

**PORT  
LYTTTELTON  
PLAN  
YOUR VOICE**



# THANKS FOR THE FEEDBACK

## The Port Lyttelton Plan

In June we released The Port Lyttelton Plan (PLP), our 30 year vision for the rebuild and enhancement of the Port to allow us to cater for Canterbury's freight demands, now and in the future.

Lyttelton Port of Christchurch released the Plan to provide a holistic and transparent picture of how we believe the Port needs to develop following significant earthquake damage and a dramatic growth in trade – 75 percent of the Port's wharves are earthquake damaged and in the last four years there has been a 40 percent increase in container volumes through the Port.

We engaged with the community and other stakeholders to find out their views on our vision for the Port and obtain feedback as early as possible in the planning process.

## Your response was great

- We received 215 written responses.
- 718 people visited us at our Port Talk drop in spot in Lyttelton to discuss the plan and give us their feedback.
- 1,828 visited the PLP dedicated website.
- We had 60 stakeholders attend workshops to discuss the plans and give their views.

## What we asked

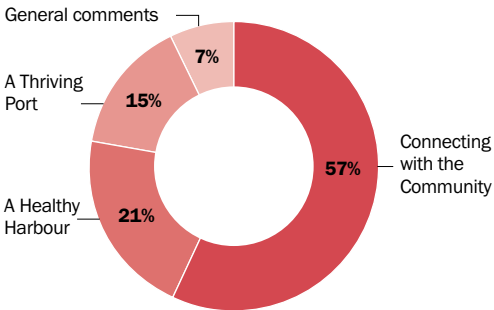
The Port Lyttelton Plan focused on three key themes:

- **Connecting with the Community**
- **A Thriving Port**
- **A Healthy Harbour**

We believe these three themes should be the key focus of the plan and your responses showed you agreed.

The overwhelming majority of feedback you provided was about Connecting with the Community.

## Feedback by theme



# 215

Written responses

# 60

Stakeholders attended workshops

# CONNECTING WITH THE COMMUNITY

“WE NEED TO SEE SOME  
WORK IN DAMPIER  
BAY TO GET US ALL  
EXCITED.”

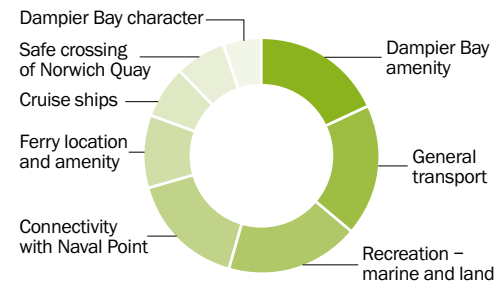
## YOUR FEEDBACK AND OUR RESPONSE

### We asked two questions:

1. ‘How do we best open up opportunities for the community to have access from the waterfront to the township and even up to sections of the Port Hills?’
2. ‘What activities would you and future generations want to see along the waterfront at Dampier Bay?’

We also asked for general feedback.

### Feedback by interest area



### Connectivity with Lyttelton and Naval Point

There was strong feedback that a connection should be made quickly for the community between Dampier Bay and the water, and with Lyttelton, through to Naval Point.

*LPC feels this is consistent with the Port Lyttelton Plan in which we have promoted the role Dampier Bay has in connecting the Lyttelton township, the water and Naval Point.*

### Ferry location and amenity

Comments were largely split between those who wanted the Ferry location moved and those preferring it remain in its current location. The one consistent message was the Ferry Terminal needs to be relocated as close to London Street as possible. Additional comments requested that parking near the terminal, along with public transport access, be ensured. Those who commented on the amenity suggested the current location is very poor.

