

***The Idea of Re-launching an Urban Project.
A Sustainable City and Planning Program
leading to resilience.***

(Lyttelton, New Zealand)

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DRAFT VERSION

Presentation Contents

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Site Context	2010 -2011 Earthquakes	Vision of Lyttelton	Key Goals for redevelopment	Community Engagement Workshop	Implementation Methods and Tools	Planning Process Adaptation	Conclusions



▶ **Map of New Zealand**
North Island and South Island

- ▶ Auckland
- ▶ Wellington
- ▶ Lyttelton
- ▶ (Christchurch)

▶ *(Google Maps - Not to scale)*



Lyttelton's context.

Volcanic amphitheatre. Only flat near the inner harbour. Natural terrain is unique to the area.

Port is economically significant. Freight is important and there is pressure for Norwich Quay and the township.

There is some direct access for the pedestrian to the town centre from the ferry terminals and cruise ships.

Lyttelton Harbour (New Zealand) – Port and Township



- ▶ **Lyttelton (Māori: Ōhinehou)**
- ▶ is a port town on the north shore of Lyttelton Harbour, at the north-western end of Banks Peninsula and close to Christchurch on the eastern coast of the South Island of New Zealand.
- ▶ Due to its establishment as a landing point for Christchurch-bound seafarers, Lyttelton has historically been regarded as the "Gateway to Canterbury" for colonial settlers.
- ▶ The port remains a regular destination for cruise liners and is the South Island's principal goods transport terminal, handling 34% of exports and 61% of imports by value.
- ▶ In 2009 Lyttelton was awarded Category I Historic Area status by the New Zealand Historic Places Trust (NZHPT) defined as "an area of special or outstanding historical or cultural heritage significance or value".
- ▶ (photography – Mark Stephenson)

2010-2011 Earthquakes



2010 . The Canterbury earthquake caused major damage to some of Lyttelton's historic building which included The historic Timeball Station. There was some damage to the town's infrastructure, however the port facilities and tunnel quickly returned to operation.

The overall earthquake damage was less significant than in Christchurch itself. This was due to the dampening effects of the solid rock that the town rests on. The township was a moderate distance from the epicenter.

On 22 February 2011 a magnitude 6.3 aftershock caused much more widespread damage in Lyttelton than its predecessor. This was much more nearby to Lyttelton and a shallow depth of 5 kilometres.

Walls from the **Timeball Station** collapsed and there was extensive damage to residential and commercial property, leading to the demolition of a number of high-profile heritage buildings.

The Harbour Light Theatre and the Empire Hotel.



Red – Demolished. Shaded areas – Pending demolition or repair.

The border line - This is the boundary area of the Town Centre.
The town centre, centred on the block between Norwich Quay and London, Oxford and Dublin Streets, was dominated by high proportion of 20th Century buildings. A third of London Street buildings sustained heavy damage in the 2011 earthquake. Many heritage buildings were lost in the earthquake.

VISION OF LYTTELTON TOWN CENTRE PROJECTS

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. (Christchurch Council)

Key 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 6. Tell the story of the place.
- Goal 7. Build the capacity of community facilities and services.
- Goal 8. Access to affordable business and creative spaces.
- Goal 9. Responsive planning and urban design.

Goal 1 – To rebuilt a prosperous niche centre

- Support for a Lyttelton marketing and attraction campaign
- London Street Wifi
- Appoint a Lyttelton case manager
- Investigation for and use of Council property to accommodate business Activities
- Funding options and temporary support

Goal 2 – Port access and public access to inner harbour waterfront

Goal 3 – Well Managed access to the town centre

Goal 4 – Ensuring route security

- ▶ Norwich Quay amenity improvements
- ▶ Heads of Agreement to facilitate resolution of Port and inner harbour waterfront access-related issues
- ▶ Pedestrian linkages
- ▶ London Street public realm enhancements and public event opportunities
- ▶ Parking investigations
- ▶ Access to and from Lyttelton

