

APPENDIX 3



CONSULTATION REPORT

LYTTELTON PORT RECOVERY PLAN

CONSULTATION SUMMARY AND ANALYSIS REPORT

Prepared for: Lyttelton Port Company

Prepared by: Mene Solutions Ltd

13 NOVEMBER 2014

TABLE OF CONTENTS

Executive Summary	5
Introduction	12
Background	12
Scope	12
Consultation and Engagement Process	13
Objectives	13
Engagement And Consultation streams	13
<i>Stakeholder identification and classification</i>	13
Stakeholder Group	13
<i>Engagement mechanisms</i>	15
Consultation Methods	16
<i>Community and stakeholder submissions</i>	16
<i>Targeted stakeholder workshops</i>	17
<i>Additional Engagement Reports</i>	17
<i>Consultation with Te Rūnanga o Ngāi Tahu</i>	18
Best Practice Public Participation	18
Community and Stakeholder Engagement Expert and Quality Assessment	19
Wellbeing Impact Assessment	20
Data quality and analysis	21
Data collection and analysis process	21
Data sources	21
Consultation Findings	25
Dampier Bay development	25

<i>Marina</i>	25
<i>Amenities and activities</i>	26
Public access	29
<i>Links between areas</i>	29
<i>Norwich and Godley Quays</i>	30
<i>Access to the waterfront</i>	30
Cruise ships	30
<i>Provision of a cruise ship berth</i>	30
<i>Location of a berth</i>	31
<i>Amenities</i>	31
Transport.....	32
<i>Ferry</i>	32
<i>Bus</i>	33
<i>Car parking</i>	33
<i>Sumner Road</i>	33
<i>Rail</i>	34
Port to the East	34
<i>Reclaimed land</i>	34
<i>Movement to the east</i>	34
Environmental effects.....	34
<i>Ecology</i>	35
<i>Water quality</i>	35
<i>Dredging</i>	35
<i>Tank farm</i>	36

<i>Air quality</i>	36
<i>Noise</i>	36
<i>Lighting</i>	36
Conclusion	37
Recommendations	37
<i>Dampier Bay development</i>	37
<i>Public access</i>	37
<i>Cruise ships</i>	37
<i>Ferry location</i>	37
Appendices	38

LYTTELTON PORT RECOVERY PLAN

CONSULTATION SUMMARY AND ANALYSIS REPORT

EXECUTIVE SUMMARY

This report details the findings of the Lyttelton Port Company's Port Recovery Plan engagement and consultation process. The consultation streams reported upon are community and stakeholder submissions gathered online, in hard copy or through Port Talk, and stakeholder workshops.

All information received through the engagement and consultation streams was provided to all technical experts who were also providing client reports. The findings are aligned with other client reports where relevant.

The report outlines the engagement and consultation streams, including:

- Stakeholder identification and classification;
- Engagement mechanisms;
- Consultation methods; and
- Statutory partners engagement.

Findings are reported by theme and sub-theme, and discussed with reference to the different data sources and, where possible, the different stakeholder groupings. The findings are outlined in Table 1 below.

Table 1. Findings of consultation process

THEME	SUB-THEME	CONSULTATION METHOD	RESPONSE	EXTENT OF FEEDBACK
Dampier Bay	Marina	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> • In favour of a marina • Suggest a number of features and facilities that this marina could have • Submissions recognised the ease of access and tourist value of a floating marina, and the some addressed the value for money and heritage value of pile moorings 	High from all stakeholder groups
	Activities and amenities	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> • Submissions suggested a range of maritime activities and amenities, heritage, and other amenities • The importance of heritage features being maintained and visible 	High from all stakeholder groups
	Commercial and safety considerations	Stakeholder responses Workshop responses	<ul style="list-style-type: none"> • The balance of commercial considerations so that the development enhances Lyttelton's retail and hospitality resources rather than competes with them • The importance of safety considerations for water users and other public users 	Moderate from stakeholder submissions and workshop responses

THEME	SUB-THEME	CONSULTATION METHOD	RESPONSE	EXTENT OF FEEDBACK
Public Access	Links between areas, public access to the waterfront	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> • Responses recognised the importance of: • Links between areas • Public access to waterfront • Safe crossing of Norwich Quay and heavy traffic on Norwich Quay 	<p>Low from individuals for links</p> <p>Moderate from individuals for access and crossing</p> <p>Low for stakeholder submissions and workshop responses</p>
Cruise ships	Provision and location of a berth	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> • Stakeholders and workshop participants (particularly those from the tourism sector) favoured the provision of a berth • Individual submissions also favoured the provision of a berth, but this was not as much of a focus as for other stakeholders • There was no consistent preference for a berth location 	High from all stakeholder groups
Transport	Ferry	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> • Common topic of comment for all submission types. Individual and stakeholder submissions were more likely to favour the current site, while workshop responses favoured a move to Dampier Bay. 	High from all stakeholder groups

THEME	SUB-THEME	CONSULTATION METHOD	RESPONSE	EXTENT OF FEEDBACK
			<ul style="list-style-type: none"> • Important considerations for the ferry location were that it is close to the town centre and links to public transport. 	
	Buses	Individual responses	<ul style="list-style-type: none"> • Important that the bus links with the ferry, the town centre and the east side of Lyttelton. • Waiting on Norwich Quay is viewed as dangerous and unappealing. 	<p>Low from individual submissions</p> <p>None from stakeholder submissions or workshop responses</p>
	Car parking	Individual responses	<ul style="list-style-type: none"> • Important that sufficient parking is developed to support the Dampier Bay development. 	<p>Low from individual submissions</p> <p>None from stakeholder submissions or workshop responses</p>
	Sumner Road	Individual and stakeholder responses	<ul style="list-style-type: none"> • Both individuals and stakeholders favour the re-opening of the road. 	Low from all stakeholder groups
	Rail	Individual responses	<ul style="list-style-type: none"> • Suggest using the rail tunnel for freight, and potentially for road freight also. • A small number of submissions suggested passenger rail. 	Low from all stakeholder groups

THEME	SUB-THEME	CONSULTATION METHOD	RESPONSE	EXTENT OF FEEDBACK
			<ul style="list-style-type: none"> A very small number of workshop responses suggest using the rail tunnel for freight 	
Port to the east	Reclamation	Individual responses	<ul style="list-style-type: none"> Half the submissions addressing this theme were in favour, a quarter opposed it, and a quarter had queries about the extent of the reclamation and potential environmental effects. 	<p>High from individual submissions</p> <p>Low from stakeholder submissions and workshop responses</p>
	Movement to the east	Individual responses	<ul style="list-style-type: none"> Supported the proposal. 	<p>High from individual submissions</p> <p>None from stakeholder submissions or workshop responses</p>
Environmental effects	Ecology	<p>Individual and stakeholder responses</p> <p>Workshop responses</p>	<ul style="list-style-type: none"> Importance of marine or terrestrial wildlife 	<p>Moderate from individual submissions</p> <p>Low from stakeholder submissions or workshop responses</p>

THEME	SUB-THEME	CONSULTATION METHOD	RESPONSE	EXTENT OF FEEDBACK
	Water quality	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> Importance of clean water and good water quality 	High from individual submissions Low from stakeholder submissions or workshop responses
	Dredging	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> Responses suggested a desire for more knowledge, no consistent pattern of support or opposition to the proposal 	Low from all stakeholder groups
	Tank farm	Individual responses	<ul style="list-style-type: none"> Believed to be visually unappealing. 	Low from individual submissions None from stakeholder submissions or workshop responses
	Air quality	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> Generally in relation to traffic fumes on Norwich Quay and dust from logs, coal and construction. 	Low from all stakeholder groups

THEME	SUB-THEME	CONSULTATION METHOD	RESPONSE	EXTENT OF FEEDBACK
	Noise	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> No consistent pattern of whether noise levels were acceptable or unacceptable 	Low from all stakeholder groups
	Lighting	Individual and stakeholder responses Workshop responses	<ul style="list-style-type: none"> Lighting can have health effects on humans and fauna Solutions include directing light downwards and using side shielding 	Low from all stakeholder groups

INTRODUCTION

BACKGROUND

Lyttelton Port was badly damaged in the Christchurch earthquakes and pursuant to clause 16(4) of the Canterbury Earthquake Recovery Act 2011, Lyttelton Port Company (LPC) and the Canterbury Regional Council (Environment Canterbury) have been directed to prepare a Lyttelton Port Recovery Plan.

The first stage of the background preparation of this plan was for LPC to consult on its long term vision, which was released in June 2014 as the *Port Lyttelton Plan* (PLP). This document outlines LPC's vision for the repair, rebuild, restoration and enhancement of the port. LPC has consulted with the community and relevant stakeholders on its vision as outlined in the PLP, as well as the scope and matters to be addressed in technical assessment reports that will explain and justify this vision (outlined in clauses 6.2.1 and 6.2.2 of the Direction).

This consultation will allow LPC to present a package of information to Environment Canterbury that will contain all the information it requires relating to LPC's earthquake recovery plans, as outlined in clause 3.1 of the Direction. This consultation has influenced the assessments of technical requirements, social and environmental impacts, and the proposed amendments to planning documents that are being provided to Environment Canterbury as part of this package of information.

The recovery plan is to focus on Lyttelton Port and the surrounding coastal marine area, but clause 4.3 of the direction notice requires the plan to consider issues and effects that may occur outside of the geographic extent of the Recovery Plan, including matters relating to land use and transport associated with the recovery of Lyttelton Port, the social, economic, cultural and environmental well-being and effects on surrounding communities and Lyttelton harbour, and wider transportation issues across greater Christchurch.

SCOPE

Section 6.5.7 of the Direction notice requires that a report on consultation undertaken be produced. The current report sets out how these requirements have been met:

- List the parties consulted;
- How consultation was undertaken;
- The information received.

The cover report being provided with this information package sets out how the information received in consultation has influenced the preparation of information and redevelopment plans.

CONSULTATION AND ENGAGEMENT PROCESS

OBJECTIVES

In preparation for undertaking its consultation LPC set the following objectives:

1. Professionally and expertly communicate in a two-way, empathic manner with LPC's stakeholders.
2. Clearly articulate LPC's vision (the Recovery Plan) and its rationale
3. Align where able LPC's objectives with their various stakeholders
4. Build stakeholder trust of LPC and improve LPC's relationship and its connection (physically and emotionally) with its community (Lyttelton)
5. Create pathways and tools for ongoing community engagement, over and above this project for the future.

ENGAGEMENT AND CONSULTATION STREAMS

STAKEHOLDER IDENTIFICATION AND CLASSIFICATION

Due to the size, scale and potential impact of the Recovery Plan, LPC's existing stakeholder list was added to by geographically working outwards from the port through the immediate and surrounding communities. This list was then workshopped with the wider project team at LPC to check for any omissions.

The Christchurch City Council shared the stakeholder list that had been developed during the Lyttelton Master Plan process, and this was cross-referenced to ensure all relevant stakeholders had been included. CERA and Environment Canterbury also reviewed the list, resulting in a stakeholder list of over 1,000 organisations and individuals. This list was classified as shown in Table 2 below.

Table 2. Stakeholder listing by group classification

STAKEHOLDER GROUP	
LPC Close Stakeholders	<ul style="list-style-type: none">• LPC staff and board members• Shareholders and the NZX• Suppliers and Partners such as banks, insurers and consultants• Port Users including unions, stevedores and tenants• Customers including shipping lines, cruise lines, exporters, importers and fishing fleet

STAKEHOLDER GROUP	
	<ul style="list-style-type: none"> • Sponsorships – including Festival of Lights, Urban Downhill and Lyttelton Rugby (Juniors) • Mana whenua (Rāpaki and Koukourārata)
Logistics, Transport and Tourism	<ul style="list-style-type: none"> • LPC partners such as NZTA and KiwiRail • Trucking firms • Freight forwarders • Ports Association • Cruise NZ • Christchurch and Canterbury Tourism • Tourism business operators
Lyttelton Neighbours	<ul style="list-style-type: none"> • Lyttelton and Harbour Basin Residents • Lyttelton based businesses including retail, hospitality and marine • Community groups in Lyttelton and the Harbour basin including schools, Project Lyttelton, and sports clubs
Wider Communities	<ul style="list-style-type: none"> • Residents associations in the surrounding suburbs e.g. immediately surrounding the Harbour/ Port Hills Sumner to Akaroa
Business and Interest Groups	<ul style="list-style-type: none"> • Recreational users including boaties, jet skiers, berth holders, kayakers, swim series, walkers, cyclists etc. • Canterbury Employers Chamber of Commerce and Business NZ, Federated Farmers, Exporters Association, NZMEA, CDC • Canterbury Museum, Historic Places Trust • Greenpeace, WWF, Forest & Bird • Emergency Services + Coastguard
Opinion Leaders	<ul style="list-style-type: none"> • High profile and influential individuals (rather than organisations) that would take an active interest in the Port Lyttelton Plan. For example previous board members or senior staff, community leaders, business leaders, and South Island wide Members of Parliament and local politicians
Government and Local agencies and Regulatory Authorities	<ul style="list-style-type: none"> • Port related agencies such as biosecurity NZ, Customs, Maritime NZ, Works Safe NZ and NIWA • ECan and Commissioners, CERA incl the Minister, CCC and Councillors, SDC, WDC and CDHB

STAKEHOLDER GROUP	
	<ul style="list-style-type: none"> Ministers and Ministries – Transport, MBE, Tourism NZ, DoC, NZTE, Primary Industries, Environment
Media	<ul style="list-style-type: none"> Community Media (Print, Radio and TV)) Local social media Business Media Major News (Print, Radio and TV) Industry specific media
Customers	<ul style="list-style-type: none"> Ravensdown Holcim Forestry Provedoring

ENGAGEMENT MECHANISMS

The following mechanisms were developed and implemented as means by which to seek feedback from both the identified stakeholders and other interested parties.

The decision as to what mechanisms to use for each group was largely based on recommendations made by LPC’s communications and engagement consultants. However ECan, CERA, the CDHB, WDC, SDC, TRONT and mana whenua were all directly asked as to how they would like to be consulted with and these wishes were factored into the planning and implementation. This was to satisfy Section 6.4 of the Direction, which required that the consultation strategy be developed with the Canterbury Regional Council, Christchurch City Council, Department of Conservation, Te Rūnanga o Ngāi Tahu and the New Zealand Transport Agency

The Port Lyttelton Plan (PLP), a Lyttelton based information centre (Port Talk) and website were developed as the primary means by which to clearly communicate LPC’s plans. A large emphasis was placed on visually conveying the plan and the changes that would occur if it was to proceed. Comparative maps are included on both the website, in Port Talk, in a small brochure and in the Port Lyttelton Plan booklet.

Over 500 stakeholders were sent information and/or provided with briefings with a request to provide feedback. In addition, employees of LPC (over 500 individuals) were provided with the PLP and requested to provide feedback. Additional requests for feedback were conveyed through the following mechanisms:

- Paid advertising in The Press and the Bay Harbour News over the course of a month.

- Posts linking to the website and encouraging feedback were also placed on at least two occasions on relevant social media sites such as the Lyttelton Harbour Review, Naval Point Yacht club, and surrounding communities' residents associations.
- Port Talk was located on the main street of Lyttelton, and was manned by senior LPC staff at various times and days over the course of three months.
- National and local business media, sector specific media were provided with a media statement and links to the website. Key media were provided a half day briefing session, including a port tour.

A full copy of the stakeholder and engagement strategy can be found in Appendices 1 – 3, including which mechanisms were applied to each stakeholder group, the engagement process, and the schedule of engagement. Further detail about engagement with statutory partners is in Appendix 4.

CONSULTATION METHODS

Feedback on the PLP was gathered through a number of consultation methods, as outlined below.

COMMUNITY AND STAKEHOLDER SUBMISSIONS

Community members and stakeholders were encouraged to submit feedback online, in writing, or in person at the Port Talk centre. The Port Talk information and feedback centre was located on the main street of Lyttelton, and was manned by senior LPC staff at various times and days over the course of three months.

There was also a website that allowed visitors to download the PLP, and to ask and answer questions. Questions were answered directly by LPC technical experts, and project updates were posted to the site frequently. Over the course of the engagement period, the website received 1,828 visitors, 1,187 of whom visited the site more than once.

Hard copy submissions could follow any response structure, and online respondents were asked five open-ended questions, and one free response question:

- Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?
- How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?
- What activities would you and future generations want to see along the waterfront at Dampier Bay?
- What is important about Lyttelton Harbour to you?
- What do you think about the range of effects/impacts we are assessing?

- The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?

As at Friday 19th September, 211 submissions had been received through these media. 24% of these were from Lyttelton and 11% were from Diamond Harbour. There was strong representation from other neighbouring suburbs such as Woolston, Governors Bay and Sumner, but there were also responses from across Christchurch and from outside Christchurch.

TARGETED STAKEHOLDER WORKSHOPS

167 stakeholders were invited to attend a series of seven facilitated stakeholder workshops, and more than 70 people attended these workshops. Smaller feedback workshops were conducted with other entities. Workshop participants submitted written feedback under the same divisions as the PLP (Thriving Port, Connecting with the Community, Healthy Harbour). There were four additional theme areas that were included in individual workshops depending on the extent of interest:

- Transport
- Science
- Health effects
- Other effects and issues

Feedback was structured under two headings, one being considerations and issues, and the other being options and potential solutions. This feedback was then collated for analysis.

ADDITIONAL ENGAGEMENT REPORTS

The findings of this report are aligned, where appropriate, with the findings of other reports prepared for LPC. These are:

- Cultural Impact Assessment (CIA): Jolly, D. 2014. Cultural Impact Assessment: an assessment of the effects of the Port Lyttelton Plan and Lyttelton Port Recovery Plan on Ngāi Tahu values and interests. Wītaskēwin client report for LPC.
- Strategic Social Assessment (SSA): Taylor Baines & Associates, 2014. Lyttelton Port Company Recovery Plan Strategic Social Impact Assessment. Client report prepared for LPC.
- Recreation and Tourism Issues Report (RTIR): Rob Greenaway & Associates, 2014. Lyttelton Port Company Earthquake Recovery Planning Recreation and Tourism Issues. Client report prepared for LPC.

CONSULTATION WITH TE RŪNANGA O NGĀI TAHU

The Direction provides several requirements to consult with Te Rūnanga o Ngāi Tahu. This consultation has occurred predominantly in two streams:

- Consultation with Te Rūnanga o Ngāi Tahu, Papatipu Runanga, LPC and ECan in a wider sense as Te Rūnanga o Ngāi Tahu are recognised in clause 6.4 of the Direction as being a party that must be consulted with in an appropriate manner. This consultation has included Te Rūnanga o Ngāi Tahu providing advice and input into LPC's Consultation Strategy, and participating in Statutory Partner coordination and information meetings, and expert conferencing with LPC and ECan.
- Consultation to facilitate the preparation of the Cultural Impact Assessment (CIA). The key consultation methods undertaken to facilitate the CIA are set out in Table 1 of the CIA.

BEST PRACTICE PUBLIC PARTICIPATION

The consultation streams and engagement methods were developed to be consistent with international best practice by aligning methodology, processes and tools with the International Association of Public Participation (IAP2), which is the recognised global authority on public participation.

The IAP2 Spectrum of Public Participation has been adopted and adapted to include Partners, Key Stakeholders, Stakeholders and Community as the framework for Port Recovery Plan programme of engagement and communications.

In Table 3 below each stream of engagement and communications is represented by a column. The rows record who was engaged and how, expectations of LPC had of participants and the commitment LPC had made to participants.

Table 3. Summary of engagement and consultation methods

	INFORM	CONSULT	INVOLVE	PARTNERS	EMPOWER
WHO / HOW ENGAGED	Community and Stakeholders Port Talk, PLP and collateral distribution, website, media	Community and Stakeholders. Port Talk, website, submissions	Key Stakeholders Briefings, Interviews and Workshops. Including Cultural, Recreation and Tourism, Social and Well-being Impact Assessment	Statutory Partners including Ngāi Tahu, CERA, ECan, CCC, NZTA, SDC, WDC, CDHB Briefings and Workshops	Future residents, workers and people who will use Port Lyttelton amenity. Current community and stakeholders also engaged in the inform, consult and involve streams of engagement.
LPC EXPECTATION	Stakeholders will be interested and make time to stay up to date with information communicated to them.	Stakeholders will respond to consultation opportunities and participate in a constructive manner by sharing their thoughts, expertise, knowledge and wisdom.	Key Stakeholders will respond to opportunities to be involved in the development of planning recommendations.	Partners will own the process and make the best decisions they can in the interests of Future residents, workers and people who use and will use Port Lyttelton amenity.	Future residents, workers and people who will use Port Lyttelton amenity will know decisions were made in their best interests.
LPC PROJECT TEAM COMMITMENT	We will keep you informed with relevant information in a timely manner by email, website, printed media and face to face means.	We will consult you and listen to your thoughts, expertise, knowledge and wisdom.	We will work with you to ensure that your thoughts, expertise, knowledge and wisdom directly reflect in recommendations. We will provide feedback on how your input affected decisions made by the project team.	We will provide you with the options and advice necessary to enable sound decision-making.	We will empower you to decide on some elements of concept and/or detailed design.

