

Te Pātaka o Rākaihautū
Banks Peninsula Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board will be held on:

Date: Monday 30 November 2020
Time: 10am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

Membership

Chairperson	Tori Peden
Deputy Chairperson	Tyrone Fields
Members	Reuben Davidson
	Nigel Harrison
	Howard Needham
	Jamie Stewart
	Andrew Turner
	Scott Winter

25 November 2020

Penelope Goldstone
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

TABLE OF CONTENTS

Karakia Timatanga	4
C 1. Apologies / Ngā Whakapāha.....	4
B 2. Declarations of Interest / Ngā Whakapuaki Aronga	4
C 3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua	4
B 4. Public Forum / Te Huinga Whānui.....	4
B 5. Deputations by Appointment / Ngā Huinga Whakaritenga	4
B 6. Presentation of Petitions / Ngā Pākikitanga.....	5

STAFF REPORTS

CA 7. Naval Point-Te Nukutai o Tapoa Development Plan	15
B 8. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	67

Karakia Whakamutunga

Karakia Timatanga

1. Apologies / Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

That the minutes of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board meeting held on [Monday, 16 November 2020](#) be confirmed (refer page 6).

4. Public Forum / Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

5.1 Naval Point Development Plan

The following people will speak to the Board regarding the Naval Point Development Plan – Item 7 on agenda:

Number	Name	On behalf of
1	Craig Pauling, President	Te Waka Pounamu Outrigger Canoe Club
2	Tahu Stirling, Chairperson	Kai Ngaru Waka Ama Club
3	Matthew Nolan, President	Canterbury Yachting Association
4	Ben Keys	Ocean Ski Canterbury
5	Miriam Denny & Robyn Wallace	Waitaha Paddling
6	John Cullens, Commodore	Canterbury Trailer Yacht Squadron

7	Phil Jackson	
8	Trevor George	
9	Richard Matterson, Club Manager	Naval Point Club
10	James Ensor	Boat Safety Group
11	Dan Fishkin, President	Coastguard Canterbury

6. Presentation of Petitions / Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

**Te Pātaka o Rākaihautū
Banks Peninsula Community Board
OPEN MINUTES**

Date: Monday 16 November 2020
Time: 10am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

Present

Chairperson	Tori Peden
Deputy Chairperson	Tyrone Fields
Members	Reuben Davidson
	Nigel Harrison
	Howard Needham
	Jamie Stewart
	Andrew Turner
	Scott Winter

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Part A **Matters Requiring a Council Decision**

Part B **Reports for Information**

Part C **Decisions Under Delegation**

Karakia Timatanga: Tyrone Fields

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

There were no apologies recorded.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Community Board Resolved BKCB/2020/00101

That the minutes of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board meeting held on Monday, 2 November 2020 be confirmed subject to the correction of the Elected Members' Information Exchange under Item 14:

Diamond Harbour School – **the Predator Free Banks Peninsula trap track** making day was really successful.

Scott Winter/Tyrone Fields

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Memorial Orchard – Rachael Shiels

Rachael Shiels updated the Board about a memorial orchard project in Lyttelton for victims of the Christchurch earthquakes that *Life in Vacant Spaces* has been supporting.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Thanks Rachael for her presentation.

4.2 Missing Monument, Evans Pass Road – Hans Chase

Hans Chase, a resident, spoke to the Board regarding a missing monument for Captain Selwyn Chase, which prior to the Christchurch earthquakes was located on Evans Pass

Road at the second parking bay when driving from Lyttelton to Sumner. Hans believes it may have fallen due to the earthquakes. He requested that the Council re-instate the original monument, if it is located, or install a replica monument.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Refer the issues raised in the presentation regarding a missing monument for Captain Selwyn Chase on Evans Pass Road to staff for advice on whether the original monument, if it can be located, or a replica can be re-installed.
2. Thank Hans for his presentation.

4.3 Lyttelton Harbour Information Centre

Penny Carnaby, Chairperson, and Ruth Targus, Manager, spoke on behalf of the Lyttelton Harbour Information Centre regarding its recent activities, including creating brochures for Lyttelton Harbour funded by a grant from the Board's Discretionary Response Fund.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Thank Penny and Ruth for their presentation.

Attachments

A Lyttelton Harbour Information Centre Public Forum 16 November 2020

4.4 Joshua Merriam – Lyttelton Mountain Bike Club

Joshua Merriam, a member of the Lyttelton Mountain Bike Club, spoke to the Board about the Lyttelton Reserves Management Committee (LRMC) progressing the Urumau Reserve Development Plan and the Club's representation on the LRMC in light of two recent resignations.

The Board noted that the LRMC has the delegation to co-opt new members, subject to the Board's formal approval. The Board also noted that it has a briefing scheduled with staff to discuss progressing the Urumau Reserve Development Plan.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Thank Joshua for his presentation.

Attachments

A Joshua Merriam Public Forum 16 November 2020

4.5 Diamond Harbour Community Association – Richard Suggate

Richard Suggate and Thomas Kulpe, representing the Diamond Harbour Community Association, spoke to the Board regarding the community's aspiration for the Godley House site to allow for commercial activity.

The Board noted that it is awaiting staff advice on options to progress the community's aspiration.

The Board noted the Diamond Harbour Community Association's request for more information regarding correspondence between the Council and the Department of Conservation.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Thank Richard and Thomas for their presentation.

Attachments

A Diamond Harbour Residents Association Public Forum 16 November 2020

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

9. Selwyn Road- Proposed No Stopping Restriction

Community Board Resolved BKCB/2020/00102 (Original officer recommendation accepted without change)

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the north eastern side of Selwyn Road, commencing at a point directly opposite the northern side boundary of 17 Selwyn Road, and extending in a south easterly direction for a distance of 15 metres to a point directly opposite the southern side boundary of 17 Selwyn Road.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution above.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Scott Winter/Tyrone Fields

Carried

10. Ross Terrace & Selwyn Lane- Proposed No Stopping Restrictions

Community Board Resolved BKCB/2020/00103 (Original officer recommendation accepted without change)

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the western side of Ross Terrace commencing at its northern intersection with Selwyn Parade and extending in a northerly direction for a distance of 26 metres.
2. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Ross Terrace commencing at its northern intersection with Selwyn Lane and extending in a northerly direction for a distance of 5 metres.
3. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Ross Terrace commencing at its southern intersection with Selwyn Lane and extending in a southerly direction for a distance of 10 metres.
4. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the northern side of Selwyn Lane commencing at its northern intersection with Ross Terrace and extending in an easterly direction for a distance of 30 metres.
5. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the southern side of Selwyn Lane commencing at its southern intersection with Ross Terrace and extending in an easterly direction for a distance of 7 metres.
6. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1 – 5 above.
7. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Tyrone Fields/Scott Winter

Carried

11. Seafield Road- Proposed P5 Loading Zone Restriction

Community Board Resolved BKCB/2020/00104 (Original officer recommendation accepted without change)

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be restricted to a maximum period of 5 minutes, for the purpose of loading and unloading goods or passengers, as shown in the plan provided as **Attachment A** to this report, Plan TG139108 Issue 1 Dated 14/10/2020'.

2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Howard Needham/Scott Winter

Carried

8. Banks Peninsula Libraries Update

Community Board Resolved BKCB/2020/00105 (Original officer recommendation accepted without change)

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Receive the information in the Banks Peninsula Libraries report.
2. Request that the Board receive regular Libraries Updates.

Reuben Davidson/Tyrone Fields

Carried

7. Update on the Akaroa Health Centre Targeted Rate

Community Board Resolved BKCB/2020/00106 (Original officer recommendation accepted without change)

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Receive the information in the Update on the Akaroa Health Centre Targeted Rate report.

Jamie Stewart/Nigel Harrison

Carried

12. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

- Rod Donald Trust – new members appointed and long service members recognised for their contribution upon retirement
- Lyttelton Directional Sign – correction of sign spelling at the Evans Pass junction has been corrected

- Antarctic Programme – Lyttelton plays host to many country's Antarctic programmes, with the Italian crew sailing to Antarctica soon
- Akaroa Recreation Ground Public Toilets – increase in cleaning frequency is meeting public demand
- Lyttelton Reserves Management Committee - Public Drop-In session last Monday was well attended, with many new volunteers
- Fire Risk in Akaroa – it was noted that the dry weather is creating a fire risk, and Council staff as well as the regional fire chief are happy to engage with the public to mitigate fire risk
- Akaroa water restrictions – it was noted that any future increased water restrictions need to be communicated as soon as possible
- Rod Donald Trust and Orton Bradley Park – expressed desire for Council support
- Charteris Bay Residents Association BBQ – funded by the Board's Summer with your Neighbours, and created many new local networks to solve local problems
- Governors Bay road repairs – it was noted that planned resurfacing has not yet commenced, and a schedule of works would be helpful
- Packhorse Carpark – local residents are experiencing problems with access, as many visitors are parking across property access gates
- Charteris Bay Boat Ramp – it was noted that there is not enough parking for the amount of boat trailers during busy days, and that visitors are parking unsafely across pedestrian routes along Marine Drive from Orton Bradley Park through Diamond Harbour
- Long Term Plan (LTP) – The Board will be making a presentation on the LTP tomorrow

12.1 Pedestrian Access to Te Ana Marina

It was noted that there are safety concerns with pedestrian access from Lyttelton to Te Ana Marina as the existing route requires pedestrians to cross Sutton Quay multiple times.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Request that staff provide advice on options to improve pedestrian access from Lyttelton to Te Ana Marina.

12.2 Rafts at Akaroa and Cass Bay

It was noted that the public rafts at Akaroa and Cass Bay have not been installed for the 2020/21 summer season.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Request that staff provide advice on when the public rafts will be installed at Akaroa and Cass Bay for the 2020/21 summer season.

12.3 Public Recycling Bins in Lyttelton

It was noted that there are no public recycling bins installed on London Street in Lyttelton.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Request staff advice on options for providing public recycling bins in Lyttelton, particularly along London Street.

12.4 Accessible Car Park in Lyttelton

It was noted that an accessible car park in front of the Lyttelton Library on London Street is on an angle, which could make it difficult for wheelchair users to exit vehicles parked at this location.

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Request that staff provide advice on options to improve the accessibility of the accessible car park in front of the Lyttelton Library on London Street, including moving the car park to a new location.

Karakia Whakamutunga: Tyrone Fields

Meeting concluded at 11.56am.

CONFIRMED THIS 30th DAY OF NOVEMBER 2020.

TORI PEDEN
CHAIRPERSON

7. Naval Point-Te Nukutai o Tapoa Development Plan

Reference / Te Tohutoro: 20/1281228

Report of / Te Pou
Matua: Kristine Bouw, Project Manager

General Manager /
Pouwhakarae: Mary Richardson

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek Board approval of the draft Naval Point-Te Nukutai o Tapoa Development Plan and to make a recommendation to Council on the eventual closure of Magazine Bay Marina.
- 1.2 This report has been written in response to the high interest in improving Naval Point-Te Nukutai o Tapoa and redeveloping it to better suit the needs of its users, while making it more accessible to the wider public. This draft development plan is key to providing a clear vision and pathway for redevelopment of the area.
- 1.3 The decisions in this report are of high significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the impacts of the decision on the local and wider community as well as local Rūnanga.

2. Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approves the draft Naval Point-Te Nukutai o Tapoa Development Plan (Attachment A) as the final Naval Point-Te Nukutai o Tapoa Development Plan.
2. Authorises the Manager Property Consultancy to negotiate and conclude leases to:
 - a. Canterbury Coastguard through the Naval Point Marine and Rescue Centre Trust over the area marked "Coastguard" and "Marine Rescue Centre / Wharewaka" on the draft Naval Point Development Plan as attached to this report.
 - b. Scouts New Zealand – Lyttelton Sea Scout Group over the area marked "existing scouts building" on the Naval Point Development Plan as attached to this report.
3. Recommends that the Council approves:
 - a. Closure of the Magazine Bay Marina once the existing licences expire, or are terminated, in accordance with their licence terms and conditions.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 Much of Lyttelton was severely damaged by the 22 February 2011 earthquake. To guide the township's recovery and rebuild, the Council worked with the community to develop the Lyttelton Master Plan (LMP) which was adopted in 2012.
- 3.2 During the LMP engagement process a large number of concerns were raised over the condition of Naval Point-Te Nukutai o Tapoa and its facilities, which had been ongoing for a number of years. Recognising that Naval Point-Te Nukutai o Tapoa is home to a range of

important recreational and marine community groups and facilities, the LMP proposed a range of improvements to the area.

- 3.3 The LMP also recognised that in the long term a more comprehensive, consultative planning process would be required in order to redevelop Naval Point-Te Nukutai o Tapoa for the betterment of the boating community and the wider public.
- 3.4 The need for a Naval Point-Te Nukutai o Tapoa Development Plan was again identified through the Lyttelton Port Recovery Plan in 2015.
- 3.5 The long-term planning process began in 2014 when the Council began re-engaging with Naval Point-Te Nukutai o Tapoa stakeholders. Formal consultation was carried out in 2014, 2017 and 2019, with ongoing discussions carried out with stakeholders during this period. In addition, background reports were carried out to understand various aspects, such as cultural values, archaeological significance and suitable options for marine protection.
- 3.6 The draft Naval Point Development Plan provides a high level vision for the site which has included input and review by our partners, a number of stakeholder groups, recreational user groups and the community.
- 3.7 The draft Development Plan is not detailed design but looks to provide a vision for the site and certainty for user groups who are looking to develop longer term development and facilities on the site.
- 3.8 There is high interest in improving Naval Point-Te Nukutai o Tapoa and redeveloping it to better suit the needs of its users, while making it more accessible to the wider public.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The alternate option would be to maintain the status quo and do nothing to advance the planning work for Naval Point-Te Nukutai o Tapoa. However, leasing arrangements for use of public land on the site will still need to be addressed.
- 4.2 The advantage of this option includes: cost savings to the Council by freeing up funding in the Long Term Plan.
- 4.3 The disadvantages of this option include: Continued uncertainty for the site and site users.

