement Strategy*, Christchurch City Council 2001

Actions summary

(B1) Targeted residential activities around Buchan Park

Establish mixed use and medium density residential housing in Sydenham as a key driver to the area's vibrancy. Look to rezone land around Buchan Park (Buchan Street and Wordsworth Street) as a living area with good accessibility to the commercial core, park amenities and passenger transport. Stimulate land use change and increase the attractiveness of the place to invest through place-making in the local environment, the right package of planning controls that make development easy to deliver, and government support. Consider the impact of existing use rights of the industrial zoned land on the proposed areas for residential development with particular regard for issues of noise and emissions on residential uses.



(B2) Building setbacks on Colombo Street

Work closely with property owners of redeveloped sites to consider building setbacks where such setbacks will make a positive contribution to the street scene and enable such space to be used. This additional public space can be used to create wider openings within the footpath for seating, meeting and transition (note, this contravenes the City Plan rules regarding continuous shop frontages). Alternatively consider ways in which buildings as part of the redevelopment process can incorporate flexible ground floor shop fronts to allow for better interaction between the street activity and shop use.



(B3) Develop supportive City Plan amendments

Seek changes to the City Plan rules (via an Order in Council or other means) within the Business 2 and 3 Zones to enable development of a type and form that is appropriate to the Sydenham centre. Changes may include: rezoning of particular areas; the introduction of a business development zone; reducing restrictive standards such as those related to on-site parking and clear urban design guidance.



(B4) Design and character guidance

Investigation and assessment of the design principles unique to Sydenham to inform the production of Design guidelines which together with other methods of facilitation can be used to help inform developers on how to achieve quality urban design outcomes and urban form appropriate to the local context.

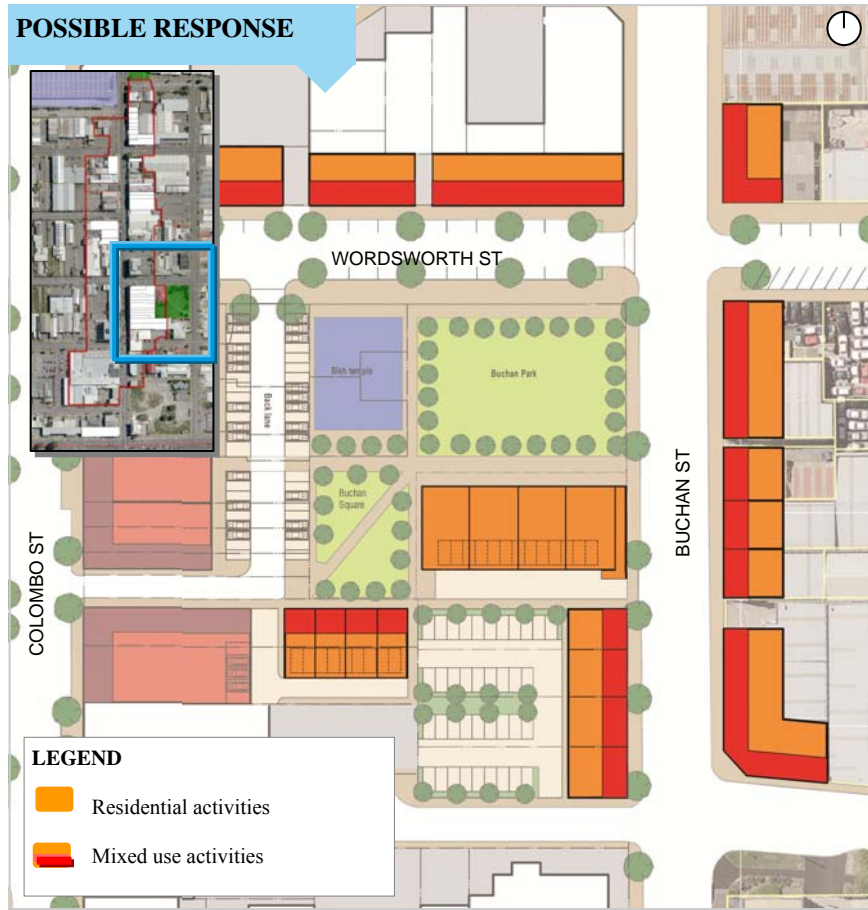


Built environment actions

(B1) Targeted residential activities around Buchan Park

Description of the project:	Establish mixed use and medium density residential housing in Sydenham as a key driver to the area's vibrancy. Look to rezone land around Buchan Park (Buchan Street and Wordsworth Street) as a living area with good accessibility to the commercial core, park amenities and passenger transport. Stimulate land use change and increase the attractiveness of the place to invest through place-making in the local environment, the right package of planning controls that make development easy to deliver, and government support. Consider the impact of existing use rights of the industrial zoned land on the proposed areas for residential development with particular regard for issues of noise and emissions on residential uses.		
Rationale:	<p>Growing mixed use and medium density residential activities in Sydenham will be a key driver to the area's future vibrancy. Intensification offers the chance to improve the urban environment through more efficient use of infrastructure and improved servicing. Students, young professionals and older adults/empty-nesters may be attracted to live in Sydenham, with its affordable smaller living areas with low outdoor maintenance requirements.</p> <p>Sydenham is considered ripe for residential - terrace housing, semi-detached units or low rise apartment living (two or three levels). It is a centre which has lower land values, has superior access to strategic and local transport and is already well-resourced in terms of shops, recreational amenities and high order community infrastructure. The street fronting Buchan Park is a location which would be desirable to encourage street scene improvements through land use change. Introducing more people and motorists in the street and overlooking the park will provide an extra sense of security and will improve the interface to public areas.</p> <p>However, before residential living is stimulated, the right conditions have to be present. Residential will also be more supported within the Sydenham area with:</p> <ul style="list-style-type: none"> • Investment in place-making and amenity improvements (in parks, community facilities and the street environment) to make public areas more comfortable and safe to occupy. • Greater night-time economy. • The re-population and rebuild of cleared sites. • A perception shift about the centre through strong marketing and engagement. • Acceptance of living in two or three storey arrangements. • By attracting the private sector. Sydenham must be a highly competitive development location relative to other centres across the city and sub-region. Reducing prohibitive development consent requirements around parking, giving greater certainty of regulatory approval, streamlining the consenting process and reducing (or holding) levies, fees and development contributions will be substantial 'carrots' to investors. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Amendments to the City Plan to support development. • Support from property owners surrounding Buchan Park. • Reverse sensitivity issues from co locating residential and industrial premises. <p>Consultation:</p> <p>Approvals:</p> <ul style="list-style-type: none"> • City Plan changes (via an Order in Council, use of CERA powers or other means). 	<p>Investigate:</p> <ul style="list-style-type: none"> • Planning changes required for rezoning. • Process of public asset subdivision and sale. <p>Approvals:</p> <ul style="list-style-type: none"> • Rezoning and subdivision. • Sale of land parcel. <p>Implement:</p> <ul style="list-style-type: none"> • Improvements to Buchan Park. • Wordsworth Street roading improvements. 	<p>Implement:</p> <ul style="list-style-type: none"> • Land purchased by private investor. • Residential development.
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies / organisations:	Christchurch City Council – City Environment/Property. Private developers.		
Related actions from other themes:	E3, N3		

POSSIBLE RESPONSE



Potential re-development advantages of Sydenham:

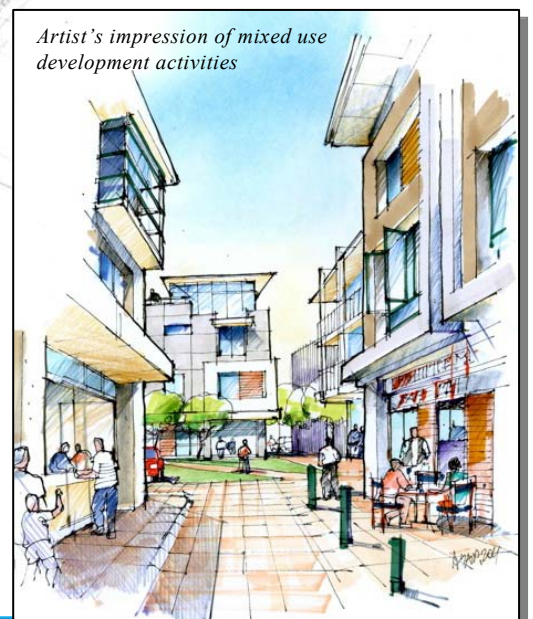
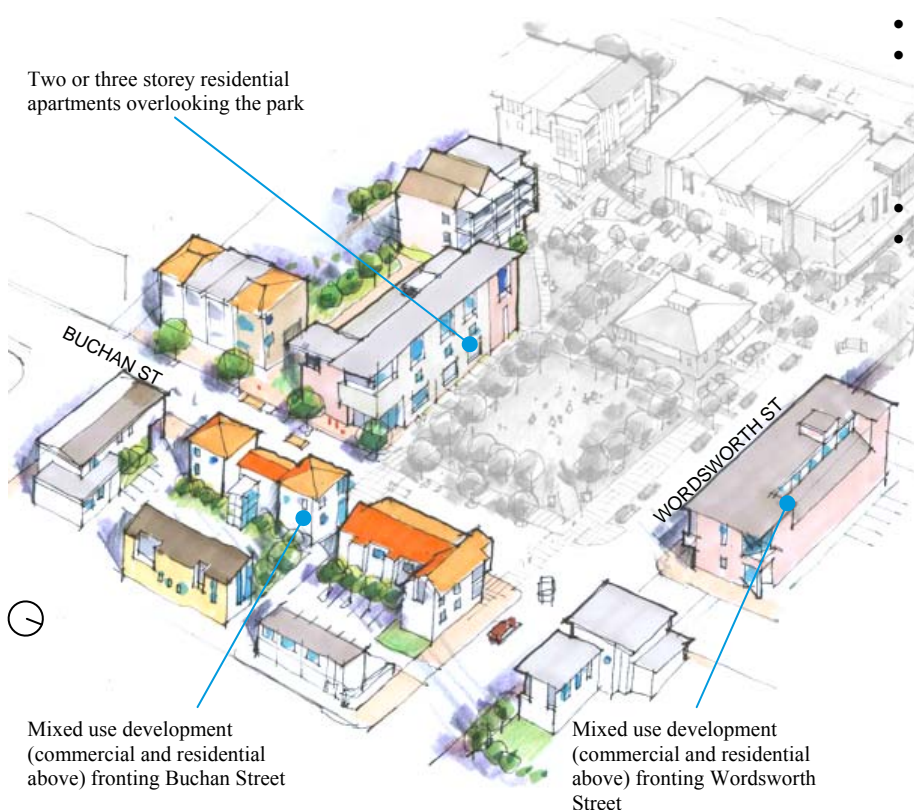
- Sydenham is a well-performing centre with a high concentration of retail and commercial uses.
- It is located within walking distance to the open space asset of Sydenham Park.
- Its proximity to higher order city-wide community facilities for example, the hospital, CPIT, AMI stadium and other amenities which will be re-opened or sited within a rebuilt Central City.
- It is well serviced by frequent bus routes along the Colombo Street spine which connect multiple urban centres - the CBD and the southern and eastern suburbs.
- It is proximate to the Brougham Street strategic transport corridor.
- The centre has planned public sector capital projects which may stimulate private sector interest and confidence.

Potential re-development advantages of Buchan Park:

- Presents an opportunity to improve the frontage to the park in terms of better edge definition, connections through spaces, access and safety.
- Buchan Park is a large open space asset and the size could effectively be reduced providing additional land for housing.

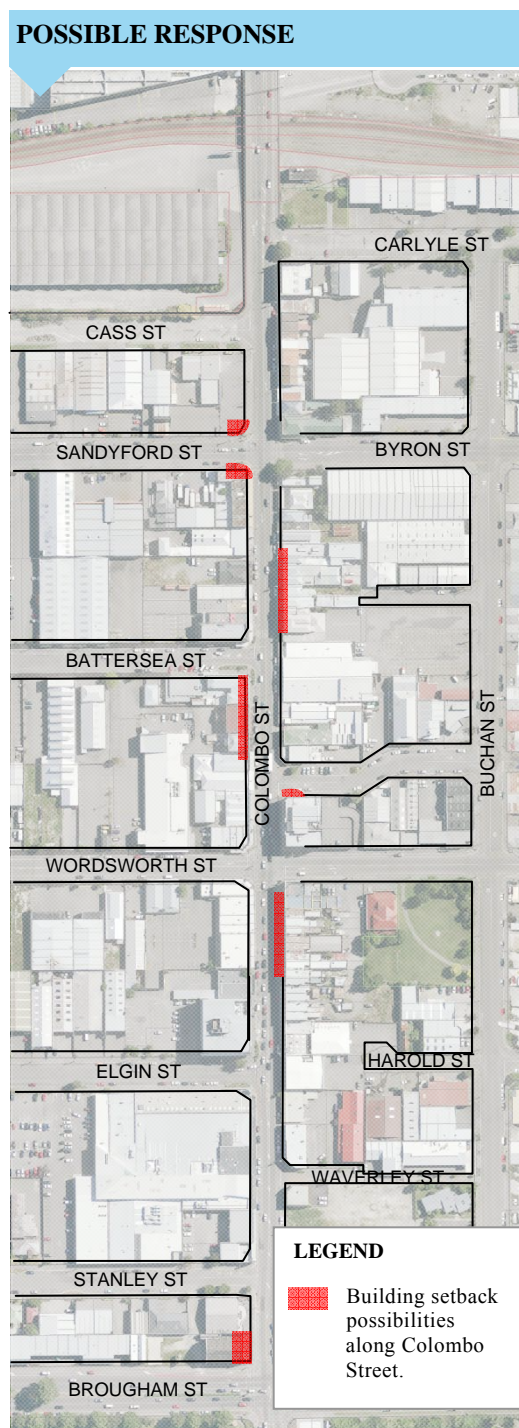
Potential re-development challenges of Buchan Park:

- Safety and security concerns around the Park.
- Perceived as a transient 'go-through' location.
- Potential accessibility problems due to traffic flows on Colombo and Buchan streets, as well as east-west cross streets (including Wordsworth Street) which are used by industry.
- Current lack of community attractions.
- Proximity to light industrial and commercial service uses and associated sensitivity

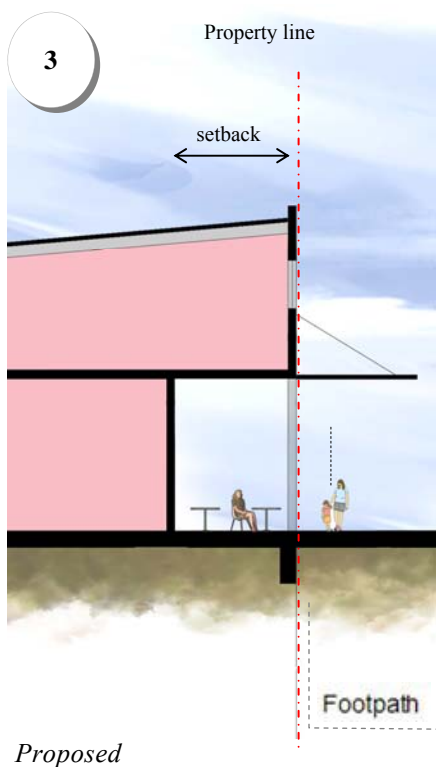
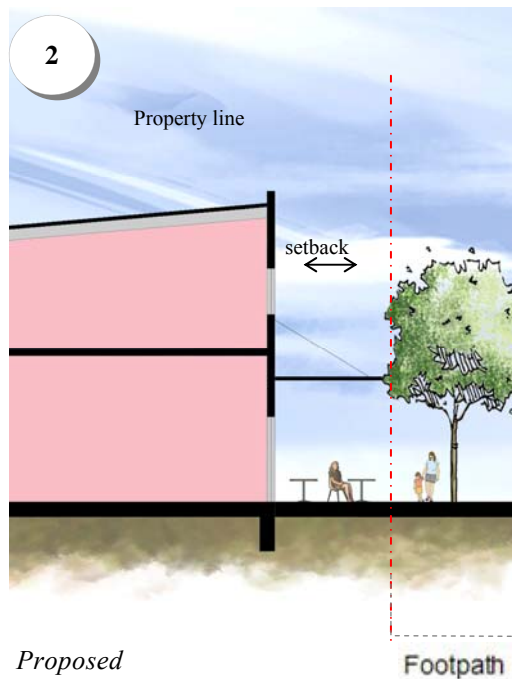
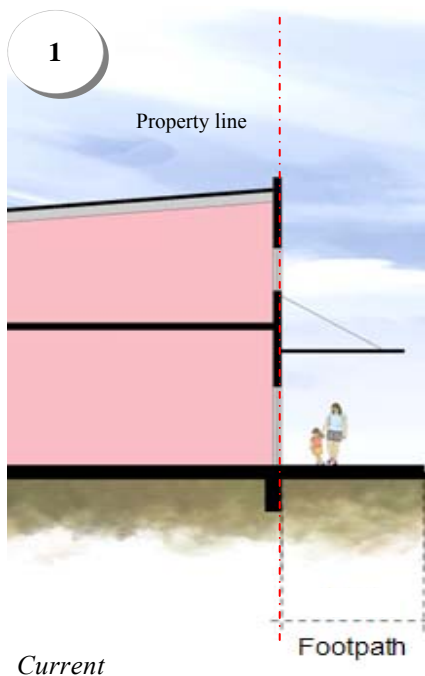


(B2) Building setbacks on Colombo Street

<p>Description of the project:</p>	<p>Work closely with property owners of redeveloped sites to consider building setbacks where such setbacks will make a positive contribution to the street scene and enable such space to be used to create wider openings within the footpath for seating, meeting and transition (note, this currently contravenes the City Plan rules regarding continuous shop frontages). Alternatively consider ground floor only setbacks or ways in which buildings as part of the redevelopment process incorporate flexible ground floor shop front openings to allow for better interaction between the street activity and shop use.</p>		
<p>Rationale:</p>	<p>The road reservation along Colombo Street is fairly narrow at 20.0 metres. To meet aspirations for a slower environment, and to accommodate the multitude of users and functions within the street including bus, cycle, pedestrian, vehicle movement and car parking, the street cross-section may have to change. The design of Colombo Street should give consideration to kerb extension treatments, and ways to make use of each building owner’s preparedness (of those consulted) to set new buildings back from their property boundaries by a small margin.</p> <p>By setting back buildings, or designing flexible shop fronts will create a series of wider openings for an enhanced pedestrian environment with more on-street activity.</p>		
<p>Timeframe:</p>	<p>Immediate/Short term</p>	<p>Medium term</p>	<p>Long term</p>
<p>Strategic sequence:</p>	<p>Investigate:</p> <ul style="list-style-type: none"> • Pedestrian volumes and required footpath widths to determine the potential for meaningful setbacks. • Process for fast tracking City Plan amendments for example, Order in Council or other means such as CERA. • Case Manager to discuss set backs with property owners of redeveloped sites. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Site specific exemptions to City Plan rules. • Urban design panel. <p>Construction:</p> <ul style="list-style-type: none"> • Rebuilt sites. • Continued case manager input. 	<p>Construction:</p> <ul style="list-style-type: none"> • Rebuilt sites. • Continued case manager input.
<p>Lead:</p>	<p>Christchurch City Council – Strategy and Planning, Traffic Operations.</p>		
<p>Partner agencies / organisations:</p>	<p>CERA. Urban Design Panel. Private developers. Community Board.</p>		
<p>Related actions from other themes:</p>	<p>E3, M1, M3, M5, N1, N6</p>		



POSSIBLE RESPONSE



1. Current situation - no setback.
2. Possible response - building setback from the property boundary.
The additional open space gained between the property line and the building provides more space for on-street activity.
This action will only be undertaken with sufficient property owners consent.
3. Possible response - flexible shop front options. Some property owners have already stated that building setbacks are not possible due to the economic viability of the redevelopment of their sites.
The ability to have shop fronts that open directly onto the street will allow for greater interaction between the property use and pedestrians and will not narrow down the footpath with furniture.
This action will only be undertaken with sufficient property owners consent.

(B3) Develop supportive City Plan amendments

Description of the project:	Seek changes to the City Plan rules (via an Order in Council or other means) within the Business 2 and 3 Zones to enable development of a type and form that is appropriate to the Sydenham centre. Changes may include: rezoning of particular areas; the introduction of a business development zone which are subject to special standards; reducing restrictive standards such as those related to on-site parking and establish clear urban design guidance.		
Rationale:	<p>In some instances the current objectives, policies and rule package found in the Business 2 and 3 zone of the City Plan is working well. In other instances existing standards are not working so well. It is critical the City Plan helps achieve the rebuild and regeneration of the Sydenham centre by giving an adequate control of quality; giving certainty or clarity to market participants; ensuring development reasonably facilitates making the Sydenham area more sustainable, attractive and economically viable and enabling realistic development viabilities as achievable.</p> <p>There are a number of candidate planning provisions in the Business 2 and 3 zone which may be considered for amendment in some form. Some of the rules and their spatial implications are discussed below:</p> <p><u>Business 2 zone</u></p> <ul style="list-style-type: none"> • The visual amenity and external appearance rule requires the planting of trees on the road frontage “where the use of any part of any site is not undertaken in a building”. This is at odds with the rule requiring all buildings in Sydenham to be built up to the Colombo Street road boundary along the full frontage of the site. • The 20metre maximum height allows for buildings out of scale with the lower rise (generally two-three storey) nature of existing development. This may threaten or compete with Central City office development. • The maximum plot ratio of 1:1.5 is achievable given site sizes/shapes and other on-site requirements. • The requirement for one car park per residential unit (plus one visitor per five units) and associated retail/commercial service parking requirements creates significant amounts of surface parking, poor street frontage outcomes and reduces development viability. <p><u>Business 3 zone</u></p> <ul style="list-style-type: none"> • The maximum plot ratio of 1:1.5 is achievable given site sizes/shapes and other on-site requirements. • Three metre building setbacks from road boundaries exist but there is no landscaping requirement - this is not supportive of residential activity/amenity. • There is currently no internal recession plane requirement - this is not supportive of residential activity/amenity. • Residential activity is restricted to one ancillary residential unit - this is unsupportive of a larger residential catchment. 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Rule changes and design guidance. • Consultation requirements. • Preferred process for fast tracking a rule amendment e.g. order in Council or other means such as CERA. 	<p>Approvals:</p> <ul style="list-style-type: none"> • Adoption of City Plan amendments to the B2 and B3 zones. 	
Lead:	Christchurch City Council – Strategy and Planning.		
Partner agencies / organisations:	CERA.		
Related actions from other themes:	E2, E3, M2		

A note on the fast-tracking of building and resource consent applications under the District Plan:

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

(B4) Design and character guidance

Description of the project:	Investigation and assessment of the design principles unique to Sydenham to inform the production of design guidelines which together with other methods of facilitation can be used to help inform developers on how to achieve quality urban design outcomes and urban form appropriate to the local context.		
Rationale:	<p>Many building owners find themselves in a situation where they need to rebuild or repair buildings damaged by the earthquakes, but they need advice on what they can build, construction costs, the building code and also how they can apply thoughtful architectural design. This action will inform developers on how to achieve quality outcomes and urban form. This will help ensure new development is appropriate to the local Sydenham context. New buildings need to reflect the area's past but also its place in the future.</p> <p>Development which is responsive to the character of Sydenham will set the market context for subsequent developments. Local examples of quality commercial development will create a positive perception within the community about the future of Sydenham.</p> <p>The following external design and appearance issues are of particular relevance to Sydenham:</p> <ul style="list-style-type: none"> • Connecting to the street. • Minimising bulk and mass. • Vertical proportions. • Visual quality (materials). • Consistent use of verandas. • Green building technologies • Reflecting the history of Sydenham (but not replicating what was there before). 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate:</p> <ul style="list-style-type: none"> • Agree on how to best offer design and character guidance to the private sector. • Undertake a character assessment of the Colombo Street spine (pre-earthquake) to establish an agreed vernacular and set of design principles. <p>Approvals:</p> <ul style="list-style-type: none"> • Adopt guidance approach. <p>Implement:</p> <ul style="list-style-type: none"> • Roll out of advice. 	<ul style="list-style-type: none"> • Monitoring of success of design guidance and amend update as appropriate. 	
Lead:	Christchurch City Council – Strategy and Planning. Community Board.		
Partner agencies / organisations:	Urban Design Panel. New Zealand Historic Places Trust. Design community (Architects, Urban Designers). Te Ngāi Tūāhuriri Rūnanga		
Related actions from other themes:	E3, E4, N3		

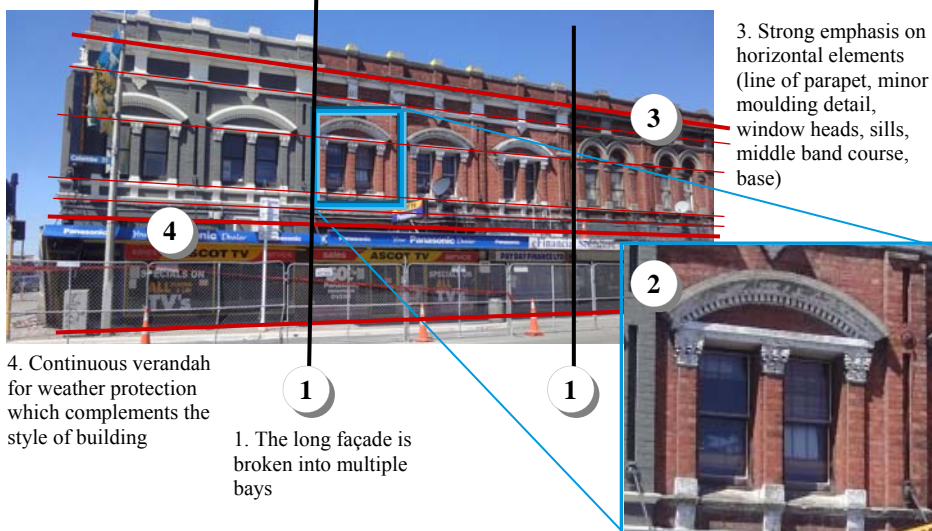
DESIGN GUIDANCE

Core design principles

To successfully reinforce Sydenham’s character attributes, new buildings should be designed to:

- Reinforce the character of the centre through architectural variety, human scaled buildings and expressing individual shops and units.
- Promote green building initiatives including energy efficiency, the use of locally-sourced materials with a low embodied energy, solar design and water re-use.
- Maintain the generally low built form (one—three stories) based on the building heights, scale and form of buildings which are still standing and those which were lost.
- Enhance the local context by considering neighbouring buildings and sites, the street and public spaces.
- Avoid large-scale monolithic building forms or the over-repetition of the same or similar forms. Larger buildings should be composed of several varied smaller forms (which look distinct from one another) grouped together.
- Express each storey in the façade.
- Give careful consideration to secondary design elements such as materials. Materials should be durable and earthquake-proven.