COMMUNITY AND STAKEHOLDER ENGAGEMENT EXPERT AND QUALITY ASSESSMENT

This PLP Consultation process has been a significant integrated programme of communication and engagement based on an adaptation of the IAP2 Spectrum of Public Participation. The programme was designed in a structured approach with flexibility to respond to opportunities to further add value to the Consultation process. One significant opportunity was the partnership with the Canterbury District Health Board and emergence of the Wellbeing Impact Assessment process.

Several Consultation elements required careful co-construction of a well-planned and then implemented programme. Throughout the programme Consultation workstreams ran in parallel, sequenced where possible and appropriate, and with recognised interdependencies. This required an ongoing collaborative approach between subject matter experts and other project team members with regular progress review meetings and communication.

Rich data, information, knowledge and wisdom was obtained through this multi-channel programme which has been analysed and synthesised into this report. Significant resource was invested in providing a range of opportunities for community members and stakeholders to engage in the Consultation. We are satisfied that the diversity and range of engagement opportunities provided pathways for all interested parties to contribute to this Consultation.

Our expert assessment is that the Consultation programme has been successful in achieving the objectives of the Consultation and Engagement programme which was to:

- Professionally and expertly communicate in a two-way, empathic manner with LPC's stakeholders.
- Clearly articulate LPC's vision (the Development Plan) and its rationale
- Align where able LPC's objectives with their various stakeholders
- Build stakeholder trust of LPC and improve LPC's relationship and its connection (physically and emotionally) with its community (Lyttelton)
- Create pathways and tools for ongoing community engagement, over and above this project for the future.

The feedback obtained through those who engaged in Consultation activities has been constructive and useful in identifying considerations, issues, options and potential solutions for the future of Port Lyttelton. The feedback has been represented in a logical and objective structure and aligned with the requirements of the Direction.

WELLBEING IMPACT ASSESSMENT

In addition to the consultation mechanisms described, the Canterbury District Health Board (CDHB) through its Community and Public Health division and LPC have begun a process of Wellbeing Impact Assessment (WIA) which will use a wellbeing framework to analyse the PLP in terms of economic, social and environmental criteria.

WIA is a formal approach used to predict the potential health effects of a policy, with particular attention paid to impacts on health inequalities based on evidence, focused on outcomes and includes input from a range of sectors.

In the initial Phase CDHB and LPC will develop WIA assessment quality criteria with a particular focus on health and wellbeing.

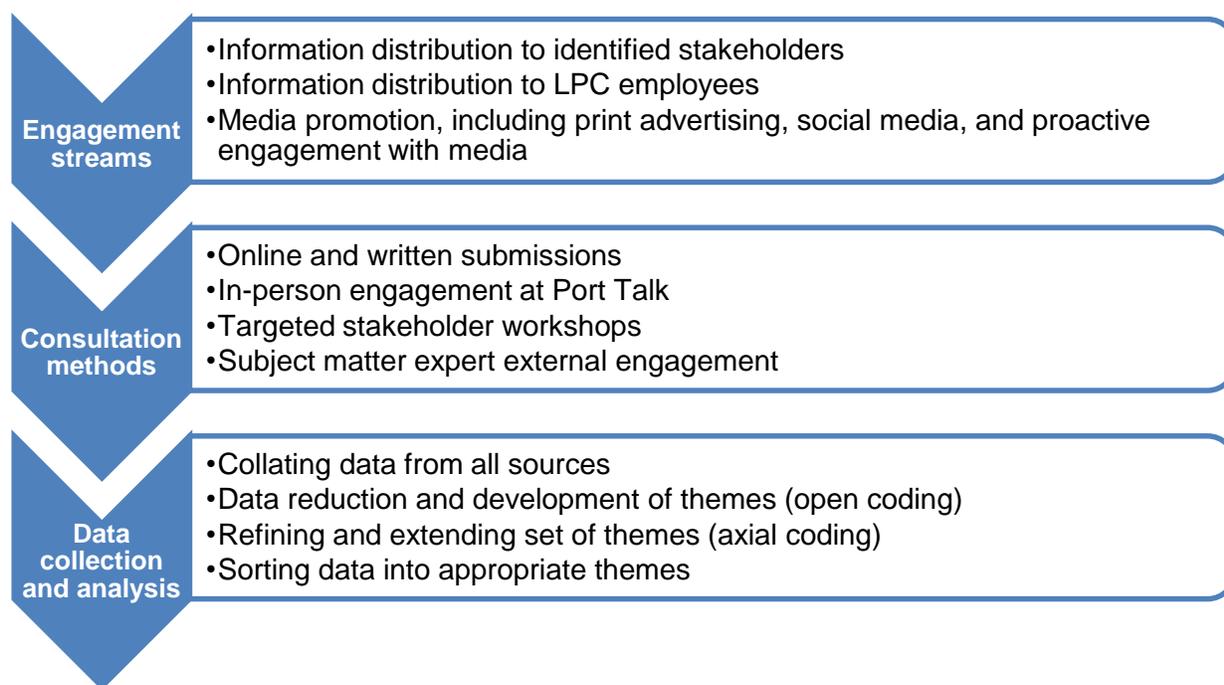
In phase two Environment Canterbury will use the criteria to assess whether the information and planning provided by LPC is adequate and in phase three Environment Canterbury will formally assess the recovery plan. A possible phase four could also eventuate where the criteria could be available for the community to assess 'recovery' in 5-10 years' time. The initial phase of the WIA aims to result in guidance on how to ensure that health, well-being and sustainability considerations remain a focus of the entire planning process.

DATA QUALITY AND ANALYSIS

DATA COLLECTION AND ANALYSIS PROCESS

The following graphic summarises the engagement and consultation process, and the data analysis of the resulting feedback. For a detailed outline of the analysis methodology, see Appendix 5.

Figure 1. Engagement, consultation and analysis process



DATA SOURCES

Data were collated from the following sources:

- 210 written submissions from community members, gathered online, through written feedback submitted at Port Talk or as a hard copy by post (attached as Appendix 6).
- 21 written submissions from agencies, associations or organisations. Eleven of those are attached as Appendix 7. The remainder were received online, and are included in the online submissions log shown in Appendix 6. Where numbers are indicated below, this refers to the number assigned to that submission in the submission log. Where no number appears, the submission is included in full in Appendix 7. The stakeholder submissions comprised:
 - 5 maritime providers or associations - Volo Jet Skis (61), Jack Tar Sailing (115), Learn 2 Sail (169), Dampier Bay Moorings Association, Canterbury Maritime Development

- 5 tourism operators or associations – The Wood Scenic Line (6), Christchurch Tours (182), Renaissance Tours, Cruise New Zealand, Tourism Industry Association
 - 3 business owners or associations – Lyttelton Harbour Business Association, Roots Restaurant (43), Clockwork Café (186)
 - 4 community groups – Diamond Harbour Community Association, Lyttelton Harbour Whakaraupo Issues Group, Lyttelton Information and Resource Centre Trust, Project Lyttelton Incorporated
 - 4 other submissions – Fletcher Building (158), Solid Energy (204), Diamond Harbour and Districts Historical Association, Christchurch City Council
- Collated written feedback from all stakeholder workshops (attached as Appendix 8)

Table 2 includes community members and neighbours as stakeholders. To differentiate community member submissions from submissions from agencies, associations or organisations, this report refers to the 210 submissions from community members as 'individual submissions' throughout. The vast majority are submitted by individuals, although a small number are submitted by a couple.

The 21 written submissions received from agencies, associations or organisations are referred to as stakeholder submissions.

Two frequency methods are applied in the following section to indicate the extent of comment on a theme in comparison to other themes:

- *The number of respondents giving feedback which was coded to a specific theme*

These calculations are based on a denominator of 211 for individual submissions and 20 for stakeholder submissions.

- *The number of comments coded to a specific theme*

Stakeholder workshops included feedback from multiple respondents, and so it is impossible to accurately quantify how many respondents present at a workshop agreed with a particular statement or opinion. For this reason, workshop responses are based on a denominator of 97, which was the total number of comments coded to all themes across all workshops.

This gives an indication of the importance of the theme across data sources. Multiple comments from a single source are counted separately, which can overemphasise the degree of consensus among sources.

Individual and stakeholder submissions can be analysed by the number of comments related to each theme, as well as how many responses included a mention of that theme.

The summary of the most commonly coded themes for each of the three data sources is shown in Tables 4 – 6 below. A larger sample size for individual submissions allows more variability, and therefore the top ten themes are shown for individual submissions, and the top five for stakeholder submissions and workshop responses.

Table 4. Top ten most commonly coded themes for individual submissions

RANKING	THEME	RAW NUMBER OF SUBMISSIONS CODED	PERCENTAGE CODED
1	Amenities and activities	115	54.8%
2	Connection between Dampier Bay and Lyttelton and Naval Point area	93	44.3%
3	Marina	66	31.4%
4	Ferry	60	28.6%
5	Water quality	59	28.1%
5	Movement to the east	59	28.1%
6	Norwich and Godley Quays	40	19.0%
7	Marine ecology	36	17.1%
8	Provision of a berth	34	16.2%
9	Character of Dampier Bay	34	16.2%
10	Reclamation	33	15.7%
10	Visual and landscape effects (including lighting)	32	15.2%

Table 5. Top five most commonly coded themes for stakeholder submissions

RANKING	THEME	RAW NUMBER OF SUBMISSIONS CODED	PERCENTAGE CODED
1	Provision of a berth	11	52.4%
2	Amenities and activities	9	42.9%
2	Ferry	7	33.3%
3	Norwich and Godley Quays	6	28.6%
4	Dampier Bay development	4	19.0%
5	Marina	4	19.0%
5	Sumner Road	4	19.0%

Table 6. Top five most commonly coded themes for workshop responses

RANKING	THEME	RAW NUMBER OF COMMENTS CODED	PERCENTAGE CODED
1	Dampier Bay development	12	12.4%
2	Marina	11	11.3%
2	Provision of a berth	11	11.3%
3	Ferry	10	10.3%
4	Norwich and Godley Quays	7	7.2%
5	Access to the waterfront	4	4.1%

CONSULTATION FINDINGS

This section details the results of the data analysis, and is grouped firstly into wider themes and then into more specific sub-themes where appropriate. While the report is structured into separate themes, it is important to note that the themes are not independent.

This is because proposals may have multiple implications that are not exclusively economic, social or environmental, but are some combination of the three. Findings are discussed with reference to the different data sources and, where possible, the different stakeholder groupings.

DAMPIER BAY DEVELOPMENT

Interdependence between themes can be seen in relation to Dampier Bay themes, because amenity or infrastructure options are often addressed both generally and in relation to Dampier Bay specifically. Dampier Bay themes attracted a large number of responses in individual submissions, and the three of the most common community submission themes overall related to Dampier Bay and its proposed amenities. The Dampier Bay development was also a focus for workshop attendees and stakeholder submissions.

For respondents to the online five-question survey, responses commonly related to the consultation question 'What activities would you and future generations want to see along the waterfront at Dampier Bay?'. It is important to note that respondents were not specifically asked about amenities in other locations, although they could submit feedback on this in response to the free response question, or as part of discussion and feedback through other consultation media. The wide range of suggestions for the development are consistent with the opportunities and social benefits of the Dampier Bay development expressed in the RTIR and the SSA.

Some of the amenities discussed below are an amalgamation of submissions suggesting this amenity be located in Dampier Bay, and submissions expressing a more general desire for that amenity to be provided without specifying location. Submissions relating specifically to transport are discussed in a subsequent section.

MARINA

Marina was the third most common theme for individual submissions, with 66 responses from individual respondents (31%). Of the comments, 37 (56% of responses) supported the provision of a marina, while only one submission opposed a marina. While only a small number of stakeholder submissions and workshop participants mentioned a marina, all were in favour. This is consistent with the RTIR, which found demand for a marina development.

FEATURES AND AMENITIES

The remainder of the comments related to the features and amenities that should be provided at a marina:

- Moorings for berth holders for small vessels through to 15m berths
- Short term berths
- Space for houseboats, super yachts and visiting boats such as the Spirit of New Zealand
- Secure facilities for berth holders that include showers, toilets, laundry and waste disposal facilities (although there would also need to be publicly accessible toilets)
- Facilities for maritime tourism operators, including onshore storage
- Facilities for fishing fleet

MOORING TYPE

Some submissions considered the commercial viability of a marina, and stated that it must be funded through mooring fees. There were different viewpoints on the type of moorings that should be provided. The advantages of a floating marina are that it is a more effective use of space, and allows for public access. Both individual and stakeholder submissions viewed access to a walk-on marina as an attractive feature.

In contrast, pile moorings were viewed as a heritage feature of the area, and it was suggested that some existing piles be retained. This also has the effect of providing a lower cost mooring alternative for boat owners unwilling or unable to pay for a marina berth. This was mentioned in both individual and stakeholder submissions. 2% of individual submissions favoured pile moorings, and two stakeholders mentioned pile moorings, although one was in favour and one was opposed.

AMENITIES AND ACTIVITIES

Amenities and activities at Dampier Bay was the most common theme overall, and over half of all individual submissions included at least one comment on the Dampier Bay development. Responses have been further categorised into maritime-related amenities, heritage amenities, and other amenities and activities.

MARITIME-RELATED AMENITIES AND ACTIVITIES

Some of these amenities could also be seen as being marina-related, and it is recognised that there is a degree of interdependence between the marina and other maritime-related amenities. There were a large number of comments relating to the importance of recreational boating and other water sports, some of which related to Dampier Bay, and some of which were location unspecific. Other suggested amenities included:

- Haulout facilities
- Dry dock facilities with gantry

- A public access boat ramp that is protected in bad weather, particularly southerly winds
- Launch and storage facilities for boats, waka, dinghies and kayaks
- Water sports facilities, including jet skiing, windsurfing and paddle boarding
- Maritime businesses such as a sail maker and chandler
- Fuel berth, located so that it doesn't interfere with boating or boat racing
- The ability to start boat races from shore due to older, land-bound volunteers
- Areas for fishing, including suitable areas for children to fish

A small number of individual submissions mentioned that planning and design for marine recreation activities takes into account traffic management plans and other safety considerations so that there are no health and safety risks to water users from recreational boats and other vessels. This was a more common feature of workshop responses, where the health and safety of the public featured heavily, including safety on the water.

There was a difference between the viewpoints of individuals and other stakeholders' responses. 5% of individuals mentioned dry dock facilities, compared to 10% of stakeholder submissions, and 10% of workshop comments. Stakeholder and workshop participants tended to focus more on the logistics of the location of the dry dock in relation to other Dampier Bay facilities, including raising concerns about dust or overspray. Submissions indicated that the dry dock should be situated so that dust and overspray do not adversely affect people, or cause damage to boats in the marina.

HERITAGE AMENITIES

A number of individual and stakeholder submissions discussed Lyttelton's heritage, with a particular emphasis on maritime heritage, including reference to the heritage dry dock.

The marina was seen as an opportunity for the berthing and display of iconic vessels such as the Spirit of New Zealand and the Lyttelton Tug. The STIR also suggests locating the Tug in the Dampier Bay development.

Heritage could also be shown through a museum which could house the contents of the Lyttelton Museum. It was suggested that heritage displays should tell the cultural story of Lyttelton, including Māori history and culture, the first European settlers, and Antarctic links.

The heritage value of pile moorings has been discussed previously. It was also suggested that a whistling buoy and a lighthouse would be appropriate maritime heritage amenities.

OTHER AMENITIES AND ACTIVITIES

It was suggested that an important feature of Lyttelton and of the Dampier Bay development is the ability to engage with port operation and other maritime links. Therefore, the other suggested amenities and activities often relate to maritime facilities and amenities.

For example, some submissions relating to the fishing fleet spoke of the importance of the fishing fleet having a place to moor, but some additionally spoke about being able to see the fishing vessels as an attraction for visitors and tourists. It was suggested that the public should be able to purchase fish from the boats, or that the fleet could be located in convenient proximity to a fish market.

In addition, public access to the marina (as previously mentioned) and the sea were seen as a benefit of the development. There were a number of comments on the natural landscape of Dampier Bay, with respondents suggesting care be taken in selecting plants and in creating an attractive natural space that will suit the weather and lack of direct sun, and will be kept well-maintained. Respondents also suggested green space for picnicking.

The most commonly suggested amenities were a hospitality precinct, with 41% of Dampier Bay individual responses listing at least one hospitality amenity that respondents believed should be included in the development. Types of hospitality included cafés, restaurants, bars, and informal food options such as fish and chips and ice creams.

A large number of submissions also described a retail precinct, although the desired character of the development was reflected by suggestions that it be a boutique retail experience, with no chain stores.

Recreation activities that were suggested included a fitness circuit, hydroslide, skate park and aquarium. A number of submissions included a children's playground, with descriptions ranging from 'state of the art' to a suggested maritime or pirate theme. This was echoed in the 'family friendly' descriptor that was used by some respondents.

There were a number of cultural suggestions also, including an art gallery, displays of works by local artists, craft markets, and displays of Māori artworks to complement the carving school in Lyttelton centre. Workshop and stakeholder submissions were more likely to focus on heritage aspects than individual submissions.

It was suggested that there could be function facilities, and some submissions described features such as big screens for holding outdoor functions or events, buskers, and other market opportunities.

16% of individual submissions contained at least one comment related to the character of the development. Some respondents suggested other developments that Dampier Bay could be modelled on, but also noted that it will be exposed to southerly winds and will not get a lot of direct sun, meaning that it is not directly comparable. Respondents compared the development to

Wellington Harbour, Auckland's Viaduct and Whangarei's Town Basin Marina Village, as well as international examples.

There were different viewpoints about the appearance of construction within the development, although these are not necessarily in direct conflict. Respondents alternatively described the appearance of buildings as quirky, genuine, rustic, shipping-themed, industrial and 'gritty not pretty'. A small number of respondents specified that buildings should not be high-rise, so that views are not blocked. Lighting should also be considered as part of the design, as should adequate shelter so that amenities can be used in inclement weather.

COMMERCIAL CONSIDERATIONS

Some submissions questioned the economics of the amenities and activities provided, with commercial viability dependent on rent levels, and lower commercial appeal while the development is still growing.

Submissions that mentioned Lyttelton in relation to the Dampier Bay development spoke of the importance of the Dampier Bay development offering a complementary experience to Lyttelton, rather than the two areas competing. A number of submissions raised concerns that the development would decrease visitor spending in Lyttelton.

Stakeholder and workshop responses, particularly those submitted by business-related individuals or associations, raised concerns that the development must not detract from the recovery and growth of Lyttelton town centre.

Submissions emphasised the importance of links between the two areas to ensure that visitors can easily access both areas. Access is discussed in more detail in the following section.

PUBLIC ACCESS

There were three themes that emerged in relation to public access. The first of these related to the Dampier Bay development and links between Dampier Bay, Naval Point and Lyttelton. There were also comments relating to easy access when moving around Lyttelton's town centre. Finally, a number of submissions addressed public access to the waterfront.

LINKS BETWEEN AREAS

It is evident that respondents see effective links between the different areas as critical to the success of the different areas, with a large number of individual and stakeholder submissions discussing the importance of easy pedestrian access in particular. Opportunities for adding value to walkways by having information panels and heritage signs were also suggested.

Submissions addressed the importance of inclusive access, with walkways needing to be suitable for children walking to and from school and accessing the sports ground. They also need to be able to accommodate wheeled transport, such as cycles, prams and wheelchairs.

There were also submissions discussing the cycling and walking links from the waterfront through to the Port Hills, with the 14 individual submissions that addressed this all favouring maintaining and extending links through to existing cycling and walking tracks. This was less frequently mentioned by other stakeholders, although there were a small number of stakeholder submissions which discussed a 'head to head' walkway.

NORWICH AND GODLEY QUAYS

The ability for the public to be able to safely cross Norwich and Godley Quays was the sixth most common theme overall for individual submissions. 19% of respondents commented on Norwich Quay, and 3% on Godley Quay. Of the responses relating to Norwich Quay, over half suggested that trucks should be diverted from Norwich Quay entirely, and others suggested that the speed limit be reduced. 7% of workshop responses related to Norwich Quay, and it was mentioned in six of the stakeholder submissions. Of the six submissions, three were from community organisations.

