DESIGN PROPOSAL
Figure 3  *The urban character of Lyttelton*
traditional medium rise terminal

existing urban form of Lyttelton township

response - none, no reaction to local conditions
 literal response, terminal as collection of small forms
response - replication

existing urban form of Lyttelton township
Paradox in scale between township, terminal and cruise ship is exciting & embraced.

Contemporary response to terminal in low rise form.

Existing urban form of Lyttelton township.

Response - architectural history and urbanistic heritage applied in master plan for waterfront development.
Figure 7  1857 Port Plan Erskine Bay  source ‘Lyttelton 1750-1875’ http://lyttelton.nz.googlepages.com/timeline (accessed 10th September 2009)

Figure 8 1852 Sketch by W. Holmes
1849  Town survey begins the construction of Lyttelton
1850  First colonist ship arrives
1850  First colonist ship arrives
1851  Present population of more than 3000 reached
1867  Train tunnel passenger link opens to Christchurch

Figure 9 1860 Lyttelton urban form and foreshore analysis
1867 Railway yard reclamation
1870 The Great Fire of Lyttelton destroys central business area
1876 Breakwater finished to enclose Erskine Bay

Figure 11 1900 Lyttelton urban form and foreshore analysis

Figure 12 sourced from Lyttelton: Port & Town an illustrated History
1907-1927 Tank farm reclamation

1929 First electric train service to Christchurch

Figure 13 1927 Lyttelton urban form and foreshore analysis

Figure 14 sourced from Lyttelton: Port & Town an illustrated History
1960 -1967 Reclamation for Cashin Quay
1964 Road tunnel to Christchurch opens
1970 Historic buildings on Norwich Quay demolished
1994 Wharves closed to the public and fences erected

Figure 15 1960-2009 Lyttelton urban form and foreshore analysis
Figure 17 1927 sourced from Lyttelton: Port & Town an Illustrated History

Figure 18 Norwich Quay 2009

Figure 19 1970 demolition on Norwich Quay sourced from Lyttelton: Port & Town an Illustrated History

Lost Lyttelton
Lost Lyttelton

Figure 21 sourced from Lyttelton: Port & Town an illustrated History
1985 demolition century of the old Sinclair Engineering buildings

Figure 22 sourced from Lyttelton: Port & Town an illustrated History
1987 Sir Miles Warren's new headquarters for the Lyttelton Port Company
Figure 23  sourced from Lyttelton: Port & Town an illustrated History
1950 Meeting the Interisland ferry

Figure 24  sourced from Lyttelton: Port & Town an illustrated History
1966 Interisland ferry terminal (demolished 1980’s)

Lost Lyttelton No.2 wharf

Figure 25  sourced from Lyttelton: Port & Town an illustrated History
1973 Cruise ships visiting the inner Harbour

Figure 26 2008 No.2 wharf with redundant ferry vehicle ramp
The historical urban connection between the settlement of Lyttelton and its waterfront in 1900
The historical urban connection between the settlement of Lyttelton and its waterfront
Site Options

Cruise ships are currently forced to berth at the container terminal (1). The Lyttelton Port Company is considering multiple sites including adjacent to the tank farm (2) and adjacent to the container terminal (3) as the most feasible locations for a new cruise ship terminal.

These options have been considered however the remoteness of their locations does not provide good urban connections from the township to the waterfront and cruise ships will be overshadowed by container operations. A new location (4) is proposed which will allow excellent urban connections to the existing built environment and allow a recovery of the historic connection to the waterfront.

It will allow an architectural / urban solution to reconnect the waterfront to the township of Lyttelton unimpaired by the current commercial nature of the port. LPC envisage that any future expansion of the container port will be to the north and does not affect my proposed site.

Lyttelton Port Company has considered the internal harbour option and concluded that providing a berth for a 250m vessel could only be accommodated by a complete rationalisation of all operational berths in the inner harbour. This will be undertaken as part of my proposal.

Figure 35 Site Analysis
NEW CRUISE SHIP TERMINAL & URBAN WATERFRONT PROPOSAL
LYTTELTON, SOUTH ISLAND, NEW ZEALAND.

urban section a-a
1:500 @ A2

urban section b-b
1:500 @ A2

Figure 37