Below: Demonstrating design elements on the Victorian Beverley Building



4. Continuous verandah for weather protection which complements the style of building

1. The long façade is broken into multiple bays

3. Strong emphasis on horizontal elements (line of parapet, minor moulding detail, window heads, sills, middle band course, base)



2. Vertical detailing and proportioned windows. Decorative detailing to add interest



Above: An example of a contemporary building of good architectural diversity and expression of the building in a number of individual units (Borneo Amsterdam)

5. *Implementation*

Ensuring effective Master Plan delivery and transition support.



SYDM.

Implementation tools and methods

- The spectrum of Master Plan actions

Implementation Plan

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

Funding options and temporary support

- A summary of non-earthquake specific funding options available
- Earthquake related funding sources and temporary assistance packages for affected businesses, owners and community groups

The process from here

- Approved Master Plan and the next implementation steps

5.1 Implementation tools and methods

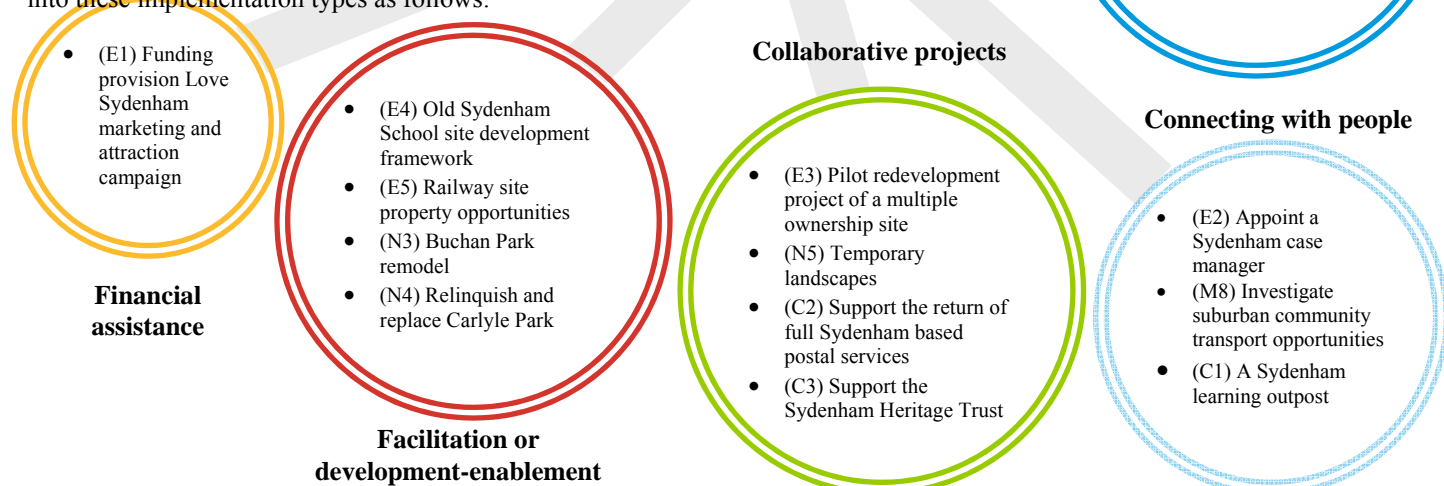
The spectrum of Master Plan actions

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

The Master Plan actions will be achieved through seven types of implementation tools and methods, which can be categorised as follows:-

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

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



5.2 Implementation plan

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

The implementation of the Sydenham Master Plan will take time and careful planning. While some of the project actions will be relatively straightforward to get started (especially those with allocated resources or processes), others are complex and require investigations, enabling policies, new relationships to be forged or funding to make things happen.

The implementation plan follows a staged approach towards the future:

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

Each of the individual projects listed on the implementation table will help Sydenham move towards the overall vision for a durable, prosperous and inclusive centre. While the actions listed in this Master Plan are now confirmed they need to be understood in the context of a bigger decision-making loop (across the sub-region, city, Central City and other individual suburbs). Project details and sequencing of work may be subject to changing priorities in the future as a result for example of completion of the Recovery Strategy for Greater Christchurch.

A description of each category found in the implementation table on the next page is provided below:

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

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

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

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

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

The category of implementation action as defined in Section 5.1:

Capital works; Investigation; Regulatory tool; Facilitation or development enablement; Collaborative; Connecting with people; Financial assistance

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

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

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

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Unit, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
ECONOMY AND BUSINESS								
	E1	Sydenham marketing and attraction campaign.	Financial assistance	Medium	Sydenham Quarter Inc Recover Canterbury Christchurch Economic Development Corporation The Council-Strategy and Planning	The Council - Communications Christchurch and Canterbury Tourism Community Board Local businesses	Immediate	Medium
	E2	Appoint a Sydenham case manager.	Connecting with people	Small	The Council - Strategy and Planning	The Council - City Environment (consents planning, heritage, urban design, legal divisions) CERA	Immediate	Low
	E3	Pilot redevelopment project of a multiple ownership site.	Collaborative	Medium	The Council-Strategy and Planning	Land owners The Council - City Environment (greenspace, regulatory and property divisions) Financial institutions Insurance companies	Immediate	Medium
	E4	Former Sydenham School site development framework.	Facilitation or development enablement	Small	The Council - Strategy and Planning / Property	Future purchaser and developer	Immediate	Low
	E5	Railway site property opportunities.	Facilitation or development enablement	Medium	KiwiRail The Council - Strategy and Planning / Property	Business investors Real estate agents	Medium term	Low
	E6	Funding options and non-financial support	Investigation	Small	The Council— Strategy and	Sydenham Quarter Inc Local Businesses	Immediate	Low
MOVEMENT								
	M1	Road corridors review including public transport.	Investigation	Medium	The Council - Asset and Network Planning	The Council - City Environment, Transport Operations Environment Canterbury NZTA	Immediate	Low Nb. this project is underway with funding in existing Council budgets
	M2	Parking investigations in the commercial area.	Investigation	Small	The Council - City Environment Transport and Greenspace, Traffic Operations	Local retailers Community Board	Short term	Low
	M3	Pedestrian improvements.	Capital works	Small	The Council- City Environment, Traffic Operations	NZTA Living Streets Aotearoa Disability Action Group Environment Canterbury Landowners (where applicable)	Short term	Medium

Note: The funding, timing and scope of action projects are subject to Council approval, through the LTP and/or Annual Plan process, and further stakeholder/community engagement, including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Unit, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
MOVEMENT continued								
	M4	Cycle Infrastructure	Capital Works	Small	The Council – City Environment, Traffic Operations	Community Board Cycles Groups/Spokes Living Streets Aotearoa	Short Term	Medium
	M5	Colombo Street - public realm improvements.	Capital works	Large	The Council - Capital Programmes Group	The Council - Transport and Greenspace, Traffic Operations, Asset and Network Planning, Strategy and Planning Sydenham Quarter Inc Environment Canterbury Community Board Community Te Ngāi Tūāhuriri Rūnanga	Medium term	Medium
NATURAL ENVIRONMENT								
	N1	Colombo Street public spaces.	Capital works	Medium	The Council - Capital Programmes	The Council - Strategy and Planning / City Environment Local businesses Community Community Board Te Ngāi Tūāhuriri Rūnanga	Short term	High
	N2	Street trees and lighting.	Capital works	Medium	The Council - Capital Programmes	The Council - City Environment Community Community Board Tree nurseries Te Ngāi Tūāhuriri Rūnanga	Short term	Medium
	N3	Buchan Park remodel.	Capital works	Large	The Council - City Environment	Community Board Property owners Te Ngāi Tūāhuriri Rūnanga	Short term	Medium
	N4	Relinquish and replace Carlyle Park.	Facilitation or development enablement	Medium	The Council - City Environment	The Council - Property	Short term	Low
	N5	Temporary landscapes.	Collaborative	Small	Greening the Rubble Gap Filler	The Council - Capital Programmes Property owners Local design community Business sponsors Community Te Ngāi Tūāhuriri Rūnanga	Immediate	Low
	N6	Gateway treatment Colombo Street.	Capital works	Medium	The Council - Capital Programmes Sydenham Quarter Inc	Business and local community Local artists Te Ngāi Tūāhuriri Rūnanga	Short term Temporary Gateways Immediate	Medium

Note: The funding, timing and scope of action projects are subject to Council approval, through the LTP and/or Annual Plan process, and further stakeholder/community engagement, including land/building owner consent where required.

Page	Ref	Action	Action type	Scale Small Medium Large	Lead Council Unit, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
COMMUNITY WELL-BEING / CULTURE AND HERITAGE								
	C1	A Sydenham learning outpost	Connecting with people	Small	The Council - Community Services Sydenham Quarter Inc	Sydenham Church Trust Community Board Adult Reading Assistance Scheme Recovery Canterbury Te Ngāi Tūāhuriri Rūnanga	Short term	Low
	C2	Support the return of full Sydenham based postal services.	Collaborative	Small	New Zealand Post Recover Canterbury	Sydenham Quarter Inc Community Board / elected members	Immediate	Low
	C3	Support the Sydenham Heritage Trust.	Collaborative	Small	The Council - Strategy and Planning Sydenham Heritage Trust	Sydenham Quarter Inc Central and local government community and social service providers Community based service providers (non governmental) Te Ngāi Tūāhuriri Rūnanga	Immediate	Low
	C4	Investigate suburban community transport opportunities.	Investigation	Small	Community (interested organisations and individuals)	Community Board The Council - Strategy and Planning NZTA	Medium term	Low
	C5	Local landscape and heritage interpretation.	Capital works	Medium	The Council - City Environment Community Board	Te Ngāi Tūāhuriri Rūnanga Local artists and industries Local community	Short term	Medium
BUILT ENVIRONMENT								
	B1	Targeted residential activities around Buchan Park.	Regulatory change	Small	The Council - Strategy and Planning	The Council - City Environment / Property Private developers	Short term	Low
	B2	Building setbacks on Colombo Street.	Regulatory change	Small	The Council - Strategy and Planning, Transport Operations	Private developers CERA Urban Design Panel Community Board	Immediate	Low
	B3	Develop supportive City Plan amendments.	Regulatory change	Medium	The Council - Strategy and Planning	CERA Te Ngāi Tūāhuriri Rūnanga	Immediate	Medium
	B4	Design and character guidance.	Regulatory change	Medium	The Council - Strategy and Planning Community Board	Urban Design Panel New Zealand Historic Places Trust Design community (Architects, Urban Designers) Te Ngāi Tūāhuriri Rūnanga	Immediate	Medium

Note: The funding, timing and scope of action projects are subject to Council approval, through the LTP and/or Annual Plan process, and further stakeholder/community engagement, including land/building owner consent where required.

5.3 *The process from here*

Approved Master Plan and the next implementation steps

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

- **Management Structure**

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

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

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

- **Monitor and adapt the Master Plan as necessary**

The dynamic nature of change (which is intensified within a post earthquake environment) means that over time specific actions may become out of date or need to be revisited. There may also be new proposals that come along that need to be evaluated against the high level vision for Sydenham.

A monitoring programme will be established for this Master Plan that will enable:

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

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

Key considerations for the monitoring programme include:

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

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

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

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Lyttelton Master Plan

June 2012

Suburban Centres Programme

A PLAN FOR REBUILDING AND RECOVERY

Mayor's foreword

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



There is no doubt that a future Lyttelton will look vastly different from the township that was the setting for some of the region's historic milestones – the completion of the railway tunnel in 1867, the departure point for British Antarctic exploration in the early 1900s and the opening of the road tunnel in 1964.

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

That indomitable Lyttelton spirit came to the fore as the community turned out in their hundreds to meetings to develop a master plan for Lyttelton's town centre. People were equally engaged and passionate in their responses on the Draft Master Plan when it went out for public comment.

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

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

Bob Parker
Mayor of Christchurch

Lyttelton/Mt Herbert Community Board's foreword

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



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

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

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

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

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

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

Paula Smith
Chairperson, Lyttelton/Mt Herbert Community Board

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

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

Executive summary

The vision for Lyttelton's town centre and beyond

Following in the footsteps of Te Hapū o Ngāti Wheke and the first European settlers, people will be attracted to Lyttelton because of the lifestyle it offers and its unique local history and identity. It will once again be renowned as a thriving centre with a diverse mix of shops, boutique businesses, entertainment options, community facilities and spaces for creativity to flourish. Locals and tourists will enjoy the ease of access to dramatic volcanic landscapes, the harbour and waterfront as well as new civic spaces and leisure attractions. The township will grow and make better use of existing facilities that support creative expression, education and self-sufficiency.

A unique destination

Leveraging economic advantage

A place for business enterprise

An operational Port and public waterfront

An easy place to get to and enjoy

New public spaces

A clear sense of place with a compelling story to tell

A strong, creative community

Sympathetic new buildings with remaining heritage protected

Lyttelton will be a **rebuilt and prosperous niche centre**. Business owners and operators will be encouraged and supported by a marketing and attraction campaign and support facilities. Telecommunications infrastructure will allow high speed wireless internet access through the town centre. Retail will be an energising force, and the re-opening of businesses on London Street will help to stimulate other forms of employment and growth in a concentrated retail area. Lyttelton will be a hot house for creative individuals, and will again be a welcoming, must visit location within the Christchurch and Canterbury experience, with good visitor services, weekend and weekday leisure and tourism activities.

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

There will be **well managed access to the town centre**, with London Street allowing traffic and convenient parking opportunities, but also further opportunities for pedestrian space and the ability to close the street for special events. Throughout the ordered street grid layout of the township, pedestrian laneways will provide connectivity between the town centre, waterfront, courtyard spaces for boutique shops and bars and walkways into the Port Hills.

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

A new civic square will contribute to highly **accessible social spaces**. Through clever design of building rooftops, there will be more places for people to sit and enjoy the sun and the views along London Street and out over the beautiful harbour and hills. Public spaces and playscapes will be designed according to low-carbon, sustainable and Crime Prevention Through Environment Design (CPTED) principles.

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

New and improved public facilities and amenities will be provided. Lyttelton's cenotaph will be reinstated and placed in an appropriate location. Actions to **build the capacity of community facilities and services** will better support grassroots community networks and providers.

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

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

The relationship between the vision, goals and actions

Vision

Following in the footsteps of Te Hapū o Ngāti Wheke and the first European settlers, people will be attracted to Lyttelton because of the lifestyle it offers and its unique local history and identity. It will once again be renowned as a thriving centre with a diverse mix of shops, boutique businesses, entertainment options, community facilities and spaces for creativity to flourish. Locals and tourists will enjoy the ease of access to dramatic volcanic landscapes, the harbour and waterfront as well as new civic spaces and leisure attractions. The township will grow and make better use of existing facilities that support creative expression, education and self-sufficiency.

Goals

Goal 1. A rebuilt and prosperous niche centre

Goal 2. Alternative Port access investigations and public access to the inner harbour waterfront
Goal 3. Well managed access to the town centre
Goal 4. Ensuring route security

Goal 5. Accessible social spaces
Goal 5. Tell the story of the place

Goal 7. Build the capacity of community facilities and services
Goal 8. Access to affordable and creative spaces

Goal 9. Responsive planning and urban design

(E1) Support for a Lyttelton marketing and attraction campaign
(E2) London Street WiFi
(E3) Appoint a Lyttelton case manager
(E4) Investigation for and use of Council property to accommodate business activities
(E5) Funding options and temporary support

(M1) Norwich Quay amenity improvements
(M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues
(M3) Pedestrian linkages
(M4) London Street public realm enhancements and public event opportunities
(M5) Parking investigations
(M6) Access to and from Lyttelton

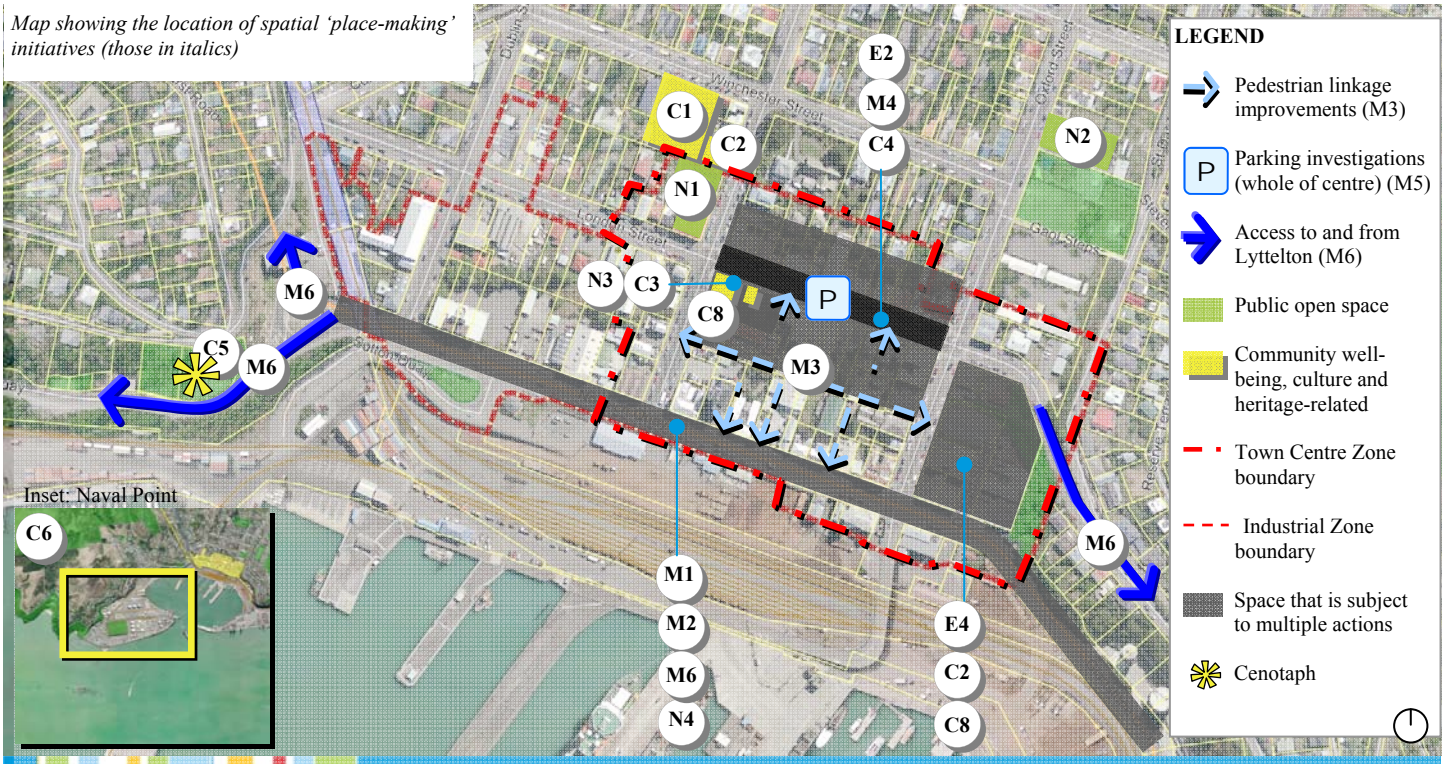
(N1) A new civic square
(N2) Pool garden off-season access
(N3) Rooftop park between, or on a combined, Lyttelton Library and Service Centre
(N4) Head to Head Walkway
(N5) Temporary landscapes
(N6) Local landscape and heritage interpretation

(C1) Improved utilisation of the Lyttelton Recreation Centre
(C2) Investigation for and use of Council property to accommodate community and cultural activities
(C3) Combined Lyttelton Library and Service Centre redevelopment
(C4) New public amenities in the town centre
(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement
(C6) Naval Point amenity improvements and redevelopment
(C7) Art in public places
(C8) Performance/film venue
(C9) Emergency preparedness
(C10) Tangata Whenua's relationships, values and aspirations

(B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan
(B2) Design and character guidance
(B3) Local input into design and appearance
(B4) Identify and assist retention of remaining built heritage

Actions

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



1. Introduction

About the Lyttelton Master Plan.



Why this suburban centre?

- Explanation of the Suburban Centres Programme
- Explanation of why Lyttelton was selected for a Master Plan

What is a Master Plan?

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

1.1 Why this suburban centre?

Explanation of the Suburban Centres Programme

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

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

Following the February 2011 earthquake, the Council assessed 150 commercial centres against a range of indicators. Some of these included:

- The extent of damage in the centre.
- The size of centres and the area they serve.
- The well-being of communities within the immediate vicinity of each affected centre.
- The ownership profile of businesses.
- Whether or not the community has other options nearby for

obtaining goods and services.

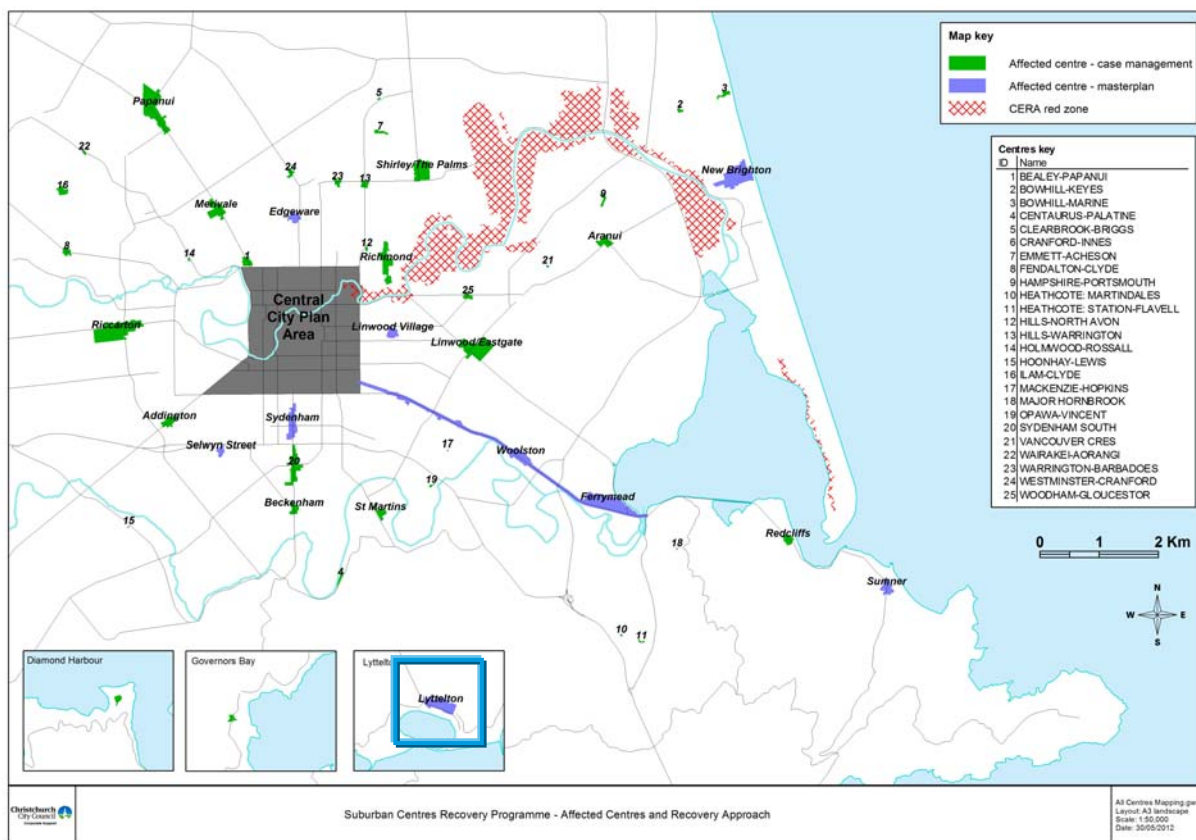
- Whether any planning or revitalisation work had already been done prior to the earthquake to enable a quick start.

64 centres suffered some degree of damage or disruption in the February 2011 earthquake and of those, six were initially considered highest priority for significant Council support by way of master planning for a rebuild and recovery. The development of two more Master Plans has subsequently been approved. Most of the remaining affected centres are being supported through liaising with individual or small groups of property owners through a Council 'case manager' to help affected property owners consolidate their plans and to assist in creating good outcomes for the community who use these centres.

The allocation of funds and resources to damaged suburban centres is part of an on-going process. The Council will continue to monitor and assess the identified suburban centres to ensure an appropriate approach for each suburban centre is maintained.

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

Suburban Centres Programme - affected centres and the proposed recovery approach



Explanation of why Lyttelton was selected for a Master Plan

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

Some of the reasons to take action in Lyttelton included:

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

1.2 What is a Master Plan?

Why do a Master Plan?

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

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

The Master Plan will guide decision making around:

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

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

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

There are two key strands of the Lyttelton Master Plan:

1. Actions that focus on what is urgent, i.e. rebuilding and recovery of the town centre in the short term.
2. Actions that focus on what is important, i.e. achieving the vision in the long term, including integration with areas beyond the town centre.

Firstly, the Master Plan aims to provide immediate support to businesses and the community who are in urgent need. This takes many forms, from the provision of advice and amendments to the District Plan to fast-track regulatory processes to the provision of temporary accommodation for displaced business and other activities. It looks for ways to build or bridge relationships between the public and private sector. This will help get businesses back up and running, and people back shopping, working, living and socialising in the centre.

Secondly, the Master Plan establishes a strategy to achieve integration with comprehensive urban regeneration beyond the town centre rebuild and recovery. It identifies actions outside of the town centre which support those in the town centre and/or addresses issues which, although not generated by the earthquakes, have the potential to be exacerbated by them. It identifies opportunities to enhance aspects of Lyttelton that work well and opportunities to upgrade some areas that could work even better. This includes ways to improve the distribution and quality of public amenities, pedestrian and cyclist safety, activity mix and access to the Port and inner harbour waterfront.

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

2. *The place*

About Lyttelton — past and present.