Goal 5 – Accessible Social Spaces

Goal 6 – The Storey of the Place

- ▶ A new civic square
- ▶ Garden areas with open space offseason access
- ▶ Rooftop park between, or on a combined, Lyttelton Library and Service Centre
- ▶ Paths and walkable spaces throughout
- ▶ Good clear landscapes areas to be access throughout the year
- ▶ Local landscape and heritage interpretation

Goal 7 – Build the capacity of community facilities and services

Goal 8 – Access to affordable business and creative spaces

- ▶ Improved utilisation of the Lyttelton Recreation Centre
- ▶ Investigation for and use of Council property to accommodate community and cultural activities. Community and private collaboration
- ▶ Combined Lyttelton Library and Service Centre
- ▶ New public amenities in the town centre
- ▶ Lyttelton War Memorial Cenotaph relocation investigation and reinstatement

Goal 9 – Responsive planning and urban design

- ▶ Rebuild and recovery supportive amendments to the peninsula district plan
- ▶ Design and character guidance of the area with some input on historical backgrounds.
- ▶ Local input to design and appearance.
- ▶ Identity and assist retention of remaining built heritage.





Community Engagement

Local Economy –Community participation and suggestions by the community.

Social environmental and community services – More public spaces ; library, film venue, playgrounds.

Infrastructure and transport- Heavy port traffic re-routed of the Norwich Quay.

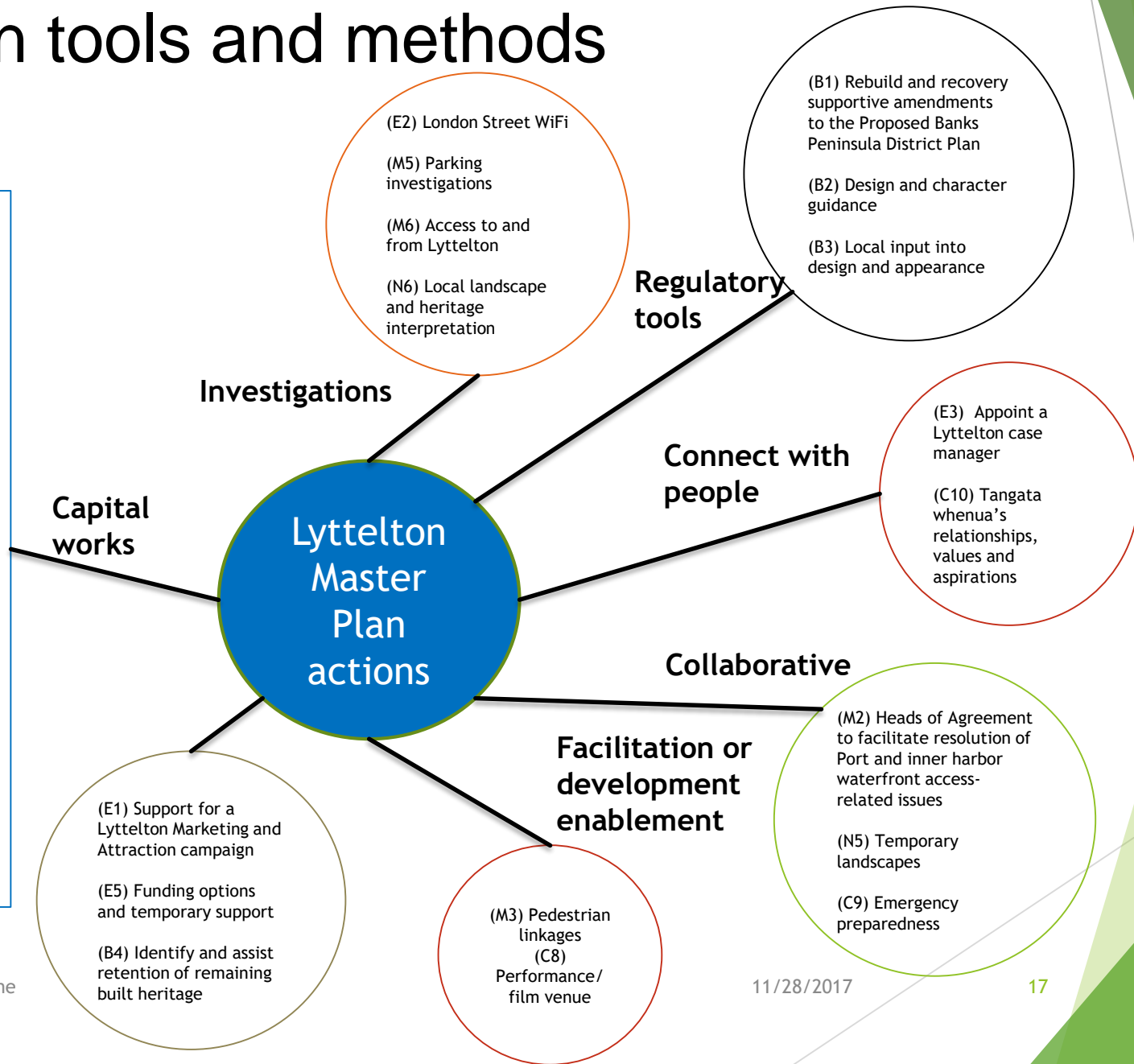
All utilities – stormwater, telephone, power review of services.