5. Detail / Te Whakamahuki

- 5.1 Engagement on the development plan has been carried out in 2014, 2017 and 2018 in order to understand user needs and to create a set of shared objectives while recognising the significance of the site to the public and community in providing connections through the area and to the water.
- 5.2 Two development options, each with slightly different elements, were released for public consultation in July 2019 and more than 300 submissions were received.
- 5.3 Based on submissions, more detailed technical reports and a review of practical design constraints on the site, the refined Draft Naval Point – Te Nukutai o Tapoa Development Plan was developed. The preparation of the plan includes elements of both design options with amendments made for space and design constraints.

Marine protection and navigational safety

- 5.4 A primary objective of the Naval Point-Te Nukutai o Tapoa Development Plan is to enable safer public access to and from Whakaraupō/Lyttelton Harbour. This objective was identified early in the development process by a wide range of community members and stakeholders.

- 5.5 In order to help achieve this objective, the construction of a fixed breakwater forms a key element of the Draft Naval Point-Te Nukutai o Tapoa Development Plan. The purpose of this breakwater is to provide wave protection for the safe launch and retrieval of vessels at the public ramp and hand launching area, based on the findings of research assessing the safest options for the site and public users.
- 5.6 The proposed fixed breakwater will be located on the eastern side of the main waterfront area, in front of the public ramp. It has been oriented and configured to protect the public ramps from the prevailing south through to southwest winds, so that vessels can be safely retrieved in most weather conditions.
- 5.7 The breakwater layout seeks to encourage safe boating speeds and direct boating traffic to avoid conflict between powered and unpowered craft. Buoys, lights and signage will also be installed to further enhance navigation safety.
- 5.8 The safety of facility users and the public is of paramount importance and the proposed breakwater is based on technical advice and modelling data outlining where the best protection can be offered. However, further testing of the proposed breakwater layout will be carried out if the development plan is approved to ensure the safety of users groups.

Launching Ramps

- 5.9 Well designed and constructed ramps are essential for the safe launch and retrieval of all types of watercraft, from powered vessels through to waka and windsurfing boards. The draft Naval Point-Te Nukutai o Tapoa Development Plan sees a range of improvements to the public ramp already in place, as well as the addition of a hand launch ramp for non-motorised vessels (waka, dingy's, kayaks etc).
- 5.10 The public ramp is nearing the end of its life and will be rebuilt and widened to four lanes, to increase capacity and improve protection for people and craft. Jetties will be built alongside the ramps to enable easier launch and retrieval of vessels and allow more vessels to use the ramp during peak times. Furthermore, the angle of the ramp will be adjusted in order to improve vessel circulation and reduce conflict between powered and non-powered vessels.
- 5.11 A new public hand launch ramp is also included in the plan to provide safer and separated launching for hand launch watercraft such as waka, stand up paddle boards and small sailing boats.
- 5.12 The windsurfing ramps will be retained in their current location and with parking retained for user convenience.
- 5.13 The Naval Point Club Lyttelton (NPCL) ramp will remain a club asset and will be operated and maintained by the club. Club members will also be able to use the public ramp, protected by the breakwater, for safe retrieval in the case of bad weather conditions arising.
- 5.14 The Coastguard ramp and building are to be located to the west of the public ramp, in a position to allow direct access onto the water and improve emergency response times. This location also recognises the opportunity to provide safety messaging, oversight and education to the public and boating community.

Magazine Bay Marina

- 5.15 The Magazine Bay Marina is located to the south side of the reclamation at Naval Point-Te Nukutai o Tapoa and was constructed in the 1980s by the Lyttelton Harbour Board. A plan to create a much larger 400-berth floating marina in this same location, protected by continuous floating breakwater units, was initiated in the late 1990s. The breakwater protection was in the process of being strengthened when it was destroyed in a storm event in October 2000, which also claimed 33 boats.

- 5.16 A renewed and expanded inner harbour marina was constructed by LPC in 2018 at Te Ana, which is available for public use and offers a much more sheltered position from weather events and coastal conditions.
- 5.17 The Magazine Bay Marina is owned by Christchurch City Council and currently provides berthage to seven berthholders who pay the Council for use of this facility. A significant amount of the marina structure is in poor condition and during 2020 the Council has been repairing the inner sections (closer to land) – which offer better protection from coastal conditions and have provided space for the remaining berthholders until the future plans for the asset can be confirmed.
- 5.18 As a part of the Draft Naval Point-Te Nukutai o Tapoa Development Plan, staff are recommending the reduction of the structure to one finger or walkway and closure of the Magazine Bay Marina, when all existing licences have come to an end.
- 5.19 The licences held by the berthholders are grouped into three categories. These are as follows:
- 5.19.1 One fixed berth licence which is due to expire on 13 March 2031:
 - 5.19.2 Four monthly licences which either party (ie the Council or the licensee) is able to terminate on giving 1 months' notice:
 - 5.19.3 Two 'historical licences' held by an estate, where the estate is now required to apply for new licences from the Council (which will be monthly licences should they be granted).
- 5.20 Following the expiry of the licences, it is proposed that Walkway A be retained and made available for public use as a jetty. This will allow for recreational uses, such as temporary tie up for certain size vessels, fishing and swimming. Walkway A would not be available for berthage licences, and the current facility as a marina would effectively be closed.
- 5.21 Due to the condition of the outer parts of the Marina, the demolition of Walkways B – E is recommended. Currently the north side of finger C is also being maintained for existing licensed berth holders only.
- 5.22 The future of the marina is a Council decision.

Art and Sculpture

- 5.23 Working in partnership with Te Hapū o Ngāti Wheke, Council sculptural opportunities are being explored across the site in line with the Cultural Narrative. A Design Guideline document will be prepared to provide specific details and information on the expression of the cultural features across the site and in the form of carvings, site furniture, paving patterns gateway features.

Haulout

- 5.24 Haulout facilities currently exist at Naval Point-Te Nukutai o Tapoa and are run by Naval Point Club Lyttelton. Haulout facilities are critical to the ongoing presence of larger recreational vessels (i.e. sailing yachts and launches) in Lyttelton. Without a haulout facility, these vessels cannot be easily maintained, which needs to be done on an annual basis. Strong feedback was received on this issue during the consultation.
- 5.25 The development plan does not include a haulout facility on the Council-owned land at Naval Point-Te Nuku-tai o Tapoa because there is not enough space and due to the exposed location of the site to wind and weather. The Council has been working with our partners (Environment Canterbury, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu and Lyttelton Port Company) to find a potential alternative site for a haulout facility in Whakaraupō/Lyttelton Harbour.

Additional Land

- 5.26 The Council and LPC have been in discussion for a number of years on the acquisition of additional land for recreational use at Naval Point-Te Nukutai o Tapoa. Council is looking to include land to the north of the existing boat storage yard, the former rail corridor for pedestrian access and a section of Charlotte Jane Quay. The additional land would provide a better configuration of the site and ultimately make it safer and more accessible to users and the wider public.
- 5.27 Feedback from the 2019 consultation overwhelmingly supported an option that involved the acquisition of land from LPC for public use as a part of the Naval Point-Te Nukutai o Tapoa Development Plan.
- 5.28 Based on that feedback, the draft development plan includes the acquisition of 1.2 hectares of land from Lyttelton Port Company (LPC) to enable its delivery.
- 5.29 To offset the cost of acquiring this land, Council intends to dispose of 1.7 hectares of roads to LPC comprising Cyrus Williams Quay, George Seymour Quay and Charlotte Jane Quay. These roads were recommended for closure to the public in the 2016 Quantitative Risk Assessment (QRA) due to the risks associated with the nearby oil tank operations and are all surrounded by land owned by LPC.
- 5.30 The road stopping will require a separate process under the Local Government Act 1974 which the Council must follow. This will allow for a period of objections and there is a possibility that the objections could be determined by the Environment Court.

Access, circulation and parking

- 5.31 The nature of recreational use at Naval Point-Te Nukutai o Tapoa mean that most users will access the site in a car, many with a trailer. Well-designed access roads, with vehicle circulation and parking are critical to the function and use of the site.
- 5.32 The draft development plan maintains existing access as well as proposing new access roads. It also provides for a range of parking options to suit the diverse needs of the site's users.
- 5.33 Access and parking is also considered in relation to the Quantitative Risk Assessment analysis, which looks to minimise the risk of the oil tanks operation.
- 5.34 The development plan proposes including pedestrian connections through the site along key routes and to further connect to walkways beyond Naval Point-Te Nukutai o Tapoa, including the Head to Head Walkway and Cass Bay. To ensure pedestrian safety, further detailed work will be carried out with each stage of works to confirm pedestrian connection locations and layouts. This work needs to consider the site's industrial nature as well as its recreational use.

Buildings and Facilities

- 5.35 A significant aspect of the development plan is the consideration and location of buildings and facilities on the site to support marine and recreational uses.
- 5.36 The Council's approach is to encourage partnership and combined facilities where possible to enable efficient use of land. This is especially important with respect to recreational facilities, which are often unused for much of the time. Combined facilities also help to minimise the double up of amenities such as toilets, change facilities and meeting spaces.
- 5.37 Currently there are a number of leases and licences for use of public land across the site. All licences and leases will need to be updated and clarified for user groups, including rules around sub-leasing and public access.
- 5.38 Currently there is one central toilet block located adjacent to the public ramp. For the purpose of the plan the toilet facilities will remain shown in the current locations. Moving forward, the

Council will be working with stakeholder groups to develop partnership arrangements for the construction of toilets, showers and change facilities on site. The location of new toilet facilities will be determined as a part of the detailed future planning for the site.

Marine Rescue Centre Trust (Canterbury Coastguard and Naval Point Club Lyttelton)

- 5.39 The Marine Rescue Centre Trust is a joint venture being considered between Naval Point Club Lyttelton and Canterbury Coastguard and will be privately funded. It was formed to replace their respective earthquake damaged buildings with a single multi-purpose facility and to promote education and marine recreation. The inclusion of the Wharewaka as a part of the building is currently being considered and will be more fully developed in subsequent stages of work.
- 5.40 The Marine Rescue Centre Trust has been located adjacent to the public ramp and the rigging area and is proposed to be a multi-storey building that provides offices and meeting spaces on the upper floor. The location of the building recognises the important role for boating safety and education as well as providing unimpeded public amenity access for the site. Further detail on the building and exact location will be developed moving forward to ensure it meets these objectives.

Wharewaka

- 5.41 Following the Tuia 250 celebrations event in December 2019 there has been interest in the development of a Wharewaka for the storage and display of waka at Naval Point-Te Nukutai o Tapoa. The proposed building will potentially create storage for club waka as well as include a waka repair area and housing for waka with specific cultural/Rūnanga significance. Discussions on the location of the Wharewaka are underway between the Council and the Marine Rescue Centre Trust, who are considering how to best use the space and share facilities.

Lyttelton Recreation Grounds

- 5.42 Space has been provided for rugby and football at Naval Point-Te Nukutai o Tapoa since the 1950's in recognition of the site being the only flat recreation land available in Lyttelton for the community.
- 5.43 The development plan proposes a reorientation of existing rugby and football fields on the site to allow for the addition of a centralised access road into the site. Risk assessments associated with the neighbouring oil tanks have identified the need to make changes to the location of the existing rugby pavilion and parking.
- 5.44 The existing sports pavilion was constructed in the 1950's and will be relocated due to risks identified through the Quantitative Risk Assessment and proximity to the oil tanks. The rebuild of the sports pavilion will be through the project and includes changerooms and showers to support the local rugby and football clubs. The opportunity to further provide public toilets in this location through the rebuild will also be advanced.

Scout Den

- 5.45 The Scout building is to remain in its current location and adjacent to the sports fields. The existing site works well for core activities, storage of gear and in providing open space for outside activities. The existing Leyland cypress trees adjacent to the building will also be retained, although they will require arboricultural review to ensure their continued health given the redevelopment to the sportsfields to the north.

Fishing Platforms and steps to the water

- 5.46 The construction of two fishing platforms along the eastern shoreline of Naval Point-Te Nukutai o Tapoa is proposed to provide ready access to the water and stopping points for the public.

Leases and licences

- 5.47 There are currently a number of leases and licences for use of public land at Naval Point-Te Nukutai o Tapoa. Many of these have been in place since the time of the Lyttelton Harbour Board (pre-1989) and prior to the amalgamation of the Banks Peninsula District Council with the Christchurch City Council in 2006.
- 5.48 As part of the Naval Point-Te Nukutai o Tapoa Development Plan, Council will be developing new leases and licences for all user groups looking to use the land. This process will begin following the approval of the Draft Naval Point-Te Nukutai o Tapoa Development Plan.
- 5.49 As a part of this process the following steps are required:
- Council staff support the development of a leasing plan for the site that identifies areas for use by the individual groups, recognising the current use and any proposed agreements. This will include the proposed Marine Rescue Centre Trust building located close to the public ramp. Given the proposed prominent location of this building a set of design guidelines will be required as a part of the leasing plan to ensure open and public access through this area and across the site.
 - Following approval of the Development Plan, negotiations will commence with Canterbury Coastguard who require confirmation that a lease may be granted in order for them to secure funding for the facility.
 - A new lease will be negotiated with Scouts New Zealand for the existing Lyttelton Sea Scout building.
 - Other individual user groups will need to prepare an application to utilise the available areas, including a plan showing the configuration of any buildings, structures and storage facilities.
 - Applications will then be reviewed by Council staff to determine if the proposed usage complies with the development plan and to assess whether the user groups are viable entities
 - The Property Consultancy Team will negotiate and conclude leases and licences with the various groups. This will include reporting to the Te Pātaka o Rākaihautū/Banks Peninsula Community Board to approve the granting of such leases and licences and any public consultation required under section 138 of the Local Government Act.
 - Officers are seeking the recommendation of the Community Board to grant approval to the Manager Property Consultancy to negotiate and conclude leases to Canterbury Coastguard through the Marine Rescue Centre Trust and Scouts New Zealand on adoption of the Officer Recommendations in paragraph 2 of this report.
- 5.50 A number of user groups have identified the desire to hold events on the site (large and small). It is recognised that these events may mean reduced public use during the time of the events. The detail of this will be worked out in the overall leasing plan for the site, which will be subject to Community Board and Council approval.