Lyttelton's place in the context of Christchurch

- The role of Lyttelton in its wider context

Lyttelton's history to the present

- Lyttelton's past and its context today

Lyttelton's earthquake damage

- Lyttelton post-earthquakes

2.1 Lyttelton's place in the context of Christchurch

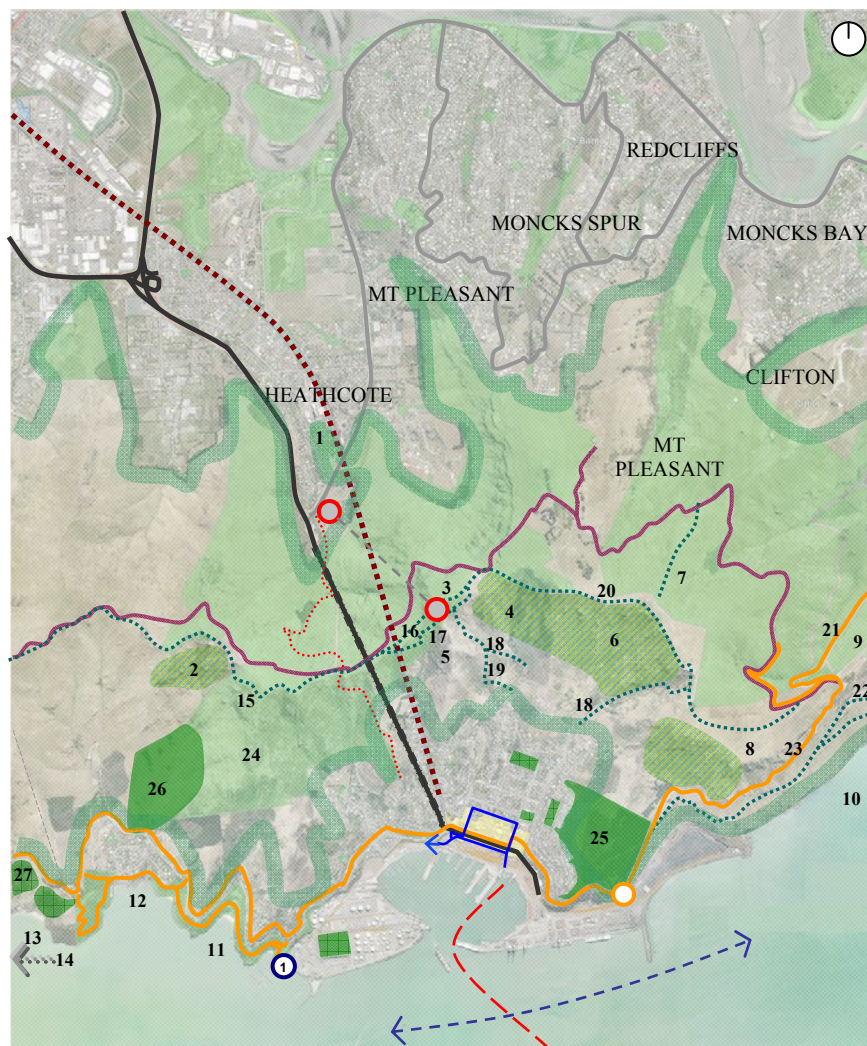
The role of Lyttelton in its wider context

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

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

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

- The town is located in a natural volcanic amphitheatre and much of the town is built on the lower slopes of the Port Hills. The only flat land is reclaimed around the inner harbour and used for the Port and related activities. The natural terrain is a unique feature within the Christchurch and Canterbury experience.
- Lyttelton is connected to many recreational walking and cycling routes, both around the bays and on the upper slopes of the surrounding hills. Volunteer groups work with the Council and Department of Conservation on development and maintenance of these reserves, and also monitor the waterways around and including the Harbour.
- Lyttelton is connected to Christchurch via Governors Bay Road (the road skirting the bays to the west) and Dyers Pass Road or Gebbies Pass, Lyttelton Road and the State Highway 74 tunnel, Evans Pass Road and Sumner Road, and also via the rail tunnel. In the event of road and/or tunnel closures, access to Lyttelton could be restricted to access by air or water. This vulnerability has implications for population and tourism growth and the types of activities attracted to Lyttelton.
- Regionally, Lyttelton Port of Christchurch (LPC) is economically significant and the company has plans to expand and move operations further east. The movement of trans-regional freight and heavy commercial vehicle movements will continue to place pressure on Norwich Quay and the township until an alternative port access road is built.
- Lyttelton has a local catchment of approximately 3000 people, comprising Lyttelton township plus some surrounding communities such as Corsair Bay, Cass Bay and Rapaki (2006 Census data).
- Lyttelton fulfills an important service centre role for the small communities around the Lyttelton Harbour. A ferry service connects the settlement of Diamond Harbour on the harbour's southern shore to Lyttelton.
- Ferry users and cruise ship visitors need easy, safe and direct pedestrian access into the town centre from their respective terminals.



LEGEND

- | | | |
|-----------------------------------|---|---|
| 1. Heathcote Valley Park | --- Railway | ① Redevelopment opportunity for private boating |
| 2. TORS Scenic Reserve | — State Highway 74 | ○ Tourism node |
| 3. Mt Pleasant Scenic Reserve | — Bus route | ● Gondola station |
| 4. Lyttelton Scenic Reserve | — Summit Road | - - Gondola route |
| 5. Major Hornbrook Reserve | — Main recreational road cycling 'round the bays' route | ● Ferry dock |
| 6. Tauhinu-Korokio Scenic Reserve | — Other main roads | - - Diamond Harbour ferry route |
| 7. Jollies Bush Scenic Reserve | — Mountain bike track &/or Wainui Track | ■ Totara Forest (ecology and safety) |
| 8. Buckley Bay Scenic Reserve | — Bridle path (footpath link) | ■ Green belt |
| 9. Rapanui Bush | — Tunnel | ○ Lookout |
| 10. Gollans Bay | | |
| 11. Corsair Bay | | |
| 12. Cass Bay | | |
| 13. Rapaki Bay | | |
| 14. Governors Bay | | |
| 15. Crater Rim | | |
| 16. Gondola Track | | |
| 17. Mount Cavendish Bluffs Track | | |
| 18. Chalmers Track | | |
| 19. Major Hornbrook Track | | |
| 20. Mt Pleasant Bluffs Track | | |
| 21. Evans Pass Road | | |
| 22. Old Sumner Lyttelton Road | | |
| 23. Sumner Road | | |
| 24. Whakaraupō Reserve | | |
| 25. Urumau Reserve | | |
| 26. Steadfast | | |
| 27. Rapaki | | |

2.2 Lyttelton's history to the present

Lyttelton's past and its context today

A brief history of Lyttelton and its town centre

Lyttelton is a place connected to the world via the sea. It is a place of arrival and departure and a place of discovery from its Māori past to the present day.

Oral histories and traditions record the great navigator and explorer Tamatea Pōkai Whenua as one of the first people to sail into Whakaraupō/Lyttelton Harbour on the ancestral migration waka, Tākitimu, in the 14th Century. Many place names in this area (including Te Poho o Tamatea - the maunga/mountain of Te Hapū o Ngāti Wheke, the holders of manawhenua) recall the exploits of this important tīpuna/ancestor. The original Māori settlement in Lyttelton was a fishing village called Ohinehou. This village was centred on the foreshore near the site of the present day Sutton Reserve, extending inland and up towards the tunnel entrance. Local Māori from around the harbour traded Pioke/dried Rig with other hapū and provided essential produce to early settlers, whalers and workmen, from 1830 to 1850 in particular. A small trading market was established near the old jetty (now the site of the Oxford Street Bridge to the Port land).

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

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

Unlike the Port area, which has grown many times its original size, the Lyttelton Township Historic Area (a large part of the town was awarded Category 1 Historic Area status in 2009 by the New Zealand Historic Places Trust.) has remained relatively undeveloped. It retains a small-scale human dimension as an open township where the properties are easy to see and have a high degree of interconnection. Lyttelton's buildings provide a wide range of architectural styles, although generally not grand in scale or design.

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

Lyttelton's places demonstrate the history of the township. The predominance of workers' dwellings provide a strong social link between the history of the township and the Port. The remains of the very large gaol and associated buildings, located right in the township, the police station and the infrastructure completed using prison labour (including much of the red scoria stone walling) demonstrate the presence of law and order in the township.

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

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

Pre-earthquakes, the key historical elements of the Lyttelton township were as follows:

- Native flora and fauna.
- Original Māori trading and trade routes, such as the Bridle Path and foreshore track.
- Viewshafts from Lyttelton to Te Pōhue/The Monument and to all of Te Pātaka o Rākaihautū/Banks Peninsula.
- The Norwich Quay and Oxford Street intersection and surrounds, including Pilgrims' Rock, the Antarctic Expeditions plaque, the Signal House, the Tug Lyttelton berth, Jetty B, Baden Norriss Reserve and the former Lyttelton Historical Museum.
- The continuing historical association between the township and the Port.
- Place names, street names and street layout (including split leveling and 'ramps' on many of the steep streets).
- Other public tracks, walkways and steps, e.g. Stan Helm and Major Hornbrook Walks.
- The numerous 20th Century timber cottages.
- Predominance of red scoria stone walls and the connection to Parihaka prisoners.
- Public spaces such as the cemeteries, former gaol site and streets.
- The archaeology of the town (especially the Victorian brick barrel stormwater system under the entire town).
- Historic public and commercial buildings in the lower part of the town.
- Historic kerb and channeling on Oxford Street and Simeon Quay.
- Churches and lodges.

Resources

- NZ Historic Places Trust Lyttelton Historic Area: Registration Documentation (5 Volumes) which includes:
 - Historic information. Historic maps and photographs.
 - A street by street townscape assessment and photographs (2008).
 - A site boundary map for the Registered Lyttelton Township Historic Area.

2.3 Lyttelton's earthquake damage

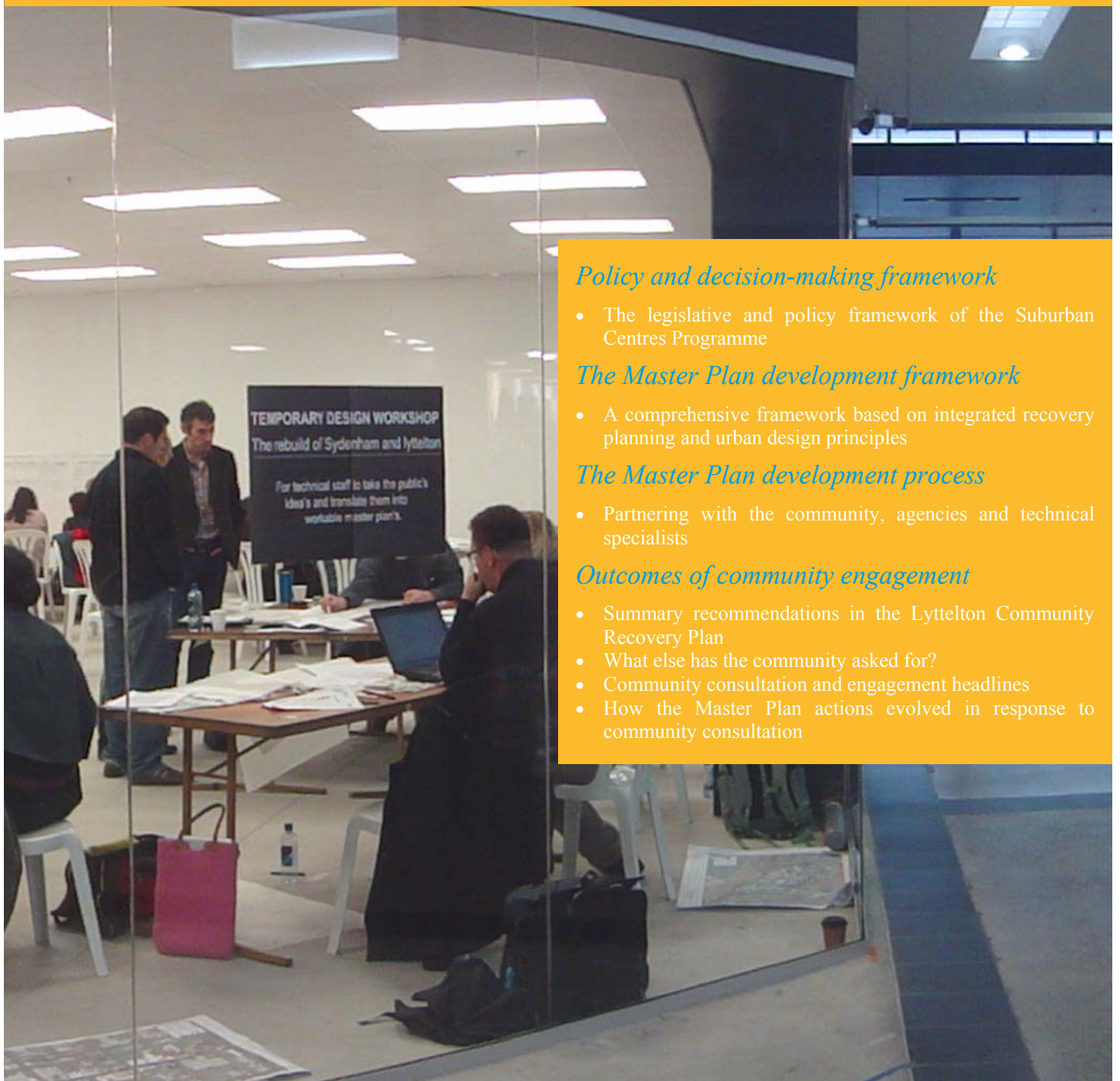
Lyttelton post-earthquakes

- The town centre, centred on the block between London, Oxford and Dublin Streets and Norwich Quay, was dominated by a high proportion of 20th Century buildings, many of which were listed in the District Plan. A third of London Street buildings sustained heavy damage in the February 2011 earthquake. Most prominent heritage buildings have been lost, including those which occupied commanding positions and served as 'bookends' to the main street.
- Some shops have reopened and others are in the process of being repaired or rebuilt. Some businesses are operating out of temporary premises such as caravans and containers. Other cleared sites have an uncertain future.
- The Port sustained significant infrastructure damage in February 2011, compounding the effects of the September 2010 earthquake. Its operating environment has changed as a result of restricted berth and land space and the continuing repair programme. LPC has long term intentions to gradually move east and to develop the western inner harbour for marine services and waterfront commercial activities.
- Cruise ships require supporting services and infrastructure. The cruise season, which typically runs from October to April, was cut short and all cruise ships (except for three small vessels) have bypassed Lyttelton for the 2011-12 season, berthing instead in Akaroa. The decision to start development of a planned purpose built cruise berth facility has been deferred due to the seismic activity.
- Some locals and visitors have fears about going on State Highway 74 through the Lyttelton Tunnel. Evans Pass Road as an alternative route from Sumner remains closed.
- The Lyttelton Farmers' Market continues to be held every Saturday in the grounds of Lyttelton Main School on Oxford Street.
- Lyttelton's arts scene, performance venues and restaurant businesses have sustained significant damage. A collective of local artists is raising money for earthquake recovery through the sale of CD's. Some performance venues have reopened, but most have been demolished or are closed pending repair or rebuild.
- Many historic commercial buildings which provided affordable rentals to creative businesses have been lost. These businesses and individuals are looking for new premises.
- A high proportion of housing stock predates 1945. Most historic residential buildings appear to have survived, although many chimneys collapsed. It appears the character of the Residential Conservation Zone adjoining the town centre will be maintained.
- Immediately after the February 2011 earthquake a significant number of local community organisations were unable to use their premises. Many continue to operate out of alternative spaces and/or in a revised format. Many community facilities have been demolished or closed pending repair or rebuild because of significant damage, with further demolitions and closures possible as detailed engineering evaluations are completed.
- The community has a high degree of social connectedness and a strong culture of volunteering for, for example, the Lyttelton Fire Brigade, St Johns Ambulance, Civil Defence, the Timebank and Project Lyttelton.



3. *Master Plan development*

Decision-making framework, process and community engagement



Policy and decision-making framework

- The legislative and policy framework of the Suburban Centres Programme

The Master Plan development framework

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

The Master Plan development process

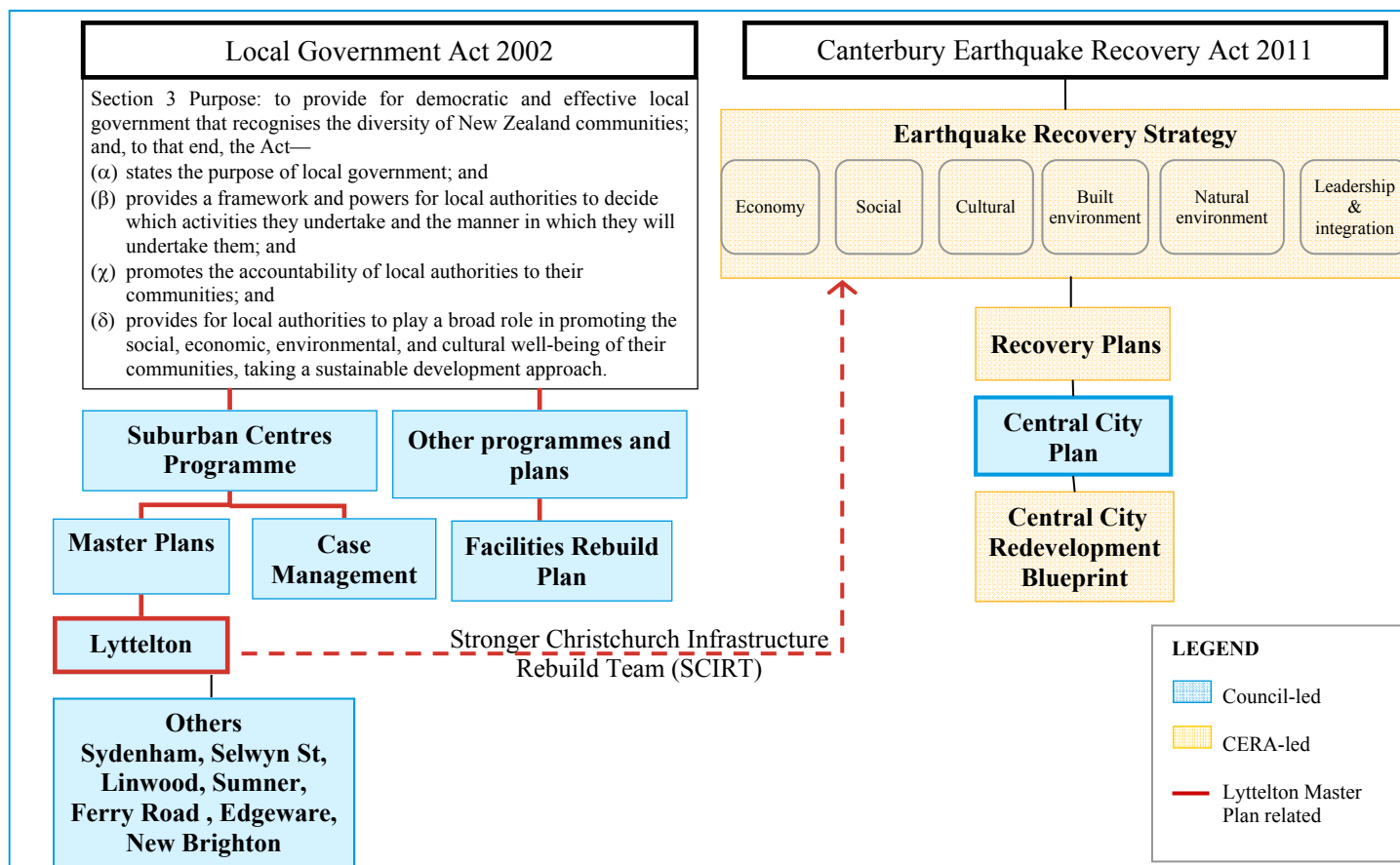
- Partnering with the community, agencies and technical specialists

Outcomes of community engagement

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

3.1 The policy and decision-making framework

The legislative and policy framework of the Suburban Centres Programme



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

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

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

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



3.2 The Master Plan development framework

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

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

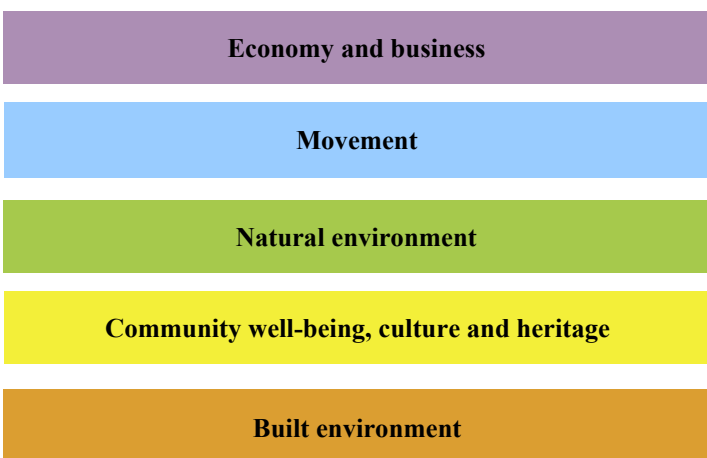
The framework has drawn from the following sources:

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

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

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

The five themes of the Lyttelton Master Plan closely align to the elements of integrated recovery planning found in the Guide and CERA’s Recovery Strategy for greater Christchurch:



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


The Master Plan development framework is based on the following sources:

Integrated Recovery Planning Guide (Version 2.0)



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

New Zealand Urban Design Protocol



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

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

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



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

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

RECOVERY PLANNING PRINCIPLES

ECONOMY AND BUSINESS

Economic development

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

Urban Design Protocol

Context Character
Choice Connections
Collaboration

Equity

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

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

MOVEMENT

Accessibility for all

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

Urban Design Protocol

Context
Choice
Connections
Custodianship
Collaboration

Strategic network

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

People+Places+Spaces

Consolidation and dispersal
Integration and connectivity

Sustainable transport

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

Parking

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

NATURAL ENVIRONMENT

Natural capital

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

Urban Design Protocol

Context
Character
Choice
Connections
Creativity
Custodianship
Collaboration

Resource sustainability

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

Lifestyles

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

People+Places+Spaces

Environmental responsiveness
Legibility and identity
Integration and connectivity
Consolidation and dispersal

Food security

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

COMMUNITY WELL-BEING, CULTURE AND HERITAGE

Public services

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

Urban Design Protocol

Context
Character
Connections
Creativity
Custodianship
Collaboration

Social and community capital

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

People+Places+Spaces

Integration and connectivity
Diversity and adaptability
Legibility and identity

Community resilience

Planning and preparing for future disasters and climatic changes.

Cultural diversity

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

BUILT ENVIRONMENT

Community safety

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

Urban Design Protocol

Context Character
Choice Creativity
Custodianship Collaboration

Neighbourhood amenity

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

People+Places+Spaces

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

Housing stock

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

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

3.3 The Master Plan development process

Partnering with the community, agencies and technical specialists

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

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

Stage 2 involved a series of focus group sessions with representatives of the local community and public ‘hands on’ design meetings. These meetings, attended by nearly 350 people, raised awareness of the Master Plan and rebuilding efforts in the community and provided an opportunity for people to propose, discuss and test ideas for the regeneration of Lyttelton. This crucial step of the process allowed community opinions and local knowledge to be canvassed.

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

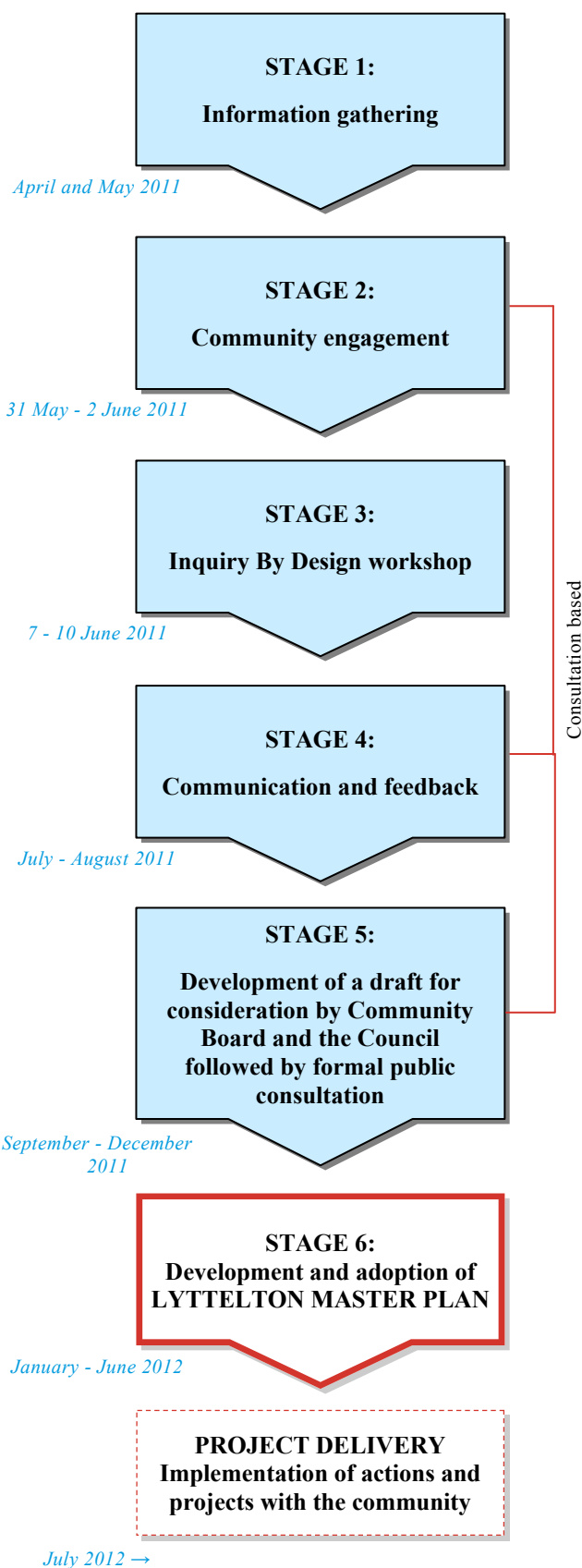
Stage 4 saw provisional ideas and options for the town centre and beyond arising from Stages 2 and 3 presented to and tested at community feedback presentations which at least 300 people attended. People were also able to view the presentation of options on the Council’s website and make written submissions over a three week period.

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

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

Project delivery

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



3.4 Outcomes of community engagement

Summary recommendations in the Lyttelton Community Recovery Plan

Led by the Lyttelton/Mt Herbert Community Board following the February 2011 earthquake, the *Lyttelton Community Recovery Plan* provides a comprehensive summary of community ideas and priorities for the recovery of Lyttelton. People were asked to consider two questions: 1) How did the earthquake affect people and the town; and 2) How could the effects of the earthquake be fixed or remedied? Over 400 responses were received and grouped under the four recovery themes below. Items in bold below represent identified high priority needs with broad community support. Non-bolded items were other recommended recovery items listed in the Recovery Plan. Master Plan-related community consultation has both built on and, where possible given its purpose and scope, incorporated the community's values, aspirations and priorities identified in the Recovery Plan. The corresponding Master Plan actions are noted in italics under each item.

References: Volume 1 Community Comments;

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

What else has the community asked for? Volume 2 Recommendations

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



LEGEND

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

Community consultation and engagement headlines

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

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

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

Post-earthquake, people said they like some of the changes to the environment. The cleared sites let more sunlight into London Street and provide unusual play spaces for young people. Through this Master Plan people have asked the Council to explore opportunities to reframe planning rules to make sure

new buildings do not shadow public spaces and to maintain the valued character attributes like verandas. They are also generally supportive of temporary landscaping solutions.