Comments suggested that pedestrians currently find it difficult and intimidating to cross Norwich Quay or to wait for the bus. In addition to creating difficulties with crossing, traffic is noisy and respondents find the fumes unpleasant. A number of individual submissions suggested overhead pedestrian access (21, 10% of all individual submissions), although a third of these were also open to a tunnel under the road. The CIA and SSA also cite concerns through consultation about heavy traffic on Norwich Quay.

ACCESS TO THE WATERFRONT

20% of individual submissions referred to the importance of good public access to the waterfront. While many saw the Dampier Bay development as an opportunity to achieve this, there was still a desire for additional access in Lyttelton. Only 4% of workshop comments and two of the stakeholder submissions (10%) related to good public access.

CRUISE SHIPS

There were a number of contributions to this theme area, with stakeholder submissions and workshop responses focussing more on this than individual submissions. Comments focussed on the provision of a berth and the economic benefits of cruise ships to Lyttelton and Christchurch rather than on the location of a berth.

PROVISION OF A CRUISE SHIP BERTH

Comments related to this theme were unanimous in supporting a cruise berth in Lyttelton, and gave tourism and the economy as their justifications. A very small number of submissions questioned whether cruise ships benefit Lyttelton directly, as the 'money stays on the boats' or passengers only spend a small amount of time in Lyttelton.

This was the most common theme for stakeholder submissions, compared with the second most common for workshop responses and the eighth most common for individual responses. The stakeholder submissions included four submissions from tourism operators or associations, all of which addressed this theme.

These submissions focussed on the need for a berth that was able to accommodate 350m boats, and that had access to an area for staging transport such as buses or taxis. They reiterated the economic benefits of cruise ship visits to New Zealand, and raised concerns that if cruising companies remove New Zealand or the South Island from their itineraries due to lack of suitable facilities, it will be very difficult to attract them back in the future, should a suitable berth be provided.

Workshop and individual submissions raised questions about how the berth would be funded and suggestions included LPC funding the berth or the institution of a passenger levy. There was also consideration given to access to the berth, including the possibility of floating walkways, although there were reservations about whether these would interfere with recreational boating.

LOCATION OF A BERTH

LPC is considering several options for the location of this berth and has consulted on these options, with more discussion around potential locations included in the RTIR and the CIA.

There was no consensus on a preferred location for a berth, and suggestions ranged from Naval Point in the west to Cashin Quay in the east, or simply within the inner harbour. It was also suggested that the berth should be close to the town centre. Two of the tourism submissions noted that regardless of the location, the berth would need to be able to accommodate a 350m ship.

The majority of individual submissions that addressed this topic were related to the provision of a berth (34, 16% of respondents), rather than where it should be located (15, 7% of respondents). Only two stakeholder submissions (both from tourism stakeholders) mentioned a location, and both preferred Cashin Quay.

AMENITIES

A number of individual responses considered the amenities that should be available to the berth, and suggestions included good parking and access to public transport such as buses. Some respondents raised concerns about access to internet services and believed that passengers accessing the internet in the library creates inconvenience for library users and puts pressure on staff.

It was also suggested that there should be a specific terminal for cruise passengers, which could include customs processing facilities. There was a question of whether a terminal would be sufficient for quarantining or processing passengers if needed.

Workshop responses did not tend to address amenities, but rather focussed on the economic benefits of cruise ships, and funding models for a berth, such as joint ventures or surcharges.

TRANSPORT

There are interdependencies between the different transport themes, as many visitors and commuters access more than one type of transport to complete their journey.

FERRY

The ferry was the most commonly commented upon type of transport across the three consultation groupings – individual submissions, stakeholder submissions, and workshop responses.

33% (seven) of stakeholder submissions and 29% (60) of individual submissions included at least one comment relating to the ferry. It was the third most common theme for stakeholder submissions, the fourth for individual submissions, and the fifth for workshop responses.

One quarter (16) of individual submissions relating to the ferry expressed a wish for the ferry to remain at its current location, four preferred Dampier Bay, and five preferred another location. Five of the seven stakeholder submissions that related to the ferry favoured its current location, although the majority of these five submissions were from community organisations. Only one of the ten workshop responses relating to the ferry preferred its current location, with four favouring a move to Dampier Bay.

A small number of individual and stakeholder submissions suggested that the Lyttelton Tug remain in its current location, close to the current ferry terminal.

Over half of workshop responses and a third of individual submissions relating to the ferry outlined considerations for its location. The most common is that the ferry needs to be close to the town centre so that less mobile users can easily access the shops and other facilities within Lyttelton. Five individual submissions cited 400m as an appropriate maximum walking distance from the town centre, which was a reference to an earlier report on this topic published prior to the earthquakes. One of the stakeholder submissions related to the importance of access to public transport.

It was also seen as important that the ferry had good links with other forms of transport, with it needing to be close to the bus and close to suitable parking facilities. Consultation suggests that only a small number of commuters leave cars in Lyttelton overnight, although that may be related to a lack of suitable parking. Comments suggest there are difficulties accessing the current terminal and that it can be difficult to transport bulky items from the ferry to existing parking.

A small number of submissions referred to the heritage value of the ferry's current location, particularly its proximity to Jetty B and Pilgrim's Rock. It is important to reiterate the overall feeling of distress indicated by a number of submissions about the loss of much of Lyttelton's built heritage due to the earthquakes. While it is not the preferred option by individual respondents, if it were decided to relocate the ferry terminal, consideration should be given to how public access to these heritage features can be effectively retained and promoted.

It should be noted that during consultation carried out for the RTIR, the ferry operator stated a preference for the ferry terminal to be located in the eastern corner of Dampier Bay. This would give a walking distance of 550m. A new terminal could have ticket sales facilities, as well suitable parking and toilets. It believed this would allow better future-proofing, as there would be sufficient room to berth in the event that a larger vessel is required in the future. The SSA also suggests that there are strong long-term benefits to relocating the terminal, such as an enhanced level of amenity and service.

BUS

Individual submissions favoured the bus linking with the ferry, and believed that the bus would need to continue to link with the ferry if the terminal were moved. However, the bus would still need to access the town centre and the east side of Lyttelton. At the moment, waiting on Norwich Quay for the bus is seen as unappealing, for the reasons described previously. Neither stakeholder submissions nor workshop responses addressed buses.

CAR PARKING

Due to existing pressure on parking, concerns were raised in individual submissions that the Dampier Bay development would further increase parking difficulties. In addition to the amenities previously discussed, the development would need to have sufficient parking for visitors and marina users. It was suggested that more parking would also increase convenience for ferry users, although this may combine with parking facilities in Dampier Bay if the terminal were relocated. Consideration would need to be given to suitable time limits on the parks. Workshop responses do not address car parking, however a small number of stakeholder submissions mentioned parking. Where this was the case, it was in relation to another theme, such as parking being required close to the ferry terminal and close to the cruise ship berth.

SUMNER ROAD

A small number of individual submissions (15, 7% of individual respondents) commented on Sumner Road, with all submissions stating that it should be reopened. This would allow for loads that are unsuitable to be transported through the Lyttelton Tunnel to be transported over Evans Pass. The current requirement to close the tunnel when transporting dangerous freight causes delays and increases traffic congestion.

Sumner Road was not discussed during the workshops, but four stakeholder submissions wanted the road to be reopened, two from community organisations and two from business. The CIA expressed concerns that if the road is not re-opened, there will be ongoing increases in port-related traffic elsewhere, such as at Rāpaki.

It must be acknowledged that reopening Sumner Road is a matter outside the scope of this Recovery Plan given clause 5.5 of the Direction specifically states that the Recovery Plan cannot direct changes to documents or instruments in relation to the reopening of Sumner Road.

RAIL

19 submissions (9% of respondents) related to rail usage, and suggested using rail for freight to reduce traffic in the tunnel and noise from trucks. There were also suggestions that the rail tunnel could be upgraded to allow for rail and road freight. Three submissions suggested passenger transport by rail also. 3% of workshop responses (three comments) also dealt with the issue of rail, two of which suggested upgrading and reopening the rail tunnel.

PORT TO THE EAST

Submissions related mainly to the two parts of the PLP's *Port to the East* proposal. Firstly, the proposed move of the current container terminal to reclaimed land, and, secondly, the relocation of general cargo operations to the east.

RECLAIMED LAND

Of the 28 individual submissions relating to this theme, just over half supported the reclamation proposal, 5 opposed it and 9 questioned whether the estimated demand would eventuate or expressed concerns about the environmental impact of using demolition rubble for the reclamation. This is consistent with concerns raised in the CIA about the environmental impact of the reclamation, including potential risks to mahinga kai.

There was a suggestion that the significance of the rubble should become part of the narrative around Lyttelton's earthquake heritage, which was echoed in a workshop response. One of the two stakeholder submissions that addressed the reclamation opposed the scale of the proposal, while the other outlined environmental concerns that should be addressed.

MOVEMENT TO THE EAST

Over 50 individual submissions related to this proposal, making it the joint fifth most common theme (with water quality). Feedback that related to this theme was generally in response to the question of how the port should be rebuilt and reconfigured to meet import and export demand. While all submissions supported a move east, many were succinct, and simply offered a move to the east as a suggestion. Where a reason was given, the two most common reasons were that it opened up the harbour for recreational uses, and that it increased public access. Some submissions gave conditions on which support was based, which were commonly that the move east should increase marine recreation opportunities in the inner harbour, and that some port operations should remain visible from Lyttelton. Four submissions suggested the opening of City Depot. Stakeholder submissions and workshop responses did not directly address this proposal.

ENVIRONMENTAL EFFECTS

There was significant interdependence between these themes and other areas, and many submissions recognised the need for pragmatism in balancing environmental considerations with

commercial or social considerations and the need for recovery. Individual submissions were far more likely to address environmental effects than stakeholder submissions or workshop responses.

ECOLOGY

41 (20%) of individual submissions) included at least one comment on the importance of marine or terrestrial wildlife. Where specified, Hector's dolphins were the most frequently named marine wildlife, and birds were mentioned in half of the submissions that related to terrestrial ecology. Stakeholder submissions and workshop responses did not specify particular types of wildlife, with the exception of one submission which identified seals, dolphins and penguins. The RTIR links effects on marine mammals to the potential impact on the recreational visitors who come to view them.

WATER QUALITY

Water quality was the joint fifth most common theme (with movement to the east), and was mentioned by 28% of individual respondents. It was not among the most common themes for either stakeholder submissions or workshop responses.

The vast majority of submissions on this theme simply stated that clean water and good water quality is important. Suggestions from the stakeholder workshops included using inner harbour land for plantings that would reduce storm damage and filter storm water, as well as riparian planting along stream beds. Submissions also mentioned stormwater run off from logs and coal, discharge from ships and refuse from the port and from ships. There is also a need to balance operations with environmental considerations, such as the effect of the dry dock on water quality.

This is consistent with the CIA, which emphasised the importance of water quality to mahinga kai, and the possibility of improving stormwater management.

DREDGING

One workshop response and two stakeholder submissions addressed this theme. A small number of individual submissions (nine) addressed dredging, with only one of these specifying maintenance dredging, and the remainder simply stating 'dredging'. Of these, only one submission suggested less dredging, two approved dredging, and four approved dredging but with the tailings dropped out to sea so that they do not flow back into the harbour. Twelve further individual submissions mentioned sedimentation or silt, and more than half of these believed it had adverse effects. Submissions suggested a lack of knowledge in this area, and a desire for more information about the effects of dredging or other activities that disturb sediment.

TANK FARM

The tank farm was mentioned in seven individual submissions. While some focussed on mitigating against environmental concerns such as landslides or fuel leaks, the majority related to the tank farm being visually unappealing, and suggested camouflage options such as painting or plantings. Stakeholder submissions and workshop responses did not address this theme.

AIR QUALITY

There were a small number of individual submissions relating to air quality, and these have largely been discussed with reference to public access over Norwich Quay and the location of the dry dock. Air quality concerns related to fumes in the tunnel, and ongoing dust from sources such as logs, coal and construction. Only three workshop responses and two stakeholder submissions addressed this theme.

NOISE

20 individual submissions (9% of respondents) addressed noise, four of which said that the noise was within expectations for a working port, and the remainder of which stated that the noise was above acceptable levels. There were some suggestions about suitable times for carrying out noisy activities. This related to port operation, construction, and outdoor functions or events held at Dampier Bay.

Submissions suggested that noisy port activities only be carried during weekdays, and that events or functions at Dampier Bay should consider the effects of noise on residents. Some submissions stated that the move of the port to the east would reduce noise, as operations would be shifted away from Lyttelton, but others felt that the reclamation and other construction work would increase noise, and that the relocation east would increase noise for other areas, such as Diamond Harbour.

Only one workshop response and one stakeholder submission addressed this theme. This is echoed in the RTIR, which considers the appropriate level of noise.

LIGHTING

There were also a small number of individual submissions, stakeholder submissions and workshop responses that related to light pollution, which was mentioned in relation to humans and fauna. Suggestions included that lighting spill could be restricted or monitored, and lighting design could be used that directs light downwards and provides side shielding. Smart controls could also utilise light timers and motion sensors.

CONCLUSION

A multi-method approach to engagement and consultation yielded a dataset with responses from individuals, agencies, organisations, and workshop participants. The datasets have been analysed, and findings reported by theme and sub-theme.

The following recommendations reflect the themes and options for which there was the highest degree of consensus or support during the consultation phase.

The recommendations below have emerged from the submissions received, have been relayed to LPC's experts and these issues are being considered in technical reports being provided to ECan.

RECOMMENDATIONS

DAMPIER BAY DEVELOPMENT

It is suggested that planning proceed on a design for the development that accommodates a marina with a dry dock and other maritime amenities (located so that overspray and other activities do not affect user enjoyment), and hospitality, heritage, retail and recreation amenities.

It is essential that consideration be given to the commercial viability of the development and whether there will be any impact on Lyttelton hospitality and retail providers.

PUBLIC ACCESS

Pedestrian links between Naval Point, Dampier Bay, Lyttelton and the Port Hills should be established and strengthened, including maximising public access to the waterfront wherever practicable. Concerns about traffic on Norwich Quay also need to be resolved, A multi-agency approach is required to address these issues, and these issues are all being considered by LPC in the Traffic and Urban Design reports.

CRUISE SHIPS

There is strong support for provision of a cruise ship berth, and future planning should incorporate a berth capable of accommodating a 350m ship located in convenient proximity to parking and public transport.

FERRY LOCATION

The strong preference expressed by individual respondents is that the ferry terminal be retained at its current location, while workshop responses preferred a shift to Dampier Bay. If the current site is retained, planning needs to consider how to mitigate restrictions such as access to convenient parking, toilets and a suitable terminal. Priorities for the ferry location include proximity to town, accessibility, heritage and linkages with parking and other forms of transport.

APPENDIX 1. SUMMARY OF ACTIVITY BY STAKEHOLDER GROUP

STAKEHOLDER	MECHANISM	DESCRIPTION
LPC Close Stakeholders	Letter and feedback form or email request	A personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.
	Website	The above correspondence referred people to the site for more information or to share more.
	Workshops	Port users, sponsorships, customers and mana whenua were invited to attend the consultation workshops
	Hui	A series of Hui were conducted with mana whenua as part of the Cultural Impact Assessment.
Logistics, Transport and Tourism	Workshops	Representatives from this stakeholder group were invited to attend the workshops.
	Letter and feedback form or email request	Personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.
	Website	The above correspondence referred people to the site for more information or to share more.

STAKEHOLDER	MECHANISM	DESCRIPTION
Lyttelton Neighbours	Port Talk	Open at locally advertised hours at a variety of days and times and manned by senior LPC staff.
	Workshops	Representatives from this stakeholder group were invited to attend the workshops.
	Letter and feedback form or email request	Personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.
	Website	The above correspondence referred people to the site for more information or to share more.
Wider Communities	Port Talk	Open at locally advertised hours at a variety of days and times and manned by senior LPC staff.
	Workshops	Representatives from this stakeholder group were invited to attend the workshops.
	Letter and feedback form or email request	Personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.
	Website	The above correspondence referred people to the site for more information or to share more.

STAKEHOLDER	MECHANISM	DESCRIPTION
Business and Interest Groups	Workshops	Representatives from this stakeholder group were invited to attend the workshops.
	Letter and feedback form or email request	Personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.
	Website	The above correspondence referred people to the site for more information or to share more.
Opinion Leaders	Workshops	Representatives from this stakeholder group were invited to attend the workshops.
	Letter and feedback form or email request	Personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.
	Website	The above correspondence referred people to the site for more information or to share more.
Government and Local agencies and Regulatory Authorities	Workshops	Representatives from this stakeholder group were invited to attend the workshops.
	Letter and feedback form or email request	Personal request for feedback sent by Peter Davies or Simon Munt asking for feedback on the plan.

STAKEHOLDER	MECHANISM	DESCRIPTION
	Website	The above correspondence referred people to the site for more information or to share more.
Media	Embargoed tour and detailed briefing	For The Press, Tv3, Tv1 and the NBR
	Media release and further information	To wider community, business and industry media
Customers	Workshops	Representatives from this stakeholder group were invited to attend the workshops.

APPENDIX 2: ANNOUNCEMENT TO STAKEHOLDERS - TIMINGS AND DETAILS

Significant time and consideration was taken to ensure that all stakeholders received information in a timely manner and so as to ensure that the legal NZX listing requirements were also adhered to. This required some careful management so as to ensure that the relevant parties were not taken by surprise. The process diagram below outlines the high level planning.



Given the scale and broad interest of the Port Lyttelton Plan and the diversity of the stakeholders the master stakeholder list was further classified into three additional groups so as to easily manage the distribution of information upon announcement.

- Tier 1 were the highest priority group. These stakeholders received a personalised email on the date of announcement with a link to the website, a request directly from the Port for them to provide feedback, and a hard copy of the Port Lyttelton Plan and a feedback form in the post in the following days. This group included all Port staff.
- Tier 2 received the email with the link to the website and were also requested to provide feedback.
- The remaining stakeholders were to be notified of the Port Lyttelton Plan via media coverage or other means.

APPENDIX 3: SCHEDULE OF ACTIVITY

PRIOR TO ANNOUNCEMENT

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
23 June	Local Councillor - Andrew Turner	Face to Face	Meeting to inform of public notification timings and dates and when to expect release of information. Andrew also peer reviewed the stakeholder list to see that we had everyone included and the proposed consultation mechanisms. Andrew was also asked to officially open Port Talk.
23 June	Senior Managers' briefing	Face to Face	
24 June	TV1, TV3, the Press and NBR	Embargoed Face to Face half day embargoed media tour	Talk through plan, interviews with Peter Davie and John O'Dea and comprehensive tour of the port.
25 June	Environment Canterbury	Face to Face	Meeting to inform of public notification timings and dates and when to expect release of information.
25 June	NZTA	Face to face	Communications and engagement strategy

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
25 June	Te Rūnanga o Ngāi Tahu	Face to Face	Meeting to inform of public notification timings and dates and when to expect more detailed information in the diary. Also discussed consultation mechanism for moving forward with TRONT and mana whenua
25 June	Christchurch City Council	Face to Face	Meeting to inform of public notification timings and dates and when to expect release of information. Please note that CCHL was not included in this process due to NZX requirements.
25 June	Senior LPC staff	Face to Face	Key message training for senior staff who were to be manning Port Talk about the Port Lyttelton Plan.
25 June	Tier 1 and 2 LPC staff	Face to Face	Briefing of the impending announcement and what to expect.
25 June	NZX	Statement	Information sent to NZX post market closing ready for distribution to their list in the morning.

26 JUNE - ON ANNOUNCEMENT

TIME	STAKEHOLDER	MECHANISM	DESCRIPTION
5.00 am	Stakeholders Tier 1 & 2	Email	Proactive email communication with identified key stakeholders with link to the website and a request for feedback issued.
5.00 am	Media	Media release	Media release issued to wider media list. Embargo lifts at 6am.
6.00 am	All	Website	Site goes live
6.00 am	Shareholders	Statement	Statement echoing the media release issued by the NZX
6.00 am	Various	The Press	Half page ad in The Press promoting the website and Port Talk
10.00 am	Stakeholders Tier 1 & 2	Mail out	NZ Post picks up hard copy of the vision document, with accompanying personalised letter to LPC staff and selected key stakeholders. A request for feedback was included.
4.00 pm	All	Social Media	Links to media coverage and the PLP website were posted/ pushed to relevant Social Media sites such as

TIME	STAKEHOLDER	MECHANISM	DESCRIPTION
			the Facebook pages of the Lyttelton Review, Naval Point Yacht Club, Rebuild Canterbury, I really grew up in Lyttelton and others.