*LPC appreciates the many responses about our proposal to shift the Ferry Terminal to Dampier Bay. Long-term we believe relocation is the best option so all public activities are close together in the same area. We take on board the feedback that the Terminal be as close to London Street as possible and we have confirmed with experts that the bottom of Sutton Quay would meet this important criteria. We will also ensure, through the planning process, that parking and amenity issues are addressed and the Ferry environment is significantly improved.*

**“THE DEVELOPMENT OF DAMPIER BAY IS A GREAT IDEA. THE MORE OF THE WATERFRONT THAT IS ACCESSIBLE, THE BETTER.”**



## **YOUR FEEDBACK AND OUR RESPONSE**

### **Dampier Bay amenity**

The majority of feedback supported development in Dampier Bay, with only a couple of comments relating to there being ‘too much development in Lyttelton already’ and that the Dampier Bay development would be ‘too far away from the town’ and should be at jetties 4, 5 and 6. Comments on the use of Dampier Bay included suggestions for a promenade, chandlers, playground, cafe, restaurant, bar, accommodation, fish market and events. In general, you want to see some green space, trees and walkway/cycleways.

*LPC is delighted the overwhelming majority of responses support development in Dampier Bay. We need to retain a working Port to handle increasing trade growth and therefore Dampier Bay is the only real option at present. We are also working with commercial experts to ensure we do not affect other businesses within Lyttelton. The focus will be on encouraging more visitors to Lyttelton. We will continue to develop our activity mix and when plans begin to take shape will ensure we engage with you again.*



### **Safe crossing of Norwich Quay**

A small number of passionate comments highlighted the safe crossing of Norwich Quay will become even more important as Dampier Bay develops. Suggestions included creating an over bridge, an underpass or safe level crossings.

*LPC absolutely agrees. The safety of our children and other pedestrians is vital. We have assessed the effects of traffic on Norwich Quay in relation to the Dampier Bay development and forecast projected use. This information, and suggestions, for achieving a safer crossing have been provided to the New Zealand Transport Agency (NZTA). As NZTA controls the use of Norwich Quay, we will continue working with them towards achieving a safe solution.*

**“I WOULD LIKE IT TO CAPTURE LYTTELTON’S SPECIAL CHARM. NOT TOO ‘FLASH’ OR UPMARKET.”**



## YOUR FEEDBACK AND OUR RESPONSE

### Dampier Bay character

The small number of comments about Dampier Bay's character suggested we consider other successful waterfront developments such as in Wellington and Whangarei. A few of you felt the character should reflect the current Lyttelton character.

*LPC is considering other successful waterfront developments in New Zealand during the planning process. However, we feel we have a very different and unique opportunity at Dampier Bay. Lyttelton is fiercely proud of its unique character and we know you want to ensure this is respected in Dampier Bay's development. We do not, though, believe Dampier Bay should simply be a carbon copy of London Street, but rather ensure it should have its own identity as it is in a significantly different water-side environment.*

### Recreation – marine and land

You clearly identified how important recreation is to the community and focussed on points such as cycling tracks, walkways, and walk-on marina berths.

*LPC believes this is consistent with the Port Lyttelton Plan and is working towards delivering these outcomes.*



**“RESPECTING AND ENJOYING IT FOR WHAT IT IS – A MAGIC PLAYGROUND FOR CHRISTCHURCH – PLACES WHERE WE CAN ALL GO TO GET OUT OF THE CITY AND CONNECT WITH THE MARINE ENVIRONMENT AND HILLS.”**

### Cruise ships

There was a large amount of feedback about the Port providing for cruise ship visits. The overwhelming majority suggested cruise ships need to be brought back to Lyttelton. Responses were split on whether the new berth should be located at Gladstone Pier or Naval Point – with benefits for each.

*LPC understands this is a key issue and has developed two alternatives for cruise berth facilities. We have often stated we would welcome large cruise vessels back to Lyttelton. However, the cost of a cruise facility and associated commercial returns for the Port mean we will need to partner with the industry to realise this opportunity. At present we do not have a facility that allows us to berth larger cruise vessels. We are contributing to work being lead by Canterbury Tourism, and includes the Christchurch City Council and Environment Canterbury.*

### General transport

There were a number of topics raised within this category, including the reopening of Sumner Road and issues involving use of rail and transport networks. All the feedback relating to Sumner Road suggested it needs to be reopened as quickly as possible. With regard to the use of rail, all responses favoured its increased use to reduce truck volumes. The overwhelming majority of feedback was about the transport network, with a number of people wanting trucks off Norwich Quay, as well as comments about tunnel access and issues with Godley Quay logging trucks.