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

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

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

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



How the Master Plan actions evolved in response to community consultation

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

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

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

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

ACTION	COMMUNITY FEEDBACK PRESENTATION July 2011 following focus group and public meetings in May/June 2011	DRAFT LYTTELTON MASTER PLAN November 2011 following submissions in July 2011	LYTTELTON MASTER PLAN June 2012 following submissions in November/December 2011
ECONOMY AND BUSINESS			
(E1)	Love Lyttelton marketing and attraction campaign	Funding provision for a Lyttelton marketing and attraction campaign — emphasis switched to funding.	Support for a Lyttelton marketing and attraction campaign — amended to acknowledge support wider than just funding and to add Lyttelton Harbour Business Association as joint lead.
(E2)	London Street Wifi	London Street Wifi — unchanged.	London Street Wifi — unchanged but existing progress towards implementation by Lyttelton Harbour Information Centre acknowledged.
(E3)	Appoint a case manager	Appoint a Lyttelton case manager — desire for a local person in the role recognised.	Appoint a Lyttelton case manager - amended to reflect that the incumbent also needs some understanding of the operations and relationship between the Council and other Government and non-Government agencies between which he/she is expected to liaise, in addition to being a local appointment in terms of their knowledge and location.
(E4)	Creative hub — support for affordable workspace for creative start-ups and businesses	Support for a creative hub of affordable workspace — included all business start-ups, not just creative ones.	Investigation for and use of Council property to accommodate business activities — amended to refocus on temporary and permanent use of Council property to better meet community's business needs.
(E5)	-	Funding options and temporary support — turned from information only into an action to ensure implementation.	Funding options and temporary support - unchanged.
MOVEMENT			
(M1)	Norwich Quay street and public space enhancement	Movement and the waterfront — changed to more appropriate smaller-scale amenity improvements in recognition of carriageway width limitations.	Norwich Quay amenity improvements — focus on Norwich Quay amenity improvements in the short term clarified by relocating reference to identification of a long term strategy for Port and waterfront access to Action (M2).

ACTION	COMMUNITY FEEDBACK PRESENTATION July 2011 following focus group and public meetings in May/June 2011	DRAFT LYTTELTON MASTER PLAN November 2011 following submissions in July 2011	LYTTELTON MASTER PLAN June 2012 following submissions in November/December 2011
(M2)	Port access/tunnel	Move Port access off Norwich Quay (Heads of Agreement) - recognised community desire to progress alternative Port access and public access to waterfront issues as soon as possible.	Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues— amended as per Council resolution and to include location of the Diamond Harbour Ferry Terminal for consideration through the Heads of Agreement.
(M3)	London Street to Norwich Quay pedestrian linkages	Pedestrian linkages — recognised desire and potential for pedestrian linkages is not limited to north-south London Street to Norwich Quay, but also east-west Oxford Street to Canterbury Street.	Pedestrian linkages — unchanged.
(M4)	London Street business area enhancements	London Street public realm enhancements and public event opportunities — refocused on pedestrians and public event opportunities, with parking shifted to (M5) Parking investigations.	London Street public realm enhancements and public event opportunities — amended to clarify inclusion of investigations as to whether London Street could accommodate the Lyttelton Farmers' Market and it being a vehicle for the local landscape and heritage interpretation.
(M5)	Parking investigations	Parking investigations — recognised further investigations into car park availability and management are necessary, of which provision of a public car park building is only one option to resolve any car parking undersupply if necessary.	Parking investigations — amended to include: a review of the adequacy of existing public transport, active travel facilities and parking enforcement; clarification that this action will inform the amendments to the District Plan anticipated by Action (B1); investigation into how the preferred site for any necessary parking building could be secured in the meantime; and that this action be expedited by including and building on relevant existing studies.
(M6)	-	Access to and from Lyttelton — recognised limited access in and out of Lyttelton needs to be addressed, particularly as a result of indefinite closure of Evans Pass.	Access to and from Lyttelton— unchanged.
NATURAL ENVIRONMENT			
(N1)	Canterbury Street memorial square	A new civic square — recognised a suitable site had yet to be identified and if the former Ground site, it will be better if the civic square is extended over the entire site to the London Street frontage.	A new civic square — amended to indicate that 44 London Street in its entirety is the preferred site.
(N2)	Pool garden off-season access	Pool garden off-season access — unchanged.	Pool garden off-season access — unchanged.

ACTION	COMMUNITY FEEDBACK PRESENTATION July 2011 following focus group and public meetings in May/June 2011	DRAFT LYTTELTON MASTER PLAN November 2011 following submissions in July 2011	LYTTELTON MASTER PLAN June 2012 following submissions in November/December 2011
(N3)	Rooftop park above library	Rooftop park between, or on a combined, Lyttelton Library and Service Centre - recognised combined library/service centre in the event the latter is not replaced.	Rooftop park between, or on a combined, Lyttelton Library and Service Centre — timeframe now medium term to provide time for decision-making around the future of the Lyttelton Service Centre and re-evaluation of need for the rooftop park once higher priority open space Actions (N1) and (N2) have been implemented.
(N4)	Head to Head Walkway (from Godley Head to Adderley Head)	Head to Head Walkway — explanatory words in description of the project removed from its title.	Head to Head Walkway — unchanged.
(N5)	Temporary landscapes	Temporary landscapes — unchanged.	Temporary landscapes — unchanged.
(N6)	Local landscape interpretation	Local landscape and heritage interpretation - extended to include heritage.	Local landscape and heritage interpretation — unchanged.
(N7)	Ohinehou heritage trade trail	Interpretation of Tangata Whenua values — focus broadened from just Ohinehou heritage trade trail.	Relocated to (C10) and (N7) deleted.
COMMUNITY WELL-BEING, CULTURE AND HERITAGE			
(C1)	Lyttelton Recreation Centre	Improved utilisation of the Lyttelton Recreation Centre — improved utilisation being inherent clarified.	Improved utilisation of the Lyttelton Recreation Centre — amended to reflect its closure in December 2011 and the opportunities its repair or rebuild provides to achieve this action.
(C2)	Plunket/Toy Library	Alternative use of a Council property on Canterbury St — refocused from accommodation of Plunket/Toy Library, other than on a temporary basis.	Investigation for and use of Council property to accommodate community and cultural activities — amended to refocus on temporary and permanent use of Council property to better meet community and cultural needs.
(C3)	Library and service centre redevelopment	Combined Lyttelton Library and Service Centre redevelopment — recognised combined library/service centre in the event the latter is not replaced.	Combined Lyttelton Library and Service Centre redevelopment — unchanged.
(C4)	Naval Point redevelopment	New public amenities in the town centre — added to address the need for these. Subsequent actions renumbered accordingly.	New public amenities in the town centre — unchanged.

ACTION	COMMUNITY FEEDBACK PRESENTATION July 2011 following focus group and public meetings in May/June 2011	DRAFT LYTTELTON MASTER PLAN November 2011 following submissions in July 2011	LYTTELTON MASTER PLAN June 2012 following submissions in November/December 2011
(C5)	Donald Street arts precinct	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement — added in recognition that a suitable has yet to be identified. Options include the existing site if its problems are able to be addressed. Subsequent actions renumbered accordingly.	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement — unchanged.
(C6)	Performance/film venue	Naval Point redevelopment — renumbered from (C4) to (C6).	Naval Point amenity improvements and redevelopment — amended to emphasise the short and long term aspects.
(C7)	-	Donald Street arts precinct and art in the street — broadened to include public art and renumbered from (C5) to (C7).	Art in public places — amended to refocus on and provide for art in public places throughout Lyttelton, not just on streets and in any arts precinct.
(C8)	-	Performance/film venue — renumbered from (C6) to (C8).	Performance/film venue — refocused on support for reopening of The Loons in the short term and establishment of a new multi-use 'black box' theatre (with a capacity of around 300 persons) in the long term.
(C9)	-	Emergency preparedness — added to address concerns about preparedness for future emergencies.	Emergency preparedness — unchanged.
(C10)	-	-	Tangata Whenua's relationships, values and aspirations — relocated from Natural environment theme and focus expanded to provide for its application and implementation across all themes and actions as appropriate.
BUILT ENVIRONMENT			
(B1)	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments	Development-supportive Proposed Banks Peninsula District Plan (Town Centre Zone) amendments — unchanged.	Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan — amended to include some other possible amendments for consideration.
(B2)	Design and character guidance	Design and character guidance — unchanged.	Design and character guidance — amended to clarify that this action is about determining how the design guidelines need to be updated and including provision in them for sustainable buildings and low impact urban design; tangata whenua cultural references and considerations within the urban landscape; and application to public realm street treatment.

ACTION	COMMUNITY FEEDBACK PRESENTATION July 2011 following focus group and public meetings in May/June 2011	DRAFT LYTTELTON MASTER PLAN November 2011 following submissions in July 2011	LYTTELTON MASTER PLAN June 2012 following submissions in November/December 2011
(B3)	Lyttelton Design Advisory Panel	Inclusion of local involvement in the existing Urban Design Panel — recognised desire for local input and benefits of aligning with existing Christchurch Urban Design Panel.	Local input into design and appearance — amended to accommodate whatever is determined to be the best means of providing for local input as per Council resolution.
(B4)	-	Identify and assist retention of remaining built heritage — added to address community concerns about heritage retention.	Identify and assist retention of remaining built heritage — amended to include unlisted heritage and character buildings and ensure accuracy.



4. *Vision, goals and actions*

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

The vision for Lyttelton's town centre and beyond

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

Lyttelton Master Plan goals

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

Lyttelton Master Plan actions

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



4.1 The vision for Lyttelton's town centre and beyond

An ambitious vision for Lyttelton's town centre and beyond

Following in the footsteps of Te Hapū o Ngāti Wheke and the first European settlers, people will be attracted to Lyttelton because of the lifestyle it offers and its unique local history and identity. It will once again be renowned as a thriving centre with a diverse mix of shops, boutique businesses, entertainment options, community facilities and spaces for creativity to flourish. Locals and tourists will enjoy the ease of access to dramatic volcanic landscapes, the harbour and waterfront as well as new civic spaces and leisure attractions. The township will grow and make better use of existing facilities that support creative expression, education and self-sufficiency.

A unique destination

Leveraging economic advantage

A place for business enterprise

An operational Port and public waterfront

An easy place to get to and enjoy

New public spaces

A clear sense of place with a compelling story to tell

A strong, creative community

Sympathetic new buildings with remaining heritage protected

Lyttelton will be a **rebuilt and prosperous niche centre**. Business owners and operators will be encouraged and supported by a marketing and attraction campaign and support facilities. Telecommunications infrastructure will allow high speed wireless internet access through the town centre. Retail will be an energising force, and the re-opening of businesses on London Street will help to stimulate other forms of employment and growth in a concentrated retail area. Lyttelton will be a hot house for creative individuals, and will again be a welcoming, must visit location within the Christchurch and Canterbury experience, with good visitor services, weekend and weekday leisure and tourism activities.

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

There will be **well managed access to the town centre**, with London Street allowing traffic and convenient parking opportunities, but also further opportunities for pedestrian space and the ability to close the street for special events. Throughout the ordered street grid layout of the township, pedestrian laneways will provide connectivity between the town centre, waterfront, courtyard spaces for boutique shops and bars and walkways into the Port Hills.

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

A new civic square will contribute to highly **accessible social spaces**. Through clever design of building rooftops, there will be more places for people to sit and enjoy the sun and the views along London Street and out over the beautiful harbour and hills. Public spaces and playscapes will be designed according to low-carbon, sustainable and Crime Prevention Through Environment Design (CPTED) principles.

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

New and improved public facilities and amenities will be provided. Lyttelton's cenotaph will be reinstated and placed in an appropriate location. Actions to **build the capacity of community facilities and services** will better support grassroots community networks and providers.

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

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



4.2 Lyttelton Master Plan goals

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

The Master Plan, prepared by the Council in partnership with the community and key stakeholders, sets out nine key goals. Together these form a strategic vision to transform Lyttelton into a quality place for businesses to operate in, and people to work, live, shop, socialise and play. These goals are to be delivered through thirty-one detailed implementation actions. These ensure community, private sector and government-led decision-making aligns and moves forward together in a logical sequence. The actions are mapped in the Executive Summary and summarised and described in detail in Section 4 of the Master Plan.

Goal 1. A rebuilt and prosperous niche centre

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

Key Master Plan actions

Action number	Action name	Page
E1	Support for a Lyttelton Marketing and Attraction campaign	32
E2	London Street WiFi	34
E3	Appoint a Lyttelton case manager	35
E4	Investigation for and use of Council property to accommodate business activities	36
E5	Funding options and temporary support	38

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

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

Key Master Plan actions

Action number	Action name	Page
M1	Norwich Quay amenity improvements	40
M2	Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues	42
M3	Pedestrian linkages	45
M4	London Street public realm enhancements and public event opportunities	48
M5	Parking investigations	50
M6	Access to and from Lyttelton	52

Goal 3. Well managed access to the town centre

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

Goal 4. Ensuring route security

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

Goal 5. Accessible and social spaces

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

Goal 6. Tell the story of the place

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

Goal 7. Build the capacity of community facilities and services

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

Goal 8. Access to affordable and creative spaces

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

Goal 9. Responsive planning and urban design

- Aspects of the District Plan are to be overhauled so that it enables and supports rebuilding and recovery. District Plan provisions and resource management guidance provides clarity, certainty and consistency, including to those facing the redevelopment of demolished properties.
- New buildings and spaces will assist in defining a new Lyttelton town character that references local history and identity, without being a compromised replica of what stood before. This will be achieved through inclusive community design expos, character and design guidelines and local input into design and appearance.
- Remaining built heritage, including character buildings and the red scoria stone walls will be retained.

Key Master Plan actions

Action number	Action name	Page
N1	A new civic square	56
N2	Pool garden off-season access	58
N3	Rooftop park between, or on a combined, Lyttelton Library and Service Centre	60
N4	Head to Head Walkway	62
N5	Temporary landscapes	64
N6	Local landscape and heritage interpretation	67

Key Master Plan actions

Action number	Action name	Page
C1	Improved utilisation of the Lyttelton Recreation Centre	73
C2	Investigation for and use of Council property to accommodate community and cultural activities	74
C3	Combined Lyttelton Library and Service Centre redevelopment	77
C4	New public amenities in the town centre	78
C5	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement	79
C6	Naval Point amenity improvements and redevelopment	80
C7	Art in public places	83
C8	Performance/film venue	84
C9	Emergency preparedness	85
C10	Tangata Whenua's relationships, values and aspirations	86

Key Master Plan actions

Action number	Action name	Page
B1	Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan	90
B2	Design and character guidance	93
B3	Local input into design and appearance	96
B4	Identify and assist retention of remaining built heritage	97

4.3 Lyttelton Master Plan actions

How to read this section

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

The actions identified in the Master Plan will be monitored annually as cycles of strategic decision-making across the city take place.

Refer to the user guide below:

Theme heading

Each theme summary is written like this:

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

Actions summary

(Action number) Action name

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

Actions in detail

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

Description of the project:			
Rationale:			
Timeframe:	Intermediate/ Short term	Medium term	Long term
Strategic sequence			
Lead:			
Partner agencies/ organisations			
Related actions			

Master Plan Development Framework

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



A box similar to this one is located in the top right hand corner of each theme page. It provides a useful reference back to the Master Plan development framework explained in Section 3.2.

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

Box B. Indicates the theme.

Box C. Lists the relevant recovery planning principles.

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

5.2 Economy and business actions

Theme summary - Lyttelton's economy and commercial heart

Pre-earthquake overview

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

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

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

Impacts of the earthquake and the current situation

A third of buildings on London Street sustained heavy damage in the February 2011 earthquake, which was centred on Lyttelton at a depth of five kilometres. The street was cordoned off for a period while many buildings were demolished and sites cleared. While some shops have now reopened or are in the process of being rebuilt, many continue to operate out of temporary premises or remain closed with an uncertain future and challenging development viabilities.

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

Actions summary

(E1) Support for a Lyttelton marketing and attraction campaign

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

(E2) London Street WiFi

Investigate technology needs and associated costs for broadband wireless-fibre (WiFi) access within London Street, if not the whole of the town centre, and establish an advertising-supported portal with local content that promotes the town, businesses and the community.

(E3) Appoint a Lyttelton case manager

Employ a Lyttelton case manager to provide a 'single face of recovery' to business property owners and/or operators to ensure that people who need assistance are able to access available services.

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

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

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

(E5) Funding options and temporary support

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

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



(E1) Support for a Lyttelton marketing and attraction campaign

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



Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate <ul style="list-style-type: none"> • Identification of key consumer markets and needs. • Identification of appropriate/ key business types for the area. • Prospectus and marketing campaign research and development. • Outline of the planned roll-out of the marketing campaign. • Platform for continuous and regular communication of successes in the area. • Establishment of a visually consistent Lyttelton identity for use in all communications and marketing. • Scoping of willing local hosts. Approve <ul style="list-style-type: none"> • Funding for a marketing and attraction campaign. Implement <ul style="list-style-type: none"> • Circulate the prospectus. • Regular communication updates. 	Implement <ul style="list-style-type: none"> • Outreach programme to communicate the prospectus to businesses in the targeted industry and commercial sectors, end users, property advisors and real estate agents. Consideration should be given to the use of 'local hosts' who can take interested parties on guided tours of the area. • Regular communication updates. 	Implement <ul style="list-style-type: none"> • Outreach programme. • Regular communication updates.
Lead:	Lyttelton Harbour Information Centre Lyttelton Harbour Business Association		
Partner agencies/ organisations:	Council – Strategy and Planning Group (Strategic Support Unit) and Public Affairs Group (Marketing Unit) Recover Canterbury Christchurch Economic Development Corporation Christchurch and Canterbury Tourism Community Board Local businesses and organisations, e.g. Lyttelton Historical Museum Society		
Related actions:	(E2) London Street Wifi (E4) Investigation and use of Council property to accommodate business activities (C2) Investigation and use of Council property to accommodate community and cultural activities		

(E2) London Street WiFi

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

(E3) Appoint a Lyttelton case manager

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

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

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

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

Related actions:	(E1) Support for a Lyttelton marketing and attraction campaign (E5) Funding options and temporary support (C2) Investigation for and use Council property to accommodate community and cultural activities (C7) Art in public places (C8) Performance/film venue (B4) Identify and assist retention of remaining built heritage (C10) Tangata Whenua’s relationships, values and aspirations
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EXISTING ENVIRONMENT



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

Redesign Donald Street as a shared space for circulation of vehicles



PROPOSED RESPONSE



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

Key considerations:

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

Activities which could be appropriate in a business hub:

- Small to medium enterprises in creative industry sectors, e.g. office-based businesses such as architects, landscape architects and website designers.
- Small, niche industries, e.g. jewellers, sculptors, furniture makers and other craft/applied artists.
- Digital technology industries, e.g. sound recording, video editing and graphic design.
- Artist in residence space.
- Education sectors, e.g. a remote campus of tertiary design courses.
- Café.

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



(E5) Funding options and temporary support

Description:	Identify, collate and communicate to business property owners and operators and community groups details of the range of funding options and temporary support of a non-financial nature available to and through the Council and community to assist rebuilding and recovery.		
Rationale:	<p>Post-earthquakes, there are various funding options beyond conventional means available to the Council and community, depending on the project and role the Council chooses to take. A key theme to all of them is partnership, whether that be with or between the community, Central Government or New Zealand businesses and organisations. Their respective source, scope, criteria and implications, etc, need to be identified and the information collated in order to better assist business property owners and operators and community groups.</p> <p>Earthquake specific options to investigate include:</p> <ul style="list-style-type: none"> • Central Government/Local Government funding • Joint public and private sector external funding • Private sector led external funding • Local Government initiated assistance • Community organisations, trusts and philanthropic initiated assistance <p>Non-earthquake specific options to investigate include:</p> <ul style="list-style-type: none"> • Council revenue • Development mechanisms • Private investment incentives • Community and business funding • Central Government/Local Government funding • Independent community grants • Partnerships with other organisations 		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate</p> <ul style="list-style-type: none"> • Funding options • Temporary support of a non-financial nature <p>Implement</p> <ul style="list-style-type: none"> • Produce a handbook of the details • Circulate handbook to business property owners and operators and community groups. 		
Lead:	Council – Strategy and Planning Group (Strategic Support Unit)		
Partner agencies/ organisations:	Council - Corporate Services Group (Corporate Support Unit)		
Related actions:	(E3) Appoint a Lyttelton case manager (E4) Investigation for and use of Council property to accommodate business activities (C2) Investigation for and use of Council property to accommodate community and cultural activities		

5.3 Movement actions

Theme summary - Lyttelton's traffic and transport

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

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

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

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

Actions summary

(M1) Norwich Quay amenity improvements

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

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

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

(M3) Pedestrian linkages

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

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

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

(M5) Parking investigations

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

(M6) Access to and from Lyttelton

Investigate and identify long term strategies to retain and improve access to and from Lyttelton during emergency events, and also everyday access by all modes.



(M1) Norwich Quay amenity improvements

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

NORWICH QUAY (Short term possibilities)

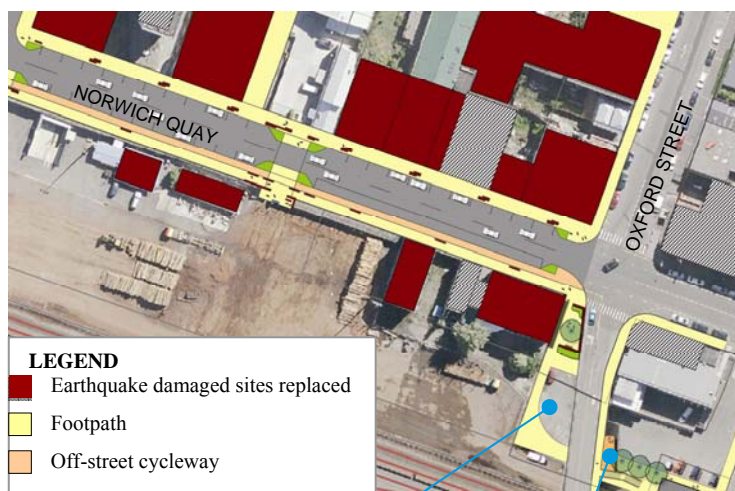
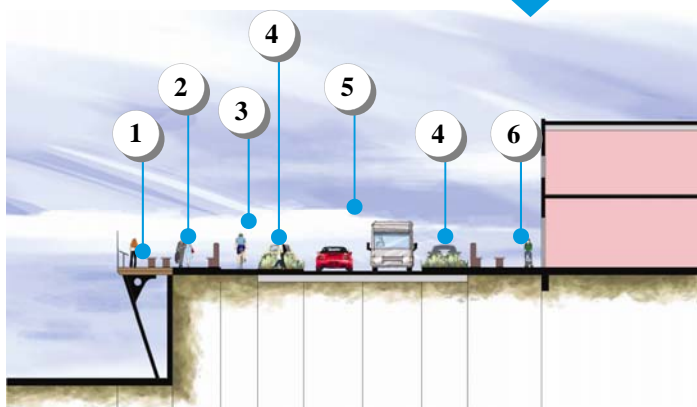
Artist's impression of possible short term Norwich Quay enhancements



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

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

NORWICH QUAY (Longer term possibilities)



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



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

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

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

- In 2006, the BPDC became part of Christchurch City and the (latter) Council included provision in its 2006/16 Long Term Council Community Plan (LTCCP) for “a new roadway for heavy traffic to the port container area”, causing further discussions between the Council and Lyttelton Port of Christchurch to address each party’s point of view. When the proposal again featured in the Council’s draft 2009/19 LTCCP, the LPC made a submission opposing expenditure on the new access road on the basis of adverse impacts on current and future Port operations, lack of justification for the expenditure and the risk of reverse sensitivities to the Port associated with the development of Norwich Quay. Provision for “a new local access road to Lyttelton Port...starting 2012-13” remained in the 2009/19 LTCCP (which is currently under review).
- In 2008 and 2009, the Council and LPC held several meetings in an attempt to move forward on the issue. At one of these meetings, the LPC was asked to provide feedback on three of the earlier alignment options. Because it considered the three options all had adverse impacts on the operation of the Port, it offered a modified option. At a subsequent meeting the Council and LPC agreed to work together to come up with the best long term solution, essentially accepting that a new road may not be possible in the short term given the location of the current Port operations and the cost of creating new land for those operations when making space for a road corridor.
- The LPC has since developed a 30 year+ strategic plan for the future operations at the Port, including development of new Port facilities to the east of the inner harbour on reclaimed land within the Cashin Quay area. The proposed move of operations to the east allows for the potential redevelopment of the existing Port area for alternative Port access, public access to the waterfront and community and commercial activities.
- In 2010 the Council commissioned a report on Lyttelton Port Access Road Options, which confirmed that selection of a preferred access road location is complicated by uncertainties associated with changes to the Port’s operations and the timing of any such changes. It recommended that:
 - A new access road be planned and constructed when Port operations move further to the east;
 - Five new access road options identified be investigated further once more detailed Port redevelopment plans are available from the LPC; and
 - A project aimed at improving urban design, streetscape and amenity for pedestrians and cyclists in Norwich Quay be undertaken in the short term (this will be progressed through the Lyttelton Master Plan).

This report has not been adopted by the Council (or referred to the community for that reason) and further work in accordance with these recommendations has been held up as a result of the February 2011 earthquake.

- Of the range of alignment options for future consideration identified at the Lyttelton Master Plan-related community feedback presentations in July 2011, the preference (of those who stated it) was for access point A, option 1 running from the tunnel roundabout, crossing over Sutton Quay and the railway, then dropping to run parallel to the retaining wall below Norwich Quay (these options are still subject to further investigation as to whether any of them are feasible).
- The Port suffered significant damage in the September 2010 and February and June 2011 earthquakes, as a result of which the LPC is reviewing its redevelopment plans and timeframe. The earthquakes have however made possible a start on the prerequisite land reclamation.

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

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

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

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Approvals: • Draft, finalise and sign a Heads of Agreement which details the process and timing for the provision of alternate heavy traffic access to the Port and public access to the inner harbour waterfront to be investigated and resolved as appropriate in the circumstances.	Action the outcome of investigations.	Action the outcome of investigations.
Partner agencies/ organisations:	Council — Strategy and Planning Group (Strategic Support Unit) Lyttelton Port of Christchurch NZTA Kiwirail		
Related actions:	(M1) Norwich Quay amenity improvements (M3) Pedestrian linkages (M5) Parking investigations (M6) Access to and from Lyttelton) (N4) Head to Head Walkway (C10) Tangata Whenua’s relationships, values and aspirations		

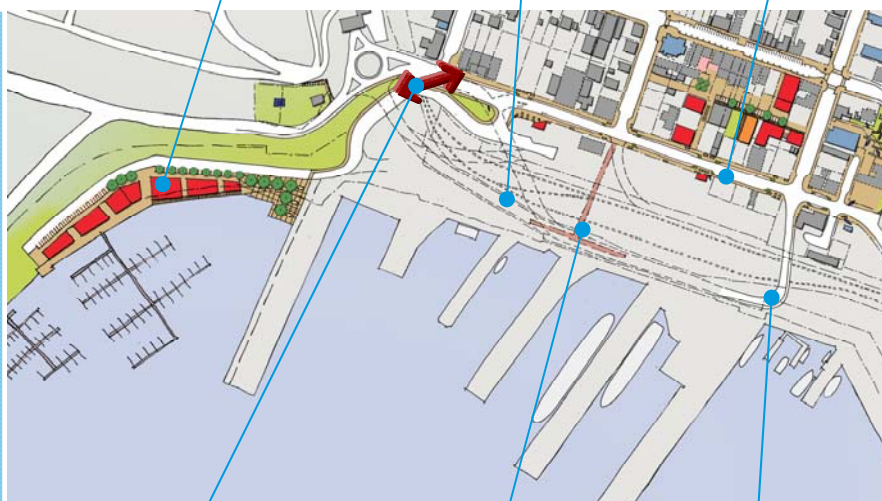
INFORMING A HEADS OF AGREEMENT

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

Marina and commercial activities proposed by Lyttelton Port of Christchurch
 Possible alternative State Highway access routes
 Norwich Quay long term enhancements completed

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

- Reduce the impact of heavy commercial vehicles on safety of all road users.
- Enhance amenity and safety.
- Increase access to open space.
- Minimise environmental impacts.
- Create an interface between the Port activity and town centre activity that brings positive economic impacts.
- Support LPC long term Master Plan.
- Maintain connectivity between future waterfront development, 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 future pedestrian tunnel/connection.