ENGAGEMENT ACTIVITY

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
27 June	All	The Press	Advertising of website and Port Talk opening hours
27 June	Various	Port Talk	Soft opening – of the information centre. A dress rehearsal before the official launch.
27 June	Lyttelton Residents and businesses	Port Lyttelton Plan	Hard copies dropped off to local cafes along with flyers with the Port Talk opening times and to the Lyttelton Information Centre/Library.
28 June	All	The Press	Advertising of website and Port Talk opening hours
28 June	Various	Port Talk	Official opening of Port Talk by councillor Andrew Turner. Media in attendance. Coincides with the Lyttelton Farmers Market.

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
30 June	Christchurch Businesses	Port Lyttelton Plan	Additional hard copies dropped off to interested parties receptions for example KPMG, CECC, and CERA.
30 June	Lyttelton Residents and businesses	Port Talk	16.00-18.00
30 June-4 July	Woolston and Opawa locals and businesses	Port Lyttelton Plan	Hard copies dropped off to local cafes along with flyers with the Port Talk opening times
1 July	Lyttelton Residents and businesses	Port Talk	11.00-13.30
2 July	All	The Press and Bay Harbour News	Advertising of website and Port Talk opening hours
3 July	Lyttelton Residents and businesses	Port Talk	11.00-13.30 and 17.30-19.30
4 July	Lyttelton Residents and businesses	Port Talk	11.00-13.30
5 July	All	The Press	Advertising of website and Port Talk opening hours

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
5 July	Lyttelton Residents and businesses	Port Talk	10.00-12.30
5 July	Sumner, Redcliffs, Mt Pleasant, Ferrymead locals and businesses	Port Lyttelton Plan	Hard copies dropped off to local cafes along with flyers with the Port Talk opening times.
7 July	Lyttelton Residents and businesses	Port Talk	16.00-18.00
8 July	Lyttelton Residents and businesses	Port Talk	11.00-13.30
9 July	All	The Press	Advertising of website and Port Talk opening hours
10 July	CERA Communications Team	Face to Face	Sharing of the plan for seeking consultation. Seeking feedback as to if there is anything or anyone that we have missed.
10 July	Lyttelton Residents and businesses	Port Talk	11.00-13.30 and 17.30-19.00
11 July	Lyttelton Residents and businesses	Port Talk	11.00-13.30

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
12 July	Lyttelton Residents and businesses	Port Talk	10.00-12.30
16 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00
17 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00 and 17.30-19.00
18 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00
19 July	Lyttelton Residents and businesses	Port Talk	9.00-13.00
21 July	Rapaki and Te Rūnanga o Ngāi Tahu	Face to Face	Hui process
22 July	CERA, ECan, CCC – communications representatives	Face to Face	First of what is to become monthly meetings for sharing information about the Port Lyttelton Plan and the Ports consultation and engagement.

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
22 July	Lyttelton Harbour Business Association Committee	Briefing	Meeting to talk through the Port Lyttelton Plan and answer questions.
22 July	Stakeholder workshop	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.
23 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00
23 July	Stakeholder workshop	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.
24 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00
24 July	Stakeholder workshop	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.
25 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
26 July	Lyttelton Residents and businesses	Port Talk	9.00-13.00
29 July	Stakeholder workshop	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.
30 July	Lyttelton Harbour Business Association Membership	Briefing	Meeting to talk through the Port Lyttelton Plan and answer questions. Attendees encouraged to provide feedback.
30 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00
30 July	Stakeholder workshop	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.
31 July	Lyttelton Residents and businesses	Port Talk	11.00-13.00
1 August	Lyttelton Residents and businesses	Port Talk	11.00-13.00

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
2 August	Lyttelton Residents and businesses	Port Talk	9.00-13.00
5 August	Paula Smith and Mike Simmers	Face to Face	Meeting at the port
6 August	Stakeholder workshop	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.
6 August	Nuk Korako	Face to Face	Meeting at the port
7 August	Karleen Edwards	Face to Face	Meeting at the port
7 August	Lyttelton Residents and businesses	Port Talk	11.00-13.00
8 August	Lyttelton Residents and businesses	Port Talk	11.00-13.00
9 August	Lyttelton Residents and businesses	Port Talk	9.00-13.00

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
14 August	Lyttelton Residents and businesses	Port Talk	11.00-13.00
15 August	Lyttelton Residents and businesses	Port Talk	11.00-13.00
15 August	Statutory Partners	LPC site visit	Tour of LPC key sites to brief and show statutory partners first hand the current situation and proposed planning options.
18 August	CERA, ECan, CCC – communications representatives	Face to Face	Monthly meeting for sharing information about the Port Lyttelton Plan and the Ports consultation and engagement.
18 August	Kotahi	Face to Face	Present PLP to Customer
19 August	Mayor	Face to Face	Briefing and update on the PLP
27 August	CEAG	Face to Face	Present Port Plan to Chief Executives
4 September	David Ward, Kelvin Coe (Selwyn District Council)	Face to Face	Meeting at the port

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
4 September	ECan Commissioners	Face to Face	Briefing
5 September	ECan meeting	Face to Face	None given
12 September	Recovery Strategy Advisory Committee Meeting	Face to Face	
15 September	Andrew Turner	Face to Face	
17 September	Lyttelton / Mt Herbert Community Board Deputation	Face to Face	
22 September	Wellbeing Impact Assessment workshop	Face to Face	Workshop to develop assessment and quality criteria with a particular focus on health and wellbeing relative to the PLP
14 October	ECan Stakeholders	Face to Face	Port tour
31 October	Stakeholder workshop for LPC customers	Face to Face	Gather feedback on the draft PLP, and give an opportunity for questions and discussion of the proposals.

DATE	STAKEHOLDER	MECHANISM	DESCRIPTION
Throughout the consultation process	All	Social Media	Links to media coverage and the PLP website and news updates were posted/ pushed to relevant Social Media sites such as the Facebook pages of the Lyttelton Review, Naval Point Yacht Club, Rebuild Canterbury, I really grew up in Lyttelton and others. These posts encouraged people to have a say/ share their thoughts on the plan.
Throughout the consultation process	All	Website	Questions were able to be posed to the Port through the Port Lyttelton Website. These questions were answered directly and often shared on the website.
Throughout the consultation process	All	Website	Summaries of feedback received both construction and supportive were regularly shared on the Port Lyttelton Plan website as a means by which to encourage more people/organisations to have their say.
Throughout the consultation process	All	Website	As more information became available from the Ports technical experts and Project Management Office additional information and project updates were loaded on to the website as a means by which to share information and to hopefully stimulate more feedback.

APPENDIX 4: STATUTORY PARTNERS' CONSULTATION

Three clauses in the Direction (4.2 and 6.4 and 6.8) refer to a list of statutory partners, in addition to ECan and CERA who have an interest in the recovery plan process. These are the Christchurch City Council (CCC), Te Rūnanga o Ngāi Tahu (TRoNT), Department of Conservation (DOC), Selwyn District Council (SDC), Waimakariri District Council (WDC) and New Zealand Transport Agency (NZTA).

In order to ensure the partners were well informed of LPCs proposals for recovery, the consultation undertaken on these proposal and the preparation of technical reports a one hour fortnightly statutory partners co-ordination meeting was held. This commenced on the 17th of July and continued fortnightly throughout LPC's period of the recovery plan. Minutes were recorded for the meetings.

A port tour was also run for the statutory partners on the 15th of August.

CONSULTATION ON THE LPC CONSULTATION AND ENGAGEMENT STRATEGY

As required in clause 6.4, the statutory partners were consulted with on LPC's consultation and engagement strategy. This was initially accomplished by a series of meetings. Most of these were held on the 25th of June, although discussions with DOC were not held until later when the statutory partners meetings commenced.

As LPC were uncertain about whether the Minister would direct a recovery plan, a consultation and engagement strategy and collateral (the PLP) had been developed prior to the Minister's Direction, and prior to being aware of the need to consult with the partners. It was this strategy that was consulted on and that the statutory partners provided commentary on. In due course the strategy (including changes based upon the meetings with partners) was formulated into a document which was then forwarded to the partners for further comment. Written comments were received from a number of the partners and some amendments were made to the strategy.

TECHNICAL MEETINGS

In addition to the statutory partners meetings, a number of technical discipline meetings were held with the relevant experts from the statutory partners. Due to time constraints, meetings were only held for the most critical disciplines. The aim of these meetings was to provide a forum to discuss the methodology and results of the technical effects assessment that LPC was undertaking. A series of meetings were held for each of the following disciplines:

1. Hydrodynamics and waves (attended by ECan and TRoNT)
2. Urban design (attended by CCC, ECan and NZTA)
3. Marine ecology (attended by ECan, DOC and TRoNT)
4. Transportation (attended by CCC, ECan and NZTA)

These meetings resulted in modifications to methods of assessment (i.e. additional hydrodynamics modelling scenarios, addition of proposed laneways in Lyttelton to the urban design assessment) as well as a better general understanding of each agency's issues and concerns.

LYTTELTON MT HERBERT COMMUNITY BOARD

On the 17th of September LPC made a deputation to the community board to provide an update on progress on the Port Lyttelton plan and the work on the LPRP. This comprised a formal presentation by LPC followed by questions from the board.

LPC attended the Naval Point Boat Safety meeting held at the Naval Point Yacht Club on the 12th of August. This meeting was organised and run by the LMH Community Board and chaired by Paula Smith. LPC attended to provide input on their proposals for a marina in the inner harbour and discuss how this would work together with the Naval Point facilities.

PRESENTATIONS TO CCC LPRP WORKING PARTY

On the 22nd of July LPC made a deputation to the CCC LPRP working party. The presentation focussed on an introduction to the Port Lyttelton Plan, followed by a port tour with members of the working party.

A further deputation to the working party was made with CDHB to present the wellbeing criteria. This was mostly run by two representatives of the CDHB and the purpose was to provide the working party with an opportunity to understand and review the assessment criteria developed at the wellbeing workshop (which most of the member did not attend).

HERITAGE NEW ZEALAND

Met with HNZ to discuss the archaeological values at the Port, the proposals within the recovery plan and to undertake a port tour on two occasions (7th of May and 19th of June). A number of meetings were held post this, primarily focused on the application for a global authority to damage or modify an archaeological site(s) which is currently being sought by LPC.

USER GROUPS

LPC met with the Dampier Bay Moorings Association on 8th of July to discuss the proposed marina and the comments, issues and concerns that the DBMA had with changes.

DATA REDUCTION AND OPEN CODING

Once data had been collated, two subject matter experts reviewed the feedback received from community and other stakeholders online, in writing or at Port Talk, and used a process of open coding and data reduction to develop an initial set of themes.

Data reduction is the process of selecting relevant information from the source data and discarding unrelated or irrelevant data. Open coding refers to developing a set of conceptual themes or categories, and of sorting data into these themes.

When developing the themes, the subject matter experts had regard to the content of the feedback, as well as clauses 5.1.1 – 5.1.4 of the direction notice, which require that the Port Recovery Plan address:

- The recovery of the damaged port;
- The social, economic, cultural and environmental well-being of surround communities;
- Implications for transport and infrastructure; and
- The needs of Lyttelton Port users.

Data reduction occurred at this stage through the non-inclusion of feedback that was immaterial to the topics of interest. This allows for the refinement of feedback away from substantial detail and into core issues or opinions.

AXIAL CODING

To reduce subjectivity and eliminate the possibility of confirmation bias, an objective researcher then analysed all raw data. This was the feedback that was used during open coding, in addition to the three other data sources outlined in the Data Sources section (agency submissions, stakeholder workshops, SME engagement).

The researcher reread all data, searched for additional statements that could be added to the original coding structure, and developed additional themes where statements did not fit within the original structure. The researcher coded the data sources not coded by the subject matter experts (agency submissions, stakeholder workshops, SME engagement), and coded data multiple times if it related to more than one theme. This rereading ensures that no relevant data were excluded during the initial phase of data reduction, as they are reintroduced at this stage of the analysis.

The researcher then used a process of constant comparative analysis to analyse all data within each theme, and to refine the themes further into sub-themes where indicated by the data.

Constant comparative analysis is when all coded data are compared to all other pieces of data, and additional themes are created to reflect identified differences.

VALIDITY TESTING OF THEMATIC STRUCTURE

Effective qualitative analysis requires that codes are valid, mutually exclusive, and exhaustive. Valid in this context refers to the themes being relevant to the topic area. Validity was enhanced by the use of subject matter experts to develop an initial set of themes prior to the use of an objective researcher.

Mutual exclusivity means that themes should ideally be distinct and should not overlap. As previously discussed, the interdependence of the proposals in the PLP and the multiple implications meant that exclusivity of themes was not a realistic goal.

Pearson's correlation coefficients were calculated to compare word similarity and content overlap between themes. All theme relationships with a coefficient over 0.50 were considered and component data were compared to check independence. If analysis of content did not support the independence of the two themes, the content of the two themes was amalgamated and the theme renamed.

The rereading of all data by the researcher ensured that the coding was exhaustive and that all relevant data was included in at least one theme. It is important to reiterate that an analysis of this volume of data is focussed at the theme level, and does not include the detail of every individual submission.

LIMITATIONS

Feedback to all consultation media was through free response or in guided by open-ended prompting questions. With the exception of the five content-oriented online submission questions, respondents were not required to express an opinion, whether positive, negative or neutral, in response to specific options or themes.

As would be expected, respondents appear to have expressed opinions about the issues or themes about which they feel strongly or have particular concerns to raise or options to suggest. The benefit of this approach is that submitting feedback is less arduous for respondents, and ensures that data analysis is not influenced by neutral or non-responses.

It is important to note, however, that a number of positive or negative responses should not be considered as representative of community/stakeholder views overall. It is important that themes that respondents feel strongly about are addressed adequately, but those who do not express an opinion on a particular issue or theme are best interpreted as neutral. Therefore, a theme for which a small number of positive responses are received suggests that a small proportion of respondents are in favour, and the remainder are neutral.

Respondents to the consultation process were self-selected, leading to a non-probabilistic sampling approach. Self-selected sampling is appropriate in this context, as respondents are likely to be more motivated and committed, leading to them being more willing to spend time contributing detailed and considered feedback.

However, because self-selection bias may exist within the sample, results cannot be automatically generalised to the population. Rather, it can be assumed that respondents are more likely than the general population to feel strongly about particular issues or options, which can exaggerate findings.