Heritage and Urban Design - Make the most of what heritage fabric remains, build new.

Lyttelton Design and Advisory Committee.
Review the applications do conform to standards

Implementation tools and methods

(N1) A new civic square
 (N2) Pool garden off-season access
 (N3) Rooftop park between, or on a combined, Lyttelton Library and Service Center
 (N4) Head to Walkway
 (C1) Improved utilization of the Lyttelton Recreation Center
 (C2) Investigation for and use of Council property to accommodate community and cultural activities
 (C3) Combined Lyttelton library and Service Center 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
(Lyttelton Workshop Ideas)



Implementation – Business and Economy

▶ **Support for Lyttelton marketing and attraction campaign**

- Lead: Lyttelton Harbour Information Centre, Lyttelton Harbour Business Association
- Time frame: Short term
- Scale of cost: Medium

▶ **London Street Wifi**

- Lead: Lyttelton Harbour Information Centre
- Time frame: Medium term
- Scale of cost: Medium

Implementation – Business and Economy

▶ **Appoint a Lyttelton case manager**

- Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Medium

▶ **Investigation for and use of Council property to accommodate business activities**

- Lead: Council – City Environment Group (Transport and Greenspace Unit)
- Time frame: Immediate and long term
- Scale of cost: Medium and high

▶ **Funding options and temporary support**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Low

Implementation – Built Environment

▶ **Norwich Quay amenity improvements**

Lead: Council – Strategy and Planning Group (Strategic Support Unit)

- Time frame: Medium
- Scale of cost: High

▶ **Heads of Agreement to facilitate resolution of Port and inner harbour water front access-rated issue**

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Immediate
- Scale of cost: Low

▶ **Pedestrian linkages**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Medium

Implementation – Built Environment

▶ London street public realm enhancements and public event opportunities

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Short term
- Scale of cost: High

▶ Parking investigations

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Immediate
- Scale of cost: Low

▶ Access to and from Lyttelton

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Short
- Scale of cost: Medium

Implementation – Natural Environment

▶ **A new civic square**

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Short term
- Scale of cost: High

▶ **Pool garden off-season access**

- Lead: Council – Community Services Group (Recreation and Sports Unit)
- Time frame: Short
- Scale of cost: Low

▶ **Rooftop park between, or on a combined, Lyttelton Library and Service Centre**

- Lead: Council – Community Services Group (Libraries and Information Unit) and Public Affairs Group (Customer Services Units)
- Time frame: Medium
- Scale of cost: Medium