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

Possible future pedestrian bridge.

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

Oxford Street overbridge.

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

(M3) Pedestrian linkages

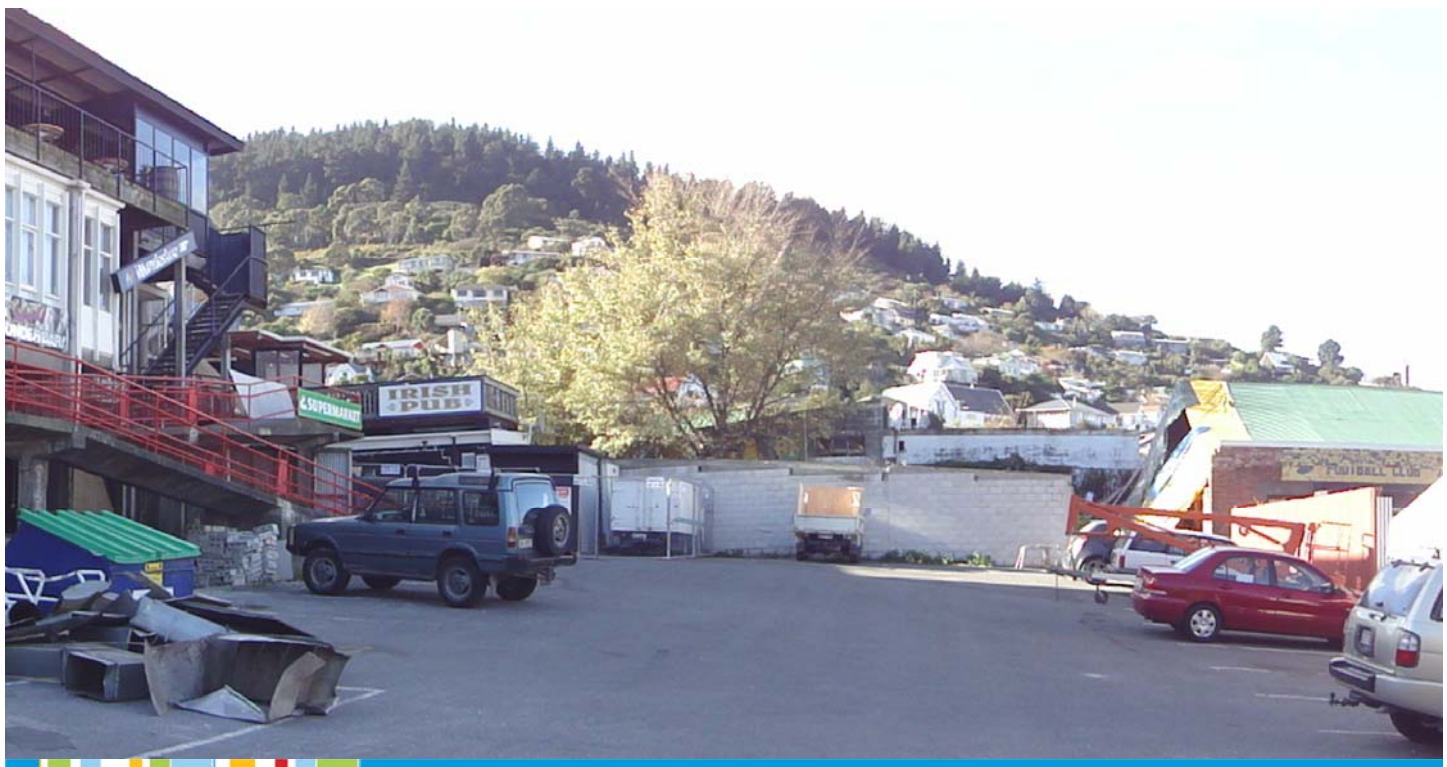
Description:	<p>There are a number of pedestrian walkways in Lyttelton town centre that do not legally give public right-of-way. In the short term, understand and protect the legal status of these routes for public access where possible and identify new laneway and other public use opportunities within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

(M3) Pedestrian linkages (continued)

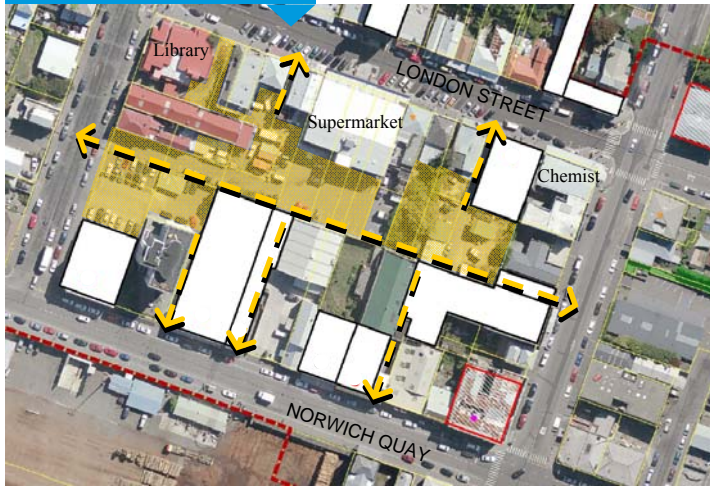
Related actions:	(M1) Norwich Quay amenity improvements (M4) London Street public realm enhancements and public event opportunities (N4) Head to Head Walkway (C10) Tangata Whenua’s relationships, values and aspirations
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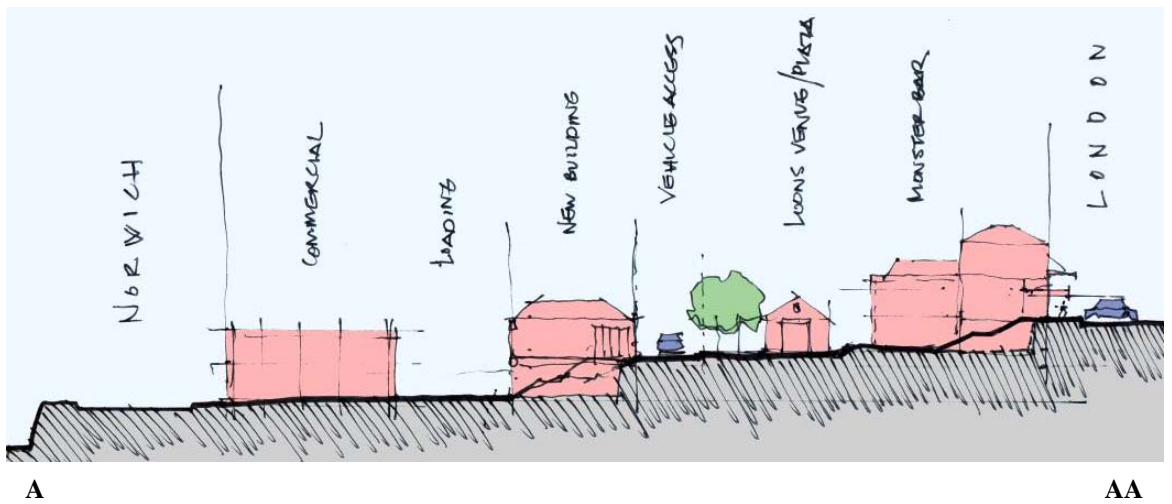
Below: The area behind the supermarket on London Street with potential for lanes and development



POSSIBLE LINKAGES

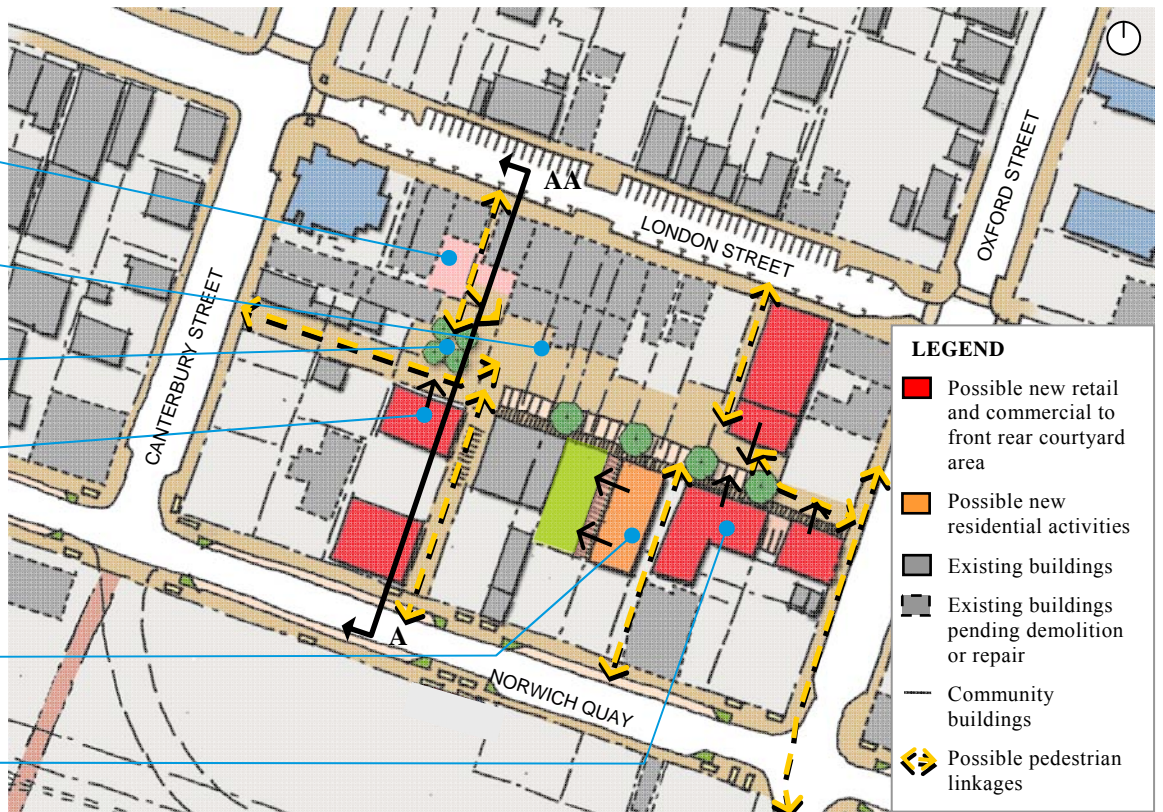


Cross-section (A-AA)



Land use change and linkage possibilities

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



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

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

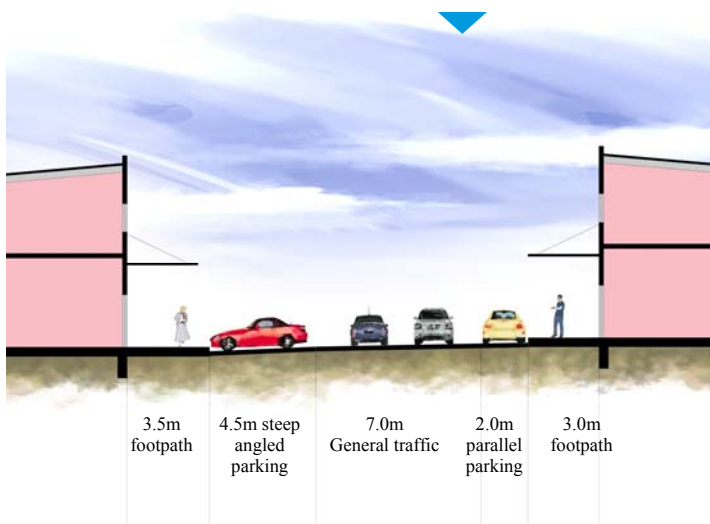
LONDON STREET (existing layout)



POSSIBLE SHORT TERM CHANGES

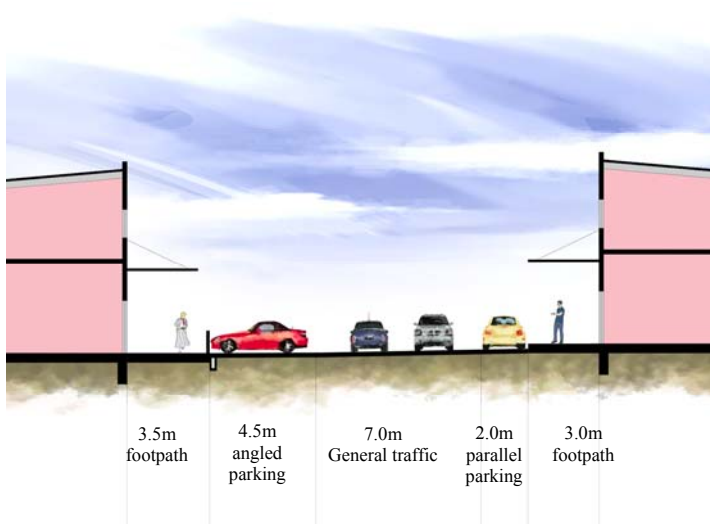
Street cross-section (existing)

Existing layout with steep angle parking on south side.



Street cross-section (possible change)

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



Key considerations:

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

Explanation:

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

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

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

(M5) Parking investigations

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

(M5) Parking investigations (continued)

Lead:	Council – City Environment Group (Asset and Network Planning Unit)
Partner agencies/ organisations:	<p>Council—Strategy and Planning Group (Strategic Support Unit) and City Environment (Transport and Greenspace Unit)</p> <p>NZTA</p> <p>Environment Canterbury</p> <p>Local retailers</p> <p>Lyttelton Harbour Business Association</p> <p>Community Board</p> <p>Community</p>
Related actions:	<p>(M1) Norwich Quay amenity improvements</p> <p>(M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues</p> <p>(M3) Pedestrian linkages</p> <p>(M4) London Street public realm enhancements and public event opportunities</p> <p>(m6) Access to and from Lyttelton</p> <p>(B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan</p>

(M6) Access to and from Lyttelton

Description:	Investigate and identify long term strategies to retain and improve access to and from Lyttelton during emergency events, and also everyday access by all modes.		
Rationale:	<p>In the February and June 2011 earthquake events, existing land transportation routes to Lyttelton (including the main State Highway 74) were subject to major vulnerabilities such as land instability and rock falls. For a period after the February earthquake, both State Highway 74/Lyttelton Tunnel, Sumner Road and Evans Pass Road were closed. The latter, which was previously the route for hazardous Port-related freight, remains closed. Rock fall risk at Rapaki on the harbour route between Lyttelton and Governors Bay was also high. Dyers Pass also had a high risk of rock fall. Consequently, access to Lyttelton was severely reduced and alternative routes such as the Bridle Path became very important. Freight not suitable for the Lyttelton Tunnel (e.g. hazardous substances and oversized items) must now travel via Dyers Pass (which is unsuitable for large trucks) or Gebbies Pass (which adds over 25kms to the trip), adversely affecting the road network and amenity of the intervening harbour settlements. It is critical all existing and future infrastructure is resilient in emergency events. Access to Lyttelton and the Port are also considered as part of the city-wide recovery planning, as well as longer term strategic planning, e.g. in the Christchurch Transport Plan.</p> <p>The second part of this project is about ensuring and maximising everyday access for the Lyttelton community (both current and future) and for all modes of private and public transport, in recognition of economic, recreational and the southern bays' needs with respect to transport and the need for access to health services and to integrate bus, ferry and walking links.</p> <p>It is intended that this action include and build on a literature review of relevant existing Lyttelton access studies as necessary.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Investigate</p> <ul style="list-style-type: none"> Route security in emergency, particularly earthquake, events. Scenarios around future access needs for all modes. This includes: the implications of the permanent closure of Evans Pass for Lyttelton and the harbour basin; the post-earthquake public transport provision both to and from Lyttelton to ensure it is meeting local needs; and lack of a service station. Agree on the best course of action. <p>Implement</p>		
Lead:	Council - Strategy and Planning Group (Strategic Support Unit)		
Partner agencies/ organisations:	<p>Council — City Environment Group (Civil Defence Emergency Management and Asset Network and Planning Units)</p> <p>CERA</p> <p>NZTA</p> <p>Environment Canterbury</p> <p>Lyttelton Port of Christchurch</p> <p>Kiwirail</p> <p>Emergency services</p> <p>Trucking agencies/freight companies</p> <p>Service station providers</p> <p>Cycle and walking groups</p> <p>Lyttelton Harbour Business Association</p> <p>Lyttelton Harbour Information Centre</p> <p>Governors Bay Community Association</p> <p>Canterbury District Health Board</p>		

(M6) Access to and from Lyttelton (continued)

Related actions:	(M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (M3) Pedestrian linkages (M5) Parking investigations (N4) Head to Head Walkway (C9) Emergency preparedness
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5.4 Natural environment actions

Theme summary - Lyttelton's parks and open spaces

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

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

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

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

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

Actions summary

(N1) A new civic square

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

(N2) Pool garden off-season access

Enable all year round access and better utilisation of the Norman Kirk Memorial Pool by erecting a demountable fence between the pool and the adjoining land to the north of it and improving its amenities. Consider redeveloping the area around the pool as a precinct.

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

Investigate the ability to construct a rooftop park between, or on a combined, Lyttelton Library and Service Centre (with ramp and/or step access externally from London Street) to provide a rooftop public space and construct it.

(N4) Head to Head Walkway

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

(N5) Temporary landscapes

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

(N6) Local landscape and heritage interpretation

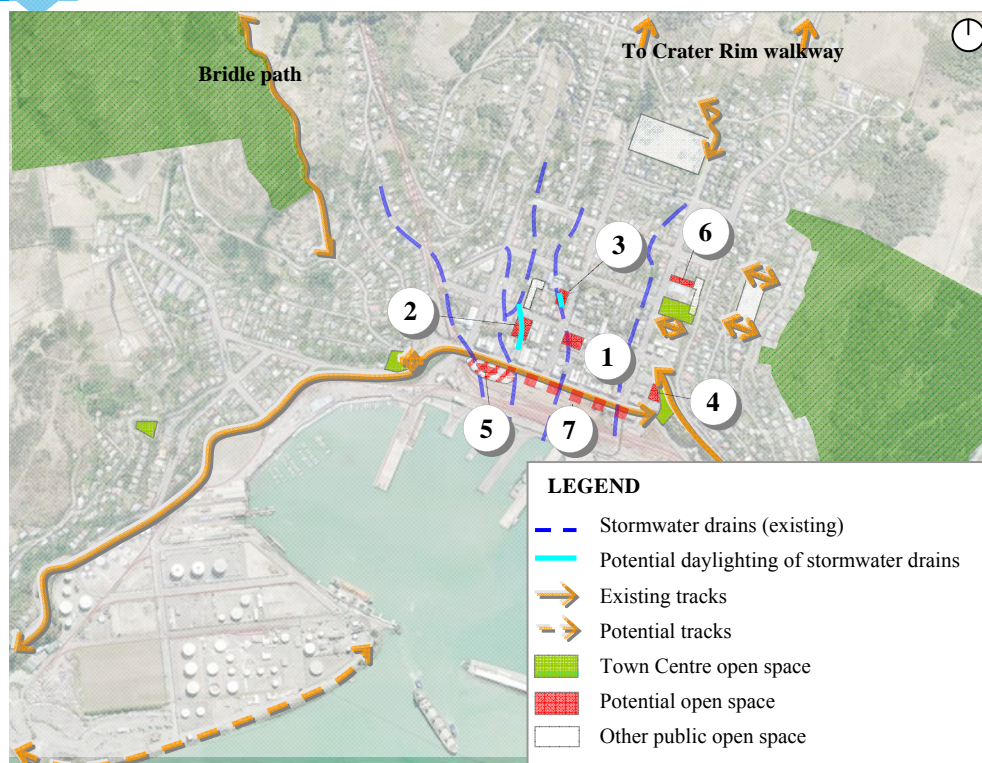
Create uniquely Lyttelton public spaces by researching and identifying the area's special natural and physical features, history and identity, and means of highlighting them which are consistent and appropriate to Lyttelton.



Natural environment actions

FUTURE OPEN SPACE POSSIBILITIES

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



(N1) A new civic square

Description:	<p>Develop a new civic square close to the commercial area for community gathering, socialising and recreation, over the entirety of 44 London Street on the corner of London and Canterbury Streets if possible. The location should leverage off activity generated on London Street and be of sufficient size to encompass several unique design interventions, including:</p> <ul style="list-style-type: none"> • Creation of a landmark feature at the heart of Lyttelton with a strong frontage presence that reflects the significance of the site and its location. • Relocation of the cenotaph from its present position on Simeon Quay <u>if</u> this is identified as the preferred location and can, through sensitive location and design, accommodate both the cenotaph and a playground — refer to Action (C5). • Space for an imaginative state-of-the art playground — refer to Action (C4). • Public toilets — refer to Action (C4). • Innovative water play. • Possible day-lighting of a section of historic barrel stormwater drain. • The creation of a strong relationship with existing community facilities and future businesses. <p>The new civic square is expected, in time, to be supported by cafés, restaurants and other complementary activities as cleared sites in the town centre are rebuilt. Depending on its size, it could also be a venue for the Lyttelton Farmers' Market if its existing site ever becomes unavailable.</p>		
Rationale:	<p>Lyttelton is underprovided for in terms of useable open space and it lacks a centrally located civic area for residents to rest and relax in close proximity to town centre amenities. A new public space could facilitate easier linkages to community services and the town centre core. It could also be appropriate as a new location for an innovative children's playground, public toilets and the Lyttelton War Memorial Cenotaph after further investigations regarding the latter take place - refer to Actions (C4) and (C5). The new civic square could also provide a vehicle for local landscape and heritage interpretation — refer to Action (N6).</p> <p>The site at 44 London Street on the corner of London and Canterbury Streets is the preferred site for the following reasons. It is located towards the west of Lyttelton, which is deficient in parks. The entire site is of a sufficient size to provide opportunities for views and distinction through distance and terracing between a soft-surfaced children's play area on the upper half and a hard surfaced square on the flat, lower half, potentially (subject to detailed design) including the cenotaph and public toilets. Of the possible sites, this site would best achieve all of the identified objectives for a new civic square, including having a wide catchment, good aspect, views, flat in part, playground location and links to the town centre and other activities. Furthermore, given its post-earthquakes occupation as a temporary landscape (The Lyttelton Petanque Club), the community seems to have made and accepted this site as the new civic square already.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Approve</p> <ul style="list-style-type: none"> • Site acquisition and funding • Concept designs of new civic square in a style and with materials consistent with Lyttelton's character and identity • Consultation. • Detailed design. <p>Implement</p> <ul style="list-style-type: none"> • Construct 		
Lead:	Council - City Environment Group (Asset Network and Planning Unit)		
Partner agencies/ organisations:	<p>Council - Corporate Services Group (Corporate Support Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units)</p> <p>Landowners</p> <p>Returned Services Association Club Inc.</p> <p>Safer Christchurch</p> <p>Utility providers, e.g. Chorus NZ.</p> <p>Community</p> <p>Te Hapū o Ngāti Wheke</p> <p>Community Board</p>		
Related actions:	<p>(M3) Pedestrian linkages</p> <p>(M4) London Street public realm enhancements and public event opportunities</p> <p>(N6) Local landscape and heritage interpretation</p> <p>(C4) new public amenities in the ton centre</p> <p>(C5) Lyttelton War memorial Cenotaph relocation investigation and reinstatement</p> <p>(C7) Art in public places</p> <p>(C10) Tangata Whenua's relationships, values and aspirations</p>		

POSSIBLE CIVIC SQUARE CONCEPT



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



Acquisition considerations include:

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

Note: These sketches are depicted on private land and are subject to an agreement being reached with

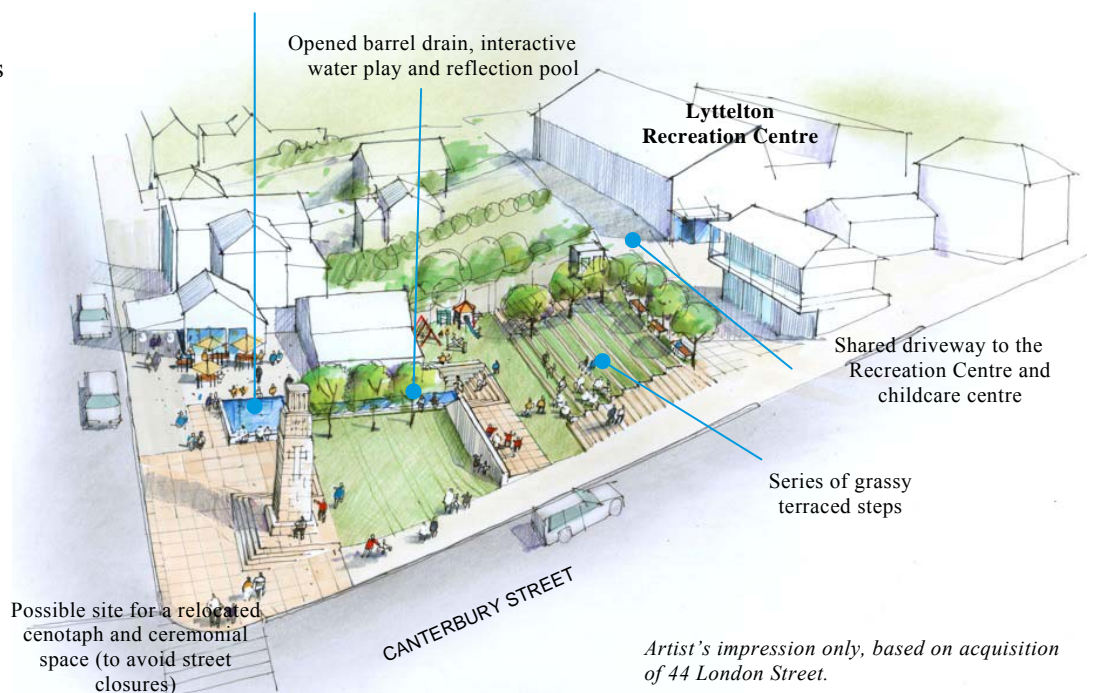
Opportunities associated with this site include:

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

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



Reflection pool and day-lit brick barrel stormwater drain



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



(N2) Pool garden off-season access

Description:	Once the Norman Kirk Memorial Pool (at 56 Oxford Street) is operational, erect a demountable fence between the pool and the adjoining land to the north of it for independent free off-season use by the community. Look to develop a recreation area where locals can relax and recreate. This location could include trees, seating, shelter and a coin operated public BBQ which links to the existing community garden and The Grassy. The design should incorporate Crime Prevention Through Environmental Design (CPTED) principles to discourage anti-social behaviour. In the medium term a concept plan should be prepared for the whole precinct (including the Project Lyttelton and the community garden site, swimming pool, rose garden, playground and gaol cell block).		
Rationale:	Lyttelton could benefit from having more flat useable open spaces in and around the town centre. There is a small grassed space adjoining and to the north of the swimming pool, but this is only accessible to paying patrons of the pool when the complex is operating during summer months. For a large portion of the year this pocket park is not used. Enabling all year round access and better utilisation of it will provide more valuable community recreation space. It could also connect to the community garden managed by Project Lyttelton. Enabling more effective and efficient local use of existing open spaces is of high importance, including to tangata whenua.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Identify <ul style="list-style-type: none"> Lease and ownership arrangements on surrounding land. Operational requirements of the pool and Project Lyttelton. Concept design. 	Approve <ul style="list-style-type: none"> Funding. Detailed design. Implement <ul style="list-style-type: none"> Construct Prepare <ul style="list-style-type: none"> A precinct plan. Consult on precinct plan 	Implement <ul style="list-style-type: none"> Precinct plan Investigate <ul style="list-style-type: none"> Provision for covering the pool.
Lead:	Council – Community Services Group (Recreation and Sports Unit)		
Partner agencies/ organisations:	Council – City Environment (Asset and Network Planning and Transport and Greenspace Units) and Capital Programme Group (Capital Delivery Unit) Project Lyttelton Community Board Community		
Related actions:	(C5) Lyttelton War Memorial Cenotaph relocation and investigation (B4) Identify and assist retention of remaining built heritage (C10) Tangata Whenua’s relationships, values and aspirations		



POOL GARDEN (existing)



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

POSSIBLE POOL GARDEN CONCEPT



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

Description:	Investigate the ability to construct a rooftop park between, or on a combined, Lyttelton Library and Service Centre (with ramp and/or step access externally from London Street) to provide a rooftop public space and construct it.		
Rationale:	<p>The topography and orientation of the Lyttelton township means harbour views are found in one general direction (to the south) and the sun is in another (to the north). While many residents enjoy harbour views from their homes, views of the harbour from London Street are currently privatised. To access both sun and views in the town centre, people have needed to pay to occupy the courtyards or indoor spaces of restaurants and bars.</p> <p>Rooftop platforms are possible within the Town Centre Zone. A public rooftop park between, or on a combined, Lyttelton Library and Service Centre provides the following opportunities:</p> <ul style="list-style-type: none"> • Is a sunny site (not shaded by buildings) which can capitalise on its northern aspect. • Enables free enjoyment of sun and views by residents and, more particularly, visitors to Lyttelton's town centre, subject to appropriate screening, etc. • Has 360° views towards the Whakaraupō/Lyttelton Harbour, hills and London Street. • Enhances view shafts from Lyttelton to Te Pohue/The Monument and Te Pātaka o Rākaihautū/Banks Peninsula, which are important from a Tangata Whenua perspective. • A good visual relationship with the preferred site of the new civic square proposed in Action (N1). • Creates diverse and additional gathering and meeting places central to the township. • The land and airspace is publicly owned and does not require any acquisition. • Can provide a vehicle for local landscape and heritage interpretation (refer to Action N6). • Opportunity to utilise the London Street Wifi anticipated by Action (E2). <p>The time required for decision-making around the future of the Lyttelton Service Centre dictates a medium term timeframe, within which a revaluation of the need for additional public space once higher priority Actions (N1) and (N2) to redress the under provision of useable space have been implemented can also occur.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> • The potential for an interim viewing platform on the Holy Trinity Church site on Winchester Street, subject to landowner agreement. 	<p>Identify</p> <ul style="list-style-type: none"> • The structural requirements. • Detailed design. <p>Consult</p> <p>Approve</p> <ul style="list-style-type: none"> • Funding • Detailed design <p>Implement</p> <ul style="list-style-type: none"> • Construct <p>Note: Final use of the buildings are subject to detailed engineering assessments (DEEs) and resulting decisions regarding repair or rebuild.</p>	
Lead:	Council - Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)		
Partner agencies/ organisations:	Council - City Environment (Asset Network and Planning Unit) and Capital Programme Group (Capital Delivery Unit) Community Board Te Hapū o Ngāti Wheke		
Related actions:	(E2) London Street Wifi (E4) Investigation for and use of Council property to accommodate business activities (M3) Pedestrian linkages (M4) London Street public realm enhancements and public event opportunities (C2) Investigation for and use of Council property to accommodate business activities (C3) Combined Lyttelton Library and Service Centre redevelopment (C10) Tangata Whenua's relationships, values and aspirations (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan		

EXISTING LIBRARY/SERVICE CENTRE

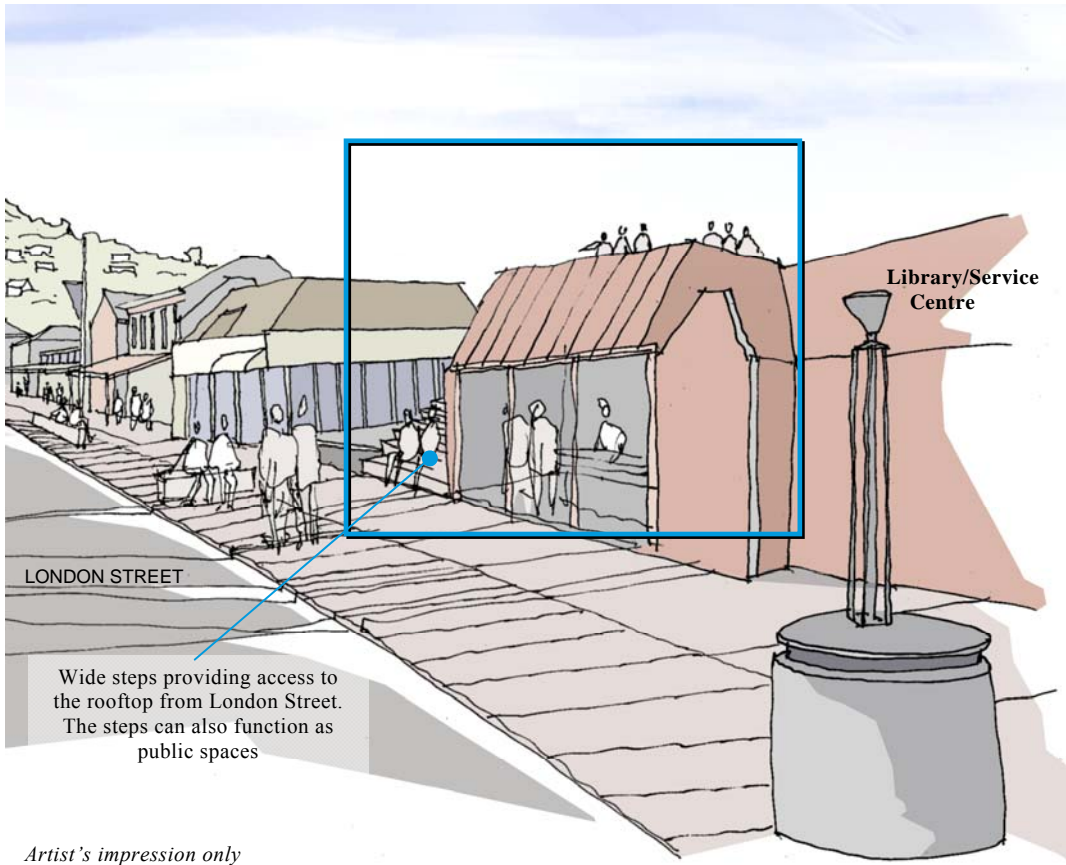


Case study example: High Line Park, New York



Image source: Pocock Design:Environment Ltd

POSSIBLE LIBRARY/SERVICE CENTRE



LONDON STREET

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

Artist's impression only



(N4) Head to Head Walkway

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

(N4) Head to Head Walkway (continued)

The approximate route of the proposed 2-3 day Head to Head Walkway around the Lyttelton Harbour/Whakaraupō coastline.



(N5) Temporary landscapes

Description:	<p>A collaborative project between post-earthquake organisations including Greening the Rubble (under the umbrella of Living Streets Aotearoa), Gap Filler, private landowners and the wider community in Lyttelton to create a number of temporary, landscaped public spaces (both active and passive) on prominent commercial sites in the area where buildings have been demolished and the site cleared post-earthquake. Selected sites are used for innovative landscape designs and community resources are harnessed during construction.</p> <p>At the termination of the License To Occupy agreements, sites are returned to the landowners for re-development. Elements such as tree planters, lawn and public furniture are then relocated to other such project sites around the city.</p> <p>This does not preclude landowners of cleared sites from providing permitted temporary accommodation for displaced business and residential activities.</p>		
Rationale:	<p>Lyttelton lost much of its continuous frontage of shops on both sides of London Street, and elsewhere in the town centre, following the earthquakes. Many of these sites have now been cleared and are subject to pending negotiations and decisions regarding their future use by insurers, landowners, the Council and other agencies. The lead-in and construction period for rebuilding in the Lyttelton town centre will see cleared sites remain for some time yet. An opportunity exists in the short term for ‘urban acupuncture’ - undertaking temporary landscaping and activities on cleared sites via the funded Make-SHIFT initiative with Greening the Rubble and Gap Filler. Enabling more effective and efficient local use of existing cleared sites is of high importance, including to tangata whenua.</p> <p>Not only do ‘greened’ public sites act as a magnet for the community and visitors (as demonstrated by The Lyttelton Petanque Club’s temporary occupation of the former Ground site on the corner of London and Canterbury Streets), they are also good for local morale, add to the vitality of the area and are a sign of things happening. Making use of vacant sites for innovative and quirky ideas celebrates the resilience, diversity and creativity of people. Vacant sites could also temporarily accommodate an outdoor performance/film venue while The Loons is being repaired and the Lyttelton Famers’ Market if required. Temporary landscapes could also provide a vehicle for local landscape and heritage interpretation (refer to Action N6).</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> • Complete and maintain a stocktake of all cleared sites and landowner’s rebuilding intentions and timeframes. • The activities and locations suggested for temporary landscapes and advise Gap Filler and Greening the Rubble. <p>Approve</p> <ul style="list-style-type: none"> • Funding. • Select available sites, agree on terms and draw up licenses to occupy the sites, in conjunction with the landowners. • Produce landscape concept plans. • Source resources, materials and volunteers. <p>Implement</p> <ul style="list-style-type: none"> • Construct. 	<p>Approve:</p> <ul style="list-style-type: none"> • Ongoing funding to Gap Filler and Greening the Rubble. 	
Lead:	Greening the Rubble Gap Filler		

(N5) Temporary landscapes (continued)

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



POSSIBLE TEMPORARY LANDSCAPES AND ACTIVITIES



(N6) Local landscape and heritage interpretation

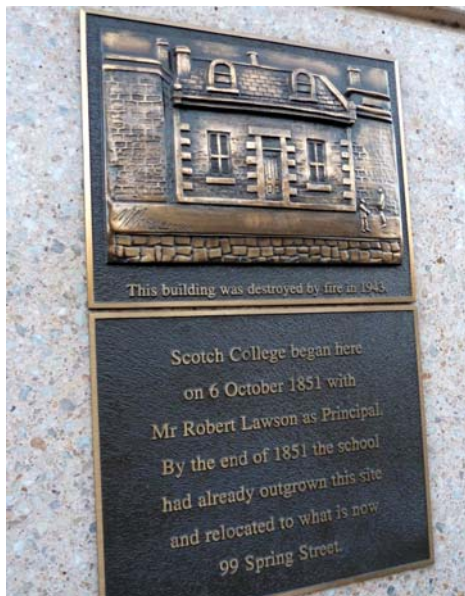
Description:	<p>Create uniquely Lyttelton public spaces by researching and identifying the area's special natural and physical features, history and identity, and means of highlighting them which are consistent and appropriate to Lyttelton. For example:</p> <ul style="list-style-type: none"> • the bounty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

(N6) Local landscape and heritage interpretation (continued)

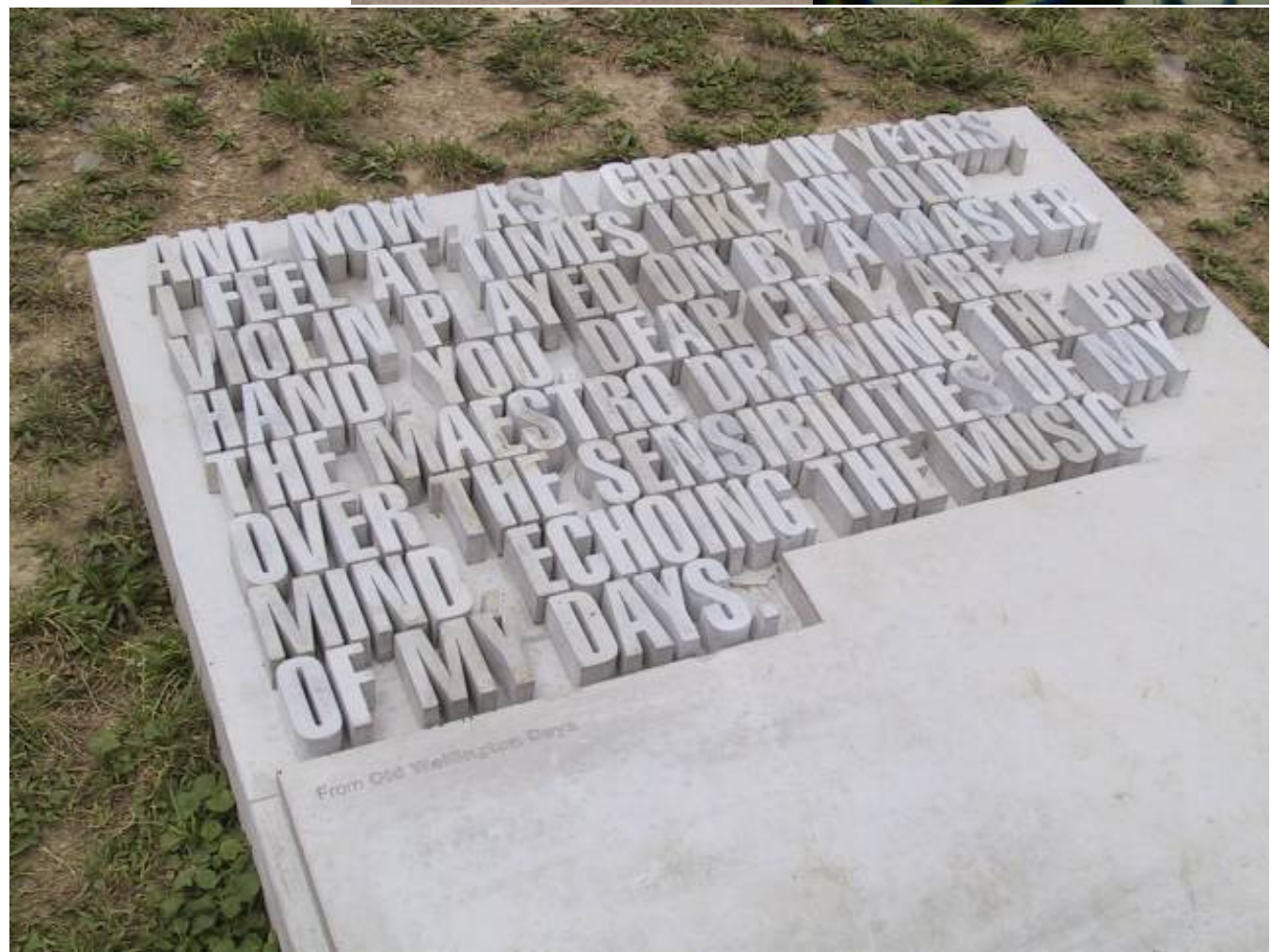
<p>Partner agencies/ organisations:</p>	<p>Council - City Environment Group (Asset Network and Planning Unit), Community Services (Recreation and Sports and Libraries and Information Units), Public Affairs Group (Customer Services Unit) and Capital Programme Group (Capital Delivery Unit) Community Board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

An existing example of local heritage interpretation





Examples of local landscape and heritage interpretation examples elsewhere



5.5 Community well-being, culture and heritage actions

Theme summary - Lyttelton's community facilities and services

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

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

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

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

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

Actions summary

(C1) Improved utilisation of the Lyttelton Recreation Centre

In conjunction with a review of the catchment and opening hours, investigate the re-configuration of the squash courts for a multi-use community space housing a meeting room for 30-50 people, a fitness centre and a temporary theatre (if needed).

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

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

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

(C3) Combined Lyttelton Library and Service Centre redevelopment

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

(C4) New public amenities in the town centre

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

(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement

Investigate a suitable location for the Lyttelton War Memorial Cenotaph that addresses the limitations of its current location and reinstate.



Actions summary continued

For more details refer to Appendix 4

(C6) Naval Point amenity improvements and redevelopment

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



(C7) Art in public places

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



(C8) Performance/film venue

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



(C9) Emergency preparedness

A community development project supported by the Council whereby the Lyttelton community strengthens the emergency planning that is currently occurring in order to build local resilience in the face of future disasters. The project looks to identify future vulnerabilities and develop a corresponding community emergency action plan aligned with Civil Defence objectives.



(C10) Tangata Whenua's relationships, values and aspirations

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



A STOCKTAKE OF EXISTING COMMUNITY FACILITIES AND SERVICES

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

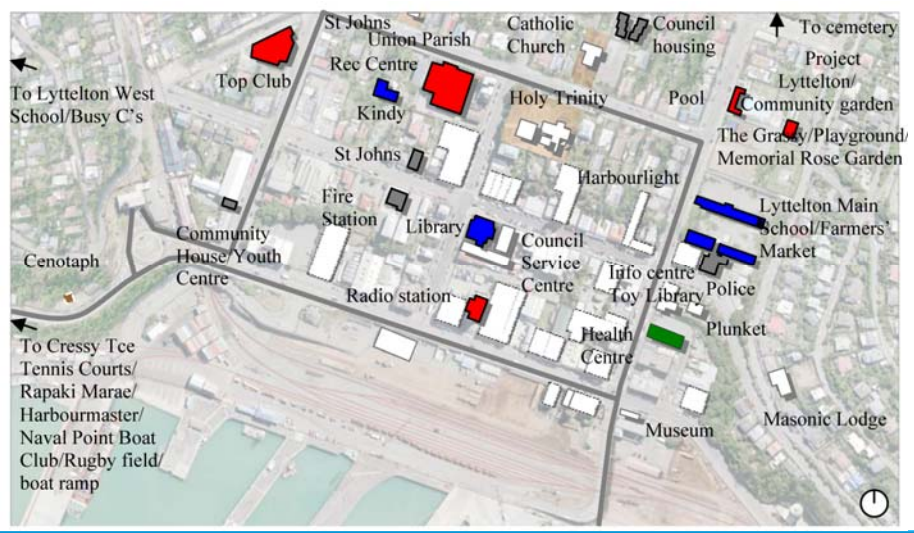
Note: All earthquake-damaged Council-owned community facilities are subject to a detailed engineering evaluation (DEE) that will inform decision-making regarding their repair or rebuild and, if the latter, what and where. Given the number of Council-owned community facilities city-wide (1,600) this DEE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

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

COMMUNITY INFRASTRUCTURE (pre-earthquakes)

LEGEND

- Educational facilities/sites
- Health facilities
- Recreational and leisure facilities/sites
- Cultural facilities/sites
- Government assistance service
- Demolished complete/ approved/significant damage
- Bus route



(C1) Improved utilisation of the Lyttelton Recreation Centre

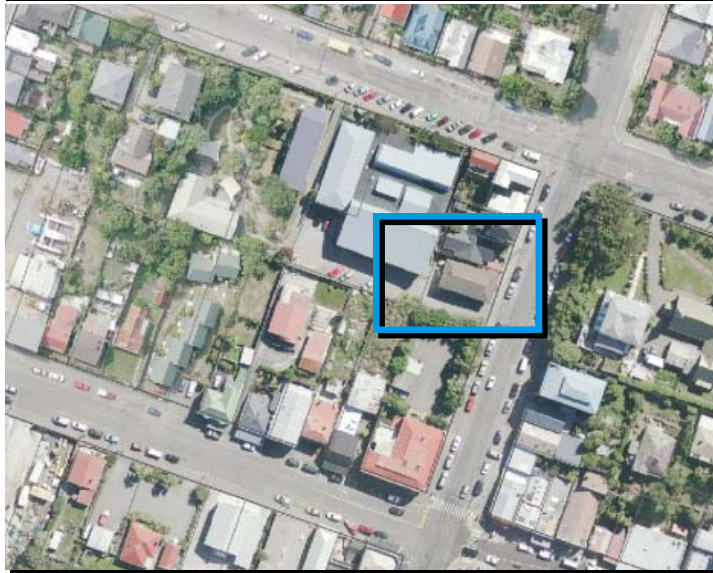
Description:	<p>In conjunction with a review of the catchment and opening hours, investigate the re-configuration of the squash courts at the Council-owned Lyttelton Recreation Centre on Winchester Street for multi-use community space, including:</p> <ul style="list-style-type: none"> • A meeting room for 30-50 people. • A fitness centre (for class type activities, gym equipment and a climbing wall, etc). • A temporary theatre for movie projections, if needed. <p>Note: Any interventions need to be aligned with Civil Defence objectives.</p>		
Rationale:	<p>Pre-earthquakes, the Lyttelton Recreation Centre's sports facilities, Trinity Hall and meeting rooms were utilised by numerous clubs, community groups and organisations (including the Lyttelton/Mt Herbert Community Board). It closed in December 2011 following a detailed engineering evaluation and a decision regarding its repair or rebuild has yet to be made. Any required repairs or rebuild will provide the opportunity to provide better community meeting and recreational space, and integration with the new civic square anticipated by Action (N1) should it be located on the (preferred) adjoining site.</p> <p><u>Meeting room:</u> Analysis of community facilities that have sustained damaged in the earthquakes, and facilities that have remained operational and/or have taken on new roles to accommodate displaced groups, reveals a need for more mid-sized community meeting spaces. While Lyttelton does have some venues capable of accommodating 30-50 people (e.g. Trinity Hall) the full booking schedule with regular hirers makes it challenging to find free time for other groups.</p> <p><u>Fitness centre:</u> An aging population and other demographic, lifestyle and income trends is changing the recreational demand and interest profile in the Lyttelton community. Generally speaking, people are looking for more flexible recreation and leisure options which fit in with other demands on their time. They are participating in recreation activities to older ages, participative and contact sports are on the decline and there is more demand for less active recreation pursuits and facilities. It is important that recreation facilities in Lyttelton meet the needs and expectations of present and future users.</p> <p><u>Temporary theatre:</u> With the temporary and/or permanent loss of the Harbourlight Theatre and other performance venues in Lyttelton such as The Loons, there is a short term gap in entertainment and function spaces for hire for live theatre, performance, exhibition and movie showings which the Lyttelton Recreation Centre could fill if reopened earlier than The Loons.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> • Repair or rebuild (if former, reopen as possible) • Room hire programming and scheduling to check for unmet needs and efficiencies. • Scope the requirements of internal additions and alterations. • Design concept <p>Consult</p> <ul style="list-style-type: none"> • Consult and refine with affected users. <p>Approve</p> <ul style="list-style-type: none"> • Funding for a multi-purpose upgrade and refurbishment • Detailed design. 	<p>Implement</p> <ul style="list-style-type: none"> • Construct 	
Lead:	Council – Community Services Group (Recreation and Sports Unit)		
Partner agencies/ organisations:	<p>Council - Capital Programme Group (Capital Investigations and Capital Delivery Units) Lyttelton Squash Club Community groups who utilise the Lyttelton Recreation Centre Community Community Board</p>		
Related actions:	<p>(N1) An new civic square (C4) New public amenities in the town centre (C8) performance/film venue.</p>		

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

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

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

<p>Partner agencies/ organisations:</p>	<p>Council - Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit) Lyttelton Harbour Business Association Christchurch Economic Development Corporation Lyttelton Plunket Committee Lyttelton Medical Centre Lyttelton Historical Museum Society Harbour Arts Collective Te Hapū o Ngāti Wheke Clubs, community groups and organisations</p>
<p>Related actions:</p>	<p>(E4) Investigation for and use of Council property to accommodate business activities (E5) Funding options and temporary support (C7) Art in public places (C8) performance/film venue (B4) Identify and assist retention of remaining built heritage (C10) Tangata Whenua’s relationships, values and aspirations</p>



Council-owned property at 27 Canterbury Street



Artist's impression of its reuse

EXISTING ENVIRONMENT



PROPOSED RESPONSE

Key considerations:

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

Activities which could be appropriate in a business hub:

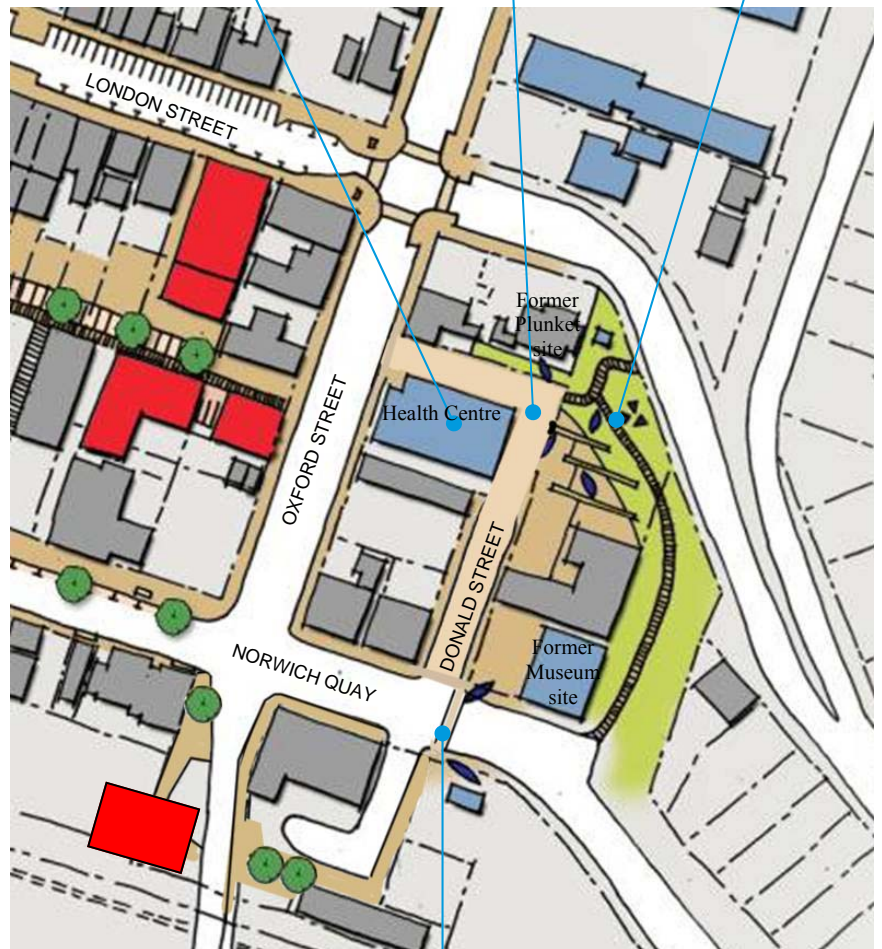
- Small to medium enterprises in creative industry sectors, e.g. office-based businesses such as architects, landscape architects and website designers.
- Small, niche industries, e.g. jewellers, sculptors, furniture makers and other craft/applied artists.
- Digital technology industries, e.g. sound recording, video editing and graphic design.
- Artist in residence space.
- Education sectors, e.g. a remote campus of tertiary design courses.
- Café.