APPENDIX 6: ONLINE AND HARD COPY SUBMISSIONS

Response Num	A	B	C	D	E	F	Suburb	Submitted On
	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?		
1	-	It makes a lot more sense to open up the waterfront directly down from the Lyttelton town centre, not way over at Dampier Bay. Lyttelton cannot support two separate retail sections/cafes etc, and it will be too far of a walk to stroll from one area to the other - particularly when you have small children. It would be amazing to be able to connect the main retail part of London st up with the waterfront using Oxford and Canterbury streets - an easy walk - and there is already a bridge over the railway lines at the end of Oxford st, and the new civic square will be on the corner of London and Canterbury streets. Before the earthquakes, Oxford St had retail and cafes all the way down to the overbridge, and as the rebuild progresses I imagine this will come back, - so there are already natural avenues for connection. Doing this would unify, rather than segregate. Furthermore, the Diamond Harbour Ferry should not move over to West Lyttelton. Again, it makes it a long walk from getting off the ferry into Lyttelton which is bad for Lyttelton businesses, as people wont bother, or will just go straight into town on the bus, missing the main street of Lyttelton.	It would be great to have an outdoor theatre down on the waterfront - it would bring a real buzz to the area and a reason for people to come for the day and stay into the evening. I hear there is potentially going to be a temporary one on London St for a while, - perhaps that could be moved down to the waterfront once that site is no longer available? A few nice places to eat/drink, maybe kayak rentals for the summer.	Wildlife and marine life, native bush regeneration, clean water for swimming, good access.	-	It excites me that the Inner Harbour is being developed - as it should be - and as most other cities have very successfully done. As I have made clear however, I have serious concerns with, and strongly disagree with the location of the 'connecting with the community' sector, and the location of the Diamond Harbour ferry terminal.	Diamond Harbour	8/08/2014
2	-	Please don't move the Diamond Harbour ferry terminal from where it is or please make every effort you can to keep it central to the port and Lyttelton. This is a vital link between both communities and the wider communities of Banks Peninsula, Christchurch and Canterbury let alone visitors. To move it to Dampier Bay as proposed would be devastating blow now and for future generations as it will become inaccessible for many and therefore unused and neglected leading to an inevitable demise of the service. Please, please do your very best and consult with the communities effected as openly and as much as possible. It's not always about the money and convenience, please try and think beyond any limitations, to the future, sustainability and	-	-	-	-	Lyttelton	7/08/2014
3	- Diverting heavy traffic off Norwich Quay which is currently shared with public traffic, residents, children, tourists, and is as much a safety issues as it is a public access issue, particularly on the weekends with the Lyttelton Market, local visitors,	- Easy Ferry access from the town centre must be a priority - Easy Cruise ship access from the town centre must be a priority - Access to local tourism operators and public transport from the town centre must be a priority (Lyttelton Tug, Black Cat Cru	- Ferry access needs to be located close to the Lyttelton township centre in London Street - Public transport needs to be located close to the Lyttelton township centre in London Street - Recreational connection along the waterfront to Norwich Quay - D	Acknowledging and supporting local community interests, local Christchurch visitors, and International visitors.	It seems that only commercial interests are assessed - with almost complete disregard to the needs of the communities of Lyttelton and Canterbury or International visitors.	This is the opportunity for LPC to truly become a part of the community by supporting the needs of the community after pursuing solely commercial interests for many years - recent examples; - The unlawful post-Earthquake reclamation prior to authorities becoming involved (especially with CCC shareholding) - The unwillingness to invest in an International quality Cruise Terminal as a priority to allow Cruise ships to return to Lyttelton/Christchurch - The unwillingness to divert traffic from Norwich Quay by increasing the use of port owned land for commercial transport - The absence of 21st century public access to harbour and transport - compare to Wellington and Auckland waterfronts/harbour - Introducing difficult public access to Metro buses, Ferries, and Tourism operators	Lyttelton	7/08/2014
4	Reclamation east of the current port and use of inland port. Direct ship to rail to inland port link to save on handling and decrease road traffic increases.	Marina and retail development within the inner harbour with good pedestrian access avoiding port rail and road links connecting London Street to the water.	Recreation and retail areas.	That it remains a functioning port with recreational access.	The range is fine, a bit of waffle on the website with no concrete information or links to reports. Water quality, sedimentation, biosecurity, marine noise and maintenance dredging and sediment disposal are and will be issues. The gentleman at the stall in Lyttelton pointed out potential residential land had been bought to prevent future development and complaints which is very sensible.	A larger port with increased volumes will require strong land transport links. Will easy public access from Lyttelton to the waterfront be achievable as currently a busy road a rail corridor divides the two?	Merivale	7/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
5	-	-	-	-	-	<p>Comments are notes in discussion with Margaret Jeffries - Project Lyttelton Chairperson</p> <ul style="list-style-type: none"> - Climate change is a concern to Margaret - Coal should stay in the ground - Wants port to take leadership role in the climate change arena - Would like to see inspirational leadership on major issues to do with Fossil Fuels and Carbon Footprint - Would like to see a move away from just a bottom line focus and focus on a sustainable community 	Other	6/08/2014
6	-	-	-	-	-	<p>Thank you for the opportunity to comment on the Port Lyttelton Plan.</p> <p>The Wood Scenic Line Limited is the major tourist attraction operator in the region owning the region's iconic tourist attractions such as The Christchurch Gondola, Christchurch Tramway and Punting on the Avon. The group is also involved in various day tours and adventure tourism in the region. The group pre-quake hosted 500,000 customers. Tourism is an integral part of Christchurch and The Wood Scenic Line Limited has played an important part in rejuvenating tourism since the 2011 quakes. Tourism is essential for the recovery of Christchurch with the industry employing one in nine workers in the region and unlike many other industries the follow through effect is significant with every \$1.00 dollar spent on tourism another \$7.00 is generated through out the region.</p> <p>An essential part of the future success of tourism in the city is the re-establishment of cruise ships to LPC. Although Akaroa is temporarily hosting cruise ships to meet demand the current situation has had a significant adverse effect both on our own business and the revitalisation of the central city. Cruise ship bookings with our punting operation are about 80% down compared to when LPC hosted cruise ships. Our tram operations barely notice when a cruise ship now berths in Akaroa where before the 2011 quakes the tramway revenue would easily double on a cruise day. The Christchurch gondola also benefited from the cruise ships at Lyttelton with a significant increase in numbers and retail spend.</p> <p>Our tour operations and adventure tourism has also suffered but not to the same degree.</p> <ul style="list-style-type: none"> - The central city on cruise boat days (pre-quake) was one of vibrancy with passengers bringing much needed dollars to the city's cafe and retail businesses. The cruise ship industry is an essential part of the central city recovery. Again with lower numbers taking the trip from Akaroa there are not only fewer passengers in the city but their stay is much shorter. <p>I firmly believe that LPC has a responsibility to the people of Christchurch, a responsibility to hasten the city's recovery and returning cruised ships to the port is part of that responsibility.</p> <p>The recently announced takeover has removed any impediments around the needs of minority interests and the NZX listing requirements. It would be appreciated therefore if careful and urgent consideration is given to the establishment of a cruise boat berth at LPC.</p>	Central Christchurch	6/08/2014
7	-	-	I have a 19m launch based in Waikawa, i would love to bring it down and use it out of Lyttelton for recreational use as well as commercial but there is no available berths anywhere, i find this frustrating as i would be putting a lot of money back into local businesses . I have just spent over \$20000 at other ports on various improvements on the vessel plus there is the marina fees annual work like antifouling etc slipping etc after working on my boat i would like a beer or a coffee or something to eat, personally i would love to see the time ball station re erected on the foreshore as a club come cafe bar, All and all the money that i alone would spend in the area would be considerable. Please keep in contact as i would have my	-	-	-	Sumner	5/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
8	By bearing in mind that Lyttelton Harbour is more than the location of a port. It is home to thousands of people and many species of plants, birds and marine life. As a business, LPC's main motivation is to return a profit to its shareholders - however profit must be balanced with the interests of other harbour residents (including its flora and fauna).	From a Diamond Harbour point of view the answer is simple. Ensure that the ferry terminal is as close to the Lyttelton shops, eateries and other facilities as possible. Many Diamond Harbour residents are elderly and the present distance they must walk is already too long for some - especially when weighed down by purchases from the market etc. If there is no alternative to moving the ferry terminal from its present location than it should be move nearer, not further away from London St. Failing that, the LPC should provide a free mini-bus service from	-	That the activities of the LPC (both work on extending infrastructure and normal business operations) to not negatively impact the ecology or cleanliness of the harbour.	-	-	Diamond Harbour	4/08/2014
9	Whilst I want the Port to be a thriving place I really wonder about the port growing by this much. Even in the short time I have lived here product mixes have changed significantly. Logs dominate now and not cars. Will the same be true for dairy, coal and grain? Does the reclamation really need to be that big? With demand for coal decreasing maybe that land area could be used for storage and less area reclaimed? Moving the port to the east is logical so that the inner harbour can become more for community. However I would like you to be mindful that many of us like seeing the working port so am pleased that some activity will remain in the inner harbour. The port also needs to be the home of cruise ships. They should form part of the mix. whether a dedicated terminal or floating walkway, provision needs to be made for this sooner rather than later. Tourism is a big part of the economy and with limited hotels, ships mean people can visit and also help the local visitor industry industry to recover. If budgets aren't sufficient to do this someone needs to devise a special levy to support this.	The port can connect with the community on many levels. Town and port need to work in partnership. We want to be able to rub shoulders with staff, ask questions and know what's happening. First step would be to move your head office back. You could be one of the key tenants at Dampier Bay. This area will need people activity to make it successful and what better way to do that but with your own people. Creating the marina at Dampier Bay is another really positive step and linking it effectively to the township by foot. Whether the heavy traffic is on Norwich Quay or a new route, serious thought has to go into making the waterfront accessible. An overpass(S) is probably the best option. Supporting the Head to Head Walkway is also another positive thing the Port could do. Enabling the route to traverse port land above the township and then amble down through the township and then into Dampier Bay and link to Naval Point would be a great outcome. The Port experience would form part of a wonderful Lyttelton discovery walk. The ferry is another vital community connector. The ferry needs to remain within a 400 metre walk of the town centre. Direct links by foot from Diamond Harbour to Lyttelton township centre are essential for the economic health of the township. The current location is preferred and has great historic significance for both Maori and Pakeha. Amenities could be improved with an airbridge and car parking area near the railway station. Having a ferry in the middle of a working port is a point of difference for many people. Many of us like to be alongside the large ships. This is something that should be marketed as uniquely Lyttelton Port experience.	I would love to see a new maritime museum at Dampier Bay. It would also be great to have small marine businesses dotted throughout the area plus the charter boats. The odd cafe or two would also be nice but I'd hate to see that sort of retail dominate when London Street is becoming more vibrant. As above your head office would be great down there as well. I like your idea of having a first settlers theme down there celebrating Maori and European settlement. There could be some great carvings and interpretation panels dotted along the wharfs A small camper van stopover would also be welcomed. On the Wellington waterfront they have a small space dedicated to this. Walkways, seats and green spaces are also essential plus easy access from the township.	Wildlife and water quality.	Seems quite a comprehensive list of studies. I'd like to see all the reports made available to the public. Many of us have a keen desire to follow the science and gain a greater understanding of our local environment.	Improvements for the general public have been spoken about for many years. I want things to change and sooner rather than later. Lets have some action within the year. This would be another good news story for our town and the wider city.	Lyttelton	3/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
10	I support the principle of the port increasing capacity to support the wider economy of South Island however the plans do not provide options for community to consider. The plans outline expansion rather than reconfiguration which does not enable the community to consider the relative merits of different options in relation to achieving increasing capacity in combination with cultural, social, and environmental outcomes. In so doing, the port may polarise opinion around economic development over environmental protection rather than engaging people in discussion around what combination of outcomes they would like to see. I submit that the next stage of discussions with the community should present a range of options for increasing capacity in combination with achieving positive environmental, cultural, and social outcomes.	I support in principle the opening up of waterfront access in the township of Lyttelton however project milestones should be firmly linked to milestones in increasing capacity of the port to ensure that both projects actually progress: Whilst the port has direct interest in investing and progressing "Thriving Port" it is unclear as to who or what kind of development entity would progress plans for waterfront regeneration, and as such there is a significant risk that this project would not be realised. I submit that the next stage of discussion with the community clearly identify risks around a lack of development entity for regeneration of the waterfront areas.	-	What are the environmental gifts that the wider communities of the harbour will benefit from if the port gains the opportunity to expand its current operations? The port already has an environmental impact on the harbour as recognised in the plan proposals. In contrast to other projects, the plans appear to set out a goal of mitigation rather than betterment. That is mitigation in the context of a likelihood that impacts will increase if the port expands capacity. The redesign of the port provides an opportunity for the impact of current activities to be improved and I believe that the plans should set out a goal that is positive i.e. to improve the environmental impact of the port through the redesign/redevelopment, and where this is not possible, to not increase impact beyond current levels. I submit that the next stage of discussions outlines options for improving the environmental impacts of the port through redevelopment for consideration in combination with achieving increase port capacity.	During the current rebuild and piling activities, the impact of noise from the port has increased for the communities of Diamond Harbour. These activities appear to be happening towards the eastern end of the current port area and associated noise is often more pronounced in Diamond Harbour than in Lyttelton, perhaps because Lyttelton is shielded by the cliffs which may in-turn bounce sound towards Diamond Harbour. I am concerned that if port activities are moved further east that the impact of noise on Diamond Harbour may increase during construction and operation activities. There is currently no explicit recognition in the plans for the impact that the current operations of the port have on Diamond Harbour. This is an area that assessments need to address in order for the communities of Diamond Harbour to be able to adequately understand and evaluate the impact of plans to extend the port. Similarly, light and visual impacts should also be evaluated from the perspective of Diamond Harbour communities. I submit that the	I am surprised that the proposals do not explicitly reference Diamond Harbour more widely. The location of the ferry terminal is not the only issue of relevance to the communities on the other side of the harbour: The port already has an environmental impact on Diamond Harbour (noise, light, visual, rubbish). The plans at present only refer to mitigation of these impacts of the port whilst benefits of expansion are related to Lyttelton township and LPC. I submit that the next stage of discussions should directly address and engage the communities of Diamond Harbour in recognition of the impact that the proposals would have on the area. I am extremely disappointed that the proposals do not establish environmental betterment as a principle for the redevelopment of the port. Mitigation of an increased environmental impact does not provide outcomes that will benefit the wider harbour communities that are already affected by noise, light, and visual impacts of the current port operations. I submit that the next stage of the process needs to include options for the betterment of the wider environmental impact of the port, in combination with increasing port capacity and providing direct benefits for the township of Lyttelton. These comments are made in my personal and private capacity as a resident of Church Bay, Diamond Harbour.	Diamond Harbour	2/08/2014
11	Keep the Noise down, its getting very unpleasant as the port moves around to the east, the cliffs/bay act like an amphitheatre across the bay.	Make sure that we maintain easy ferry access, thats walkable for people. it should be direct and unrestricted to shops and services in Lyttelton. Moving it far off around the bay is very backward step. This is critical, it must be walkable for all, old and young. Do not move this	Easy access for people and ferry, not a car park. Easy to walk from Ferry and bus connection. Be able to walk easily from ferry terminal to shops in Lyttelton. Do not make it worse, make it better.	That the noise levels are kept down, moving the port to the east will make this worse for people across the bay	Noise levels.... reduce these	How can you reduce noise levels as you move the port to the east, we have had increased noise levels over the last 1 to 2 years.	Diamond Harbour	1/08/2014
12	Try reduce vehicle pollution = more rail use. can you set rules suing more modern quieter, less poluting vehicles? Looks like the plan draws the sensible conclusion. I know I stand for showing off what the Port does on one hand but the tank farm isnt pretty. can it be more disguised, have more planters.	I'd like to see the mountain biking developed between port and council reserves and walking tracks. Access to working ports / opening up seeing things happen is valuable - showcase it!! Move the ferry if it works for you but keep a bus coming to East side.	-	-	Im not too aware on these issues but I think you guys have to comply with the laws. Are they good enough?? Share more publicity what is being done and what does live in harbour.	LPC INPUT 1/8 #27 Safer road crossings on Norwich Quay (especially with school moving to the East side). Dampier Bay not all restaurants and bars. Something sporting, kayaks/climbing walls/dragon boating (why dont LPC buy some boats and start some regattas) Green spaces, kids play spaces/adventure ground. Passenger rail to city would be great.	Other	1/08/2014
13	Move to East is a good thing long term because the town needs a boost and can then open up the Inner harbour. Supportive of the improvements in health and safety on the port.	-	-	Dust Management is an important focus for all included in log operations.	-	LPC INPUT 1/8 #26 Moving general cargo to Cashin Quay will create operational improvements and be more efficient, especially for log operations and better for customers (log companies) due to better layout and consolidation in the Cashin Quay area. A big log area on cashin Quay will able all the log storage to occur there and potentially not need the storage at Naval Point, which will be better for log companies and community.	Other	1/08/2014
14	Move Port to the East - support. More access to Dampier Bay and Water Front and Recreational areas.	Pedestrians not included - obviously could LPC advocate for better pedestrian access across Norwich Quay - ie: graduated easy access overpass/bridge with several access points.	-	-	-	LPC INPUT 1/8 #25 Want to see cleaning of tunnel. Better control of fertiliser spill off the furcks. Support LPC opening of walkways and cycleways and their manufacture. Include fruit trees in planting. I am a long term local. I like living in a working port but want more initiatives to support the community interests. Would like	Lyttelton	1/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
15	Business's rely on the port to function at it's fullest capacity. Increasing the land area with reclaimed land is a great solution to this issue sepecially taking the production further out so as to free up some of the Inner Harbour for recreation and accessibility. Would multi level storage for cars be an option. Must investigate multi use of train tunnel for the extra traffic.	Diamond Harbour ferry terminal with connecting buses. Cafe with plenty of access and parking for bkies. Kids playground with grassy area and picnic are for families. Must have an overbridge walkway to access over Norwich Quay to make it safe and friendly access from main centre. City Aquarium replacement?? Have contacts to implement this if need be??	-	I am concerned about water quality with the landfill in the reclaimed land but I am happy with the testing plus the independent reports on water and fish life testing that will be conducted. Not sure about any metal used as part of the Landfill?? eg reinforced concrete.	With 400% increase in exports and imports the use of roads particularly, Norwich Quay needs for transportation of goods to be consolidated. Could the train tunnel be utilised more with trucks accessing that tunnel as well?? Also critical to get Sumner Road opened for extra traffic. Plus accessibility for cyclists to the Port as a throughfare not an end destination - good for Lyttelton and Sumner business's. Accessibility to do business in Sumner and visa versa from Lyttelton. Satey access for emergency services. Depending on what else is planned for Lyttelton central the idea of a big screen surrounded in cafe's with a central area like Federation Square in Melborne really appeals to me and would make Lyttelton a true destination. You would have to be	LPC INPUT 31/7 #24	Lyttelton	1/08/2014
16	Museum cafe, history of the port on the waterfront.	A museum/cafe, with odel ships in lass cabinets, which are in storage in Wellington x Union Co. Also I have photos of Union Steam Ships that used to hang in the Union Co Booking offices around the country.	-	The tug (Lyttn 1) to be berthed outside museum/cafe, so the people will be hopefully interested to go for a ride on the old tug to the heads and back etc.	-	LPC INPUT 31/7 #22	Cashmere	1/08/2014
17	-	will disconnect with the community for local people. When they commute to and from diamond Harbour getting off in the centre of town children can safely go to school. Errands can be run using local business and service else people will go from the ferry and bypass the Lyttelton business.. Else where in the world ferries operating directly into the heart of the town, city are used more and encourage walking vs needing people to drive. I strongly encourage a furure with the ferry terminal as close to the busy heart of Lyttelton to encourage a balanced future. David Cambridge	-	-	-	-	Other	31/07/2014
18	Dry Dock Apply consistent standards and monitoring aound perations to minimise impact of dry dock on surrounding areas, inner harbour etc, spray painting etc.	Potential to raise the profile and financial viability of the dock through joint marketing of facility - LPC, Engineering, painting etc. Light weight removable cover over the dock would impack both viability and environmental outcomes.	-	What can we do to add value to the over all operation of dock and Inner harbour. Scope best partice for facilities of this type look at International examples for businesses of this type.	-	LPC INPUT 31/7 #21	Other	31/07/2014
19	Stay on target with the current proposed long term plan even if it means on the interim a reduced reclamation footprint until all parties get firmly on board.	First and foremost a recreational prominade (as per summer) craeting a destination for the wider community for leasure. The private sector can provide vendors, cafes, bars, shops etc, where relavant depending on space. Its a project which needs to be shared between the port/council and the private sector with leased commercial space.	-	The retaining of the kiwirail branchline to teh tank farm which is currently mothballed. This line and its purpose could at some future time come back into its own. It could be leased in future by rail preservation in conjunction with provate sector development of area #1 sillimar to ocean beach railway, St Kilda, Dunedin.	-	LPC INPUT 31/7 #20 The removal of the damaged eastern mole and the reinstatement of the damaged Gladstone wharf as part of the upgrade would become a longterm asset. This includes retaining a set of railway tracks for discharging cargoshipside on certain situations and types of cargo. This also compensates for the eventual loss of use of railway track on #7. The plan is to use the rail dual purpose for cruise liner passengers travelling on the transalpine express similar to those in Port Chalmers who board the Taieri Express ex ship. I endorse the suggestion that the new Gladstone wharf be used seasonally as a cruise liner terminal. At all other times the discharge of phosphate or even vehicles. In fact it replaces the eventual handover of #7 whaf as outlined on the inner harbour plan section one in green. Nothing	Lyttelton	31/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