Future site management

- 5.51 A plan for ongoing management and control of the site is critical to the redevelopment of Naval Point-Te Nukutai o Tapoa and its proposed investment. This will be done through an Operational Plan that will set the guidelines for use, working relationships between lease/license holders and the Council, maintenance and management responsibilities and also a process for considering regular daily or seasonal activities and special events.
- 5.52 The plan will be developed with partners, key stakeholders and user groups to provide a clear management framework for the use of the site – ensuring that the needs of both lease or license holders, recreation groups and the public are met.
- 5.53 This will include investigation into the establishment of a management group including representation by all site users to support communications between user groups and the Council for best site management moving forwards and for staging and site development for the proposed development plan.
- 5.54 The decision affects the following wards/Community Board areas:
- 5.54.1 Banks Peninsula Ward

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The recommendation of the report is consistent with the following Community Outcomes:
- 6.1.1 *Resilient communities: Safe and healthy communities;*
- 6.1.2 *Liveable city: Sustainable suburban and rural centres*
- 6.1.3 *Healthy environment: Healthy water bodies; and*
- 6.1.4 *Prosperous economy: Great place for people, business and investment; and*
- 6.1.5 *Modern and robust city infrastructure and community facilities*
- 6.2 The recommendation will also help achieve the Council's Strategic Priority *Accelerating the momentum the city needs* and is consistent with the Christchurch Visitor and Infrastructure Strategies.
- 6.3 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 6.3.1 Activity: Recreation, Sport, Community Arts & Events
- Level of Service: 7.0.2.2 Provide well used facility based recreational & sporting programmes & activities - The number of participants using multipurpose recreation & sport centres, outdoor pools &stadia at least 4.32 million (subject to meeting Covid19 H&S requirements)

Policy Consistency / Te Whai Kaupapa here

- 6.4 The decision is consistent with Council's Plans and Policies, specifically Action C6 of the Lyttelton Master Plan concerning Naval Point amenity improvements and redevelopment; and Objectives 3.3.1, 3.3.9, 18.2.1 and 18.2.1.3aiii of the Christchurch District Plan regarding enabling recovery and facilitating the future enhancement of the district and provision of, and access to, high quality public open space and recreation opportunities. In respect to activities, buildings and structures within open spaces, the latter objective specifically supports the existing function of Naval Point and maintaining public access to recreational boating activities and facilities.

- 6.5 Implementation of the Naval Point Development Plan will also assist in achieving Council policies such as its Parks and Waterways Access Policy.
- 6.6 The decision is also consistent with Section 5.6 of the Lyttelton Port Recovery Plan (LPRP), which acknowledges that Naval Point is an important recreational asset for greater Christchurch and that the Council's commitment to prepare a development plan for the area supports Goals 2 and 3b of the LPRP concerning Ngāi Tahu values and aspirations for Whakaraupō/Lyttelton Harbour and improving recreational facilities and opportunities.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.7 The decision does involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 6.8 Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga holds mana whenua and are kaitiaki of Whakaraupō/Lyttelton Harbour where Naval Point-Te Nukutai o Tapoa is located. Areas of significance to Ngāti Wheke in the vicinity include Ōhinehou, Te Ana o Huikai, Tapoa and also a number of significant peaks.
- 6.9 Naval Point-Te Nukutai o Tapoa is located on reclaimed land within the wider landscape of Whakaraupō/Lyttelton Harbour. Ngāti Wheke have had longstanding settlement, occupation and use of the harbour which is valued for a range of traditional and contemporary uses associated with mahinga kai, tauranga waka, navigation and access.
- 6.10 This area is also recognised as being a part of the Whaka-Ora Healthy Harbour Plan, which sets the vision of restoring the ecological and cultural health of the harbour and is a partnership of five organisations – Environment Canterbury, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Christchurch City Council and Lyttelton Port Company.
- 6.11 Naval Point-Te Nukutai o Tapoa and all of Whakaraupō/Lyttelton Harbour are of great cultural significance. Christchurch City Council (CCC) and Te Hapū o Ngāti Wheke have been working in partnership on the proposed future development at Naval Point-Te Nukutai o Tapoa for a number of years. In recognition of this, in 2019-20, representatives from Ngāti Wheke worked to develop a Cultural Narrative Report that identifies and explores mana whenua values, to ensure that they are reflected and respected in the draft development plan.
- 6.12 The name Te Nukutai o Tapoa has been gifted to Naval Point by Te Hapū o Ngāti Wheke. This name references the extended coast of Tapoa.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.13 The project will work within the principles of the Whaka-Ora Healthy Harbour plan which sets the vision of restoring the ecological and cultural health of the harbour for generations to come. Opportunities already identified for improvement of harbour health through this project include improving the stormwater quality discharging from the site, incorporating habitat for mahinga kai species in the breakwater structures and reducing effects of existing structures on tidal flows.
- 6.14 The Council will continue to investigate the potential environmental effects of the development proposal, both during construction and for its long term operation. Staff are working with leading experts and Te Hapū o Ngāti Wheke to help us understand and develop best practise ways to avoid, mitigate or manage environmental effects.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.15 There are no specific accessibility considerations associated with this decision. The draft Naval Point Development Plan looks to improve accessibility and recreational opportunities which will be further explored in subsequent design phases.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 The implementation of the Naval Point Development Plan is estimated at \$27.0M.
- 7.2 The delivery of the project is anticipated to be funded in stages over a number of years, with priority on providing key marine access structures such as the public ramp, breakwater and initial site access improvements.
- 7.3 Proposed funding includes: the establishment of the haulout; development of marine and recreational facilities; upgraded utilities and services; rockfall and hazard upgrades; environmental improvements and pedestrian access and public realm improvements.
- 7.4 The Naval Point-Te Nukutai o Tapoa Development Plan was supported in the 2018 – 2028 LTP with \$10.65 M for the planning and first stages of the construction of this project.
- 7.5 Approval of the plan will enable stakeholders, such as Canterbury Coastguard and Lyttelton Rugby, to pursue funding opportunities that are dependent on the Council providing a vision for the site.
- 7.6 Council will continue to work with recreation and sports groups to find opportunities for co-location opportunities for toilet and shower facilities and facility sharing overall in order to make the best use of both Council and private club funding across the site and to minimise the number of single-purpose buildings.
- 7.7 Funding for the upgrades to the Lyttelton Recreation Grounds, the rebuild of the rugby pavilion /changerooms and the reconstruction of the toilet block located by the public ramp is not included within the \$27.0M and is included in Parks sports fields and toilet block renewal budget requests in the 2021-2031 LTP.
- 7.8 The proposed budget for Naval Point-Te Nukutai o Tapoa does not include funding for facilities for stakeholder or recreation groups, including the Marine Rescue Centre Trust (Naval Point Club Lyttelton and Coastguard Canterbury), the proposed Wharewaka, Lyttelton Rugby Club, the demolition of site building and facilities not owned by the Council, the demolition of buildings or relocation costs and potential environmental remediation resulting from current use of the site.
- 7.9 Adoption of the Naval Point-Te Nukutai o Tapoa Development Plan does not commit the Council to implementing the plan's proposed actions. Adoption of the draft plan will indicate the Community Board's willingness to progress further investigation and apply for funding through the LTP. However, there is no certainty that proposed actions will be approved for inclusion in the 2021-2031 LTP.
- 7.10 In terms of Opex, following the approval of the draft Naval Point Development Plan, an Operational Plan for the ongoing management and control of the site will be prepared. The Operational Plan will set the guidelines for use, working relationships between lease / license holders and the Council, maintenance and management responsibilities and also a process for considering regular daily or seasonal activities and special events. The Operational Plan will also include maintenance costs associated with the implementation of the development plan. High level forecasts suggest that Council's maintenance / ongoing cost commitment will initially be comparable to the current levels required. Additional OPEX costs will be required in future years and as additional infrastructure has been developed on site and community use increases. This would be subject to future LTP approval.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 The report is principally about the overall vision for the area.
- 8.2 The Council resolved in 2017 that the Banks Peninsula Community Board has the decision-making authority in respect of the Naval Point Development Plan.
- 8.3 The Council holds decision-making authority in relation to the closure of the Magazine Bay Marina. Council officers have delegated authority to acquire land on behalf of the Council provided any acquisition is within their financial delegations and is in accordance with the Long Term Plan. The Council has previously made delegations with respect to road stopping (to Community Boards and staff) and these delegations continue to apply.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.4 To date, the Legal Services Unit, in conjunction with its external advisers, has undertaken a legal analysis of the licences associated with the Magazine Bay Marina, and the Council's ability to close the Marina in the future should it choose to do so.
- 8.5 Further legal work will be required if the Development Plan is adopted and the Council proceeds with the road stopping proposals and the acquisition of land from LPC. Decisions on these matters will need to be made in accordance with legislation such as the Local Government Acts 1974 and 2002, and in accordance with existing delegations that apply. The Council cannot predetermine the road stopping process or other subsequent decisions.
- 8.6 This report has been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The decisions in this report are not expected to incur a significant risk.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Naval Point Draft Development Plan 2020 - Attachment to report 30 November 2020	27

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not Applicable	

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Kristine Bouw - Project Manager
Approved By	Darren Moses - Manager Capital Delivery Community Kay Holder - Manager Regional Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Te Nukutai o Tapoa **Naval Point**

Draft Development Plan 2020

Attachment A Item 7



ccc.govt.nz/naval-point

Christchurch
City Council 

Acknowledgements

We would like to thank the many people who have engaged with us over the last three years for their assistance and input into the preparation of the Draft Naval Point-Te Nukutai o Tapoa Development Plan 2020.

We acknowledge that the Naval Point-Te Nukutai o Tapoa site is highly valued by many different individuals, groups and organisations, who all use it for varying reasons. Finding a way forward to meet the many competing wants and needs for the development of the area has been enjoyable and challenging, and we thank you all for your valuable input.

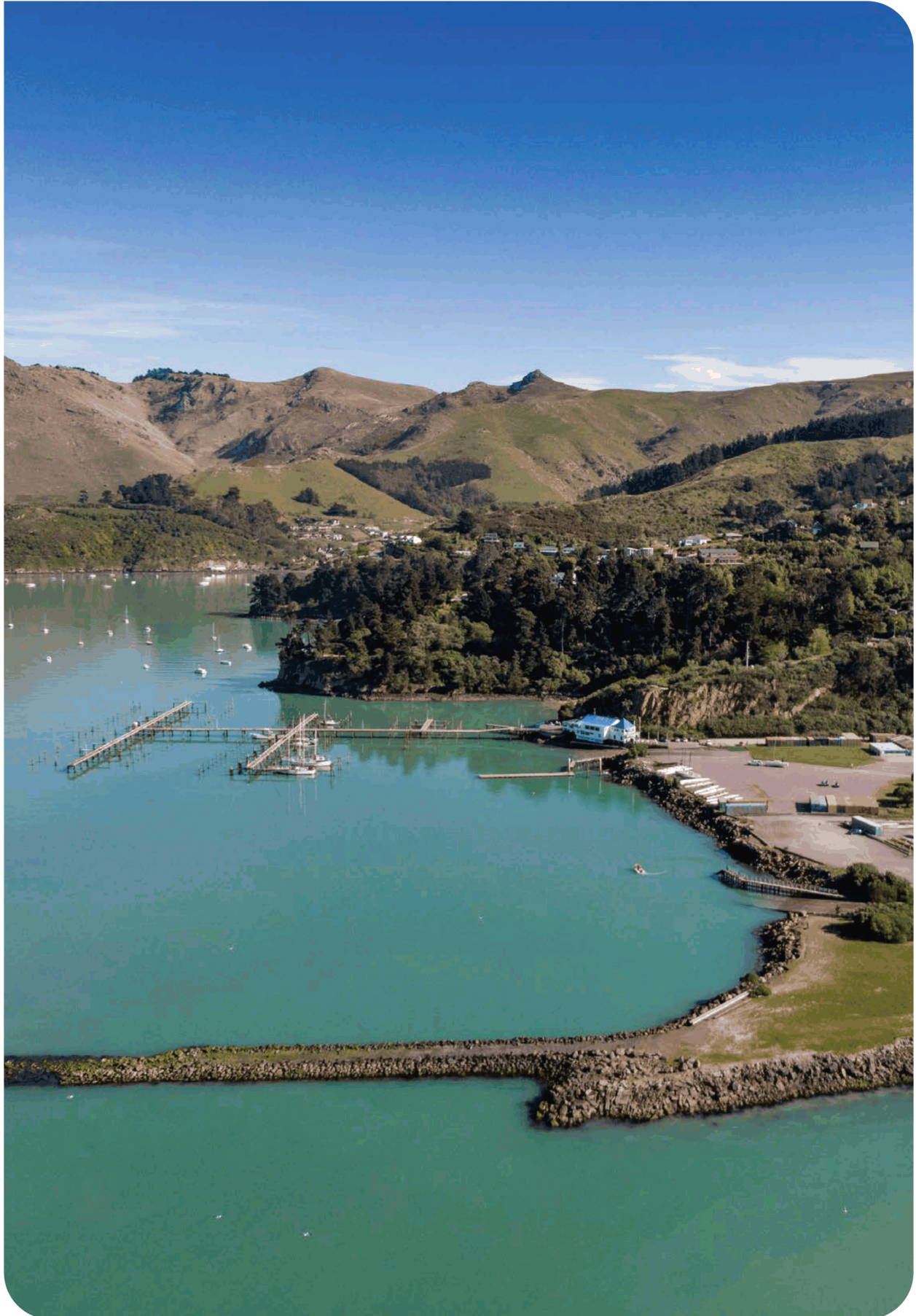
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Contents