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

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

Redesign Donald Street as a shared space for circulation of vehicles and pedestrians and for use on Saturdays as an open air gallery to coincide with the Lyttelton Farmers' Market

Locate pathways and sculpture trails between Donald Street and the Council reserve land on Sumner Road



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



(C3) Combined Lyttelton Library and Service Centre redevelopment

Description:	Enhance the use of the combined Lyttelton Library and Service Centre, including any space surplus to their operating requirements, for the provision of other community services and resources, e.g. for youth, older adults and visitor information services (other than those provided by the Lyttelton Harbour Information Centre).		
Rationale:	<p>In this post-earthquake era the focus is on doing more with less, and using resources more effectively. The Lyttelton Service Centre (which adjoins the Lyttelton Library on the corner of London and Canterbury Streets) suffered extensive damage and may not be replaced. In the meantime, Council-related services will continue to be provided at the Library, where the opportunity to create a 'single front door' to these community facilities can be pursued. This is firstly about making the physical layout work for these two community facilities and providing a one-stop-shop for people to access information. Successful models exist elsewhere in New Zealand.</p> <p>Having accommodated the Service Centre, any potential to open up any underutilised area in the Library building to support community activities (increasing community service presence and meeting spaces) should be explored. The Library already provides an important community focus, and its central location makes it an accessible and visible place highly suited to take on an expanded role.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> • Having accommodated the Service Centre, any underutilised area in the Library building. • Government and community services and organisations which could be appropriately delivered in the Library and Service Centre. • Refurbishments required in the short term. <p>Consult</p> <ul style="list-style-type: none"> • Community engagement on possible Library utilisation as identified above. <p>Approve</p> <ul style="list-style-type: none"> • Funding <p>Implement</p> <ul style="list-style-type: none"> • Refurbish 		
Lead:	Council – Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)		
Partner agencies/ organisations:	Community Board Government and community services and organisations Community		
Related actions:	(N3) Rooftop park between, or on a combined, Lyttelton Library and Service centre (C4) New public amenities in the town centre		



(C4) New public amenities in the town centre

Description:	Providing for new public amenities in the town centre, namely an imaginative, state-of-the art children's playground and a second directly accessible public toilet.		
Rationale:	<p><u>Playground</u></p> <p>The existing playground, next to the swimming pool and memorial rose garden, fulfils an important active recreational need for children in Lyttelton. There is a need for more play areas for children and teenagers which are of a high amenity, engaging, easily accessible and safe. The location should be within close proximity to the main street and existing community facilities and subject to passive surveillance.</p> <p>Modern playgrounds are interactive, provide enriching experiences to children and can be designed to showcase the identity and imagination of the community. For example, playscapes can integrate with the natural environment or can feature play elements incorporating cultural references and considerations or using recycled water or other sustainable design features. Universally designed playgrounds encourage inclusive play for children with disabilities, i.e. by providing sensory experiences. A new playground could be an important resource for local children, but also attract more visiting families and young people. This could help to keep people in the town centre (and spending) for longer. Subject to finding a suitable site, a possible location for an additional playground is the new civic square (see Action (N1)).</p> <p><u>Public toilet</u></p> <p>Public toilets are an essential convenience that enhance the town centre and make it more accessible and inclusive. The Lyttelton town centre has toilets in some public facilities, such as the Lyttelton Harbour Information Centre, Recreation Centre and Library. Access to them is however limited by temporary closure post-earthquakes and/or limited hours of operation/lack of direct external access. Those which the Council's Facilities Rebuild Plan determines can be reopened will be as soon as is possible in the circumstances. With the changing requirements of today's community and the desire to boost visitation to Lyttelton, the community nevertheless desires a more accessible public toilet at the western end of London Street. The Council has to be responsive to a range of current issues to do with public toilet provision, i.e. they need to include baby change facilities, be convenient, easy to find, safe, wheelchair accessible, barrier-free and have a quality design aesthetic.</p> <p>The project could engage the local artistic community to create a design statement toilet, drawing on Lyttelton's local history in the design.</p> <p>Possible locations for a new public toilet towards the western end of London Street are in the vicinity of: i) the proposed civic square (Action (N1)); or ii) the combined Lyttelton Library and Service Centre redevelopment (Action (C3)). These are sensible locations given their proximity to attractions, existing or proposed, and because of their functions as gathering spaces for members of the public. Subject to a review of its opening hours and/or its reconfiguration, the Lyttelton Recreation Centre could also be considered.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Identify <ul style="list-style-type: none"> • The preferred site. • Formulate a design brief for artists (by way of a design competition, for example). 	Approve <ul style="list-style-type: none"> • Funding. • Design. Implement <ul style="list-style-type: none"> • Construct. 	
Lead:	Council – City Environment Group (Asset and Network Planning Unit)		
Partner agencies/ organisations:	Council — Capital Programme Group (Capital Investigations and Capital Delivery Units) Community Board Local artists Community Safer Christchurch		
Related actions:	(N1) A new civic square (C1) Improved utilisation of the Lyttelton Recreation Centre (C3) Combined Lyttelton Library and Service Centre redevelopment (C10) Tangata Whenua's relationships, values and aspirations		

(C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement

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



Historically the cenotaph used to be located at the eastern end of London Street. (www.ccc.govt.nz) Today's Simeon Quay location is compromised by heavy vehicle movements. At times it is difficult to access safely and requires the closure of roads during commemoration events. (Christchurch City Libraries)



(C6) Naval Point amenity improvements and redevelopment

Description:	<p>This action looks to:</p> <ol style="list-style-type: none"> 1. Establish a working agreement with Lyttelton Port of Christchurch to provide pedestrian access along the harbour edge. This will ensure any short term amenity improvements can be combined with, and will not compromise the inner harbour design. 2. Undertake quick-win (relatively fast, easy and inexpensive) amenity improvements at Naval Point, such as tree planting and footpath improvement, in the short term. 3. Seek funding for a separate project to plan a more comprehensive redevelopment of Naval Point in consultation with the groups that use the area in the long term, in which land and facility redevelopment opportunities will be addressed. 		
Rationale:	<p>Naval Point, comprising reclaimed land currently accessed via Godley Quay, includes the Lyttelton Recreation Ground and recreational boating and marine-related activities. Although it is located outside of the town centre, it is home to a number of important community facilities and groups (many nautical-based) including the Naval Point Club, Lyttelton Sea Scouts, Coastguard Canterbury, Lyttelton Combined Sports Rugby Club, Te Waka Pounamu Waka Club and Torpedo Boat Museum.</p> <p>Lyttelton has limited flat land for open space and recreational purposes. Enabling more effective and efficient local use of existing open spaces is of high importance, including to tangata whenua. This large area of land has great potential to enhance a 'green' Lyttelton. Walking access to and around it needs improvement - there are no footpaths in some areas and currently there is no walking access along the water's edge. The Lyttelton Port of Christchurch have expressed willingness to consider the re-organisation of land parcels around the sports field to create a better organised layout and to allow a public pathway along the foreshore (provided the future oil and gas terminal land is preserved). This would be a significant recreational gain for the community. Consideration could be given to opportunities to soften this strongly industrial and somewhat desolate area with trees and other native planting. Members of the community have expressed a desire for local initiatives such as the purchase, donation and planting of trees. Such improvements could contribute to the Head to Head Walkway anticipated by Action (N4) and provide a vehicle for local landscape and heritage interpretation anticipated by Action (N6).</p> <p>The Naval Point area would also benefit, as funding becomes available, from comprehensive redevelopment to form a more coordinated recreation space with better linkages to the water's edge, inner harbour and to the township, and provide improved boating facilities. Naval Point is one of the main locations for recreational boating and marine-related activities in Christchurch. It is now Canterbury's only all tide yachting area. The Naval Point Club intends to develop a multi-use marine facility to service the future needs of its members and the communities of Lyttelton and Christchurch. It is recognised that the Club needs land-based facilities such as parking, boat storage, wash-down, rigging and haul out areas, as well as a breakwater and safe launching ramps which are protected from southerly waves. Any redevelopment of the area needs to be done to the betterment of the boating community and the wider public. The area needs to become a more integral part of what Lyttelton has to offer.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> • Concept design of short term amenity improvements <p>Consult</p> <p>Approve:</p> <ul style="list-style-type: none"> • A working agreement between Christchurch City Council and the Lyttelton Port of Christchurch regarding pedestrian access along the harbour edge and the future of the Naval Point area. • Funding for short term amenity improvements • Detailed design <p>Implement</p>	<p>Approve:</p> <ul style="list-style-type: none"> • Funding for separate project to plan a more comprehensive redevelopment of Naval Point. <p>Implement</p> <ul style="list-style-type: none"> • Undertake separate planning project in consultation with user groups. 	
Lead:	Council - City Environment Group (Asset and Network Planning Unit) Lyttelton Port of Christchurch		

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

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

NAVAL POINT EXISTING

Key considerations

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



FUTURE POSSIBILITIES

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



(C7) Art in public places

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



(C8) Performance/film venue

Description:	Support reopening of The Loons in the short term (if needed) and establishment of a new multi-use 'black box' theatre (with a capacity of around 300 persons) for theatre, dance and musical performances, film showings and large meetings and functions in the long term.		
Rationale:	<p>Lyttelton's arts scene and performance venues have sustained significant earthquake damage. Buildings demolished or closed indefinitely and people or organisations displaced as a result of the earthquakes include the Harbourlight Theatre, various bars and numerous local musician, actors and artists. The Harbourlight Theatre (an old movie house) was Lyttelton's largest permanent entertainment and function venue for local and international performers. This has now been demolished and is unlikely to be rebuilt. Getting a replacement performance/ film venue up and running will re-establish a hub for performance in the south-east of the city. This facility will help attract and nourish creative talent, and bring audiences and trade to Lyttelton.</p> <p>It makes sense to get the existing remaining performance venue, which is centrally located in close proximity to London Street, reopened before investing in a new one. The Loons is the home of The Loons Theatre Company. It has operated successfully in the presence of the Harbourlight Theatre (capacity 200 people) in the past, has a different capacity (currently 99, aiming for 150) and, located in the Lyttelton Working Mens' Club, has historical significance unique to and valued by Lyttelton that a new theatre would not have. The Loons has some high profile support and has already raised at least \$400,000 or two-thirds of the cost of its repair. It is aiming to reopen in September 2012 as a flexible venue that can deliver both professional and community arts programmes, community events, film viewings, celebrations, education and employment for up to 50 people, as it did pre-earthquakes, whereas the timeframe to establish a new theatre (whether public or private) is significantly longer (possibly years away).</p> <p>It also makes sense for a new theatre to be a 'black box' (experimental) theatre, being a low-cost, multi-purpose venue generally with flexible staging, a flat floor and moveable seating which can accommodate a range of performances — from small-scale, intimate events through to large-scale productions. This new theatre could be located in empty industrial buildings or vacant space in any building and would be logically located in an arts precinct.</p> <p>Both theatres could provide a vehicle for telling the stories of Lyttelton.</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> Funding sources for The Loons' repairs <p>Produce</p> <ul style="list-style-type: none"> A business plan that reflects the proposed expansion of service in consultation with key stakeholders <p>Approve</p> <ul style="list-style-type: none"> Funding for The Loons' repairs <p>Implement</p> <ul style="list-style-type: none"> Repair and reopen 	<p>Identify</p> <ul style="list-style-type: none"> Demand/feasibility, possible sites and funding sources for a new 'black box' theatre <p>Produce</p> <ul style="list-style-type: none"> A business proposition <p>Implement</p> <ul style="list-style-type: none"> Construct 	
Lead:	The Loons Theatre Company/Lyttelton Working Mens' Club Council - Community Services Group (Community Support Unit)		
Partner agencies/ organisations:	Council - Strategy and Planning Group (Strategic Support Unit) Private and public funders Harbour Arts Collective Other local arts organisations and community groups Landowners Lyttelton community		
Related actions:	(E4) Investigation for and use of Council property to accommodate business activities (E5) Funding options and temporary support (N5) Temporary landscapes (C1) Improved utilisation of the Lyttelton Recreation Centre (C2) Investigation for and use of Council property to accommodate community and cultural activities (B4) Identify and assist retention of remaining built heritage (C10) Tangata Whenua's relationships, values and aspirations		

(C9) Emergency preparedness

Description:	A community development project supported by the Council whereby the Lyttelton community strengthens the emergency planning that is currently occurring in order to build local resilience in the face of future disasters. The project looks to identify future vulnerabilities and develop a corresponding community emergency action plan. Within this project consideration will be given to the establishment of a fuel station or an emergency fuel plan. Any proposed intervention needs to be aligned with Civil Defence objectives.		
Rationale:	The Lyttelton community is well-aware of its geographical issues and vulnerabilities which were accentuated in the recent earthquake events. These include road access which is limited and vulnerable to rock fall and the lack of a petrol station within the township. Given its strong community networks and culture of volunteerism, the Lyttelton community accordingly first looked to itself for support following the earthquakes. Lyttelton Recreation Centre, from which Civil Defence operated locally, and buildings housing emergency services such as the Police have subsequently closed following detailed engineering evaluations and decisions regarding their repair or rebuild have yet to be made. This project will review the performance (including information dissemination) of the community and Civil Defence response and find ways to build more self-sufficiency with respect to shelter, food, transport, energy, services, finance and shared emergency services facilities in the event of future hazards, as part of or in conjunction with a harbour wide emergency management plan and the Harbour Basin Resilience Project initiated by the Area Coordinator and Project Lyttelton respectively.		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Investigate <ul style="list-style-type: none"> Run a community workshop to review performance and propose actions Consultation Implement <ul style="list-style-type: none"> Actions 		
Lead:	Council - City Environment Group (Civil Defence Emergency Management Unit)		
Partner agencies/ organisations:	Council - Strategy and Planning Group (Strategic Support Unit) and City Environment Group (City Water and Waste and Transport and Greenspace Units) Community Board Lyttelton Harbour Basin Community Civil Defence Area Coordinator and Volunteers Emergency services e.g. Lyttelton Volunteer Fire Brigade, Police, St John's Ambulance Utility providers, e.g. Chorus NZ Lyttelton Port of Christchurch Lyttelton Heath Centre Community organisations, e.g. Project Lyttelton, Lyttelton Timebank, Volcano Radio, Lyttelton Community House, Lyttelton Harbour Information Centre Schools Canterbury District Health Board CERA Te Hapū o Ngāti Wheke Lyttelton Community		
Related actions:	(M6) Access to and from Lyttelton (C1) Improved utilisation of Lyttelton Recreation Centre (C10) Tangata Whenua's relationships, values and aspirations		



(C10) Interpretation of Tangata Whenua's relationship, values and aspirations

Description:	<p>In consultation with Te Hapū o Ngāti Wheke and the local community, acknowledge, identify and provide opportunities through the Master Plan actions to reflect tangata whenua's relationship, values and aspirations within the rebuild and recovery of Lyttelton's town centre and the regeneration beyond.</p> <p>These include opportunities to:</p> <ul style="list-style-type: none"> • learn about tangata whenua's occupation of and relationship to the land and sea within the Lyttelton area, natural features, native flora and fauna, sites, routes and events of importance to Māori through embedding references to historical and contemporary culture in the urban landscape through public space and building design (potentially using contemporary Māori architecture), material selection, public art, signage, site-specific interpretation, landscaping and planting. • promote tangata whenua's aspirations with respect to these and other matters of importance to their environmental, economic, social and cultural well-being. 		
Rationale:	<p>Māori have been living in the Lyttelton Harbour area for centuries. Tribal traditions record the ancestral migration waka Tākitimu sailing into the harbour in the 14th century. Today, 9.3% of Lyttelton's population identify with the Māori ethnic group (higher than in Christchurch City) (2006 Census data).</p> <p>Manawhenua/traditional authority for the Lyttelton area is held by Te Hapū o Ngāti Wheke — one of Te Rūnanga of Ngāi Tahu's five papatipu rūnanga on Te Pātaka o Rākaihautū/Banks Peninsula. The takiwā (tribal area) of Te Hapū o Ngāti Wheke centres on Rāpaki, a small settlement on the eastern shoreline of Whakaraupō/Lyttelton Harbour, and includes its catchment. Mana whenua have kaitiakitanga/a custodial responsibility for places of cultural significance as well as having a responsibility for all public spaces and spaces in private ownership, particularly where development may threaten the well-being of the wider environment¹.</p> <p>The Master Plan accordingly needs to pay respect to the relationship, values and aspirations of Te Hapū o Ngāti Wheke. While Te Hapū o Ngāti Wheke as kaitiaki, along with designers and the Council, plays a key role in the development, articulation and sustainability of the environment and cultural landscapes, effective delivery is dependant on interagency and community collaboration. Implementation of this action will be complemented by the resources of the Lyttelton Historical Museum.</p> <p>1. Te Aranga Maori Cultural Landscape Strategy (second ed), April 2008. Source: http://www.tearanga.maori.nz/</p>		
Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	<p>Identify</p> <ul style="list-style-type: none"> • the need to prepare a guideline to historical and contemporary cultural references and considerations of significance to Te Hapū o Ngāti Wheke to inform implementation of the other actions. • an advisory group to provide input and advice into or prepare the above. <p>Approve</p> <ul style="list-style-type: none"> • Funding for the above guideline. <p>Implement</p> <ul style="list-style-type: none"> • Prepare the above guideline. 	<p>Approve</p> <ul style="list-style-type: none"> • Funding to local organisations for project/s that acknowledge and maintain historical and contemporary cultural references and considerations of significance to Te Hapū o Ngāti Wheke. 	<p>Approve</p> <ul style="list-style-type: none"> • Funding to local organisations for project/s that acknowledge and maintain historical and contemporary cultural references and considerations of significance to Te Hapū o Ngāti Wheke.
Lead:	Te Hapū o Ngāti Wheke Council - Strategy and Planning Group (Strategic Support Unit)		

(C10) Interpretation of Tangata Whenua's relationship, values and aspirations (continued)

Partner agencies/ organisations:	<p>Council - City Environment Group (Asset Planning and Network Unit) and Capital Programme Group (Capital Delivery Unit) Mahaanui Kurataiao Ltd Community Board Local information, heritage and art organisations, e.g. Lyttelton Historical Museum Society Landowners Community Environment Canterbury DOC Christchurch and Canterbury Tourism Ministry for Culture and Heritage</p>
Related actions:	<p>(E4) Investigation for and use of Council property to accommodate business activities (M1) Norwich Quay amenity improvements (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues (M3) Pedestrian linkages (M4) London Street public realm enhancements and public event opportunities (N1) A new civic square (N2) Pool garden off-season access (N3) Rooftop park between, or on a combined, Lyttelton Library and Service centre (N4) Head to Head walkway (N5) Temporary landscapes (N6) Local landscape and heritage interpretation) (C2) Investigation for and use of Council property to accommodate community and cultural activities (C4) New public amenities in the ton centre (C5) Lyttelton War Memorial Cenotaph relocation investigation and reinstatement (C6) Naval Point amenity improvements and redevelopment (C7) Art in public places (C8) Performance/film venue (C9) Emergency preparedness (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan (B2) Design and character guidance (B3) Local input into design and appearance (B4) Identify and assist retention of remaining built heritage</p>

An example of a project to boost recreation and tourism:

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



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



5.6 Built environment actions

Theme summary - Lyttelton's heritage and town character

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

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

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

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

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

Actions summary

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

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

(B2) Design and character guidance

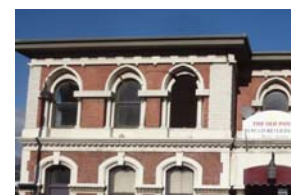
Determine how the Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) need to be updated to make any editorial corrections, insert the latest architectural, urban design and sustainability thinking, embed tangata whenua cultural references and considerations into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

(B3) Local input into design and appearance

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

(B4) Identify and assist retention of remaining built heritage

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



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

Description:	<p>Initiate rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan objectives, policies, rules and design guidelines to enable development of a type and form that is beneficial to Lyttelton as a whole in both the short and long terms. This includes determination of the best means of expediting adoption of the amendments.</p>
Rationale:	<p>Regulatory compliance and associated costs can be a barrier to rebuild and recovery. In some instances the current package of objectives, policies and rules found in the District Plan is working well. In other instances they are not working so well. It is critical the District Plan helps with the rebuild and recovery of Lyttelton's town centre by adequately controlling quality; giving certainty or clarity to market participants; and by ensuring development reasonably facilitates making the Lyttelton area more sustainable, attractive and economically viable.</p> <p>There are a number of candidate planning provisions, particularly in the Town Centre Zone, which may be considered for amendment in some form. Some of the rules and their spatial implications are discussed below:</p> <ul style="list-style-type: none"> • Objectives and policies aim to conserve the existing/pre-earthquake building form (mainly two-storey, timber framed buildings built right to the street with verandas and street corners emphasised by more ornate masonry buildings). Amendments may be required to loosen the activity status for new buildings. • 12m maximum height is appropriate and ensures new buildings keep within the height ranges of existing building around them. Consideration could be given to ways to encourage a set back third level to avoid overshadowing the main street. • There is currently no rule requiring building up to the street. A continuous built edge and consistent use of zero lot setbacks creates a strong built edge that defines the street. It has long been a character feature of the townscape and should be continued. • The only provision for verandas currently is that they are required along the full frontage but only where they adjoin buildings. There is no requirement for verandas to be the same height or same width (as opposed to length). • There is no requirement for commercial activities on the ground floor other than for protected/notable buildings in the Port Influences Overlay Area, despite noise insulation requirements. Commercial uses at ground level helps encourage active building frontages. • Existing parking provisions in the District Plan (two car parks per residential unit and 1:10sqm and 1:50sqm car parks per non-residential activity) could create significant amounts of surface parking, poor street frontage outcomes and reduces development viability. If amendments are proposed to on-site parking requirements, measures to support these reductions in parking will also be required to reduce the impact on existing on-street parking provisions. This may include site-specific travel plans. Providing on-site car parks in front of buildings should be avoided. • Provisions to control form, bulk, scale, design, siting and appearance of buildings are effectively limited to a non-regulatory design guidelines which suggests principles to follow and criteria by which proposals will be assessed. They aim for a successful blend of old and new (not replication) where there is variety and interest but a similarity of scale. Some of the design fundamentals (once updated — see below) need to be imposed as rules, e.g. building up to the street frontage. • There is no rule preventing car parks fronting street. This should be avoided. • There is currently no minimum or maximum lot sizes. • Other provisions which may require amendment include: temporary activities (including the use of London Street for public events), subdivision (e.g. there is currently no provision for pedestrian linkages, access, parking and loading, and cultural heritage). <p>Amendments to the objectives and/or policies may also be considered to:</p> <ul style="list-style-type: none"> • Better signal that the private development of rooftop platforms is possible within the Town Centre Zone. • Encourage active frontages onto public spaces, such as the new civic square and laneways. • Provide for trade-offs that enable no on-site car parking provision on sites that previously had 100% site coverage where better urban design outcomes result, for example. <p>Once their content is determined and has informed the above, the Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) also need updating as part of this action, to make any editorial corrections, insert the latest architectural, urban design and sustainability thinking, embed tangata whenua cultural references and considerations into the design of the urban landscape, extend its application to public realm street treatment and give consideration to a redevelopment addendum targeted to property owners of earthquake-affected sites. The appendices containing the schedules of protected and notable buildings, objects and sites may also require updating as a result of the earthquakes.</p> <p>Amendments to the District Plan are still necessary despite the Council streamlining its Resource and Building Consent processes (in-house advocacy by Lyttelton's case manager to fast track rebuild and recovery-related applications is already occurring and will continue).</p>

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

Timeframe:	Immediate/Short term	Medium term	Long term
Strategic sequence:	Identify: <ul style="list-style-type: none"> Amendments to the District Plan to ensure they better support the rebuild and recovery of Lyttelton, i.e. acknowledge the local geography, topology, development economics, character and identity. Best means of expediting adoption of the amendments, e.g. through an Order in Council or other means such as CERA. Consultation requirements. Prepare <ul style="list-style-type: none"> Draft plan change. Consult Approve <ul style="list-style-type: none"> plan change via the best means of expediting adoption of the amendments. 		
Lead:	Council – Strategy and Planning Group (Strategic Support Unit)		
Partner agencies/ organisations:	Council - Regulation and Democracy Services Group (Resource Consents and Building Policy Unit) NZTA Lyttelton Harbour Business Association Lyttelton Port of Christchurch Canterbury District Health Board Ministry of Education Utility providers, e.g. Chorus NZ Community Board Community CERA		
Related actions:	(M5) Parking investigations (C10) Tangata Whenua's relationships, values and aspirations (B2) Design and character guidance (B3) Local input into design and appearance (B4) Identify and assist retention of remaining built heritage		

DEVELOPMENT VIABILITY TESTING

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

Findings:

Lease and sales values:

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

Parking requirements under the Proposed District Plan:

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

Below: The area of Lyttelton zoned 'Town Centre'