Implementation – Natural Environment

▶ **Head to Head Walkway**

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Medium term
- Scale of cost: Medium

▶ **Temporary Landscapes**

- Lead: Greening the Rubble, Gap Filler
- Time frame: Immediate
- Scale of cost: Low

▶ **Local landscape and heritage interpretation**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Low

Implementation – Community wellbeing, culture and heritage

▶ **Improved utilisation of the Lyttelton Recreation Centre**

- Lead: Council – Community Services Group (Recreation and Sports Unit)
- Time frame: Short term
- Scale of cost: High

▶ **Investigation for and use of Council property to accommodate community and cultural activities**

- Lead: Council – City Environment Group (Transport and Greenspace Unit)
- Time frame: Immediate and long term
- Scale of cost: Medium and high

▶ **Combined Lyttelton Library and Service Centre redevelopment**

- Lead: Council – Community Services Group (Libraries and Information Unit and Public Affairs Group (Customer Services Unit))
- Time frame: Medium
- Scale of cost: Medium

Implementation – Community wellbeing, culture and heritage

▶ **New public amenities in the town centre**

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Short term
- Scale of cost: High

▶ **Lyttelton War Memorial Cenotaph relocation investigation and reinstalment**

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Short
- Scale of cost: Medium

▶ **Naval Point amenity improvements and redevelopment**

- Lead: Council – City Environment Group (Asset and Network Planning Unit), Lyttelton Port of Christchurch
- Time frame: Short and long term
- Scale of cost: Medium

Implementation – Community wellbeing, culture and heritage

▶ **Art in public places**

- Lead: Council – City Environment Group (Asset and Network Planning Unit)
- Time frame: Short term
- Scale of cost: Medium

▶ **Performance/ film venue**

- Lead: The Loons Theatre Company/ Lyttelton Working Men's Club, Council – Community Services Group (Community Support Unit)
- Time frame: Immediate and medium
- Scale of cost: Low

Implementation – Community wellbeing, culture and heritage

▶ **Emergency preparedness**

- Lead: Council – City Environment Group (Civil Defence Emergency Management Unit)
- Time frame: Immediate
- Scale of cost: Low

▶ **Tangata whenua's relationships, values and aspirations**

- Lead: The Hapu o Ngati Wheke, Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Low

Implementation – Built Environment

▶ **Rebuild and recovery supportive amendments to the Proposed Banks Peninsula District Plan**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Medium

▶ **Design and character guidance**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Low

Implementation – Built Environment

▶ **Local input into design and appearance**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Low

▶ **Identify and assist retention of remaining built heritage**

- Lead: Council – Strategy and Planning Group (Strategic Support Unit)
- Time frame: Immediate
- Scale of cost: Medium

The main planning process for adaption

- ▶ Management Structure - Project Leader

- ▶ Complete costing of actions and establish funding streams - Planning and budgeting.

- ▶ Monitor and adapt the Lyttelton Master Plan as necessary.
 - **Key considerations for monitoring programme:**
 - Quantity - What are the key elements to be done?
 - Quality - Was the key vision statements all reached?
 - Milestones - Set up of the targets and the expectation of meeting them?
 - Finance - Securing the budgets. Expenditure VS Budget