Acknowledgements and copyright	2	Maps and plans	28
Introduction	5	Proposed actions	30
Background and purpose	6	Marine protection (breakwater) and navigation safety	30
Cultural significance	8	Boat ramps	31
History of use	12	Magazine Bay marina reconfiguration	32
Land ownership	13	Rigging area	33
Site physical characteristics	14	Boat storage	33
Our approach	16	Haulout	34
Community engagement and feedback	16	Additional land	35
How we developed the plan	17	Access, circulation and parking	36
Stakeholders and user groups	18	Buildings and facilities	37
Timeline	19	Landside recreation	38
Planning framework	20	Leases and licences	38
Zoning	20	Future site management	39
Project funding	22	Environmental stewardship	39
Implementation plan	23	Long Term Plan (LTP) disclaimer	39
The development plan	24	Supporting documents, reports and information	39
Vision	25		
Overview	26		





Introduction

Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga holds mana whenua and are kaitiaki of Whakaraupō/Lyttelton Harbour where Naval Point-Te Nukutai o Tapoa is located. Areas of significance to Ngāti Wheke in the vicinity include Ōhinehou, Te Ana o Huikai, Tapoa and also a number of a number of significant peaks.

Naval Point-Te Nukutai o Tapoa is located on reclaimed land within the wider landscape of Whakaraupō/Lyttelton Harbour. Ngāti Wheke have had longstanding settlement, occupation and use of the harbour which is valued for a range of traditional and contemporary uses associated with mahinga kai, tauranga waka, navigation and access.

Naval Point-Te Nukutai o Tapoa is an important marine and recreational asset for Lyttelton and the region, and is one of the few all-tide water access points for Christchurch and is one of a few public haulout facilities in the South Island. The area is also one of the only flat recreation areas in and around Whakaraupō/Lyttelton and acts as a natural draw for the public.

This area is also recognised as being a part of the Whaka-Ora Healthy Harbour Plan, which sets the vision of restoring the ecological and cultural health of the harbour and is a partnership of five organisations – Environment Canterbury, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Christchurch City Council and Lyttelton Port Company.

Today, the Council-owned land at Naval Point-Te Nukutai o Tapoa includes just over 9.2 hectares which borders land owned and operated by Lyttelton Port Company (and their commercial leases).

Naval Point-Te Nukutai o Tapoa and Magazine Bay is the home to many recreational groups who lease and use Council land including Naval Point Club Lyttelton (NPCL), Coastguard Canterbury, Lyttelton Sea Scouts, Canterbury

Windsports Association and waka ama groups. The site is also used by Lyttelton rugby and football clubs associated with the Lyttelton recreation grounds as well as a number of formal and informal marine recreational and other community-based organisations. It is a popular public boat launching facility and the surrounding waters are used for a wide range of recreational water sports including yachting, power boating, windsurfing, waka ama, standup paddle boarding, jetskiing, kayaking and swimming.

There is also considerable other recreational activity which includes dog walking, land based fishing, and connecting to other walking tracks that follow the coast towards Corsair Bay and beyond.

There is high interest in improving Naval Point-Te Nukutai o Tapoa and redeveloping it to better suit the needs of its users, while making it more accessible to the wider public. This draft development plan is key to providing a clear vision and pathway for redevelopment of the area.

Naval Point-Te Nukutai o Tapoa is located on reclaimed land within the wider landscape of Whakaraupō/Lyttelton Harbour. Ngāti Wheke have had longstanding settlement, occupation and use of the harbour which is valued for a range of traditional and contemporary uses associated with mahinga kai, tauranga waka, navigation and access.



Background and purpose

Much of Lyttelton was severely damaged by the 22 February 2011 earthquake. To guide the township's recovery and rebuild, the Council worked together with the community to develop the Lyttelton Master Plan (LMP).

During the LMP engagement process a large number of concerns were raised over the condition of Naval Point-Te Nukutai o Tapoa and its facilities, which had been ongoing for a number of years. Recognising that Naval Point-Te Nukutai o Tapoa is home to a range of important recreational and marine community groups and facilities, the LMP proposed a range of improvements to the area.

Adopted in June 2012, the LMP provided for some relatively fast, short-term improvements, made in collaboration with the Lyttelton Port Company. The LMP also recognised that in the long term a more comprehensive, consultative planning process would be required in order to redevelop Naval Point-Te Nukutai o Tapoa for the betterment of the boating community and the wider public.

The need for a Naval Point-Te Nukutai o Tapoa Development Plan was again identified through the Lyttelton Port Recovery Plan in 2015.

The long-term planning process began in 2014 when the Council began re-engaging with Naval Point-Te Nukutai o Tapoa stakeholders. Formal consultation was carried out in 2014, 2017 and 2019, with ongoing discussions carried out with stakeholders during this period. In addition, background reports were carried out to understand various aspects, such as cultural values, archaeological significance and suitable options for marine protection.

All of this work has enabled the Draft Naval Point-Te Nukutai o Tapoa Development Plan to be created. Its purpose is to guide and advocate for the ongoing development of Naval Point-Te Nukutai o Tapoa by establishing a long-term vision, identifying issues and opportunities, and setting prioritised actions for future development.

Its purpose is to guide and advocate for the ongoing development of Naval Point-Te Nukutai o Tapoa by establishing a long-term vision, identifying issues and opportunities, and setting prioritised actions for future development.

Together, we look forward to Naval Point-Te Nukutai o Tapoa becoming a place where everybody can play on, around and connect to the water.



Naval Point Development Plan Project Boundary

Cultural significance

Naval Point-Te Nukutai o Tapoa and all of Whakaraupō/Lyttelton Harbour are of great cultural significance. Christchurch City Council (CCC) and Te Hapū o Ngāti Wheke have been working in partnership on the proposed future development at Naval Point-Te Nukutai o Tapoa for a number of years. In recognition of this, in 2019-20, representatives from Ngāti Wheke worked to develop a Cultural Narrative Report that identifies and explores manawhenua values, to ensure that they are reflected and respected in the draft development plan.

Manawhenua

Ngāi Tahu Whānui are the iwi who hold manawhenua over a large portion of Te Waipounamu/the South Island. Naval Point-Te Nukutai o Tapoa and the Magazine Bay Marina fall within the ancestral lands and the takiwā of Ngāti Wheke, and the wider Naval Point-Te Nukutai o Tapoa coastline is within a Ngā Tūranga Tūpuna area.

The Naval Point-Te Nukutai o Tapoa area is significant due to the longstanding settlement, occupation and use of the harbour by Ngāti Wheke and their tūpuna of Ngāi Tahu, Ngāti Mamoe and Waitaha. Key cultural narratives associated with the area include kōrero auaha/creation traditions, kōrero ahikaaroa/settlement and occupation, and ngā ara wheke/traditional trails.

Key historic and contemporary uses

Historically, the craggy hill and coastal environment of Whakaraupō provided Ngāti Wheke with an abundance of birds, fish and natural resources. The ability to practice mahinga kai, and most significantly the health and abundance of kai moana, is of central importance to Ngāti Wheke culture and identity. Mahinga kai literally means to work (mahinga) the food (kai) and is a key reason Ngāti Wheke chose to settle the area, why they remain today, and why it continues to be a great place to live and visit.

In more recent times, the use of waka, particularly modern waka ama, has continued to have a powerful presence at Naval Point-Te Nukutai o Tapoa. Ngāti Wheke support the continued presence of waka ama along the shoreline as it is a direct connection to the traditional values of Ngāti Wheke.

Values and themes

In order to steer Naval Point-Te Nukutai o Tapoa's future design and development, and form a bridge between historical narratives and contemporary outcomes, the key values associated with the Naval Point-Te Nukutai o Tapoa area have been summarised into five themes:

- Tūhonotanga/Interface Between Water and Land
- Tauranga Waka/Contemporary Landing Site
- Tūtohu Moana/Expression Of Seascape
- Tūtohu Whenua/Expression Of Landscape
- Ahi Kā/Expression Of Mana Whenua

These themes, supported by pakiwaitara (traditional narratives) and historical events provide a basis for the appropriate and meaningful expression of Ngāti Wheke values in the future design and development of the Naval Point-Te Nukutai o Tapoa area.

Gifting of the name Te Nukutai o Tapoa

The name Te Nukutai o Tapoa has been gifted to Naval Point by Te Hapū o Ngāti Wheke. This name references the extended coast of Tapoa.

Tapoa is a traditional name referring to a specific natural landscape feature, which in the case of Naval Point is Erskine Point and the former headland that protruded into the water before the site was extended by reclaimed land.

The intent of the name Te Nukutai o Tapoa is to recognise the fact the reclamation area is not natural and that some of the rocks and other material used to make the site come from the original Tapoa.

Including Tapoa in the name for the Naval Point area also upholds the mana of that original name and the remaining natural landscape feature – the headland or rocky cliff directly behind the Naval Point Club Lyttelton clubhouse.

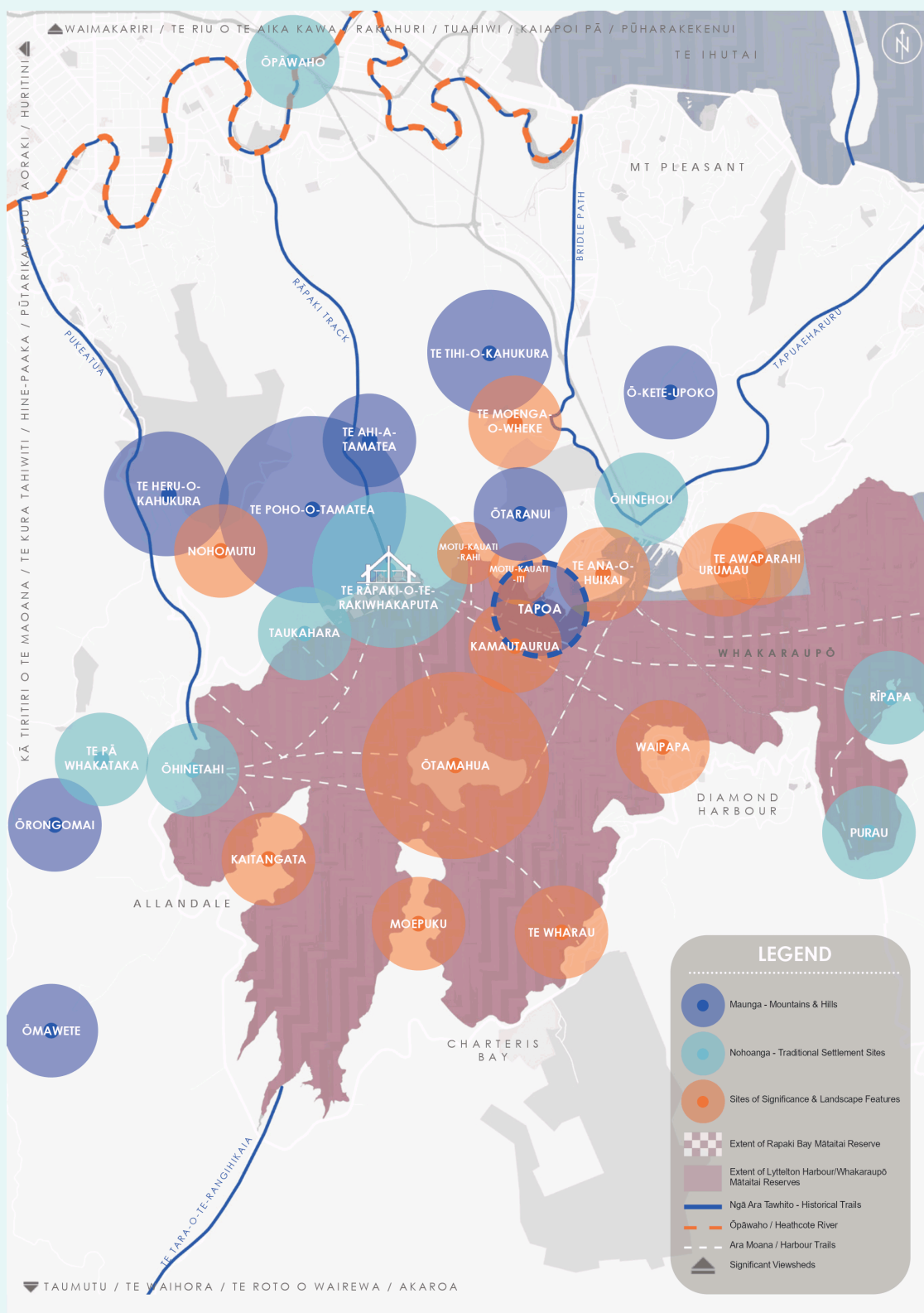
“For us the health and well-being of manuhiri to this area is a primary concern, manaakitanga would dictate that they have a safe and welcoming place to go. This is reflected in the Māori whakatauki -

He aha te mea nui o te ao
What is the most important thing in the world?
He tangata, he tangata, he tangata
It is the people, the people, the people.”