20	-	-	-	-	-	LPC INPUT 25/7 #19 NZ Ship & Workshop Group meeting held in London Street, Lyttelton Peter Davie 23 people attended General feed back - Recreational facilities available? - What additional facilities for fishing & agriculture? - Cruise ships, who will help bridge the gap \$\$ - Part of the Inner harbour Development - LPC needs to start dialogue - Timing on Marina? - Concept drawings need vision, low rise buildings, car parking - Sumner Road, vital re opened - Applauded LPC for PLP and the work being done	Other	25/07/2014
21	-	-	-	-	-	LPC INPUT 27/7 #18 Skate Park Fitness circuit like they have along the beaches in Surfers Paradise Green space to kicik around a ball or put up some volley ball nets	Other	24/07/2014
22	Reclamation is the future of the port to the east.	Opening in Inner Harbour is a positive but it needs to be designed for the weather conditions. Dampier Bay Marina needs to be affordable.	-	Environmental issues need to be managed but dont need to be constraints.	-	LPC INPUT 24/7 #17 Locating cruise off Naval Point could be good for parking coaches and a catalyst for improving the whole area.	Other	24/07/2014
23	I like the idea of the container terminal being repositioned around the corner. It would be great if the trucks could be diverted off Norwich Quay and on to the port land down below.	Yachts, fishing boats, shops, cafes, easy access. Fish for sale straight off the boats.	-	Clean water please. harbour cruises.	-	Cruise ships back for the wider Christchurch community. Evans Pass opened. trucks out of the tunnel. Clean tunnel.	Other	24/07/2014
24	How about using the inner harbour side of Cashin Quay for the larger cruise ships that can't visit Akaroa as they don't have ship to shore tenders. Christchurch should not be missing out on these tourists. The damaged finger at the eastern entrance to the inner harbour may have to be shortened 50 odd meters which should not be a problem as it has to be removed/rebuilt anyway. The reduction in length should not have a too great effect on the southern swell. The only current use seems to be a berth for "Joe Mann", a barge and the odd confiscated fishing boat. As the cruise ships are only in port for around 10 hours, one row of	until the London St rebuild is sorted out. As a regular user of the ferry I note many elderly users that come over to Lyttelton for shopping and the Saturday market. The proposed location will involve a bus ride for the less able and may make it easier to take the car to town and reduce the customers in Lyttelton. The current position is ideal and if it could be retained would be great.	-	-	-	-	Cashmere	24/07/2014
25	I think that, moving the hub of the working port east, is a good idea. I use the ferry and it just doesn't work picking ones way through the razor wire to the boat. It's also not good for tourism. There are a wealth of possibilities and pursuits to be enjoyed in the harbour and at the moment the access is not inviting.	Moving the ferry terminal and making it part of a friendly easily accessible would be a great thing. There would need to be 1....A warm place to wait 2...A cafe.... 3...Good safe carparking where we Diamond Harbour residents can leave our cars all night if we wish... 4...Ideally the #28 bus meeting the ferry as per now but dropping people near London St...better than a different shuttle otherwise when coming home from town you would have an change from 28 to shuttle to ferry..too much... 5...Link along the front from the terminal to the town....	Interesting shops/flats/sitting areas where the logs are stored at the moment...this could be a fabulous resource. There would need to be easy access into the town itself and a good connection with the water. A place where you could rent boats, kayaks etc and launch small vessels. Maybe the museum where there would be a history of the harbour and port...also there should be some reference to the Maori history and maybe a gathering place ...restaurants etc	That the Harbour is safe for water sports and swimming...effluents dealt with...the different aspects of the harbour...wildness on D Harbour side, views contrasted with coffee shops, music and culture in Lyttelton...this should be accentuated in the Port upgrade.	I don't see that they will affect the healthiness of the harbour...i am assuming that the building up of new wharfs on the east side will have had a study undertaken to see what it might do to the tidal flow	In Diamond Harbour there is talk of a floating landing stage so that those who can't manage the steps will be able to use the ferry..this would be great...also that there might be a chance for the supermarket to put shopping on the ferry so that those who are less able can have their shopping delivered to D Harbour wharf....forging more links from our side of the Harbour to yours....	Diamond Harbour	23/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
26	-	<p>1. Ferry Terminal Location: Public Input to Date In 2007 the public (both in Lyttelton and across the Harbour in the Southern Bays) was strongly opposed to moving the ferry terminal when the idea was proposed by the LPC. A petition was signed by over 200 people and CCC hosted open forums and workshops consolidating public opinion on the matter. As a result of this reaction, a Memorandum of Understanding (MOU) was signed by ECan, CCC and the LPC and a lengthy process was overseen by an external facilitator in order to resolve the issue of locating the ferry in Lyttelton. The process concluded that the ferry terminal should remain in the general area of its current location, specifically at Wharf no 1. The results were compiled in a report, and then never issued to anyone or discussed again. In the meantime the LPC has allowed the B Jetty access to further deteriorate to a point that we are made to believe that we must consider alternative options for its location.</p> <p>2. Sustainable Urban Design Recreational yachting is not to be confused with a ferry terminal. A ferry terminal is an important public transport node. These do both require boats, but these boats have some differing functions and requirements, namely, and primarily - a ferry terminal needs to be located within walking distance of the amenities the public needs to access. Like the ferry terminals in Auckland and Wellington, Lyttelton's ferry terminal should remain central with direct and unrestricted access to Lyttelton Town Centre. The overbridge at the end of Oxford eet crosses the rail</p>	-	-	-	-	Diamond Harbour	22/07/2014
27	<p>Excluding discussion on the truck access to Norwich Quay is a key error in this consultation. The freight trucks and the fact that Norwich Quay is state highway is all because they are intrinsically linked to port activities.</p> <p>Past public consultation for the Lyttelton Master Plan included public sessions where the overwhelming message from the public was that they wanted trucks off Norwich Quay. As a result this stayed in the councils long term development plan but on the basis of cost it was omitted from the Lyttelton Master Plan.</p> <p>If this issue is not included in the Port Lyttelton Plan then we miss the opportunity, possibly for many many years, to plan for an integrated access/exit solution to Lyttelton Port that would fully integrate with the publics desire for a more open Norwich Quay carrying less freight traffic.</p> <p>Options, such as direct access being created off the tunnel roundabout and straight into the port, do exist...but all options start with open and fully inclusive consultation on all issues, not an avoidance of key issues because the Port sees it as outside their area of control.</p>	<p>Excluding discussion on the truck access to Norwich Quay is a key error in this consultation. The freight trucks and the fact that Norwich Quay is state highway is all because they are intrinsically linked to port activities.</p> <p>Past public consultation for the Lyttelton Master Plan included public sessions where the overwhelming message from the public was that they wanted trucks off Norwich Quay. As a result this stayed in the councils long term development plan but on the basis of cost it was omitted from the Lyttelton Master Plan.</p> <p>If this issue is not included in the Port Lyttelton Plan then we miss the opportunity, possibly for many many years, to plan for an integrated access/exit solution to Lyttelton Port that would fully integrate with the publics desire for a more open Norwich Quay carrying less freight traffic.</p> <p>Options, such as direct access being created off the tunnel roundabout and straight into the port, do exist...but all options start with open and fully inclusive consultation on all issues, not an avoidance of key issues because the Port sees it as outside their area of control.</p>	<p>Excluding discussion on the truck access to Norwich Quay is a key error in this consultation. The freight trucks and the fact that Norwich Quay is state highway is all because they are intrinsically linked to port activities.</p> <p>Past public consultation for the Lyttelton Master Plan included public sessions where the overwhelming message from the public was that they wanted trucks off Norwich Quay. As a result this stayed in the councils long term development plan but on the basis of cost it was omitted from the Lyttelton Master Plan.</p> <p>If this issue is not included in the Port Lyttelton Plan then we miss the opportunity, possibly for many many years, to plan for an integrated access/exit solution to Lyttelton Port that would fully integrate with the publics desire for a more open Norwich Quay carrying less freight traffic.</p> <p>Options, such as direct access being created off the tunnel roundabout and straight into the port, do exist...but all options start with open and fully inclusive consultation on all issues, not an avoidance of key issues because the Port sees it as outside their area of control.</p>	<p>Quay is a key error in this consultation. The freight trucks and the fact that Norwich Quay is state highway is all because they are intrinsically linked to port activities.</p> <p>Past public consultation for the Lyttelton Master Plan included public sessions where the overwhelming message from the public was that they wanted trucks off Norwich Quay. As a result this stayed in the councils long term development plan but on the basis of cost it was omitted from the Lyttelton Master Plan.</p> <p>If this issue is not included in the Port Lyttelton Plan then we miss the opportunity, possibly for many many years, to plan for an integrated access/exit solution to Lyttelton Port that would fully integrate with the publics desire for a more open Norwich Quay carrying less freight traffic.</p> <p>Options, such as direct access being created off the tunnel roundabout and straight into the port, do exist...but all options start with open and fully inclusive consultation on all issues, not an avoidance of key issues because the Port sees it as</p>	<p>Quay is a key error in this consultation. The freight trucks and the fact that Norwich Quay is state highway is all because they are intrinsically linked to port activities.</p> <p>Past public consultation for the Lyttelton Master Plan included public sessions where the overwhelming message from the public was that they wanted trucks off Norwich Quay. As a result this stayed in the councils long term development plan but on the basis of cost it was omitted from the Lyttelton Master Plan.</p> <p>If this issue is not included in the Port Lyttelton Plan then we miss the opportunity, possibly for many many years, to plan for an integrated access/exit solution to Lyttelton Port that would fully integrate with the publics desire for a more open Norwich Quay carrying less freight traffic.</p> <p>Options, such as direct access being created off the tunnel roundabout and straight into the port, do exist...but all options start with open and fully inclusive consultation on all issues, not an avoidance of key issues because the Port sees it as</p>	<p>Excluding discussion on the truck access to Norwich Quay is a key error in this consultation. The freight trucks and the fact that Norwich Quay is state highway is all because they are intrinsically linked to port activities.</p> <p>Past public consultation for the Lyttelton Master Plan included public sessions where the overwhelming message from the public was that they wanted trucks off Norwich Quay. As a result this stayed in the councils long term development plan but on the basis of cost it was omitted from the Lyttelton Master Plan.</p> <p>If this issue is not included in the Port Lyttelton Plan then we miss the opportunity, possibly for many many years, to plan for an integrated access/exit solution to Lyttelton Port that would fully integrate with the publics desire for a more open Norwich Quay carrying less freight traffic.</p> <p>Options, such as direct access being created off the tunnel roundabout and straight into the port, do exist...but all options start with open and fully inclusive consultation on all issues, not an avoidance of key issues because the Port sees it as outside their area of control.</p>	Governors Bay	22/07/2014
28	I am a recreational boatie however I believe that the move to reclaim eastwards is a step in the right direction. This would free up the inner harbour for more recreational use.	Dampier Bay would be a great place to start. With improved mooring facilities there and the Naval Point area redeveloped to include marine infrastructure such as travel lift, chandlery, engineering &	Cafes, Waterfront walkway etc	-	-	-	Halswell	21/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
29	Export is crucial to Canterbury. Lyttelton needs modern facilities to service large container ships, general freight and out of gauge cargo to support our engineering capacity. The proposal to move east is important to facilitate development.	Public access to the waterfront is an important source of connection between the town and the port.	A functional marina at Dampier Bay would be a great asset for Canterbury. The facilities in Canterbury are rudimentary compared to other New Zealand towns and in general offer poor protection from extreme weather. As a result the keeler fleet is small and aging and support services to the sailing fleet are equally limited. I own a small yacht and am currently lucky enough to have a berth at the existing Dampier Bay facility. The sole reason I do not own a larger and more modern vessel is the lack of facilities to keep it in Christchurch. A marina would bring boats back to Canterbury providing a boost to the local recreational marine and boatbuilding industry. It would be great to have these activities based	I have used the harbour for the last 40 plus years for all sorts of water based activities. I have lived in Lyttelton from time to time. The harbour is a special place quite different to the rest of the city and deserves to be looked after and developed.	I think the focus is correct	I wish LPC all the best to push on with its proposed developments as quickly as resources allow.	Redcliffs	20/07/2014
30	Would like to see cruise ships on Gladstone Pier. Important for Christchurch, Canterbury and Lyttelton to have cruise. No objection to moving port to the east.	Sumner Road needs to be reopened as soon as possible. Norwich Quay - make it easier (safer) to cross with a tunnel or overpass.	-	-	-	LPC INPUT 18/7 #15	Linwood	18/07/2014
31	Yes as this represents progress for all of the harbour and Christchurch	Cafes, boutique shops would be wonderful plus on the waterfront an area where families can sit and enjoy fishing and a picnic on a wharf and diamond harbour ferry access as close to the Lyttelton hub as possible. I have spent many years having a difficult time getting babies & toddlers plus buggy and or car seat across from the Lyttelton. I also have parents and older neighbours who frequent Lyttelton and would find a walk any longer than it is know difficult. Any walking and mtb tracks made are a bonus for drawing people to Lyttelton plus for port staff after work or at lunchtimes. A community area for busking/creative events/festivals is also a step forward for encouraging community spirit.	Cafes, boutique shops (arts, crafts, antiques etc) walks, mtb tracks, area for fishing and picnics, safe & sheltered marina. An area for markets/events	It's a wonderful community to live in, we enjoy waterskiing, fishing, scuba diving and sailing on the water. We take the ferry from the Lyttelton for meals, meet friends from town, we go to the market on Saturday, festivals and events when they are on. We want our children and future generations to want to stay living here and hopefully work as well.	Water quality is important for everyone, there is a serious decline in fish life in the last 40 years (I started recreational fishing here in the 1970s) when we would always come home with a feed now it is rare to catch anything even a spotty. Scuba diving is barren on the Lyttelton side an artificial reef for learner divers would be awesome and would encourage food growth for the fish (as has been successful in Canada) dredging is an issue the tailings are not being placed far enough out of the harbour and in storms is just washing back in over everything. On the little port Cooper side commercial fishing close in has decimated the fish stocks (we have witnessed this) strict controls on water run off from building is important. Making sure plenty of native planting is done to help soil stay put plus the roots filter the run off. Sewage overflow! Big issue as we all swim at Paradise Beach, the beach, Purau and the bid favourite camp bay. Shellfish from the harbour I'm now too scared to eat need I say more.	I think the whole development is exciting including land reclamation but strict controls must be in place to check and improve the harbour water quality. I want Lyttelton to retain its seaside/port and artistic atmosphere and the Lyttelton to improve its links with them. More jobs is great more housing will be required (small ones not large) to support the workers	Diamond Harbour	18/07/2014
32	-	-	-	-	-	I'd very much like to live on a house boat in the redeveloped harbour.	Riccarton	17/07/2014
33	capacity needs to keep pace - for the good of Canterbury and the NZ economy as a whole. Road and rail infrastructure will be unable to cope with the volumes that would be required to move the produce to alternative ports of export. For NZ to be able to move export goods to distant markets, we need to be able to handle the new, large cost efficient vessels. The port development ABSOLUTELY needs to have large ships in scope. Similarly, capability to accommodate large vessels will also enable imported goods to have lower landed costs through reduced shipping costs.	Safe access is key - need to be able to facilitate safe pedestrian and vehicle access to the waterfront. Pedestrian overbridge(s) linking the town of Lyttelton to the waterfront would ensure the community is sufficiently protected from interactions with heavy vehicles, and would not require trucks to stop at pedestrian crossings or traffic lights. The waterfront needs to be a 'destination'. There needs to be a reason for people to want to go there. People are drawn to water, and to boats. Open spaces with vistas of the marina and port, and facilities that encourage people to stay longer - cafes, restaurants, a fish market and other markets - farmers market or the Lyttelton Market that currently closes London Street could be held along the waterfront.	There is great opportunity to bring marine services together at Dampier Bay - chandlery, sailmaker, marine electronics etc.. Akin to the 'precinct' approach being adopted through the post EQ city rebuild. A travel lift to enable yachts and power boats to be lifted out of the water for maintenance, and a hard stand area to store and work on craft. Cafe, Restaurant, Bar, Fish Market, open spaces for the public to enjoy fish & chips or picnics.	Lyttelton will always be a working harbour, however we should still have sound environmental practices to ensure we leave the harbour in a better state for future generations. As more people use the waterfront and experience the harbour, they will appreciate the importance of keeping the harbour clean and healthy. Also important for international visitors to see we have environmental interests at heart to align with our national 100% pure branding.	There are many examples internationally of harbour redevelopments that have been undertaken with environmental considerations in mind - not all with favourable outcomes or widespread public support. We should endeavour to learn from others' experiences, and establish how we can adopt best practice up front and ensure the best overall outcome. Early engagement with key stakeholders and public interest group will ensure they feel part of the process - involved, as opposed to having the development 'done' to them.	The proposal excites me. If you consider the ratio of yacht and non-trailable powerboat ownership in other large NZ coastal cities, it seems reasonable to assume the Christchurch should have similar levels of ownership relative to population size. The reason we don't is purely and simply that we do not have sufficient facilities to store large craft safely. The proposal to develop a marina in Dampier Bay is long overdue.	Shirley	16/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
34	Makes sense to move cargo activity to outer harbour where there is more room for bigger ships.	All areas should be open access unless there is a good reason to restrict.	More small craft moorings, marina, launch facilities kyaks to trailer boats space for businesses such as kayak/boat rental, marine water recreation retailers, restaurant, cafe.	Access to the water for sailing. Watching the wildlife ie dolphins. Good fishing would be nice.	-	-	Burnside	16/07/2014
35	What you are planning is going in the right direction in all senses.	The container trucks and indeed all port traffic needs to avoid Norwich Quay by re routing the road down to the wharves level when all port associated vehicles leave the tunnel. Every local I've spoken to wants this and although there is a cost involved, it would be insignificant compared to the big picture. That's what you can do to bring the community with you. I realise it's a state highway but that designation could be changed. Having the Diamond Harbour ferry relocated to Dampier Bay will adversely affect patronage, and add time on to a commuter's day. We all want access to the waterfront, not the hills,	Nothing in particular, fishing, walking, sitting etc	Preserving a balance between commercial activity, and easy access. At the moment the LPC has complete control and that needs to change	Sensible and practical	Nothing I haven't already mentioned. Just to repeat, Norwich Quay needs to be allowed to live again as a place that people can use, not trucks.	Lyttelton	16/07/2014
36	-	Parking is a major problem so designated areas would help access.	I wish to be able to bring my launch down to Lyttelton from Picton. The only way this will happen is for Lyttelton to have a fully equipped and safe marina with walkways, toilet facilities, outdoor cafes and picnic areas with good seating. Port Marlborough have put a lot of time and effort into the advancement of their marina facilities I would like to see Lyttelton do the same. All I ask is that the Marina is done right this time so that it will be there for future generations to enjoy.	It is a harbour with so many safe bays for recreation use. If must be kept free of any pollution and maintain its attractiveness.	-	The marina plans look good on paper. The facilities need to include upto 15m berths and enough of them. I have applied for a berth but would not even consider it until new facilities are built.	Spreydon	16/07/2014
37	very important	hugely important	as above	as above	-	You need to look at a Cruise Terminal and it's economic benefits to the local community, Christchurch	Parklands	16/07/2014
38	Move to the east is good if it enables opening up the inner harbour. Reclamation is great - good location for further port development. Cruise - dont really care - they look nice but thats it, all the money stays on the boats.	Should be a place for campervans to camp overnight if LPC has any spare land in Dampier Bay. Sumner road should be opened again.	-	-	-	LPC INPUT 13/7 #14 ANONYMOUS	Other	14/07/2014
39	-	-	-	-	-	LPC INPUT #13 ANONYMOUS Looks really good Be great to see some projects to get underway in the not too distant future. Be wonderful to have the road open again	Sumner	14/07/2014
40	Reclaiming land to the east is a great idea as it will minimise the impact on the township and create the necessary space. Can reclamation use the rock from sumner road? If so this will speed up time and save huge costs (and truck/traffic movements) for both the reclamation and reopening Sumner road.	Marina is a good idea as is a land side development but this will need to be commercially viable. Perhaps some cafes, (cycle friendly) apartments? Kayak hire etc could be nice - but presumably these may need to be managed around shipping (eg: oil berth)	-	Great work	-	LPC INPUT 12/7 #12 ANONYMOUS	Other	14/07/2014
41	Seems like the plan presented is quite reasonable on environment plain of view and for the economy of Lyttelton.	Definitely coffee shop and restaurant. I will think also better access to water sport and rental optron	-	Minimising the impact on sea life and wild life on the hills would be really important.	-	LPC INPUT 12/7 #11 ANONYMOUS I really like that the port is really trying to connect and help the community of Lyttelton and not just seeing the corporate and business side of the expansion project.	Other	14/07/2014
42	Need marina - get on with it but heard it all before.	Concerned this is a pseudo consultative process. There is a lack of connection with the community - but the port talk is a good start. Needs to support more local events and community things. Link community investment (sponsorship \$\$) to profit eg 1% of profit to community groups.	-	Communicate better about LPC sponsorship	-	LPC INPUT 12/7 #10 LPC should have better house keeping eg: clean straddles its something that affects reputation.	Other	14/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
43	Make the port accessible to people, the more the better. Easy access to the water, boat ramp, ferry, local charters. Marina and boats. Port is a port: noise - big infrastructure - trucks, nothing you can change, but make it enjoyable with the environment.	Check the port in Valparaiso - Chile, Lyttelton of small scale. Will bring more people 100% sure of that, will bring for business 100% sure of that. Let nature develop around the port, that's the whole vibe of coming through the tunnel and change of environment!!	-	Interrelationship with the environment. People and business and nature and port = one= happy	-	LPC INPUT 12/7 #9 I would like to imagine our Roots restaurant in this new area - Sustainable building ECO construction - urban garden Low carbon - bees High tech - food focused We love the water, the closer to it the better. Fish market PLEASE!!!! Encounter with Maori community. It has to have a better connection to the city, clean tunnel, summer road open, Governors By, Tourist Drive, information walking tracks. Clean harbour, water- animals, shores	Lyttelton	14/07/2014
44	Got to have a thriving port as its the gateway to Canterbury and south island. Summer Road is vital link and should be opened sooner rather than later.	Regarding noise - its a working port. Would like to see an overpass or underpass for people to get across Norwich Quay and possibly traffic island to make crossing easier.	Environment issues being addressed well at present time. Would like to see good standard of water quality maintained.	-	-	LPC INPUT 12/7 #8 ANONYMOUS Dampier Bay development should happen sooner rather than later.	Other	14/07/2014