*LPC appreciates the feedback but some comments, such as those about the reopening of Sumner Road, are not applicable to the Port Lyttelton Plan. We have engaged with a number of experts to predict traffic effects resulting from Port volume increases and the Dampier Bay development. Based on their reports, it does not appear appropriate to recommend removing trucks from Norwich Quay to the asset owner, NZTA. Our experts' findings are consistent with those in the 'Lyttelton Access Study', a report commissioned by CCC and delivered by NZTA. As noted earlier, we are working with NZTA on improving safety for pedestrians.*

# A THRIVING PORT

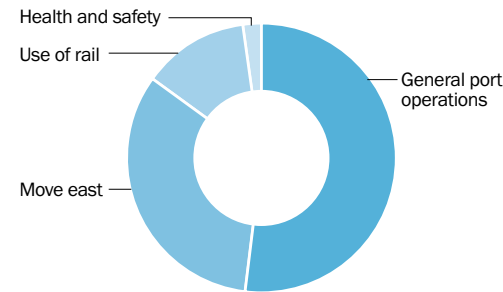
“WE NEED A HEALTHY,  
THRIVING, FUNCTIONING  
HARBOUR WHERE  
PEOPLE CAN FIND JOBS,  
RECREATE AND LIVE A  
HEALTHY LIFESTYLE.”

## YOUR FEEDBACK AND OUR RESPONSE

### What we asked

Import and export container volumes are set to double in a decade and then double again by 2044. We asked what you thought we should do to rebuild the Port to meet this demand. We also asked for general comments.

### Feedback by category



### Movement to the east

All feedback comments supported this, while a few said they want to see some Port operations remain in the Inner Harbour.

### Health and safety

Only two comments were received regarding health and safety, both focused on ensuring people will be safe during the Port development.

*LPC is absolutely committed to ensuring the health and safety of all our staff. The same safety focus will apply in public areas during design and construction phases. Health and safety for everyone at the Port is a top priority.*

### Rail use

A small number of comments highlighted the need to use rail to reduce reliance on trucks.

*LPC is working closely with KiwiRail to ensure the potential of rail in and out of the Port is maximised. With the future development of our inland port at Rolleston we will increase the amount of freight that is moved by rail.*

“EXPORT IS CRUCIAL TO  
CANTERBURY. LYTTELTON  
NEEDS MODERN FACILITIES  
TO SERVICE LARGE CONTAINER  
SHIPS, GENERAL FREIGHT...  
THE PROPOSAL TO MOVE EAST  
IS IMPORTANT TO FACILITATE  
DEVELOPMENT.”

## YOUR FEEDBACK AND OUR RESPONSE

### The reclamation at Te Awaparahi Bay

There was a variety of feedback about this. Most acknowledged the need for the reclamation to allow the Port to move east and have sustainable operations for the future – thereby freeing up some of the western part of the Inner Harbour for community access.

Some of you supported the move east with the proviso it was done with good environmental outcomes and minimising visual impact. A few opposed the reclamation, questioning the predicted growth in trade and demand for the Port and suggesting coal was declining and supplies diminishing.

*LPC understands the concerns surrounding reclamation of land. We will expand our assessments to ensure we achieve the best balance – environmentally, socially and economically. Predicting future trade and volume growth is challenging but to remain viable the Port must plan for what appear to be the most likely future demands. It takes considerable time to plan for and reclaim land. Work needs to be started well before the demand becomes reality.*

### General port operations

Responses raised a number of different issues. These included how LPC will address a sea level rise and ensure the CityDepot area is maximised. Some also said coal was not a sustainable industry and growth will be negligible.

*LPC has little say about trade, we simply help facilitate it. We are looking closely at how best to efficiently manage trade through our inland depots and we will take the feedback received into account through our infrastructure design.*



**“A THRIVING PORT  
IS IMPORTANT  
AS A GATEWAY TO  
THE REGION AND  
SOUTH ISLAND.”**





# A HEALTHY HARBOUR

“DISCUSSIONS SHOULD  
OUTLINE OPTIONS FOR  
IMPROVING ENVIRONMENTAL  
IMPACTS THROUGH  
REDEVELOPMENT...”