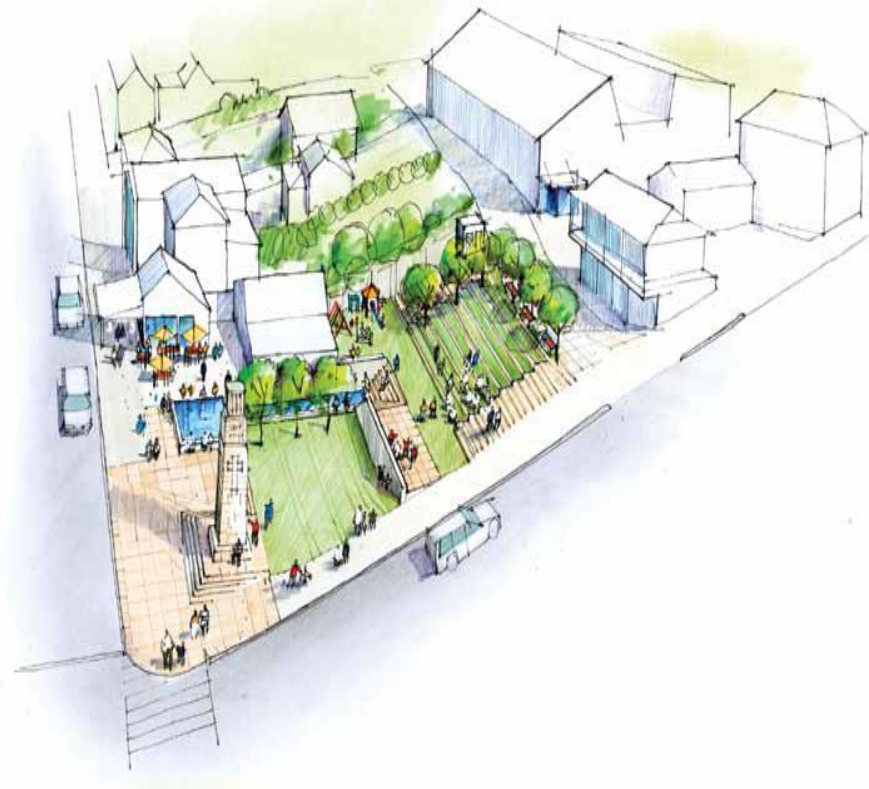


Artist impression of the Main Street – London and integration of Water/ Harbour/ Built Form / Walking and Cycling/

1. Small public platform viewing spaces.
2. Pedestrian pathway connecting to the harbour.
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 for seating, outdoor dining and landscaping.