Yvette Couch-Lewis, Te Hapū o Ngāti Wheke Kaitiaki



Te Nukutai o Tapa Cultural Values, Themes and Opportunities for Expression



Naval Point and surrounds sites of cultural significance

Ngā Wāhi Hira / Sites of cultural significance

Key culturally significant sites associated with the Naval Point Area include:

- **Ōhinehou** - located on the former foreshore towards the Lyttelton township end of the Dampier Bay area, near the entrance of the Road Tunnel. Ōhinehou was a key kāinga/settlement and mahinga kai area. The kāinga is acknowledged today through the Ōhinehou pou at Sutton Reserve. Ōhinehou is also known to refer to the stream and gully in Lyttelton, formally known as Salts Gully.
- **Te Ana o Huikai** – located within a small bay in an area now reclaimed and hidden behind large fuel storage tanks. Traditionally, it was known as a sheltered rest area used for waka coming in and out of the harbour. It is known to be associated with Huikai of Koukourārata, whom is said to have utilised the bay. The bay, also formerly known as Cliff Cove or Sandy Bay, was a popular swimming area for the people of Lyttelton, particularly after the initial reclamation of Dampier Bay in the 1870s.
- **Tapoa** - noted as 'The Fort at Erskine Point' when recorded by James Stack in the 1890's when working with Ngāi Tahu informants, including Teone Taare Tikao. Research shows that over time, due to the reclamation blurring the traditional coastline, the name Tapoa has been moved on official maps from Erskine Point - the point directly behind the current Naval Point Club House - to Senior Point, the point between Magazine Bay and Motu-kauati-iti/Corsair Bay. The name is also understood to be associated with a former reef that extended from Erskine Point and noted for a local variety of tio (oyster).
- **Motu-kauati-iti** - located at Corsair Bay, this is known as the 'little fire-making tree grove'. Motu-kauati translates to mean "it is warm inside the bush but cold outside" – an indication that these bays were used for refuge from the exposed and harsh weather conditions of the harbour.
- **Motu-kauati-rahi** - translating as 'the great fire-making tree grove', this bay is located at modern day Cass Bay. Te Rakiwhakaputa named this bay after the thick kaikōmako that grew here. Kaikōmako was a small tree harvested as the softer of the two woods needed when lighting fires through friction. The other wood needed was either mahoe or pate.
- **Kamautaurua** - is the reef located in the harbour between Tapoa and Ōtamahua and was once a preferred mahinga kai site for the people of Ngāti Wheke. The general decline in quantity and quality of mahinga kai species throughout the harbour has meant the highly valued sources of kūtai (mussel), kina (sea urchin), tio (rock oysters) and pāua are no longer gathered here.
- **Ōtamahua** - translating to mean 'the place where children (tama) collected seabird eggs (hua)', Ōtamahua/Quail Island is the largest island in Whakaraupō and an important source of mahinga kai; including kaimoana (seafood) and manu (birds). Despite various attempts by Ngāti Wheke and the people of Rāpaki to retain ownership over Ōtamahua, the island has been Crown or privately owned since 1849; it is currently managed by Te Papa Atawhai (the Department of Conservation). From Naval Point a number of significant peaks are also visible including: Ō-kete-upoko, Tauhinu-korokio (Mt Pleasant), Ōtaranui, Te-Poho-o-Tamatea, Te Heru-o-Kahukura (Sugarloaf), Ōrongomai (Cass Peak), Ōmawete (Coopers Knob) and Te Ahu Pātiki (Mt Herbert).

History of use

What we know today as Naval Point-Te Nukutai o Tapoa is reclaimed land. In 1910, construction of a rock bund was begun in the harbour, encircling the proposed reclamation; this was then gradually filled in with dredge soil. By 1925, a total of 29 hectares of reclaimed land had been completed. With no flat ground available for a sporting field there was community support for the setting aside of a recreation reserve. The use of the field as early as 1930 for hockey clubs and local schools for sport days.

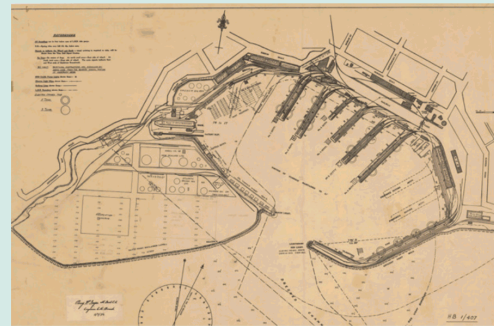
Recreational boating facilities were established on the reclaimed land at Naval Point-Te Nukutai o Tapoa in the 1950s. The rocky point at the eastern edge of the reclamation was levelled in 1956 to construct the current Naval Point Club Lyttelton clubhouse, slipway and wharf. The public ramp and landside recreation ground were constructed around the same time.

Today, boaties using the public ramp are Naval Point-Te Nukutai o Tapoa's largest user group. The Naval Point Club Lyttelton has its clubrooms at Naval Point-Te Nukutai o Tapoa, as do the Lyttelton Sea Scouts. The Canterbury Coastguard uses the site as a base for its operations. A number of other clubs who aren't based at Naval Point-Te Nukutai o Tapoa use the facilities there, including the Canterbury Outboard Boating Club and Canterbury Classic and Traditional Boats, both of which hold events in the harbour.

Shore based fishing at Naval Point-Te Nukutai o Tapoa is limited to the boating breakwater and a fishing platform behind the bulk liquid tanks. There is also a swimming area for public and open water swimmers on the northern side of the Magazine Bay Marina, with connections to nearby popular Corsair Bay.

Landside recreation has also long been a feature of the area, with large flat playing fields offering a place for sports teams to practice and play. Current land-based recreation is centred around the existing Lyttelton Recreation Grounds and includes active rugby and football clubs and the Scout den.

The community have identified Naval Point-Te Nukutai o Tapoa as having heritage significance to them. It is a vital part of Lyttelton's sporting, recreational and maritime heritage. There are many stories associated with people, events, organisations and clubs at Naval Point-Te Nukutai o Tapoa, which are part of the town's social and cultural history.



Lyttelton Harbour, c.1936. (Image: LHB c.1936, supplied by Lyttelton Port Company).



The bathing shed and caretaker's cottage at Sandy Bay in 1895. (Image: Lyttelton Museum ref 14625.109).



The cliff face being quarried for the wall around the reclamation, c.1911. (Image: Lyttelton Museum ref 14985.111).



Barker's Bay, 1897, Weekly Press.

Croydon Lass is shown on John Grubb's slipway. Centre foreground is Grubb's workshop. The Weekly Press, 27 January 1897, Photo CD 10, IMG0039, CCL.

Who owns the land within the Naval Point- Te Nukutai o Tapoa area?

Naval Point-Te Nukutai o Tapoa sits within the statutory and Kaitaki role of Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga and they hold manawhenua for the site.

The Christchurch City Council-owned land at Naval Point-Te Nukutai o Tapoa includes 9.2 hectares of land within the 1909-1925 reclamation area. It also includes the existing recreation fields zoned as Open Space Community Parks Zone in the Christchurch District Plan and the waterfront area to the south of the reclamation and adjacent to Magazine Bay. The Council also owns some roads to the east of the recreation area, within the bulk liquids storage terminal.

The remaining land is owned by Lyttelton Port Company and is used for marine and industrial use. It is zoned as Specific Purpose (Lyttelton Port) Zone in the Christchurch District Plan.



Naval Point Land Ownership Plan



Site physical characteristics

Ground contamination

A number of historical industrial and coastal activities have been undertaken at Naval Point-Te Nukutai o Tapoa. These have led to instances of land contamination, as associated with Hazardous Activities or Industries List. There is a clear set of rules and processes around managing land contamination, and the Council will be following all required steps in order to manage any associated risks.

Geotechnical

The 2010-2011 Canterbury Earthquake Sequence resulted in debris from the rock formation behind the Naval Point clubhouse striking the back wall of the building.

Between 2011 and 2013 temporary rockfall mitigation was undertaken on the rockface above the club building, including scaling the rockface and removing unstable concrete parts of the Naval Point gun emplacement. A concrete block wall was also installed between the Naval Point Club building and the cliff, and signage warning of rockfall was installed. An existing bund adjacent to the carpark and accessway was extended and joined to the concrete wall. Monitoring equipment was installed on the cliff face and gun emplacement.

The Naval Point clubhouse was put into the highest risk category, primarily based on the height of the rock face directly north of the building and potential debris travel distances. The Canterbury Coastguard building was inspected in 2020 and no large-scale instability was observed, however ongoing erosion and fretting of small rocks is evident.

A recent rockfall hazard assessment was completed to review the rock formation to the west of the site and along the reclamation boundary of Naval Point-Te Nukutai o Tapoa has identified some necessary mitigation works to support the redevelopment proposal. These works include the removal of some unstable material and the extension of the existing bund.

Quantitative Risk Assessment (QRA)

A QRA was undertaken in 2016 in association with the Oil Company Tank Farms immediately to the east of Naval Point-Te Nukutai o Tapoa. This QRA identified risk contours based on a range of incident scenarios at the tank farm.

Higher risk areas were identified where the public is in close proximity to the tank farm or tanker access (purple and red contours on the plan on the next page). These risk areas include parts of the recreational ground; the public roads running east-west between the different storage facilities alongside the tank farms; parking areas where pipelines are located; and the section of Godley Quay which runs north-south along the western side of the bulk storage facilities.

The risk assessment has played an important factor in the layout of the site and is a the reason why the Sports Pavilion is being relocated to the south side of the rugby fields. The Council will be looking to further implement additional safety measures identified in the QRA, including parking restrictions and road closures as a part of enforcing the safety of the site.

It will also continue working with the Oil Company Tank Farms on the public safety aspects of the site as work occurs on subsequent design phases of the development plan.





Our approach

We have worked with users of the site and the wider community to help create the Naval Point-Te Nukutai o Tapoa Development Plan. Engagement was carried out in 2014, 2017 and 2018 in order to understand user needs and create a set of shared objectives. Background research was reviewed and relevant assessments were also undertaken.

Two development options, each with slightly different elements, were released for public consultation in July 2019. More than 300 submissions were received, with the following key themes voiced.

These themes are listed below in order of the number of submissions addressing each matter.

- Need for a haulout for vessel maintenance. Also there was a desire for a DIY maintenance facility including a gantry.
- Retention of the Scout den.
- A breakwater was strongly supported, and the following points were to be considered:
 - A larger protected area was preferred;
 - Concerns about congestion and conflicts between power and sail craft;
 - Appropriate widths for boats entering and exiting the protected area;
 - Concerns that breakwater will restrict unpowered sailboat access to the Naval Point Club Lyttelton (NPCL) ramp;
 - Support for a fixed (not floating) type breakwater; and
 - Make sure water depth suits all vessels.
- Retention of the trailer yacht storage area, with the same or greater capacity as it has now.
- A dinghy rigging area is needed and needs to be big enough to cater for increasing demand.
- A hand launching ramp was desired, but needed to be well separated from the club ramps, have a solid surface and have a directly adjacent rigging area.
- Overall there was support for acquiring additional land to support a larger development area.
- The Coastguard ramp should be designed so it does not obstruct access for sailing vessels.
- Support for greater pedestrian links within the site and to surrounding areas, with safety a key consideration.
- Desire for the area to be functional, not a park-like setting.

- Most respondents wanted to retain the shoreward section / Walkway A of Magazine Bay Marina.
- There was little support for a playground or picnic area located on the point south of the public ramp
- A range of views on the combined Naval Point Club Lyttelton (NPCL) / Coastguard building; strongest message was to move it away from the shoreline. Some concerns about how it would affect traffic flow and parking.
- Some respondents thought the recreation ground size should be reduced to provide additional marine facilities and spend less money on this aspect; others supported an increase in size and proposed development.
- A start box was needed along the southern shoreline for racing.
- The retention of a windsurf rigging area was supported, and upgraded facilities (i.e. washdown) and parking were desired.
- Concerns were raised about freedom camping on the site, and impacts of that activity on the site's amenities. Equally some felt the site was ideally suited to providing for freedom camping and associated facilities.
- The need for good, safe access from the trailer boat storage area to NPCL ramp.
- A higher capacity public ramp with appropriate water depth was supported, better facilities to aid launching and retrieval were desired
- Dinghy storage areas are supported, and proximity to rigging areas were desired.
- Security and access systems needed, as are toilet facilities.

Based on submissions, more detailed technical reports and the practical design constraints provided by the site, the Draft Naval Point-Te Nukutai o Tapoa Development Plan was developed. This plan is a melding together of the supported sections of both options, with necessary compromises for space and design constraints. The development plan also looks to change the site to areas of predominately public open space.



Based on submissions, more detailed technical reports and the practical design constraints provided by the site, the Draft Naval Point-Te Nukutai o Tapoa Development Plan was developed.