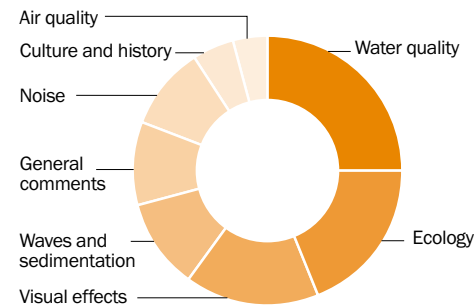
## YOUR FEEDBACK AND OUR RESPONSE

### We asked two questions:

- ‘What is important about Lyttelton Harbour to you?’
- ‘What do you think about the range of effects/impacts we are assessing?’

We also asked for general feedback.

### Feedback by interest area



### Water quality

A number of responses noted the importance of water quality in the harbour, with some advising concern about the impact of reclamation. Many of those who responded wanted enhanced harbour water quality to help improve water sport experiences such as swimming and boating.

*LPC understands the importance of this issue and is committed to working towards an improvement of the harbour's water quality. Water quality protection measures will be incorporated into the design of the new facilities, and will include things like layouts to reduce spills and modern best practise storm water treatment measures. An example of this is the recently built container yard extension which includes a modern stormwater system with treatment devices to remove any contaminants.*

### Hydrodynamics, waves and sedimentation

Sedimentation was a significant issue raised with regard to a Healthy Harbour, with many assuming increased sedimentation is due to dredging and reclamation. A number of people requested detailed analysis of the effects of dredging and reclamation and to be informed of the outcomes.

*LPC recognises the concerns around sedimentation of the harbour and is working closely with iwi, Environment Canterbury and independent experts to better understand the sedimentation sources and processes. Strict management of construction activities is in place to ensure the rebuild of the Port does not create additional sediment sources. We are also undertaking detailed studies to understand what the proposed changes may mean to the Harbour.*

“A CLEAN, SAFE  
PLACE FOR  
MY CHILDREN  
TO GROW UP IN.”



## YOUR FEEDBACK AND OUR RESPONSE

### Air quality

There was a small amount of feedback on this, focussing on dust mitigation and vehicle fumes. Responses noted these generally need to be accepted as part of living near a working port. You suggested monitoring them and factoring effects into the Port Lyttelton Plan.

*LPC appreciates that dust is an issue from time to time in the Inner Harbour, dependent on Port activity. We are constantly making changes to operations to mitigate this issue. We feel the proposed move east of the Port will significantly benefit the Lyttelton community in this regard.*

### Noise

A small number of responses sited noise as an important issue, with a couple of you suggesting the movement east would increase noise pollution for Diamond Harbour residents. Much of the feedback about noise, though, suggested it came with the territory if you lived near a port and, as long as it was 'reasonable', it was part of the environment.

*LPC is conscious of noise due to operational activities and where possible we work to minimise it. The nature of our business is noisy but we feel the proposed move of the Port to the east will reduce noise pollution. We will continue to monitor affects on residents. We are required to operate within noise limits and have 16 points around the Port and adjacent community where noise is measured to ensure we stay within these limits.*

### Visual effects (including lighting)

Feedback indicated that maintaining existing views of the harbour as much as possible is important – particularly not allowing buildings or structures to block views. Lighting was raised in a couple of responses, promoting the use of new technologies to reduce light spill and pollution. The tank farm was also mentioned in a few responses,

*The Port Lyttelton Plan restricts building heights and will be respectful of concerns about this. The chance to rebuild is allowing us the opportunity to consider new technologies, such as lighting, and we now understand how important this is to you. The Port Lyttelton Plan does not consider relocating the tank farm is economic. These tanks are not owned by us.*

### Culture and history

A small number wanted to see both Maori and European heritage reflected in the Dampier Bay development and potentially in other parts of the Port. There were also suggestions this would be a good location for a museum.

*LPC is committed to retaining and reflecting Lyttelton's unique culture and heritage through the Port Lyttelton Plan. We will engage further with the community as to how this can best be achieved.*

### Ecology

A number of you responded about this, all requesting we consider effects on marine and terrestrial ecology from reclamation and rebuilding. Being mindful of Hector's dolphins was important, along with the protection of other animals, plants and mahinga kai.