Community Engagement and Private developers



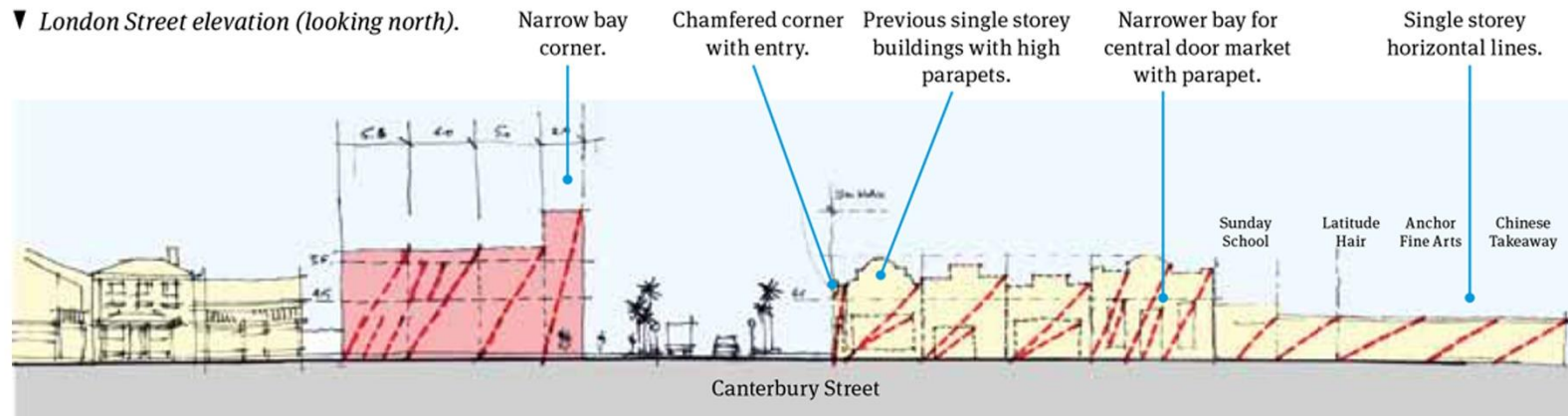
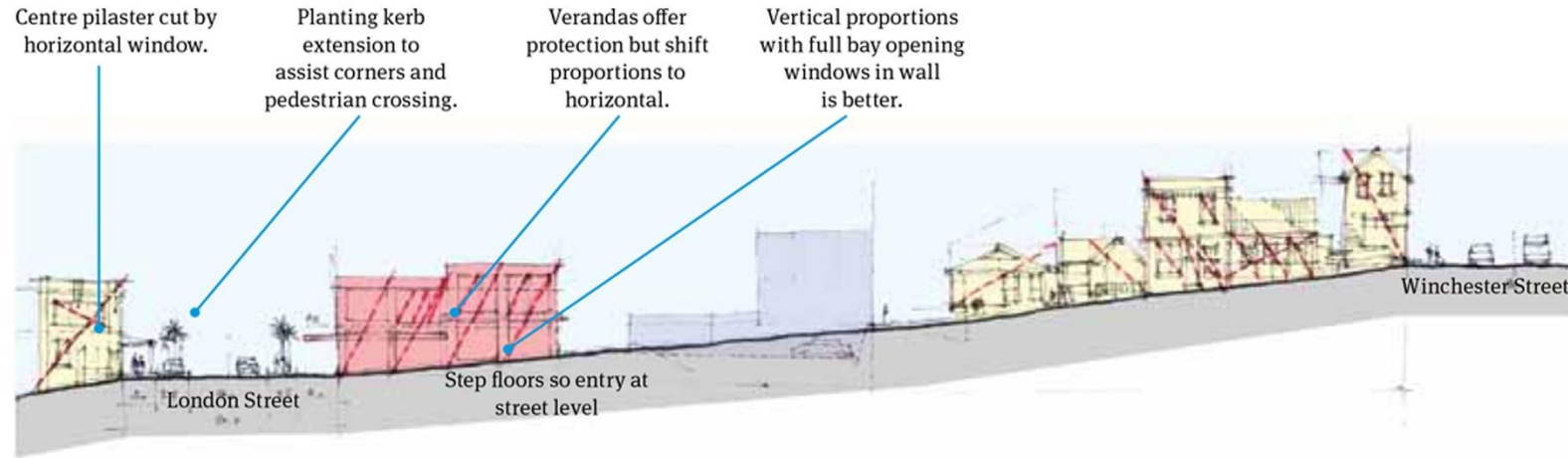
Left Image –

Acquisition of private land to design and build community recreation centre. (Government acquiring)

Right Image –

Artist impression only.
Acquisition of London Street area.
Reflection Pool,
Water Play for Children.
Ceremonial spaces for the cenotaph.
Landscaped areas and integration with children facilities.

Implementation



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

- **A historic change**

- More people live in urban areas than in rural areas
- Urban Design: a key issue regarding the climate change

- **A complex subject**

- The City is a dynamical system
- The sustainable city: quality of life, value creation, respect for the environment

- **Humans - City : a paradoxical relationship**

- The human makes the city
- The city can affect quality of life

- **Urban design must change**

- So far we have built urban form and people have to adapt themselves to it.
- Today we need to build the city around humans

Conclusions

It is important to incorporate the principles of eco-cities into the planning process.

- **Create a standard of sustainability in which our cities are built.**
- **Goal in demographic terms is choice; the spatial distribution of urban intensities, the energy potential of the territory.**
- **Results - measured in terms of the result of people, and the number of jobs, the overall influence of the area to be managed and the influence of each intensity.**

Conclusions

- **The nature of the different programs: sources (housing and economic activities investment between private and public realm)**
- **Introduce more (facilities and public spaces)**
- **Connectivity (through transport networks)**
- **Evaluation of the energy needs with a precinct. Alternative sources (solar, wind, battery (Tesla) etc..)**

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- ▶ New Zealand Legislation, Resource Management Act 1991
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THANK YOU FOR YOUR KIND ATTENTION