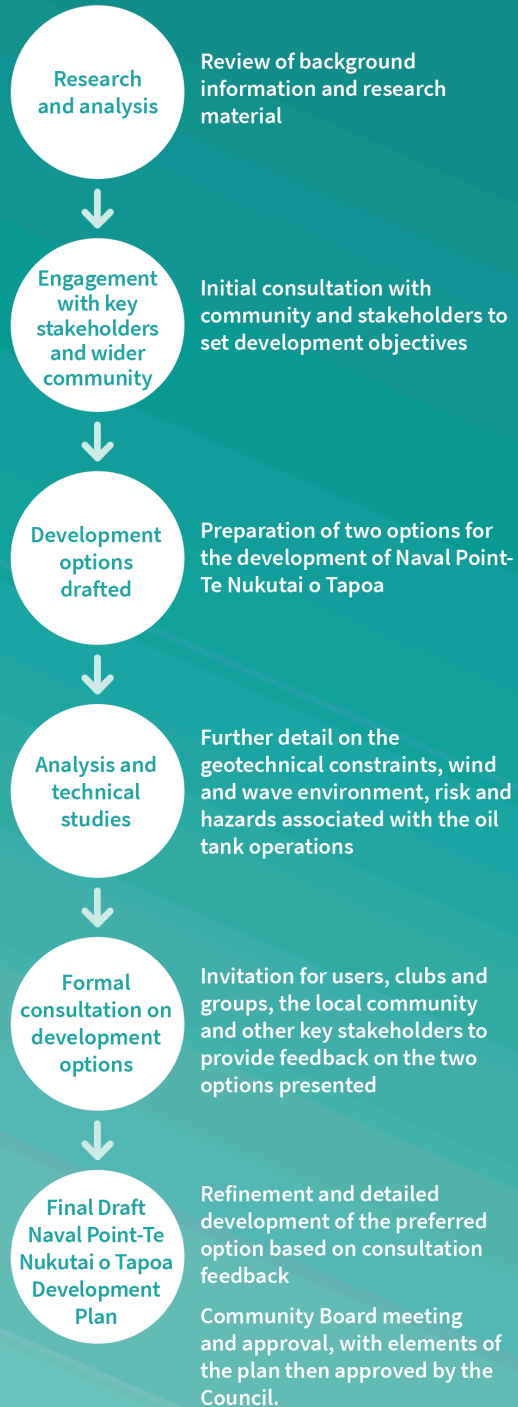


Option One (from 2019)



Option Two (from 2019)

How we developed the Draft Naval Point-Te Nukutai o Tapoa Development Plan



Stakeholders and user groups

Naval Point-Te Nukutai o Tapoa has an extensive list of groups and organisations who tenant or regularly use the site. The needs of these users, along with community feedback, have been key drivers in the development plan – along with making the area more accessible to the wider public.

Key statutory project partners and organisations:

Te Pātaka o Rākaihautū/Banks Peninsula Community Board

Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga

Lyttelton Port Company Limited

Environment Canterbury

Department of Conservation

Community groups / other stakeholders:

Naval Point Club Lyttelton

Naval Point Marine and Rescue Centre Trust

Coastguard Canterbury

Canterbury Trailer Yacht Squadron

Lyttelton Sea Scout Group

Lyttelton Recreation Ground Reserves Management Committee

Lyttelton Rugby Club

Lyttelton Soccer Club

Project Lyttelton Youth Groups

Canterbury Rugby Football Union

Mainland Football

Sport Canterbury

Thornycroft Torpedo Boat Museum

Waka Goups (Te Waka Pounamu, Waitaha, Tipu Taitama Voyaging Trust, Kai Ngaru, Dare / Bluelight, Aoraki Voyaging Trust, Te Awa Haku)

Canterbury Wind Sports Association

Magazine Bay Marina Berth Holders

Recreational Boating Users Forum

Canterbury Triathlon Club

Ocean Swimming

Canterbury Triathlon Club

Canterbury Jet Sports Club

NZ Power Boat Association

Naval Point Boat Safety Group

Canterbury Yachting Association

Surf Life Saving NZ

Arawa Canoe Club

Open Water Swimmers

Canterbury Harbour Master

Lyttelton (and wider harbour) Residents Association

Stark Brothers

MT Marine

Pegasus Fishing



Timeline

2017
-18

A series of community and stakeholder events were initiated to establish user needs. Feedback was sought through a wide range of drop-in sessions, workshop events, site surveys, Have Your Say consultation and discussions with user groups. Further consultation was undertaken with Te Hapū o Ngāti Wheke, Naval Point Club Lyttelton and other key stakeholders.

Following this engagement, a set of objectives was formed:

- To provide safe, public open space.
- To improve public access (pedestrian, cycle and vehicle) through the Naval Point-Te Nukutai o Tapoa area and to adjacent public areas including the Te Ana Marina Development and Lyttelton township.
- To improve and provide facilities that provide for the safe access and use of Lyttelton Harbour.
- To provide and improve recreational facilities including the Lyttelton Recreation Ground.
- To provide and improve public facilities including car and boat parking areas, boat launching facilities, boat wash facilities, storage and rigging areas, public toilets, changing facilities and showers.
- To recognise, provide and enhance cultural values and heritage values.

In addition, reports were commissioned to assess the area for things such as cultural values, risks, ground contamination, archaeological significance and how it fits into the bigger plan for sport in Greater Christchurch.

Council delegated authority for decision making on the development plan to the Banks Peninsula Community Board in November 2017, with the exception of the future of the Magazine Bay Marina. The development of a new haul out will also be a Council decision.

2019

Based on further research and engagement, two development options were produced showing high-level proposed improvements to Naval Point-Te Nukutai o Tapoa. Both options were released for public feedback.

Between 27 June and 28 July 2019, 307 submissions were received on the development options for Naval Point-Te Nukutai o Tapoa. A range of preferences were expressed, reflecting the diverse number and type of users that operate at the site. Feedback was sorted into a number of themes, and prioritised according to the number of comments made about that theme.

Remnant piles from the Magazine Bay Marina were removed.

2020

Further engagement with Ngāti Wheke, stakeholders and site users was undertaken and a Draft Naval Point-Te Nukutai o Tapoa Development Plan was developed for approval by the Banks Peninsula Community Board and Christchurch City Council. The draft development plan, which brings together the preferred elements from both options presented to the public and including further investigations, is presented in this document.

Remnant pontoons that were sitting on the Naval Point-Te Nukutai o Tapoa site were removed.

Planning framework

This draft development plan has been prepared with reference to a number of key policy and research documents, including:

- Te Tiriti o Waitangi/Treaty of Waitangi
- Local Government Act 2002
- Resource Management Act 1991
- National Policy Statements and Environmental Standards
- Regional Policy Statement 2013
- Regional Land and Water Plan (reprinted 2020)
- Regional Coastal Plan, reprinted 2020
- Christchurch City Council Long Term Plan 2018–28 (LTP)
- Christchurch District Plan
- Port Lyttelton Plan, December 2014 and Lyttelton Port Recovery Plan/Te Mahere Whakarauora I te Pūaha o Ōhinehou, November 2015;
- Mahaanui Iwi Management Plan 2013
- Whakaora Healthy Harbour Plan 2018
- Physical Recreation and Sport Strategy 2002
- Public Open Space Strategy 2010
- Proposed Sports Facilities Network Plan
- Canterbury Spaces and Places Plan, Sport Canterbury 2017
- Cultural Values Report for the Naval Point-Te Nukutai o Tapoa area 2017 and Cultural Narrative 2020

Zoning

The public land at Naval Point-Te Nukutai o Tapoa is owned fee simple by the Christchurch City Council, except for the Lyttelton Recreation Ground which is gazetted as a Recreation Reserve. The Council-owned land is zoned in the Christchurch District Plan (2017) as a mixture of Open Space Community Parks Zone and Open Space Metropolitan Facilities Zone.

Council-owned land is bordered primarily by LPC Specific Purpose (Lyttelton Port) Zone.

What are the main differences between the open spaces zones?

Open Space Community Parks Zones are essentially parks and anticipate minor facilities in relation to sports fields, playgrounds and public toilets. These are places where open space and recreation is provided primarily through the intrinsic amenity values rather than specific infrastructure.

Open Space Metropolitan Facilities Zones anticipate large recreational facilities (land and buildings) to provide for large scale recreation activities. At Naval Point-Te Nukutai o Tapoa these facilities are likely to include:

- Marine recreation facilities
- Car parking
- Enhanced public access to the Coastal Marine Area
- An enhanced coastal environment
- Capacity for multifunctional use and provision for co-location of complementary or compatible activities
- Capacity to host city, regional, national and international events which provide entertainment to residents and visitors

The importance of open space

The Christchurch District Plan specifically refers to Naval Point-Te Nukutai o Tapoa, in objective 18.2.1.3 (a) (iii), saying it should retain its existing function and maintain public access to recreational boating activities. This objective seeks to maintain the predominance of open space through control of activities, building and structures within the space. It also seeks to keep the zone in line with the character of heritage and natural setting of Banks Peninsula townships and settlements.

Specific Purpose (Lyttelton Port) Zone recognises functional areas for port operational areas to provide for a range of port and ancillary activities and allows for the redevelopment of land for marine infrastructure with enhanced public access and connectivity between the Lyttelton township, the residential areas and Naval Point-Te Nukutai o Tapoa.



Naval Point Christchurch District Plan Zoning

Project funding

Naval Point-Te Nukutai o Tapoa is a long term development plan and will be staged over time and as funding becomes available through Long Term Plan processes.

The delivery of the project is estimated to be \$27M. It includes the establishment of the haulout, development of marine and recreational facilities, upgraded utilities and services, rockfall and hazard upgrades, environmental improvements and pedestrian access, and public realm improvements.

Council will further be working with recreation and sports groups to find co-location opportunities to minimise the number of single-purpose buildings and maximise Council and private funding. Council will also be looking for grant funding to support the project where possible.

Funding for the upgrades to the Lyttelton Recreation Grounds, the rebuild of the rugby pavilion and changerooms and the reconstruction of the toilet block located by the public ramp is currently unfunded and will be subject to future LTP budget approval.

The proposed budget for Naval Point-Te Nukutai o Tapoa does not include funding for facilities for stakeholder or recreation groups, including the Naval Point Marine and Rescue Centre Trust (Naval Point Club Lyttelton and Coastguard Canterbury), the proposed Wharewaka, Lyttelton Rugby clubrooms, the demolition of buildings and facilities not owned by the Council, relocation costs and potential environmental remediation resulting from current use of the site.

Implementation plan

Projects identified in the Naval Point-Te Nukutai o Tapoa Development Plan will be staged over time, beginning with key marine access and safety structures such as the public ramp, breakwater, haul out and initial site access improvements.

Other priorities include environmental improvements and opportunities for implementing the cultural interpretation of the site as a part of public realm improvements (site furniture and paving, sculpture, carvings).

The priorities for the staging of funding and projects will be agreed with the Community Board as funding becomes available. High-level estimates based on initial planning work are provided in the table below.

Component	Description	Total
Priority 1 - Environmental, public safety and partnership		
A	Haulout Yard	\$1,450,000
B	Initial site access/parking improvements	1,250,000
C	Handlaunching ramp and Rigging Area	\$2,030,000
D	Rebuild of existing public boat ramp	\$3,625,000
E	New Fixed Breakwater, Removal of Existing Breakwater and Partial Removal of Marina	\$7,625,000
F	Rockfall Hazard Work	\$680,000
G	Public Realm Improvements (site furniture, sculpture)	\$550,000
Priority 2 - Access, services, circulation and parking		
H	Upgrades to existing seawall and rock armour	\$1,000,000
I	Site Services	\$1,180,000
J	Pedestrian improvements, access and landscaping	\$2,550,000
K	Roading Upgrades	\$2,650,000
L	Later site Parking / Parking Lots	\$2,000,000
TOTAL		\$26,590,000

Note: Costs are estimates only and based on high-level planning work

The development plan

We want to make Naval Point-Te Nuku-tai o Tapoa a water-focused public space providing access to Whakaraupō /Lyttelton Harbour for everyone to enjoy, while also improving existing onsite recreational assets.