*Following your feedback, LPC has engaged world leading experts on marine mammals to assess the potential impacts from the proposed recovery projects. We also have a team of experts investigating terrestrial ecology, benthic ecology (which looks at the lowest level of the harbour) and finfish. As well, we have an expert working with iwi to establish the effects on mahinga kai. The full details of their work, findings and recommendations will be publically available soon. Our landscape architect has also made suggestions around possible bush regeneration initiatives on Port land.*



### Other feedback

You provided some great general comments, including requests that we balance effects with financial gain. There were also insightful comments about how the Port Lyttelton Plan relates to the District Plan Review and the effect of Port development on current yachting arrangements.

*These are complicated issues which require more space than available here. However, we will respond in detail through our information package to Environment Canterbury which will be publicly available.*

*We appreciate all the feedback provided and we would like to thank everyone who has responded. It has been really helpful and has allowed us to develop a good understanding of stakeholder views and priorities.*

# WHAT'S HAPPENED AND THE NEXT STEPS

## Phase 1

### June to November 2014

The Minister for Canterbury Earthquake Recovery directed LPC and Environment Canterbury to develop a Lyttelton Port Recovery Plan.

Lyttelton Port of Christchurch prepared information and engaged with the community and stakeholders on the Company's long-term vision, the Port Lyttelton Plan. We received valuable feedback.

In parallel, LPC developed a package of information on the redevelopment plans, their effects and any changes needed to regulatory documents to provide to Environment Canterbury. LPC is presenting this information and a summary of the stakeholder engagement process to Environment Canterbury this month (November 2014).

## Phase 2

### November to August 2015

Environment Canterbury (ECan) will prepare a preliminary draft Lyttelton Port Recovery Plan based on the information supplied by LPC relating to the Port's earthquake recovery plans.

ECan will then undertake consultation and engagement on the preliminary draft with the community and key stakeholders, culminating in a public hearing.

At the end of the process, ECan will provide the Minister for Canterbury Earthquake Recovery with a draft Lyttelton Port Recovery Plan.

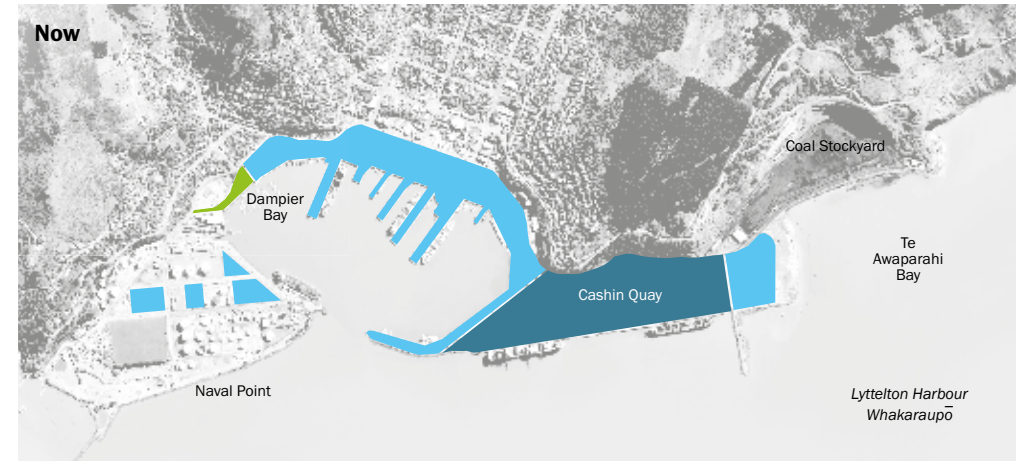
## Phase 3

### August 2015

The Minister for Canterbury Earthquake Recovery intends to publicly notify the draft Lyttelton Port Recovery Plan and invite written comments from the public.

After consideration of the draft Lyttelton Port Recovery Plan, the Minister for Canterbury Earthquake Recovery will make a decision on the final Plan and will notify this decision.

The Lyttelton Port Recovery Plan can then be implemented.



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LYTTELTON  
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Christchurch