45	Looking Good! Cruise Berth to go Naval point, CCC to improve rec area. Logs to move away from Inner Harbour.	Metro Bus to connect to ferry to bring DH residents to town.	-	-	-	LPC INPUT 12/7 #7 ANONYMOUS	Other	14/07/2014
46	I agree that it would be best to reclaim more land to the East and move the port operations further away from the township.	Open up Dampier Bay to the public, so the public can be involved and access the waterfront area	Definitely a Marina - I currently moor my boat at Purau Bay due to there being no available pile moorings in the inner harbour. I would definitely be keen to buy or lease a Marina Berth. Also some cafes and shops and a nice walkway area for families to enjoy the waterfront.	-	They seem to be appropriate	I think the plan proposed makes sense and takes in to account all of the relevant issues	Other	14/07/2014
47	Adding a Cruise berth at Naval Point would add great value and also maybe incentivise need to tidy up rec ground area and Naval point	-	-	-	-	LPC INPUT 12/7 #6 ANONYMOUS	Other	14/07/2014
48	Better Access is needed. Cars, want it to be safe. Walking, needs to be safe as well. Would like LPC to make it a more appealing looking place, get rid of the razor wire.	Developing to the east is a necessity. Half the people who care to Lytn care for recreation eg walking.	-	-	-	LPC INPUT 10/7 #5 lyttelton has a lot of potential and will become 'the spot to be in christchurch'	Other	14/07/2014
49	By implementing your plan as outlined in the booklet	Our grandson and his friends would like a playground	-	Being able to get to it. Its currently completely shut off from the township and its really unpleasant to go down to the wharf area at the moment to catch a bus or the ferry. It used to be lovely.	-	LPC INPUT 9/7 #4 At the moment the port and the town seem like completely separate entities. Its very hard to feel connected to the sea and its beauty when its so fenced off and inaccessible and the activities all seem so commercially driven. Dampier Bay is just a bit too far away from the town centre - better than nothing but a bit too far from London Street, which is our 'hub' (to use a horrid EQ word). We've nearly been run over by logging trucks and other heavy vehicles and our grandson (who lives with us) is too scared to get the bus down on Norwich Quay because its so noisy and threatening. A lot of people feel the same - were about to lose one bus service because its under patronised - not hard to see why. Where will the access to Dampier Bay be?? Near the tunnel would be great.	Lyttelton	14/07/2014
50	Move to the east is great idea. Get started, want to see progress.	Dampier Bay - get on with it. Cafe/Bars and marina related but not a new town centre. Not in competition with London Street.	-	Initiatives to encourage fish life - to improve fishing and harbour health and would like to be able to fish at Navel Pt. Walkways and links to walking trails are supported (to hills) and to the sea (link them)	-	LPC INPUT 9/7 #3	Other	14/07/2014
51	Dampier Bay - Need to have noise controls on any venues so locals not affected. Godley Quay needs to be widened to cope with extra traffic and make it safe. No issue with the Dry Dock, used to swim there as a child, dock is one of	Godley Quay is dangerous for pedestrians and this needs to be fixed. Its hard for elderly and children especially. Heavy traffic is the main issue. There needs to be another route to Naval Pt in addition to Godley Quay due to risk of road closures just in case.	-	-	-	LPC INPUT 9/7 #2 Family has a connection to the port via fishing - the vessel is here in the port. Dont want to have views affected by multi story buildings - we live in Godley Quay.	Lyttelton	14/07/2014
52	-	Strongly support moving Ferries to the west of the inner harbour. Strongly object to changes to Norwich Quay. Need to improve Simfon Quay and Godley Quay intersection, for bus access. Bus should do circuit of Lyttelton after Inner Harbour. Need to encourage CCC to develop Naval Point area, public facilities	-	-	-	LPC INPUT 9/7 #1	Other	14/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
53	Definitely build east if possible.	Undoubtedly open up the inner harbour. Create a Wellington style vibe and feel with commercial and recreational opportunities. Make the Inner Harbour a 'Destination' for all Cantabrians to enjoy.	-	Definitely no Oil or contaminants into the harbour. I recognise this is not easy but should be the goal.	-	Please don't promise one thing and deliver another. The city Blue Print is a perfect example of this. Grand scale ideas with little ability to deliver the timeframes within the budget parameters expected has resulted in delays and scope rethinks. Be up front and honest about timeframes and costs.	Bishopdale	14/07/2014
54	-	-	inspiration for what could be done to entertain kids and families at Dampier Bay. The community was involved in its design. There is a boat that has been converted into a play piece and other cool things such as a human sized hamster wheel and a really steep slide, putting the fear factor back into play. I would love to see something similar but fitting to Lyttelton at Dampier Bay. This would keep it unique and quirky, utilise the local creativity and engineering ingenuity that exists here, and attractive for locals who may want to visit but not just to sit and have a flash lunch at a restaurant there. http://oamarunz.wordpress.com/2013/10/11/playground/	-	-	-	Lyttelton	13/07/2014
55	Go out West - not East. Build closer to the harbour mouth and away from the hub of Lyttelton CBD.	All Ferry passenger transport should dock in the Lyttelton CBD with no connecting buses to the Lyttelton CBD. Make it easy for passengers to walk to Lyttelton CBD.	Market, gallery, i-Site, cafe	Keeping easy access to the CBD for all water transport and passengers	-	-	Charteris Bay	12/07/2014
56	-	-	-	-	-	Would like to see a marina built with waterfront shops and cafes on a par with what Wellington or	Sumner	12/07/2014
57	It is vital that the Port of Lyttelton is properly planned to take advantage and drive more exports and imports through this terminal. Future proofing is essential to ensure bottlenecks are removed to enable cargo to move freely and easily through the port. Although cruise ship may not be a great income producer for the port they are an essential ingredient to Christchurch and Canterbury's tourist dollar income. The increase in cruise lines capacity and the size of ships will produce serious income for Canterbury businesses and creating a tourist	Christchurch is one of the few cities in the world where seaside property is generally of lesser value than central city and suburbs. As a boat owner I know a quality, safe and well designed marina will be well supported by either lease or purchase. The opportunity for residential housing with boat access will, I believe, also produce a new residential product for Christchurch and will help the port develop as a more sought after address.	Marina, boating, restaurants and marine supply and associated retail providers will create a new commercial hub that will further enhance the area.	Clean and well maintained is essential but expanding the waterside environment is also important to allow better access and leisure opportunities for the general public.	Vital	-	Merivale	11/07/2014
58	-	-	Christchurch & Lyttelton really need a proper sailboat marina that will encourage even non-sailors/boaters to connect with the water. This must include proper floating docks in a protected area (as is called for in the plan ... the inner harbour is a great spot for this!). For a yachting-mad nation, it's embarrassing that our 2nd largest city can't offer decent facilities. Other requirements: adequate shoreside facilities (namely, clean public toilets & showers & perhaps a public meeting room that can be hired?), a sufficient number paved parking spaces, and a dinghy dock. Some small boat storage would be icing on the cake. Surely revenue from moorage fees will make this a financially viable activity. Nelson & Waikawa	-	-	-	Redcliffs	11/07/2014
59	I believe we absolutely need the port of Lyttelton to remain competitive with other ports around New Zealand especially so we remain an important gateway for freight to the South Island. To this end I support the rebuilding of damaged container terminals and their extension onto reclaimed land.	The port town of Lyttelton and its community is one of the best kept secrets in Christchurch. I travel from Chch city to the Saturday farmers market and come over for music gigs. It would be amazing to think it could have a boardwalk and marina area. And you could walk and explore from the hills right down to the water front.	I lived in Falmouth, Cornwall for a couple of years. They have an amazing port development with marina, dockyards, maritime museum and shops. I would love to think I could come over to Lyttelton with friends and visitors and spend the whole day.	As a sailor, I think the most important thing about Lyttelton Harbour is the regeneration of the marina and growth of the sailing community. We have the third biggest city in NZ, right beside the water and very eroded boating community. The marina was badly damaged in 2000 and has never really recovered. Now is the chance, following the earthquakes, to breathe life into the marina and yachting fraternity, to bring boats and money back	I feel happy that all risks are being considered and hope the community continues to be consulted.	-	Avonhead	10/07/2014
60	Move alot of the port around to the coal area	move the port, the inner port is better served as a rec area and marina	bars, cafes marina	access and cleaning it up	-	I think if the marina was made bigger and cafes/bars along the waterfront it would revive Lyttelton	Redcliffs	10/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
61	-	Lyttelton has had a quirky vibe to it for years, I think some sort of retail area, bars, restaurants, maybe a market?	As an operator on the harbour already I'd love to be based from a thriving area in the harbour to run my scenic tours from	We have a thriving harbour in respect to marine life. It is amazing how many seals dolphins and penguins I see daily during the months of operation, we need I keep our harbour clean.	-	A marina would be great, a proper one, I also work in the super yacht industry, there are more and more super yachts making their way down to nil but currently chch has no facilities to accommodate yachts. If we had a decent mariner and facilities (bars and atmosphere) we already have the awesome scenery.	Cashmere	10/07/2014
62	I think most people would understand the need to grow, and to reclaim land, as long as it's done in an environmentally sustainable and thoughtful way.	The recreational opportunities in the plan sound promising, and I'm really supportive of them. Access to the waterfront has been wanted by so many for so long, it would be great to see it realised. Walkways defined by strong planting, separation of walkers/bikers and traffic, public wharf for fishing, walking on. The Port company is such a big part of Lyttelton, I'd like to see them playing a bigger part in supporting the town as it redevelops too.	Playground on the waterfront near that wharf, cafe nearby. Keep the real, rustic, genuine feel that Lyttelton is all about. Bike tracks, walkways, fishing gear hire, boat/kayak hire. That harbour is so beautiful, it would be great to allow people to get out on the water, even if they don't own the equipment. And across to Quail Island.	That it's not polluted by the ships and the port operations. Access to all the bays and to Quail Island.	Very comprehensive.	The timeframe - it would be great to define this further. 30 years is a very long time, and the Plan isn't clear on why it takes so long and what's happening in all of those years. What are some of the first things that can happen. Obviously the community will want the recreational aspects done asap, but also what are the Port development / repair plans for the coming 5 years, what's the impact of these going to be.	Mount Pleasant	9/07/2014
63	Please note that predictions are based on past trends that do not always become fact in the future	We need a green area around the foreshore (not necessary the wharfs) for people to walk fish windsurf etc. Doesn't have to be landscaped just somewhere green to walk or lie on	Access to the water is a major priority we must have area available for the public but even more there must be an area for organized clubs like Coast guard and the Naval Point Club.	The harbour has to be kept clean.	-	we need an area for the boating fraternity to safely launch and retrieve their vessels and facilities for a marina to house maybe 1000 boats (if Christchurch is to grow) This could either be in the inner harbour or there would need to be a breakwater built outside Magazine Bay	Other	9/07/2014
64	Continue with your current plan of moving N/E up harbour.	Have a great walk on walk off marina facility. Walk way around the area with marine options.	Marina, marine facility, shops etc. Small maritime museum covering harbour history.	Its the only open access to water.	summer road needs to be reopened.	-	Bishopdale	9/07/2014
65	The port obviously needs to be extended to cater for this demand, which will involve obviously making it suitable for larger vessels to enter the port. In my view more land will need to be reclaimed, and I suggest that this is done towards the coal store extending wharves along this area.	Lyttelton needs to have a waterfront that the city can be proud of. This would involve developing a marina, and cafe hub centred in Dampier Bay and extending to the town. Activities would include cafes, recreational amenities such as a promenade and walkway, marina, and smaller scale chandlery/retail activities.	Walkway, marina, open space and small scale retail/cafe precinct. Not big box premises, but small boutique spaces.	Being able to use it. I am an active boatie, sail, fish, dive and generally spend time on the water. In addition I utilise the port hills for running and walking, and enjoy the views over the areas. Port activities add vibrancy to the open space.	Obviously the growth of the port itself is a concern. However it does need to happen to ensure a growing economy in the region. In doing so development should be thought through to mitigate effects, particularly any that will have an effect on water quality. Pushing the port towards the outer areas as indicated - coal store, will keep noise away from the town, keeping recreational facilities towards Dampier Bay. A cushioning effect would be to have the cruise ship wharf and ferry terminal in the middle as a	The port in my view has always been a missed opportunity. The Port company has one chance, which has predominantly been brought about through the substantial damage created to the infrastructure during the earthquakes. This is a big project, but with good advice sort, and providing spaces for both commercial and recreational operators, this port could lead the way into the future. It is an exciting project. I cannot wait till we have a walk on marina, where I can spend more time in the weekends. Utilising all that Lyttelton will have to offer. I believe this can be done without compromising the commercial	Sumner	9/07/2014
66	I agree this is critical but don't have any specific feedback other than the shift of the port to the north/east seems to be critical to making better recreational use of the port.	-	-	This is a hygiene factor. Protection of hectors dolphins, marine life and lack of pollution are prerequisites for it working for recreation.	-	Its great you're thinking big. We only really get one shot at this and the one thing I'd love to see is no industrial grunge or tank farms south of the new port area - but this is probably unrealistic.	Somerfield	9/07/2014
67	-	-	-	-	-	More people friendly, definitely develop the marina areas for yachties, recreational water users. Board walks, park and tree-ed areas, childrens play area, paddle pool, with a marine/pirate themed playground Cafes, boat hire, paddleboard/kayak hire. This then sets the area up to be used for sporting and other events. Imagine doing a triathlon here, would be fantastic. also perhaps a village green where markets could operate from instead of the main street... it would really bring the Christchurch community into Lyttelton along with boosting tourist numbers. This is sorely needed and LONG overdue. Inner harbour should be delegated to recreational users and the working port should be relocated further out toward the Cashin Quay container Terminal and beyond. This would also mean	Central Christchurch	9/07/2014
68	-	-	-	-	-	More people friendly, definitely develop the marina areas for yachties, recreational water users. Board walks, park and tree-ed areas, childrens play area, paddle pool, with a marine/pirate themed playground Cafes, boat hire, paddleboard/kayak hire. This then sets the area up to be used for sporting and other events. Imagine doing a triathlon here, would be fantastic. also perhaps a village green	Central Christchurch	9/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
69	Reclamation and berth development towards the east. Development of cargo consolidation and distribution facilities around Christchurch with an upgraded rail system to the Port. Development of an alternative for oversize vehicles and emergency access between the city and the Port.	Development of the Dampier Bay/Inner Harbour moorings and waterfront village concept along with the Naval Point area to provide for a full range of access opportunities for: Public access, appropriate small business, Recreational facilities for moorings, slipways, maintenance facilities, trailer boat access, dinghy and sailboard access, parking and opportunity for social and sporting events. Easy road access to Dampier Bay, from Lyttelton town centre and to the city. Easy walking access to and from Dampier Bay and Lyttelton Town centre. Public transport connections.	See above. The present situation is that Christchurch is starved of opportunities to connect with the sea, even though the city now has a very large coastal margin. The activities mentioned above are the basic requirements for a coastal city. Future requirements may quickly stretch the capacity of the current proposals and may require the consideration of other sites. It is important to do the basics well in this limited space and not to try to do everything in one place.	That: It remains an attractive place to live. The port provides the service that the region requires. The harbour provides access to the sea for leisure and recreation.	-	My focus is on the area of recreational access. Your proposals are an exciting step in the right direction. Our efforts at present are to encourage an awareness of the needs of the leisure and sport population in all of the local authorities. There is a need for the City Council, ECAN and the LPC to work together to provide reasonable facilities for boaters.	Diamond Harbour	9/07/2014
70	to the east onto new reclaimed land. This moves all the industrial, noisy activities a little further away from the Lyttelton township and will improve the vibrancy of the centre of Lyttelton if it can extent to a lovely marina waterfront.	If there is a good marina, then many people who currently moor their yachts in Waikawa will bring them back to Lyttelton, if there is a thriving marina, the cafes and restaurants, chandlers and other boatie shops will naturally thrive too. It will encourage non-sailors to interact with and visit the marina. A ferry terminal for the Diamond Harbour ferry that links up the the public transport routes across the city will again encourage people to use Port area more if it is easy to access.	A big marina with lots of opportunities for moorings I was very close to buying a 29ft yacht 2 years ago but I had to pull out when I discovered that there is no opportunity to get insurance on the current moorings near Naval Point Yacht Club, or the nearby bays, I was going to have to moor it in Diamond Harbour which was not practical. With a future, working marina that is protected from the southerly storms and that insurance companies will provide cover for, I will buy a yacht. There is a huge sailing community in Christchurch that keeps yachts in Waikawa marina for this very reason. we need to get them	It is a recreational facility for everyone, from the wakas, the kayaks, water skis, jet skis, sailors, boaties, fishing. it is for summer sailing days and evening racing. It is also for teh Port facility that is a huge support to Christchurch in teh form of the revenue and jobs etc. I would love to see a working port/recreational area much like Picton/Waikawa or Wellington where everyone can do what they enjoy.	I think all the impacts, both positive and negative, need to be addressed and weighed up against the benefits not only in a financial sense but in a quality of life sense. You are never going to make everyone happy but to get a good balance is key.	I love the prospect of boosting the sailing opportunities in Christchurch with a proper marina. NZ has such a strong sailing capability but it is all Auckland/Wellington/Nelson/Waikawa based. We are the second largest city in NZ with several sailing clubs across the city. Junior sailors from Christchurch compete overseas at an international level. Let us get a great facility that supports the sporting interests of the young Christchurch kiwis and have the next gold medallist or round the world sailor coming from Christchurch. Please get Sumner road open too...I live in Sumner and if the Lyttelton area is going to be developed	Sumner	9/07/2014
71	Your Future Plan looks pretty good to me. Marina for Boats is a must. As is a place for any cruise ships.	Build a Marina (Walk on)	Walk on Marina (ASAP) with shops and grass parks.	Recreational needs for all Generations	Very good.	Just get on and do it especially the walk on Marina for Boats needs to be done NOW,!!!	Cashmere	9/07/2014
72	-	-	A marina is vital, Christchurch's current marina facilities are abysmal. We are building a yacht at the moment that we could not keep in Christchurch with the current facilities which is very	-	-	-	Ferrymead	9/07/2014
73	Good idea to move the freight side seaward and out of Lyttelton township, will bring in bigger more efficient ships. Will need to dredge channel bigger and deeper but this MUST be dropped well out to sea, currently this is dropped inside the heads and harbour is silting up and water quality dropping	Lyttelton town desperately needs re-engagement of the harbour that created it, since all the increased security and public exclusion the whole place is slowly dying. Moving the bulk freight activities Eastward should go some way to turning this around.	Canterbury desperately needs marina facilities. Nationwide we have the poorest facilities of anywhere and this has been the case for several generations now. How can Canterbury attract larger corporates / head offices when we don't offer recreation facilities that are expected of a modern city. Dampier bay is a recreation area so I see a marina, ferry services with public transport links, cafe's / restaurants / marine businesses / weekend markets / walking links to harbour, Corsair Bay and Lyttelton town	Lyttelton harbour is one of the best sailing harbours in NZ and Pegasus bay can be outstanding, sadly the use has declined over the last 20 years through lack of facilities and more difficult access. This plan addresses some of this so needs to be actioned with urgency on the recreation front.	Great move and planning looks sound, just need to action ASAP. Hopefully the increased dredging will reverse the harbour silting and therefore improve the water quality.	Need close engagement and coordination with the recreation users, especially Naval Point Club who are planning to combine with Coastguard in a community building. They represent many groups over a wide spectrum of activities and are totally for the public good. I am not interested in developers that are in for a quick buck and promise the world, we have seen this in the past and has always been a negative step. Give the public good community based organisations the opportunity to these revenue streams to ensure their existence.	Lyttelton	9/07/2014
74	Personally I find freight boats very ugly and if their smell and noise can be kept at a distance or perhaps shielded in a way that can make them more appealing I would be happy. Perhaps designed 'wall'?	I am not from these areas.	Word class cafes and seafood resturants. Beautifully designed landscape park area for all ages to enjoy the sun.	Cleaning it up so you can go fishing there again and not worry about the moderately polluted water from Freight ships.	Are there measures to perhaps use the environment to power the waterfront area? Solar etc.	As long as the increase in freight and build does not affect the ocean environment and decrease the chances of spotting wildlife then great.	Central Christchurch	9/07/2014
75	I think moving the port to the east, so it can be big enough in size to accommodate future shipping trade is a great idea and frees up the shoreline in front of lyttelton town it's self to be used for recreational use.	I honk a large modern marina with lots of births for smaller and larger recreational yachts would be a fantastic improvement to Lyttelton. I was surprised when I moved to Christchurch (from the UK) that such a large coastal city in a nation known for its sailors, would have such a small marina and facilities for sailors. A large modern marina with boating and all manner of waterspouts facilities would be a boom for tourism and local businesses. Would be lovely to see some sailing shops (clothing, supplies etc) and maybe cafe's and bars	Sailing, tramping, biking, kayaking, windsurfing.	To keep planning of buildings natural and aesthetic looking to fit in with the wonderful natural beauty	-	-	Woolston	9/07/2014
76	-	Clear demarcation between LPC working port activity areas and marina/ public areas. Once you define these areas the next phase will become more evident.	Public access. A marina. Commercial freedom to invest and develop.	Water quality, silt, public launching, boat storage for larger yachts, visitor boat facilities.	-	Provide me with a place I can safely berth my 43 foot yacht and pay you lots of money to do so.	Governors Bay	9/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
77	Moving the port to the East is great for the Community and gives the port an opportunity to build a new and more efficient terminal that will hold LPC in good stead for a long time. More use of rail rather than trucks would be beneficial to reduce the number of trucks using the tunnel.	Access to the waterfront would be great, having a meal on the harbour front on a summer evening would be magic. Having a ferry and cruise terminal that are open and easily accessible will enhance Lyttelton even more and attract more people. Also the opening of Sumner Road is essential and will allow the people of Canterbury and others the option of driving around the bays.	A cruise/ferry terminal with pubs and restaurants around to service the visitors and locals. Create a great vibe at the waterfront that draws people from far away.	That the Harbour is healthy and allows marine life to thrive.	There are always going to be things that aren't so great for some people but there are a lot more positives than negatives in the Port Plan. Opening the Harbour back up to the community can only be seen as a step in the right direction. Managing the environmental impact of the changing port will be a considerable undertaking, limiting the effect on the Harbour is really important.	The Port Plan is great and is this is an exciting and great opportunity time for the Port.	Cashmere	9/07/2014