Benefits of developing the area will include:



Recognition of its cultural significance



Naval Point-Te Nuku-tai o Tapoa becoming an improved regional recreation facility



Safer boating facilities and improved access to Whakaraupō/Lyttelton Harbour



A new home for the Coastguard and Naval Point Club Lyttelton



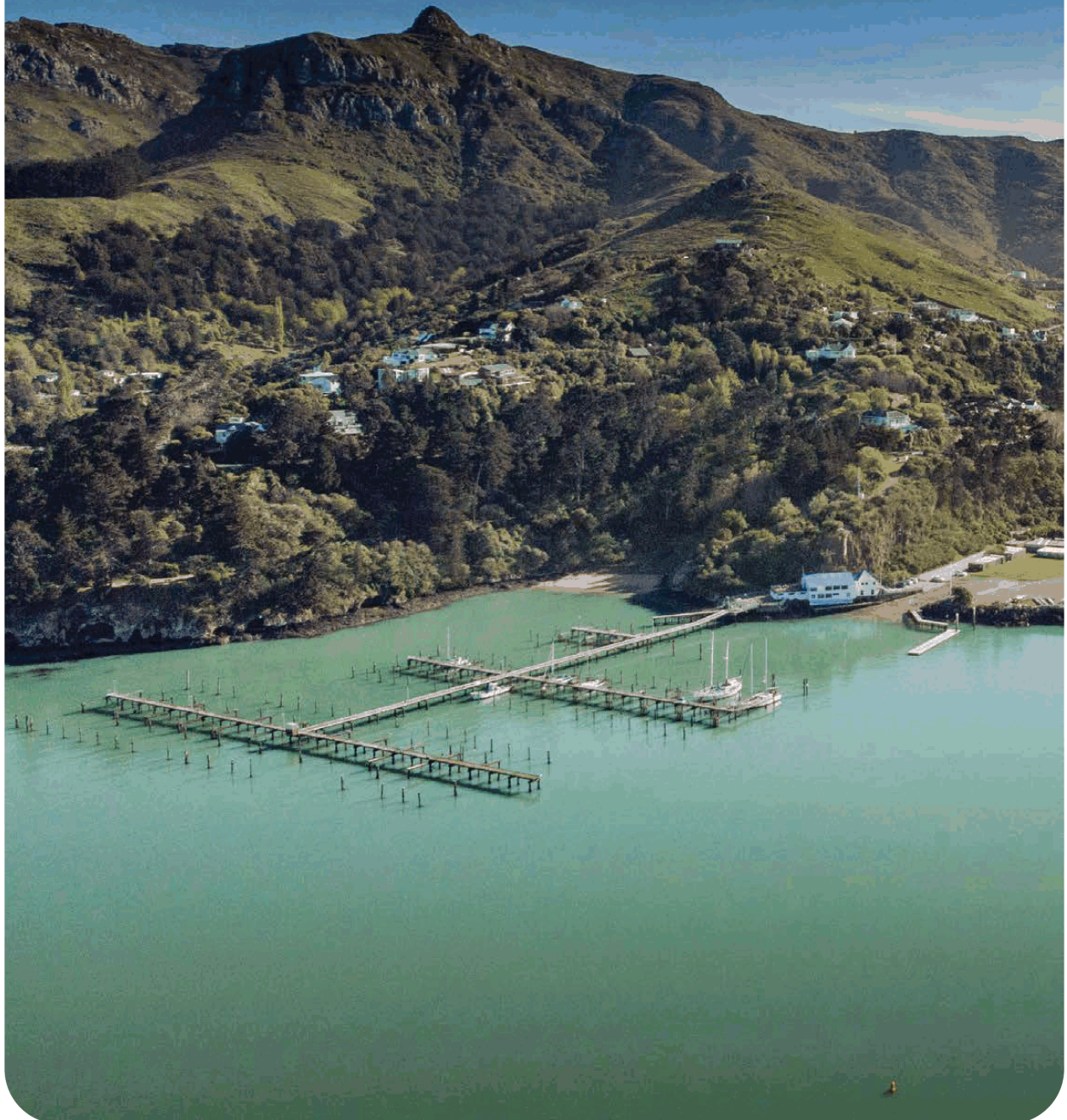
Improvements to recreation and sporting facilities located at the Lyttelton Recreation Ground



Improvement of public access (pedestrian, cycle and vehicle) to and throughout Naval Point-Te Nukutai o Tapoa.

Vision:

**Naval Point-Te Nukutai o Tapoa:
a place where everybody can enjoy
being on and around the water.**



Plan overview

The development plan sets a vision for the future of the site and looks to arrange key infrastructure and activities – both marine and land-based - as well as providing public access. It needs to be flexible for different users; addressing recreation needs and safety as well as allowing for future growth and change.

This is not a simple or easy balance to strike and the implementation of the development plan will involve change and compromise from all users.

The development plan is not a detailed design plan. Further investigation and detailed design will be required for all elements prior to construction.

The current plan acknowledges that further detailed site planning will be required to finalise individual building locations and facilities for recreational user groups. This detail will be provided through leasing and licensing processes and building design guidelines.

Key features of the draft development plan



Waterfront

- A reorganised waterfront area that makes it easier and safer for the public to access the water for a range of marine and recreational uses.
- The upgrade and potential relocation of existing haulout facilities, subject to ongoing discussions, to make more space available for public and recreational uses.
- The potential redevelopment of a haulout in Lyttelton's inner harbour providing an updated facility with sound environmental controls.
- The expansion of the public ramp to four lanes and addition of tie off structures for each lane, for improved safety and ease in launching and retrieval of vessels.
- The addition of a public hand launching ramp for non-motorised craft including waka, stand up paddle boards, small sailing boats and other hand launch craft.
- The phased reduction of the Magazine Bay Marina, with one finger of the structure retained for public and recreational use – such as swimming, fishing, diving.
- The construction of a fixed breakwater to enable safe vessel launch and retrieval, and provide additional protection for landside assets.



Site Access and Amenities

- Removal of some fencing and barriers to create a more publicly open and accessible site.
- A circular access route off Charlotte Jane Quay, allowing better access to and through the site.
- Improved pedestrian connections along Godley Quay, the rail corridor and the waterfront.
- The addition of further parking areas, to meet high traffic volumes during peak times.
- Council acquisition of 1.2 hectares of additional land for improved site access and configuration.
- Reconfigured access and parking to improve safety through greater separation from tank farm.
- Improved toilet, shower and wash down facilities.
- The location of onsite fixtures, including benches, bins and cycle racks, to be determined during detailed design stages.



Existing users

- A single, new combined building to house the Naval Point Club Lyttelton, Coastguard and Coastguard boat storage.
- Discussion is underway with waka ama groups regarding the development of a Wharewaka at Naval Point-Te Nuku-tai o Tapoa.
- The addition of a ramp for the Coastguard to improve emergency response times.
- The retention of the Naval Point Club Lyttelton ramp and tie off in its existing location.
- Retention of the existing Scout building.
- Discussions are underway with Magazine Bay Marina berth holders regarding the reduction of the facility, aside from one finger which will be retained for public use, and impact on them. The long-term future of the marina is a decision that will be made by the Council (elected members).



Recreation Grounds

- The reorientation of Lyttelton Recreation Ground, to provide increased parking for users and a new central accessway into the site to the west of the existing recreation ground.
- The relocation of the Rugby Club pavilion to the south of the existing field.
- The provision of space for a multi-use court allowing youth sporting opportunities, with the exact function to be determined by the Lyttelton community in consultation with the Council's sport and recreation teams.



Maps and plans

The following plans show conceptual locations for different user groups and activities on the site, with final space allocation to be determined when detailed design plans are finalised.





Draft Naval Point Development Plan Activity Areas



Proposed actions

The details in this section of the draft development plan are intended to provide a vision for the site. They are not part of a detailed design plan.

Once the plan is approved and funding is confirmed, staff will begin to work through the staging and implementation of the specific plan elements. Thorough and detailed plans, which include stakeholder and user group input, will be developed for each specific stage of the plan as it is progressed.

Marine protection (breakwater) and navigation safety

A primary objective of the Naval Point-Te Nukutai o Tapoa Development Plan is to enable safer public access to and from Whakaraupō/Lyttelton Harbour. This objective was identified early in the development process by a wide range of community members and stakeholders.

In order to help achieve this objective, the construction of a fixed breakwater forms a key element of the Draft Naval Point-Te Nukutai o Tapoa Development Plan. The purpose of this breakwater is to provide wave protection for the safe launch and retrieval of vessels at the public ramp and hand launching area, based on the findings of research assessing the safest options for the site and public users. Protection of the private Naval Point Club Lyttelton ramp is not seen as a Council responsibility, and is not included in the development plan.

The proposed fixed breakwater will be located on the eastern side of the main waterfront area, in front of the public ramp. It has been oriented and configured to protect the public ramps from the prevailing south through to southwest winds, so that vessels can be safely retrieved in most weather conditions.

Temporary berthing will be provided for behind the breakwater while people are waiting to use the ramp, but permanent berthing will not be permitted.

The breakwater layout seeks to encourage safe boating speeds and direct boating traffic to avoid conflict between powered and unpowered craft. Buoys, lights and signage will also be installed to further enhance navigation safety. The breakwater's relatively small footprint means it will have a minimal impact on the cultural and ecological values of Naval Point-Te Nukutai o Tapoa and the wider area that it connects to within Whakaraupō/Lyttelton Harbour.

The safety of facility users and the public is of paramount importance and the proposed breakwater is based on technical advice and modelling data outlining where the best protection can be offered. However, further testing of the proposed breakwater layout will be carried out if the development plan is approved to ensure it is the best possible option.

To improve the protection provided by the new breakwater and reduce barriers to water flow into the upper harbour, the existing breakwater that extends straight into the harbour will be shortened and reshaped into a westerly curve.

Issues identified during 2019 consultation	Proposed action
Unsafe launch and retrieval during southerly winds	Construction of breakwater to provide wave protection
Existing breakwater constricts water flow into upper harbour	Remove end of breakwater and reshape
Navigation safety	Installation of appropriate buoys, lights and signage to direct traffic and enhance navigation safety
Access to existing NPCL private ramp for unpowered sailing craft, including the higher speed less stable sailing dinghies	Layout the breakwater to maintain the existing approach angles for the predominant wind direction



Boat ramps

Well designed and constructed ramps are essential for the safe launch and retrieval of all types of watercraft, from powered vessels through to waka and windsurfing boards. The draft Naval Point-Te Nukutai o Tapoa Development Plan sees a range of improvements to the ramp already in place, as well as some additional ramps and features.

The public ramp is nearing the end of its life and will be rebuilt and widened to four lanes, to increase capacity and improve protection for people and craft. Pontoons or jetties will be built to enable easier launch and retrieval of vessels and allow more vessels to use the ramp during peak times. Furthermore, the angle of the ramp will be adjusted in order to improve vessel circulation and reduce conflict between powered and non-powered vessels.

The draft development plan also includes the construction of a new public hand launch ramp. Located towards the centre of the main waterfront for safe launch and retrieval of hand launch watercraft such as waka, stand up paddle boards and small sailing boats.

The windsurfing ramps will be retained in their current location, with the addition of an adjacent parking area for user convenience.

The Naval Point Club Lyttelton (NPCL) ramp will remain a club asset and will be operated and maintained by the club. Club members will also be able to use the public ramp, protected by the breakwater, for safe retrieval in the case of bad weather conditions arising.

The Coastguard ramp and building are to be located to the west of the public ramp, in a position to allow direct access onto the water and improve emergency response times. This location is also recognises the opportunity to provide safety messaging, oversight and education to the public and boating community.

Issues identified during 2019 consultation	Proposed action
Current public ramp nearing end of life and too small for periods of peak demand	Rebuild ramp with a four-lane ramp
Addition of hand launch ramp could cause conflict between powered and non-powered	Rebuild the public ramp at different angle to direct vessel traffic away from hand launch ramp
Construct tie off structures between lanes on the ramp to separate users	Installation of appropriate buoys, lights and signage to direct traffic and enhance navigation safety
Safe access to vessels and ease of launching	Build structures (pontoons/jetties) for each ramp lane to provide easy launch/retrieve and safe access to vessels
Potential congestion for vessels milling around behind breakwater during busy periods	Provide structures behind breakwater to allow vessels to wait while trailer is positioned
Safe launching for unpowered craft, away from powered craft	Construct a public hand launching ramp separate to the main public boat ramp
NPCL has specific needs for hand-launching of specialised sailing craft	Allow in the design and consent for the NPCL to build a private hand launching ramp near the NPCL ramp

Magazine Bay Marina reconfiguration

The Magazine Bay Marina is located to the south side of the reclamation at Naval Point-Te Nukutai o Tapoa and was constructed in the 1980s by the Lyttelton Harbour Board. A plan to create a much larger 400-berth floating marina in this same location, protected by continuous floating breakwater units, was initiated in the late 1990s. The breakwater protection was in the process of being strengthened when it was destroyed in a southwesterly storm event in October 2000, which also claimed 33 boats.

A renewed and expanded inner harbour marina was constructed by LPC in 2018 at Te Ana, which is available for public use and offers a much more sheltered position from weather events and coastal conditions.

The Magazine Bay Marina is currently owned by Christchurch City Council and provides berthage to seven berthholders who pay the Council for use of this facility. A significant amount of the marina structure is in poor condition and during 2020 the Council has been repairing the inner sections (closer to land) – which offer better protection from coastal conditions and have provided space for the remaining berthholders until the future plans for the asset can be confirmed.

As a part of the Draft Naval Point-Te Nukutai o Tapoa Development Plan, staff are recommending a the closure of the “Magazine Bay Marina”, when all existing licences have come to an end – with the last one dated to expire in 2031, and the creation of a jetty.

It is proposed that Walkway A be retained and made available for public use as a jetty. This will allow for recreational uses, such as temporary tie up for certain size vessels, fishing and swimming. Walkway A would not be available for berthage licences, and the current facility as a Marina would effectively be closed.

Due to the condition of the outer parts of the Marina, the demolition of Walkways B – E is further recommended. Currently the north side of finger C is also being maintained for existing licensed berth holders only.

The future of the marina is a Council decision (elected members).

Issues identified during 2019 consultation	Proposed action
The existing Magazine Bay Marina is past its useful life and starting to become a hazard	The eventual reduction and closure of the Magazine Bay Marina once the existing tenancy rights expire
The retention of a short section of the Magazine Bay Marina could be useful for passenger pick up/drop off	The retention of one finger of the marina for public use is proposed to support short-term and informal tie-up of recreational vessels at the marina. The new facility will be a jetty
Recreational use (swimming, diving etc) of the Magazine Bay Marine occurs informally now and is a desired future use if safely managed	The retention of one finger of the marina for public use is proposed, including features to support swimming and diving once the use of the marina for boat storage has ceased
Some marina users have existing licenses to berth their boats at the Magazine Bay Marina	The plan proposes to recognise existing licences, one of which expires in 2031, until their legal expiry The long-term future of the marina is a Council decision

Rigging area

Sailing dinghies, waka and other smaller vessels require an area to set up (rig) their boats prior to launching. Rigging areas ideally need to be close to both the boat ramps and parking areas, be flat and feature a mix of grass and sealed surfaces to meet the needs of different vessels and users.

The draft development plan includes a rigging area which is located close to parking areas and the hand launch ramp. The rigging area has been designed as a flexible space, with sufficient room for regular users as well as informal public use and which also allows for small events to be hosted.