A POSSIBLE RESPONSE

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

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

(B2) Design and character guidance

Description:	<p>Determine how the Design Guidelines - Lyttelton (Appendix X of the Proposed Banks Peninsula District Plan) need to be updated. Use the opportunity to make any editorial corrections, insert the latest architectural, urban design and sustainability thinking, embed tangata whenua cultural references and considerations into the design of the urban landscape, extend its application to public realm street treatment and give consideration to a redevelopment addendum. This addendum could be targeted to property owners of earthquake-affected sites, with references and case study exemplars which assist in defining a new Lyttelton town centre.</p> <p>This action involves a design expo for the community, run by the Council, Community Board and Lyttelton Business Association to show examples of buildings (both contemporary and historic, local and international) and gather community opinion about preferred rebuilding styles, and a workshop for property and business owners.</p>
Rationale:	<p>The existing design guidelines for Lyttelton are based on sound urban planning and design principles, however some aspects of the guidelines are now out of date. Some of the buildings that illustrations were based on have been demolished or significantly damaged as a result of the earthquakes. The updated design guidelines will be part of, and inform the balance of the amendments to the Proposed Banks Peninsula District Plan identified as necessary to support the rebuild and recovery — refer to Action (B4). These include amendments to the District Plan rules to enshrine the more fundamental principles of the existing design guidelines in the District Plan as rules.</p> <p>Updating the design guidelines also provides the opportunity to broaden its scope to include other matters of relevance today, the first being to encourage energy efficient and sustainable buildings and low impact urban design. Second, references to Māori occupation, history and values are largely absent from Lyttelton's urban landscape. To recognise these, cultural references and considerations could, through the updated design guidelines, be embedded into private and public developments, particularly building facades, walls/fences and street furniture built by the Council, through structural and aesthetic design, using motifs, symbols, whakatauki/proverbs, etc, thus rendering these intangibles into tangible physical form. Third, the updated design guidelines could provide, to extent that it relates to public realm street treatment (e.g. public toilets and seating), the 'how' for the 'what' identified in Action (N6).</p> <p>Many property owners are looking for guidance about re-development options and how to achieve high-quality, innovative and 'soulful' modern rebuilding. An addendum to the updated design guidelines specifically targeting those with cleared sites in the town centre, particularly visually prominent or historically significant ones, could assist with encouraging the right type of activities, modern interpretations (not replications) and the re-use of salvaged building features (if retained).</p> <p>The local community has a vested interest in the character and identity of Lyttelton. They are keen to ensure that the updated design guidelines encourage the consistent scale and built form of the Lyttelton town centre without being overly prescriptive, that they shouldn't limit imagination but should limit lack of imagination. Community opinion about guiding principles and preferred rebuild styles will inform development of the update. Those appropriately qualified local design professionals selected for local input into design and appearance — refer Action (B3) - and key organisations will help make sure the design guidelines have the right emphasis.</p>

(B2) Design and character guidance (continued)

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

EXAMINING COMMERCIAL BUILDING CHARACTER

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



Architectural character attributes:

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

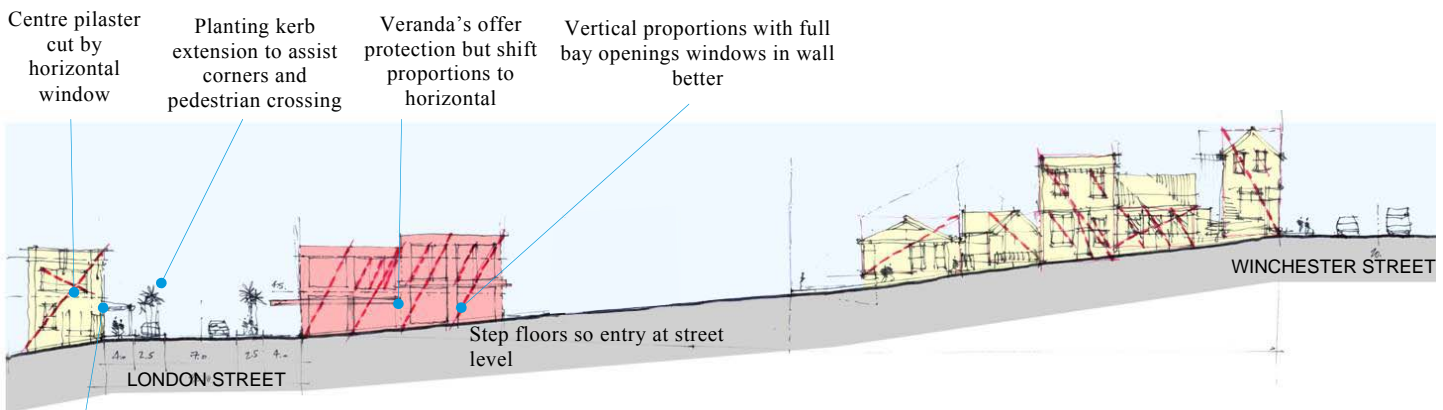
Core design principles

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

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

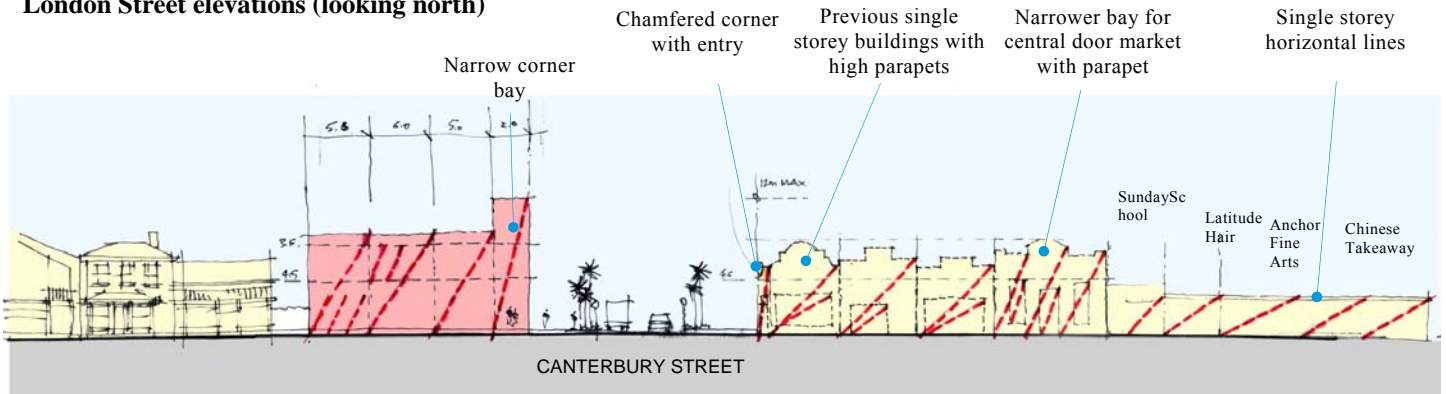
Below: Canterbury Street (top) and London Street (bottom) elevations illustrating the existing and proposed character of Lyttelton

Canterbury Street elevations (looking west)



Blank corner second level

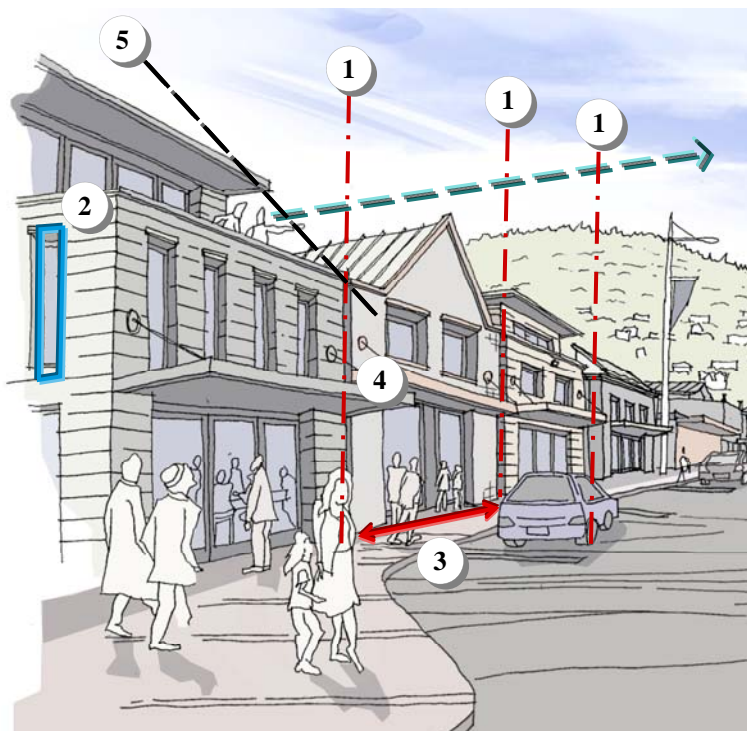
London Street elevations (looking north)



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



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



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

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

(B3) Local input into design and appearance

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

(B4) Identify and assist retention of remaining built heritage

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

(B4) Identify and assist retention of remaining built heritage

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

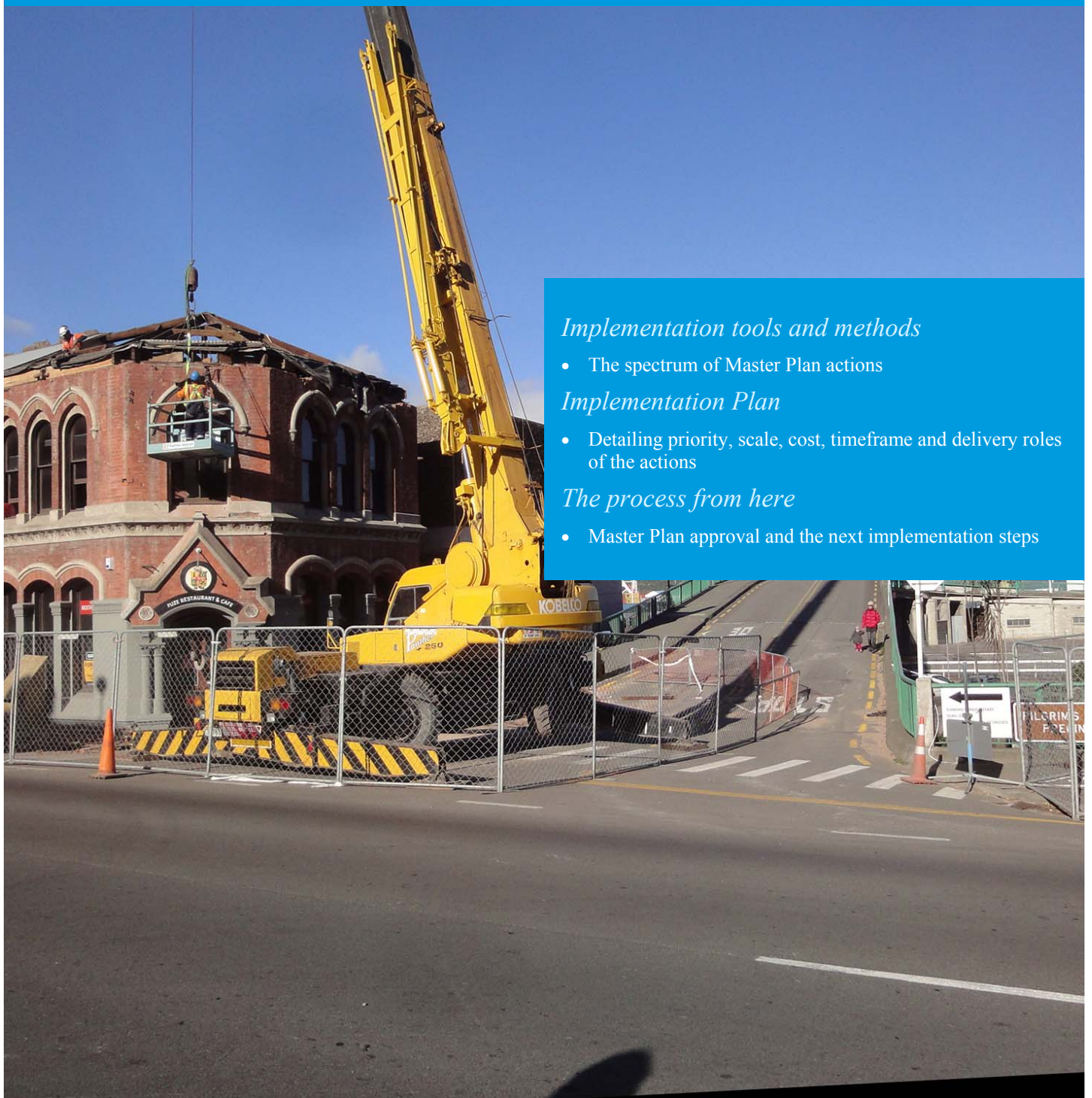


Note on the integration of remaining buildings into rebuilding plans:

Integration of the remaining buildings into the rebuild of the town centre and the rebuild of the town centre into the surrounding residential area will be collectively addressed through the District Plan and design guidelines amendments proposed and also local input into design and appearance. The latter looks at both the context of a proposal and its interface with adjoining/adjacent sites, particularly if a business/residential interface. People providing local input and relevant Council staff would provide information

5. *Implementation*

Ensuring effective Master Plan delivery and transition support.



Implementation tools and methods

- The spectrum of Master Plan actions

Implementation Plan

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

The process from here

- Master Plan approval and the next implementation steps

5.1 Implementation tools and methods

The spectrum of Master Plan actions

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

The Master Plan actions will be achieved through seven types of implementation tools and methods and, broadly speaking, can be categorised as follows (although some actions are a mixture of more than one tool):

1. **Capital works** projects that include construction of buildings, infrastructure or public space redesign. Such actions will typically be initiated by investigations and will require investment in both land and physical assets. Where not provided for by the Council's 2012-13 Annual Plan, funding for these still has to be secured through the Council's 2013-22 Long Term Plan.
2. Projects which are **investigations**.
3. Projects which involve **regulatory tools** such as District Plan rule and design guidance amendments.
4. Projects which **connect with people** in their communities. These projects include new ways of liaising and communicating with the various organisations and individuals with an interest in the community.
5. **Collaborative** projects which bring multiple parties together for collective action, such as establishing a Heads of Agreement, committees and partnerships.
6. **Facilitation or development-enablement** projects. These may include removing barriers to development, promoting assets to target markets or advocating for investment.
7. **Financial assistance** projects, which aim to assist identify sources of and provide, or contribute, funding.

Capital works

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

Investigations

- (E2) London Street WiFi
- (M5) Parking investigations
- (M6) Access to and from Lyttelton
- (N6) Local landscape and heritage interpretation

Regulatory tools

- (B1) Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan
- (B2) Design and character guidance
- (B3) Local input into design and appearance

Connect with people

- (E3) Appoint a Lyttelton case manager
- (C10) Tangata Whenua's relationships, values and aspirations

Collaborative projects

- (M2) Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues
- (N5) Temporary landscapes
- (C9) Emergency preparedness

Facilitation or development enablement

- (M3) Pedestrian linkages
- (C8) Performance/film venue

Financial assistance

- (E1) Support for a Lyttelton Marketing and Attraction campaign
- (B4) Identify and assist retention of remaining built heritage
- (E5) Funding options and temporary support

5.2 Implementation Plan

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

Implementation of the Lyttelton Master Plan will take time. A few of the actions are already being implemented to some extent by the Council and others as part of their usual activities. While some of the actions will be relatively straightforward to get started (especially those with allocated resources or processes), others are complex and require investigations, enabling policies, new relationships to be forged or funding to make things happen.

The Implementation Plan follows a staged approach towards the future consistent with the Council's Annual and Long Term Plan funding cycles:

- Immediate (0-12 months).
- Short term (1-3 years).

- Medium term (3-10 years).
- Long term (10+ years).

Each of the individual projects listed in the Implementation Plan will help Lyttelton move towards the overall vision outlined in this Master Plan. While the actions listed in this Master Plan are now confirmed, they need to be understood in the context of a bigger decision-making loop (across the sub-region, city, Central City and other individual suburbs). Project details and sequencing may be subject to changing priorities in the future as a result, for example, of completion of the Recovery Strategy for greater Christchurch.

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

Page	No	Action	Action type	Scale	Lead	Partners	Timeframe	Scale of cost
				Small Medium Large	Council Group, Agency or Organisation		Immediate Short term Medium term Long term	Low Medium High

The page of the Master Plan where the action is described in detail

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

The name of the action

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

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

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

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

The category of implementation action as defined in Section 5.1:

Capital works; Investigations; Regulatory tools; Connect with people; Collaborative; Facilitation or development enablement; Financial assistance

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

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

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

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

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
BUSINESS AND ECONOMY								
32	E1	Support for a Lyttelton marketing and attraction campaign	Financial assistance	Medium	Lyttelton Harbour Information Centre Lyttelton Harbour Business Association	Council – Strategy and Planning Group (Strategic Support Unit) and Public Affairs Group (Marketing Unit) Recover Canterbury Christchurch Economic Development Corporation Christchurch and Canterbury Tourism Community Board Local businesses and organisations, e.g. Lyttelton Historical Museum Society	Short term	Medium
34	E2	London Street WiFi	Investigation	Medium	Lyttelton Harbour Information Centre	Council – Strategy and Planning Group (Strategic Support Unit) and Corporate Services Group (Information Management and Communication Technology Unit) Lyttelton Harbour Business Association Christchurch and Canterbury Tourism Local tourism groups Internet Service Providers Internet NZ Inc. TradeMe Utility providers, e.g. Chorus NZ	Medium term	Medium
35	E3	Appoint a Lyttelton case manager	Connecting with people	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Community Services Group (Community Support Unit) and Regulation and Democracy Services Group (Resource Consents and Building Policy and Building Operations Units) Community Board Recover Canterbury CERA	Immediate	Low
36	E4	Investigation for and use of Council property to accommodate business activities	Facilitation or development enablement	Small	Council – City Environment Group (Transport and Greenspace Unit)	Council – Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit) Lyttelton Harbour Business Association Christchurch Economic Development Corporation Business owners and operators Lyttelton Historical Museum Society Lyttelton Plunket Committee Harbour Arts Collective	Short term	Low
38	E5	Funding options and temporary support	Financial assistance	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council – Corporate Services Group (Corporate Support Unit)	Immediate	High

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
BUILT ENVIRONMENT								
40	M1	Norwich Quay amenity improvements	Capital works	Large	Council—Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) NZTA SCIRT Alliance Lyttelton Port of Christchurch Kiwirail Utility providers, e.g. Chorus NZ Community Board Harbour Arts Collective and other local arts organisations Community	Short and Medium term	High
42	M2	Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues	Collaborative	Small	Council – City Environment Group (Asset and Network Planning Unit)	Council – Strategy and Planning Group (Strategic Support Unit) Lyttelton Port of Christchurch NZTA Kiwirail	Short term	Low
45	M3	Pedestrian linkages	Facilitation or development enablement	Small	Council—Strategy and Planning (Strategic Support Unit)	Council – Regulation and Democracy Services Group (Legal Services Unit), Corporate Services Group (Corporate Support Unit), City Environment (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) Landowners Lyttelton Harbour Business Association Community Board	Immediate	Medium
48	M4	London Street public realm enhancements and public event opportunities	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Regulation and Democracy Services Group (Legal Services Unit), Capital Programme Group (Capital Investigations and Capital Delivery Units) Property and business owners Lyttelton Harbour Business Association Local community Community Board Utility providers, e.g. Chorus NZ	Short and Long term	Medium
50	M5	Parking investigations	Investigation	Small	Council – City Environment Group (Asset and Network Planning)	Council—Strategy and Planning Group (Strategic Support Unit) NZTA Environment Canterbury Local retailers Lyttelton Harbour Business Association Community Board Community	Short term	Low

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
52	M6	Access to and from Lyttelton	Investigation	Medium	Council - Strategy and Planning Group (Strategic Support Unit)	Council - City Environment Group (Civil Defence Emergency Management and Asset Network and Planning Units) CERA NZTA Environment Canterbury Lyttelton Port of Christchurch Kiwirail Emergency services Trucking agencies/freight companies Service station providers Cycle and walking groups Lyttelton Harbour Business Association Lyttelton Harbour Information Centre Governors Bay Community Association Canterbury District Health Board	Short term	Medium
NATURAL ENVIRONMENT								
56	N1	A new civic square	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council - Corporate Services Group (Corporate Support Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) Landowners Returned Services Association Club Inc. Safer Christchurch Utility providers, e.g. Chorus NZ. Community Community Board	Short term	High
58	N2	Pool garden off-season access	Capital works	Small	Council – Community Services Group (Recreation and Sports Unit)	Council – Capital Programme Group (Capital Delivery Unit) Project Lyttelton Community Board Community	Short term	Low
60	N3	Rooftop park between, or on a combined, Lyttelton Library and Service Centre	Capital works	Medium	Council – Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Delivery Unit) Community Board	Short term	Medium
62	N4	Head to Head Walkway	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Capital Programme Group (Capital Delivery Unit) NZTA Lyttelton Port of Christchurch Walking and cycling groups Community Board DOC Landowners	Medium term	Medium
64	N5	Temporary landscapes	Collaborative	Small	Greening the Rubble Gap Filler	Council – Capital Programme Group (Capital Delivery Unit) Landowners Local design community Business sponsors Community Harbour Arts Collective Project Lyttelton	Immediate	Low

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
67	N6	Local landscape and heritage interpretation	Capital works		Council – Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit), Community Services Group (Recreation and Sports and Libraries and Information Units), Public Affairs Group (Customer Services Unit) and Capital Programme Group (Capital Delivery Unit) Community Board Local historians and information, heritage and art organisations, e.g. Lyttelton Historical Museum Society, Norwich Quay Society, NZ Antarctic Society, Lyttelton Harbour Information Centre Community Landowners DOC Environment Canterbury	Short term	Medium
COMMUNITY WELL-BEING, CULTURE AND HERITAGE								
73	C1	Improved utilisation of the Lyttelton Recreation Centre	Capital works	Medium	Council—Community Services Group (Recreation and Sports Unit)	Council—Capital Programme Group (Capital Investigations and Capital Delivery Units) Lyttelton Squash Club Community groups who utilize the Lyttelton Recreation Centre Community Community Board	Short term	Medium
74	C2	Investigation for and use of Council property to accommodate community and cultural activities	Capital works	Medium	Council—City Environment Group (Transport and Greenspace Unit)	Council – Corporate Services Group (Corporate Support Unit) and Strategy and Planning Group (Strategic Support Unit) Lyttelton Plunket Lyttelton Toy Library Lyttelton Playgroup Lyttelton Historical Museum Society Harbour Arts Collective Other clubs, community groups and organisations	Immediate	Low
77	C3	Combined Lyttelton Library and Service Centre redevelopment	Capital works	Medium	Council—Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Unit)	Community Board Government and community services and organisations Community	Short term	Medium
78	C4	New public amenities in the town centre	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council—Capital Programme Group (Capital Investigations and Capital Delivery Units) Community Board Local artists Community Safer Christchurch	Short term	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
79	C5	Lyttelton War Memorial Cenotaph relocation investigation and reinstatement	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Capital Programme Group (Capital Delivery Unit) Returned Services Association Club Inc. Community Board Community	Short term	Medium
80	C6	Naval Point amenity improvements and redevelopment	Collaborative	Medium	Council - City Environment Group (Asset and Network Planning Unit) Lyttelton Port of Christchurch	Council - Capital Programme Group (Capital Delivery Unit) Lyttelton Port of Christchurch Naval Point Club Lyttelton Sea Scouts Canterbury Coastguard Lyttelton Combined Sports Rugby Club Te Waka Pounamu Waka Club Torpedo Boat Museum Lyttelton Recreation Ground Management Committee Lyttelton Boat Security Association Magazine Bay Berth holders Association Inc. Te Hapū o Ngāti Wheke Community Board Community	Short term	Medium
83	C7	Art in public places	Capital works	Medium	Council – City Environment Group (Asset and Network Planning Unit)	Council – Strategy and Planning Group (Strategic Support Unit) and Capital Programme Group (Capital Delivery Unit) Harbour Arts Collective Other local artists and art organisations Landowners Local community Te Hapū o Ngāti Wheke	Short term	Medium
84	C8	Performance/film venue	Facilitation or development enablement	Small	The Loons Theatre Company/ Lyttelton Working Mens' Club Council—Community Services Group (Community Support Unit)	Council – Strategy and Planning Group (Strategic Support Unit) Private and public funders Harbour Arts Collective Local art organisations and community groups Landowners Lyttelton community	Short term	Low

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
85	C9	Emergency preparedness	Collaborative	Small	Council—City Environment Group (Civil Defence Emergency Management Unit)	Council—Strategy and Planning Group (Strategic Support Unit) and City Environment Group (City Water and Waste and Transport and Greenspace Units) Community Board Lyttelton Harbour Basin Community Civil Defence Area Coordinator and Volunteers Emergency services e.g. Lyttelton Volunteer Fire Brigade, Police, St John's Ambulance Utility providers, e.g. Chorus NZ Lyttelton Port of Christchurch Lyttelton Health Centre Community organisations, e.g. Project Lyttelton, Lyttelton Timebank, Volcano Radio, Lyttelton Community House, Lyttelton Harbour Information Centre Schools Canterbury District Health Board CERA Lyttelton community	Immediate	Low
86	C10	Interpretation of Tangata Whenua values	Connecting with people	Medium	Te Hapū o Ngāti Wheke Council – Strategy and Planning Group (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Delivery Unit) Te Hapū o Ngāti Wheke Mahaanui Kurataiao Ltd Community Board Local information, heritage and art organisations, e.g. Lyttelton Historical Museum Society Landowners Community Environment Canterbury DOC Christchurch and Canterbury Tourism Ministry for Culture and Heritage	Immediate	Low
BUILT ENVIRONMENT								
90	B1	Rebuild and recovery-supportive amendments to the Proposed Banks Peninsula District Plan	Regulatory tool	Medium	Council—Strategy and Planning Group (Strategic Support Unit)	Council - Regulation and Democracy Services Group (Resource Consents and Building Policy Unit) NZTA Lyttelton Harbour Business Association Lyttelton Port of Christchurch Canterbury District Health Board Ministry of Education Utility providers, e.g. Chorus NZ Community Board Community CERA	Immediate	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Page	No	Action	Action type	Scale Small Medium Large	Lead Council Group, Agency or Organisation	Partners	Timeframe Immediate Short term Medium term Long term	Scale of cost Low Medium High
93	B2	Design and character guidance	Regulatory tool	Medium	Council – Strategy and Planning Group (Strategic Support Unit)	Council — Regulation and Democracy Services Group (Resource Consents and Building Policy Unit) Community Board Lyttelton Harbour Business Association Appropriately qualified local design professionals Landowners New Zealand Historic Places Trust Te Hapū o Ngāti Wheke Appropriate societies Ministry of Education Utility providers, e.g. Chorus NZ	Immediate	Medium
96	B3	Local input into design and appearance	Regulatory tool	Small	Council – Strategy and Planning Group (Strategic Support Unit)	Council — Regulation and Democracy Services Group (Resource Consents and Building Policy and Democracy Services Units) Community Board Appropriately qualified local design professionals Christchurch Urban Design Panel	Immediate	Low
97	B4	Identify and assist retention of remaining built heritage	Financial assistance	Medium	Council – Strategy and Planning (Strategic Support Unit)	Council – City Environment Group (Asset and Network Planning Unit) and Capital Programme Group (Capital Investigations and Capital Delivery Units) New Zealand Historic Places Trust Lyttelton Historical Museum Society and other local heritage-related organisations Te Hapū o Ngāti Wheke Landowners Community	Short term	Medium

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

5.3 *The process from here*

Master Plan approval and the next implementation steps

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

Management Structure

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

Complete costing of actions and establish funding streams

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

Monitor and adapt the Master Plan as necessary

The dynamic nature of change (which is intensified within a post-earthquakes environment) means that over time specific actions may become out of date or need to be revisited. There may also be new proposals that come along that need to be evaluated against the high level vision for Lyttelton.

A monitoring programme will be established for this Master Plan that will enable:

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

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

Key considerations for the monitoring programme include:

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

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

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

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