Issues identified during 2019 consultation	Proposed action
Sufficient rigging space is needed to cater for normal operations and events	A 3000m2 shared rigging area for hand launched vessels is proposed
Safe and secure storage for sailing dinghies and waka is needed and should be located close to the rigging area	Storage for waka, dinghies etc is proposed to be located directly adjacent to the rigging area Specific details will be confirmed following ongoing discussions with individual user groups
The location of the rigging area should allow easy access to both public and NPCL parking areas	The plan provides for the rigging area to be served by a range of parking options
A space for holding events such as regattas is needed	The layout of the rigging area allows for a flexible space connected to the hand launch area that would allow user groups to host events
It would be desirable to have rigging areas next to both the main public ramp and the NPCL ramp	This has been considered and will be developed further during future detailed design stages
The hand launch ramp needs to include wash down facilities and be accessible for wheelchair users	To be included in detailed design

Boat storage

Due to space constraints on residential sections, many boatowners store their vessels at Naval Point-Te Nukutai o Tapoa, in the Canterbury Trailer Yacht Squadron lease yard, at the Naval Point Club Lyttelton haulout yard or within other areas leased by NPCL.

During consultation, user groups identified the need for continued, and ideally increased, boat storage space at Naval Point-Te Nuku-tai o Tapoa. Boat storage

requires large amounts of space and is fundamentally a commercial use. Notwithstanding this, the draft development plan includes some boat storage space.

Future leasing of boat storage space on Council-owned land will be subject to a public process. This will take place in subsequent stages of work following the approval of the development plan.

Issues identified during 2019 consultation	Proposed action
The ability to store trailer boats on the site, particularly trailer sailers is important for the ongoing viability of the sport	Allocation of a slightly larger area for boat storage has been included on Council-owned land, recognising the need for boat storage in and around the site
The site needs more boat storage space than is currently provided	The site has limited space and additional boat storage areas are not included in the plan Boat storage is a commercial use and presents an opportunity for future economic potential The lease of the boat storage will be subject to a public process in subsequent stages of work

Haulout

Haulout facilities currently exist at Naval Point-Te Nukutai o Tapoa and are run by Naval Point Club Lyttelton. Haulout facilities are critical to the ongoing presence of larger recreational vessels (i.e. sailing yachts and launches) in Lyttelton. Without a haulout facility, these vessels cannot be easily maintained, which needs to be done on an annual basis. Strong feedback was received on this issue during the consultation.

The development plan does not include a haulout facility on the Council-owned land at Naval Point-Te Nuku-tai o Tapoa because there is not enough space and due to the exposed condition of the site at times. The Council has been working with our partners (Environment Canterbury, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu and Lyttelton Port Company) to find a potential alternative site for a haulout facility in Whakaraupō/Lyttelton Harbour.

Issues identified during 2019 consultation	Proposed action
A haulout facility is needed to support the ongoing presence of recreational yachts and launches in Lyttelton	<p>A location in the inner harbour has been identified as a potential site for a haulout</p> <p>Council and LPC are in discussions regarding the confirmation of a long term lease on LPC land for a potential haulout yard and to find a commercial operator to run the facility</p>
The current haulout yard has tidal and weather limitations and cannot be used on weekends	A potential inner harbour haulout site would provide better all tide and all weather access than the current site, and would also provide for deeper draught vessels
Haulout yards use hazardous substance and these can be discharged into the environment	<p>Any new haulout yard will be designed with best practise discharge treatment systems</p> <p>Operational controls will also be implemented to ensure any hazardous substances are used, stored and managed correctly</p>

Additional land

The Council and LPC have been in discussion for a number of years on the acquisition of additional land for recreational use at Naval Point-Te Nukutai o Tapoa. Council is looking to include land to the north of the existing boat storage yard, the former rail corridor for pedestrian access and a section of Charlotte Jane Quay. The additional land would provide a better configuration of the site and ultimately make it safer and more accessible to users and the wider public.

Feedback from the 2019 consultation overwhelmingly supported an option that involved the acquisition of additional land from LPC for public use as a part of the Naval Point-Te Nukutai o Tapoa Development Plan.

Based on that feedback, the draft development plan includes the acquisition of 1.2 hectares of additional land from Lyttelton Port Company (LPC) to enable its delivery.

To offset the cost of acquiring this land, Council intends to dispose of 1.7 Hectares of roads to LPC comprising Cyrus Williams Quay, George Seymore Quay and Charlotte Jane Quay. These roads were recommended for closure to the public in the 2016 Quantitative Risk Assessment (QRA) due to the risks associated with the nearby oil tank operations and are all surrounded by land owned by LPC.

Stopping these road and disposing of the land will involve a separate process.

Issues identified during 2019 consultation	Proposed action
The site area is small and not all space demands can be met with the current site size. The shape of the site also constrains the efficient use of the site.	Continue discussions with LPC on the acquisition of 1.2 hectares portion of LPC land at Naval Point-Te Nukutai o Tapoa This acquisition could include exchanging some Council-owned land, currently in use as roads within the bulk liquid terminal and which are now subject to the road access and parking restrictions under the QRA.



Proposed Land Acquisition for Naval Point Development Plan

Access, circulation and parking

The nature of the recreational pursuits at Naval Point-Te Nukutai o Tapoa mean that most users will access the site in a car, many with a trailer. Well designed access roads, with vehicle circulation and parking, are critical to the function and use of the site.

The draft development plan maintains existing access as well as proposing new access roads. It also provides for a range of parking options to suit the diverse needs of the site's users.

Access and parking is also considered in relation to the Quantitative Risk Assessment analysis, which looks to minimise the risk of the oil tanks operation.

Issues identified during 2019 consultation	Proposed action
Currently there is only one access road to the site, which causes congestion at some times	Retain the existing access, whilst adding a new central access road (west of the recreation ground) and re-open the eastern access point from Godley Quay
A range of parking options are needed, for both cars and trailers	<p>Include a range of parking options, some for vehicles only, others for vehicles and trailers</p> <p>Locate vehicle and trailer parks near the public ramp and the NPCL ramp</p> <p>Increased parking to support the recreation ground</p>



Buildings and facilities

A significant aspect of the development plan is the consideration and location of buildings and facilities on the site to support marine and recreational uses.

The Council's approach is to encourage partnership and combined facilities where possible to enable efficient use of land. This is especially important with respect to recreational facilities, which are often unused for much of the time. Combined facilities also help to minimise the double up of amenities such as toilets, change facilities and meeting spaces.

Currently there are a number of leases and licences for use of public land across the site. All licences and leases will need to be updated and clarified for user groups, including rules around sub-leasing and public access.

Toilet and Shower Facilities

Currently there is one central toilet block located adjacent to the public ramp. For the purpose of the plan the toilet facilities will remain shown in the current locations. Moving forward, the Council will be working with stakeholder groups to develop partnership arrangements for the construction of toilets, showers and change facilities on site. The location of new toilet facilities will be determined as a part of the detailed future planning for the site.

Art and Sculpture

Working in partnership with Te Hapū o Ngāti Wheke, Council sculptural opportunities are being explored across the site in line with the Cultural Narrative. A Design Guideline document will be prepared to provide specific details and information on the expression of the cultural features across the site and in the form of carvings, site furniture, paving patterns gateway features.

Site Furniture

The site will require rubbish bins, planting, seats and other site furniture. These will be considered in more detail during the detailed design and construction stages.

Marine Rescue Centre Trust (Canterbury Coastguard and Naval Point Club Lyttelton)

The Marine Rescue Centre Trust is a joint venture being considered between Naval Point Club Lyttelton and Canterbury Coastguard and will be privately funded. It was formed to replace their respective earthquake damaged buildings with a single multi-purpose facility and to promote education and marine recreation. The inclusion of the Wharewaka as a part of the building is currently being considered and will be more fully developed in subsequent stages of work.

The Marine Rescue Centre Trust has been located adjacent to the public ramp and the rigging area and is proposed to be a multi-storey building that provides offices and meeting spaces on the upper floor. The location of the building recognises the important role for boating safety and education as well as providing unimpeded public amenity access for the site. Further detail on the building will be developed moving forward.

Wharewaka

Following the Tuia 250 celebrations event in December 2019 there has been interest in the development of a Wharewaka for the storage and display of waka at Naval Point-Te Nukutai o Tapoa. The proposed building will potentially create storage for club waka as well as include a waka repair area and housing for waka with specific cultural/Rūnanga significance. Discussions on the location of the Wharewaka are underway between the Council and the Marine Rescue Centre Trust, who are considering how to best use the space and share facilities.

Landside recreation

Lyttelton Recreation Ground

Space has been provided for rugby and football at Naval Point-Te Nukutai o Tapoa since the 1950's in recognition of the site being the only flat recreation land available in Lyttelton for the community.

The development plan proposes a reorientation of existing rugby and football fields on the site to allow for the addition of a centralised access road into the site. Risk assessments associated with the neighbouring oil tanks have identified the need to make changes to the location of the existing rugby pavilion and parking.

Sports pavilion

The existing sports pavilion was constructed in the 1950's and will be relocated due to risks identified through the Quantitative Risk Assessment and proximity to the oil tanks. The rebuild of the sports pavilion will be through the project and includes changerooms and showers to support the local rugby and football clubs. The opportunity to further provide public toilets in this location through the rebuild will also be advanced.

Scout Den

The Scout building is to remain in its current location and adjacent to the sports fields. The existing site works

well for core activities, storage of gear and in providing open space for outside activities. The existing Leyland cypress trees adjacent to the building will also be retained, although they will require arboricultural review to ensure their continued health given the redevelopment to the sportsfields to the north.

Fishing platforms and steps to the water

The construction of two fishing platforms along the eastern shoreline of Naval Point-Te Nuku-tai o Tapoa is proposed to provide ready access to the water and stopping points for the public.

Walkway and pedestrian connections

The development plan proposes including pedestrian connections through the site along key routes and to further connect to walkways beyond Naval Point-Te Nukutai o Tapoa, including the Head to Head Walkway and Cass Bay. To ensure pedestrian safety, further detailed work will be carried out with each stage of works to confirm pedestrian connection locations and layouts. This work needs to consider the site's industrial nature as well as its recreational use.

Leases and licences

There are currently a number of leases and licences for use of public land at Naval Point-Te Nukutai o Tapoa. Many of these have been in place since the time of the Lyttelton Harbour Board (pre-1989) and prior to the amalgamation of the Banks Peninsula District Council with the Christchurch City Council in 2006.

As a part of the Naval Point-Te Nukutai o Tapoa Development Plan, Council will be developing new and upgraded leases and licenses for all user groups looking to use the land. This process will begin following the approval of the Draft Naval Point-Te Nukutai o Tapoa Development Plan.

As a part of this process the following steps are required:

- Council staff support the development of a final plan that identifies areas for use by the individual groups, recognising the current use and any proposed agreements.
- It is proposed to develop a Marine Rescue Centre Trust adjacent to the public ramp and public hand launch ramp. In order to ensure open and public access through this area and across this site, a set of

design guidelines will be required to support a lease agreement for this building.

- Individual user groups will need to prepare an application to utilise the available areas, including a plan showing the configuration of any buildings, structures and storage facilities.
- Applications are reviewed by Council staff to determine if the proposed usage complies with the development plan and assess whether the user groups are viable entities
- Council Leasing/Property Consultancy will negotiate leases and licences with various groups. This will include reporting to the Te Pātaka o Rākaihautū/Banks Peninsula Community Board to approve the granting of such leases and licences and any public consultation required under section 138 of the Local Government Act.

A number of user groups have identified the desire to hold events on the site (large and small). It is recognised that these events may mean reduced public use during the time of the events. The detail of this will be worked out in the overall leasing plan for the site, which will be subject to Community Board and Council approval.

Future site management

A plan for ongoing management and control of the site is critical to the redevelopment of Naval Point-Te Nukutai o Tapoa and its proposed investment. This will be done through an Operational Plan that will set the guidelines for use, working relationships between lease/license holders and the Council, maintenance and management responsibilities and also a process for considering regular daily or seasonal activities and special events.

The plan will be developed with partners, key stakeholders and user groups to provide a clear management framework for the use of the site – ensuring that the needs of both lease or license holders, recreation groups and the public are met.

Environmental stewardship

It is important to the Council, Te Hapū o Ngāti Wheke and the site users that development of Naval Point-Te Nukutai o Tapoa follows best practice environmental stewardship. The project will work within the principles of the Whaka-Ora Healthy Harbour plan which sets the vision of restoring the ecological and cultural health of the harbour for generations to come. Opportunities already identified for improvement of harbour health through this project include improving the stormwater quality discharging from the site, incorporating habitat for mahinga kai species in the breakwater structures and reducing effects of existing structures on tidal flows.

The Council will continue to investigate the potential environmental effects of the development proposal, both during construction and for its long term operation. We are working with leading experts and Te Hapū o Ngāti Wheke to help us understand and develop best practise ways to avoid, mitigate or manage environmental effects.

Long Term Plan (LTP) disclaimer

Adoption of the Naval Point-Te Nukutai o Tapoa Development Plan does not commit the Council to implementing the plan's proposed actions. Adoption of the draft plan will indicate the Council's willingness to progress further investigation and apply for funding through the LTP. However, there is no certainty that proposed actions will be approved for inclusion in the 2021-2031 LTP.

Supporting documents, reports and information

All supporting documents, reports and information that have informed the Draft Naval Point-Te Nukutai o Tapoa Development Plan can be found at ccc.govt.nz/naval-point

Te Nukutai o Tapoa **Naval Point**

Draft Development Plan 2020

ccc.govt.nz/naval-point

Christchurch
City Council 

Attachment A Item 7

8. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.