78	Move facilities further east as much as possible	Via Dampier Bay	Lots of boating related opportunities, a relocated Diamond Harbour ferry and safe passage for people to travel from Lyttelton through to Naval Point by foot.	Access to the water, safe access by foot from Lyttelton to Naval Point.	-	-	Lyttelton	8/07/2014
79	Make it bigger	Walkway to it from town, pubs and big marina	-	-	More positive than negative	Like to see LPC retain ownership of marina. Bring back cruise, LPC has obligation to canterbury to provide service.	Other	7/07/2014
80	-	-	-	-	-	Dry Dock is great, needs viewing area. Height of buildings at Dampier Bay an issue. Really like marina concept. Great use of building rubble. Building facilities to allow superyachts.	Other	7/07/2014
81	-	-	-	-	-	concerns about environmental effects of reclaim. Dampier bay good idea. Access good idea. Want Sumner Road opened	Other	7/07/2014
82	Trying to keep nthe heavy industrial out of sight to the inner harbour area would be advantageous for both residents and vistors. Bringing cruise ships as close to the inner harbour would also present a better place for visitors.	I'd like to take this to connecting with people - not just the community. The Dampier Bay area could be developed not only as a tourist area for cruise ship passengers but also as a local recreation area. We need the museum to reconnect with the exciting historical experiences to which Lyttelton has played a crucial part. The dry dock adjacent to the museum would be a fitting setting. Being able to walk around the quays was wonderful but it is understandable that the public is excluded from work zones. Both MELborne and Darling Harbour are wonderful examples of how a beautiful harbour setting can become a tourist centre. Lyttelton does not have the major potential of the major cities of the world but it does have one of the most beautiful backdrops. Im impressed with the forward thinking for Lyttelton in 2044. Think dreatively and impressively for our community in the future, fulfilling of the community but also the beauty of the area in which we live.	-	-	-	Ensure that the inner harbour has heritage outlook. Possibility of cycle access in area above tunnel road. More rail transport less trucks. Concern around access from tank farm to tunnel for trucks. Dont want to lose port from inner harbour completely. Visual effects of oil tanks. Dust getting on houses in Exetor street.	Other	7/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
83	-	-	-	-	-	I just tried to participate by commenting on the Port Lyttelton Plan but was unable to do so because I live in Akaroa which is not listed as a suburb on the on line submission form. I guess Akaroa doesn't exist within your realm of Banks Peninsula. My request is that the Port redirect it's energy, planning and funding into establishing accommodation for cruise ships as soon as possible. Following the February 22 earthquake Akaroa quickly stepped in to take cruise ships realising the difficulty of the situation for everyone involved. Residents were told that it would be for a limited time period of roughly 4-5 years. This is clearly not the case. Akaroa is not equipped to cope with the number of passengers and crew that now regularly frequent to harbour and town from October through March/April. The streets and footpaths are narrow and limited and the town's toilet facilities are inadequate. The Akaroa Area School and Community Library is inaccessible to local residents because of the number of passengers who use the free computers and wifi. Our medical facility functions out of a temporary garage and it is often used by passengers to avoid the cost of visiting a doctor on board ship. The volunteer fire brigade is often called out to assist passengers who trip or fall. The sheer number of passengers and crew put off visitors who would have spent several days in the area because the town is too crowded when cruise ships are in the harbour. Akaroa needs visitors who stay over night in local accommodation, eat in cafes and spend money in the area during the course of several days. Christchurch vendors must drive to Akaroa and tour buses block local roads and highways making a trip into town almost impossible for local residents. We leave Akaroa no later than 8:15 a.m. on a cruise ship day to avoid a convoy of buses but often encounter them when driving home. There is no way to avoid the back up of traffic. It is imperative that the Port understands the pressure it has put Akaroa under with regard to hosting cruise ships that now prefer our scenic harbour, small town setting and reduced wharf charges to those of Lyttelton. The sooner the Port accommodates cruise ships the better it will be for the town of Akaroa.	Akaroa	7/07/2014
84	Agree with the configuration shown so long as we can still get a view of the activity. Access for commercial activities like Black Cat and Diamond Harbour buses.	A decent walkway completely around the harbour area that enables a good view of all port activity without encroaching on industrial areas, walkway could take in land as close to the barrier fences as possible and use local roads when needed.	-	Quality of views. Quality of walking experience. I would like to see the museum restored with its emphasis on port history, the mavelous connection to antartic exploration and local rapaki history. Access for boats and yachting.	-	I want to see the port develop and thrive but I do not believe Norwich Quay should be, even with a big traffic increase I still see the road as viable for mixed use. Realise its not currently profitable but still like to see cruise ships in and do not believe they should require more than the minimal facilities used in the past. I dont believe the need a dedicated terminal, Akaroa does not have one.	Other	7/07/2014
85	-	-	-	-	-	support community access to waterfron for fishing, swimming - childhood memories. General dirtytness of the port - particularly around Dampier Bay are where community have access to	Other	7/07/2014
86	-	-	-	-	-	Heard it all before - wont be around in 30 years to see outcomes!	Other	7/07/2014
87	-	-	I play rugby down at the rec grounds and I think its very dangerous walking down to get there. I think there should be a footpath on Godley Quay.	-	-	Bridge to Diamond Harbour. safe access to the rec grounds. Keen on new marina. Safe access from inner harbour	Other	7/07/2014
88	-	-	I think the issues of the community is the roads/trafffic. The fast trucks speeding around the corners. Should change signs for speed and foot paths to the rugby grounds need some safe tracks like we walk down there 2 x a week.	-	-	-	Other	7/07/2014
89	-	-	I think that they need to change the foot path and its not safe for young people. Godley street is a truck street.	-	-	-	Other	7/07/2014
90	-	I think there should be a better/safer footpath from township to the recreation grounds. I go down there 2 times a week and my mum worries heaps.	Id like to see safer footpaths down to the recreation grounds and to magazine bay. I go there about 3-4 times a week and its quite dangerous walking down because there are blind corners and the footpath cutoff.	Like giving back to community, think about Australia examples community/port linkages. Main road, loads of trucks - how do you deal with traffic?	-	Dampier Bay development must connect with township. Norwoch Quay must have a way to get across. POT Talk good for connecting with community. Business owner and local resident wants to see cruise back. Very keen on Dampier Bay marina it will revitalise the town, wants a better/interesting waterfront. What LPC are doing is great.	Other	7/07/2014
91	-	-	-	-	-	Information centre at Dampier Bay - connction through Naval point	Other	7/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
92	Dampier Bay, should be a community centre aspect. Eg Woodend community centre. Some community facilities as part of it and coffee and food places. LPC should provide the land. Will be huge demand on marina facilities and need fuel, services etc	Dampier Bay and Naval Point marinas are complimentary - service different markets, so we need both. Dampier Bay will be good for larger vassels.	-	-	-	Visit from Carboline Coatings - looking for business - pile coatings, Looks great	Woolston	7/07/2014
93	-	-	-	-	-	POrt to the East is fantastic - not enough space elsewhere. Cruise is important, want to see it back. Use of demo material is fantastic. Would like LPC to contribute (help) to repair the piles moorings and Navel Point facilities, just to contribute expertise, info, gear, not necessarily financial Comments from - James who is Technical Services Manager for Boat Security and Safety Assoc, also local neighbourhood watch van driver.	Woolston	7/07/2014
94	All good	Please open the wharves to public like it used to be	Dont forget the people	-	-	We would be the only waterfront city in the world not to have a decent marina. We want a marina	Addington	5/07/2014
95	I support the movement of the container terminal to the east, beyond Cashin Quay, and built on reclaimed land. There has been an impressive increase in activity on Cashin Quay over the last couple of years and it is clear that the Inner Harbour and Cashin Quay will not sustain the expected increase in freight volumes. I would like to see the Inner Harbour for light industrial, commercial and public use.	I consider that access to the waterfront is vitally important for the Lyttelton and wider Christchurch boating community. It would be good to get a commitment to open up the area east of Dampier Bay to the public, subject to the completion of the reclamation of land for the container terminal. Dampier Bay is a great start. Safe movement of foot traffic from Lyttelton town centre to Dampier Bay will need consideration - I believe pedestrians will need an alternative to crossing Norwich Quay, perhaps via an over-bridge or underground connection. If these are not feasible, then I would recommend discussions with NZTA to limit the speed to 30km/hr. A safe and attractive pedestrian connection between Dampier Bay and Naval Point Club/the recreation ground should also form part of the plan. I support moving part or all of the bulk fuel berth and storage facility towards the east/Outer Harbour.	I consider a marina facility to be an essential component of the Dampier Bay development, and I support upgrading the facilities to provide a walk-on marina and public toilets/showers. This has the potential to stimulate supporting industries moving to Lyttelton - such as a Chandler, boat broker, sailmaker, travel-lift, etc. However it should be noted that typically approx. 500 berths are required to sustain these types of businesses - I believe a marina development should be staged to eventually take 500 boats should there be sufficient demand. Consideration will be required of the existing Dampier Bay mooring users as there are limited alternative moorings while the development is taking place. However I believe Dampier Bay should be a place that is suited to the whole community not just boaties - restaurant/cafe, picnic tables and seating, a jetty for children to fish from, etc. To ensure the Diamond Harbour ferry is located as close to London Street as possible, I would like to see this located as	Ensuring rubbish is contained during the development is essential. There are many beaches around Lyttelton Harbour that have a significant amount of construction or demolition waste washing up at high tide (presumably waste from the port?). Minimising further rubbish is essential to ensure enjoyment of the wider harbour is maintained.	OK - please ensure containment of rubbish/waste forms part of the assessment	I understand that a significant amount of the proposed development area is owned by the railways and not by LPC or CCC. There is no mention of this in the draft plan. It is not clear whether the Dampier Bay development would be partially on railway owned land (where the disused railway track is), and if so how this would be managed/acquired, or whether any development would be on a temporary/lease arrangement. This may well affect how this area is developed.	Lyttelton	5/07/2014
96	Heading East via reclamation is very sensible.	Access to water is key	Large floating marina	access	Good progress	-	Lyttelton	3/07/2014
97	Expand the port to the east by reclaiming land east of Battery Point. Utilise inland port facilities to increase handling capacity and efficiency and minimise space demand at the port. Dredge the port to 15m to enable larger and more efficient ships to load and unload at Lyttelton. Seek operational efficiencies, including investigation of options to contract services, to maintain and enhance competitiveness. Utilise and develop inner harbour areas for small boat harbour, marina and associated commercial activities.	Separate heavy industrial and domestic vehicles where possible. Pedestrian and cyclist friendly access to waterfront areas. Provision of adequate parking for marina and associated commercial facilities.	A marina is essential. Canterbury has a chronic shortage of safe berths for recreational displacement boat owners (yachts and launches). It can't come soon enough. Existing facilities at Dampier Bay are extremely poor with no walk on access, woefully insufficient loading and unloading facilities and barely minimal services which are a considerable inconvenience to boat owners and an embarrassment to visiting boat owners. Despite the poor facilities a waiting list of many years exists because there is no better option. Significant hazards and insurance issues mean even Charteris Bay, Cass Bay and Magazine Bay are unusable for most boat owners. The Dampier Bay foreshore would be much enhanced with a busy marina providing a focal point and an attraction to boaties, visitors and residents. If representatives of the Inner Harbour Moorings Association express their dislike then I suggest it's time they move on. They do not represent the community or the vast majority of boat owners like me. It is, in my view, quite unfair for them to enjoy their safe berth while so many others have to miss out.	As a Past Commodore of Naval Point Club and the South Island representative of the Young 88 Class Association I am particularly passionate about preserving and enhancing opportunities for sailing and boating in and around Lyttelton Harbour. A marina is essential in order for the Canterbury community to be able to use and enjoy the boating opportunities offered by the area. Generations of Cantabrians have missed out on the opportunity for the sea to be a part of their lives because boating facilities have been so poor for so long. What an amazing opportunity we now have to put this right.	But there are a few concerns to consider. A fuel berth outside the Inner Harbour could have a detrimental impact on Naval Point Club and their sailing activities. The position that this berth would likely need to occupy could interfere with their popular and frequently used racing area to the east of the start box (existing Coastguard building). Consultation with NPCL on this issue is essential. Likewise the size of the Awaparahi Bay reclamation, deeper harbour dredging and increased port traffic could have impact on recreational boating and safety. Potential adverse effects on the harbour's sailing grounds, racing areas, tidal currents and safe navigation should be considered in consultation with Naval Point Club and other harbour users. On balance my submission is that the Dampier Bay development proposal and the key changes that would facilitate this should proceed without delay.	Other considerations must include the use and future development planning of the Naval Point recreational marine area to the west of the Port. Consultation with Naval Point Club, Canterbury Coastguard, CCC and other stakeholders is essential in the development of a comprehensive plan for this area alongside the LPCs planning process. Consideration and planning for the proposed NPCL/Coastguard Naval Point Marine Rescue Centre building, safe (wave protected) public and club launching facilities, a travel lift and haulout operation to service the enlarged displacement fleet, boat storage and marine servicing, together with other community and recreational activities, must be considered alongside the Port Lyttelton Plan.	St Albans	3/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
98	Your Plans for the future look good moving most operations if not all further East. Traffic needs addressing and a long term solution found maybe the trucks should be at rail level with some large areas of flyovers over the road then leading down to the water with ramps and landscaping.	As above	including a club house or multi purpose building,sailmaker and other commercial activities. Parking for Marina users is going to be important and consideration should be given to parking on wharf 7 for Marina users and even make the Marina fingers start from the wharf rather than the land this would allow more intimate use of the land with the water, with walkways and buildings as per the sketches.	Keeping it healthy, making it accesable to a wide rang of recreational users in a safe manner.	You seem to covering all bases most are self explanatory.	The concept and plans are a definite way forward personally I think the Marina is a project that could be undertaken quickly and provide much needed safe berthing for boating. Floating berths could go in now in stages as they have the ability to be relocated at minium cost to suit a final overall plan. This must be commercially viable right now and there seems no reason something could not happen quickly.	Edgeware	3/07/2014
99	Would like to see cruise chips accommodated	Dampier bay development with bars, restaurants etc.	Love the idea of developing the inner harbour moorings and marina. This could become a popular place to visit for tourists and locals alike. Bars, restaurants, chandlery and other shops would be wonderful.	The wildlife and embracing the beautiful natural environment.	-	-	Lyttelton	2/07/2014
100	-	-	-	-	-	Looking at the proposed marina in the inner habour, it's about time there is a protected small vessel berth facility. Seen over the years a massive drop off in boating in the area with Canterbury people	Redcliffs	2/07/2014
101	With high regard for the environmental effects. Particularly bird and marine life and noise pollution. It is encouraging that the container part will move around the corner. There is a big problem at our house (above the school) with dust from unloading (such as compost and logs) from number 2 or 3 wharves in a southerly wind, all over the house and cars and possibly a health hazard at times. It would be good if this type of cargo, and clunky noisy 24/7 cargo, can be further around out of the way of houses.	A direct walking and cycling route to the sea would be great. Moving trucks of Norwich Quay. Or bringing in an air bridge perhaps. To be able to safely walk the baby down in a buggy to a wharf to watch the sea and all the different activity going on. At the moment from the east side we have to get in the car to get near the water. I take my mountain bike down to Naval point for a short spin sometimes but I don't feel very safe with the trucks I have to pass, as they sort themselves out on Norwich Quay and wrangle with cars by the tunnel. I would love to be able to take my bike on or near the walking tracks that continue from Naval Point around to Pony Point instead of just using the road which is always a bit unsafe with hooning cars and big trucks.	Clean water to swim in, to still be able to jump off a wharf in summer, thats what makes summer memories and builds confidence in kids. Better access to mountain bike tracks both around the water - easy mixed use tracks for local kids and their families to get into cycling locally and safely, and in the hills for more dedicated cyclists. Regular marine clean up activities incorporated into festivals and supported by the groups who use the water and may incidentally add to the pollution problem. Marina developed and better protected from the south. Magazine Bay left undeveloped (but better monitored for idiots breaking things and ruining the fun) as a local 'secret' for peaceful summer swimming and dog friendly family picnics. Left a special quiet place. A focus on environmental development and natural building. Lets show the country what can be done with recycled and sustainable materials. Make it a design competition to create the urban landscaping around Dampier Bay. I don't mind the cruise ships coming and going, they add interest and juxtaposition, waking up and seeing one out the window is always a surprise. It makes me feel so fortunate to live here and glad not to be on the cruise ship just looking at what we get to enjoy on a daily basis.	Clean air, clean water, healthy marine and bird life. Being able to swim in the harbour and see kids learning and playing by, and in the sea. Watching Quail Island slowly return to green with the efforts of the Trust. Knowing there are dolphins and penguins bobbing around in the harbour.	Glad you are taking seriously environmental effects and seeking an equilibrium between the community, environment and port needs.	Can it not take years to see progress with safe access to the inner harbour.	Lyttelton	2/07/2014
102	-	Improve the marina at Naval Point in order to have safe berths and launching facilities in all conditions. A breakwater wall is required to protect against southerly winds.	Better marina facilities to give more access to sailing operations. Once again a breakwater wall is required.	-	-	Provide more facilites for recreational users, better marina set up and more access to the water for boat users.	Sumner	2/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
103	-	-	-	-	-	I note the absence of a Tab for "Cruise Terminal". Having read another article regarding the non commitment to funding a new cruise terminal at Lyttelton, I say, are you absurd?? As an Australian and regular "cruiser" I have actually been on a cruise which docked at Lyttelton prior to the big earthquake that caused so much damage, but have also cruised again twice having to port at Akaroa. Not that Lyttelton was an ideal dock for cruise ships, being a working dock, not having pedestrian access in or out of the dock is a total nightmare in itself, however, porting at Akaroa and having taken a tour which supposed to have taken us on the Tranz Alpine, but spent most of the day on a harrowing winding drive across the mountain out of Akaroa. Yes Akaroa is a quaint and lovely little town but it does not have the capacity for catering to 1 cruise ship, let alone 2. Are you people actually insane, Christchurch is not only the main airport hub to the South Island for those wanting to fly in to cruise, but also is an incredibly beautiful area which tourists want to flock to. Given that the second most popular cruise destination from Sydney is to New Zealand, and the cruise industry is currently booming, why on earth would you not consider building a dedicated cruise terminal at Lyttelton? Not to mention tourist dollars is what Christchurch needs to boost its economy after the slump from the earthquakes, and believe me, cruisers are not going to make that horrendous trek across the mountain from Akaroa just to visit Christchurch. And really, expecting a cruise terminal to be externally funded, as I said, are you insane, as if any respectable investor would put money into a proven earthquake ravaged area?? Some advice, cruisers will eventually get bored with cruising to New Zealand, there is only so many times you can do the trip across the Tasman, and Cruise Lines will soon see it is no longer viable having to "tender" (anchor) in so many New Zealand ports, given the lack of docking facilities made	Addington	2/07/2014
104	-	Restaurants, bars and shops on the waterfront.	Marina, marina, marina.	Being able to access the water safely when the weather turns bad!	-	-	Spreydon	2/07/2014
105	Relocating it eastward is a good idea	Good pathways and cycle ways, please bear in mind those who use wheelchairs.	Public space to enjoy and hold events.	-	-	Please don't forget accessible water sport areas. A marina is a must. It would be great to have a marina that was wheelchair friendly. Also somewhere I can take the kids	St Martins	2/07/2014
106	There are options for Coal to be handled in a more modern and environmentally friendly way. It doesn't need to be sitting out in the open (might cost more but better all around if impact of handling coal was minimized).	Link up town with Dampier Bay Marina precinct.	Support development of floating marina. Cafes, marine shop, marine support businesses such as sailmaker, engine maintenance. Also travel lift. Fuel berth needed as well. Should be casual berths at premium rate for visitors.	As an inner harbour marina berth holder it took me 6 years waiting to get one. While I realize the price is going to go up lots it takes Christchurch into the 20th century (might even get to 21st if we're lucky). Should be a significant revenue stream for LPC and self funding. Means we might get more of a thriving marine	Concerned about the land grab and the impact it will have on environment. Harbour is very silted and not much lives there so isn't going to help by fill more of it in with rubble.	-	Parklands	2/07/2014
107	I think the suggested rebuild & expansion outlined here is a great idea that will improve the productivity of the port, re-energise the city of Lyttelton and open up more of the water-side to the general public.	Creating a visitor friendly water-side area and marina area is a good idea. It will create business opportunities for retail/catering type establishments and invite more public access to the area & town.	More public access to the bayside in the form of walking & biking tracks and an esplanade would be great.	Its development and expansion as a thriving port and a destination for recreation.	I think you have got all bases covered.	I'm excited about your proposals.	Phillipstown	2/07/2014
108	The expansion down the harbour and out of the inner harbour is a good idea	The inner harbour and Naval point areas could be great areas for public use with nice water front walks, cafes, bars and activities.	Water sports, eating, drinking, socialising, marina, shops	A great place for water sports, in my case sailing	good. It is important to have a clean and healthy harbour. Removing a lot of the industrial activities from the inner harbour will help clean that area, although it is important that the dry dock remains operational, so this may need a floating clean up plan for when it gets opened and flooded.	Public access and used of the inner harbour and Naval point is very important. We have a great and under utilised water front, especially compared to Wellington and Auckland. Industry can work alongside the public interests. Foot paths and attractive access routes are important to get people through the tank farm to the water front. Make it a destination. Christchurch needs a marina, our yacht and general boating facilities are terrible, a marina in the inner harbour would help invigorate the area and mean a safe place to keep many boats with easy access and encourage many Cantabrian's to bring their boats back home instead of keeping them out of Christchurch.	Avonhead	2/07/2014
109	-	-	-	-	-	LPC INPUT Not interested in a marina - thinks they pollute. Would like to see the tank farm moved - visual issues	Lyttelton	2/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
110	-	-	-	-	-	LPC INPUT Raised concerns about parking in the Dampier Bay developemnt. said parking is a problem in Lyttelton now, especially on Saturday. Also sdai she would like to see Sumner Road reopened.	Lyttelton	2/07/2014
111	-	-	-	-	-	LPC INPUT - Norwich Quay saftey concern - Felt no 2 Ferry better for access to township ASking re coal - not keen on export to 3rd world Protection of reclam - against wave action Public access to port important	Lyttelton	2/07/2014
112	I think it is a fantastic idea to extend the port in the way you have proposed with the land reclamation to open up the inner harbour for a marina and more public use.	I hope that you can get some support to build the cruise ship berth. The facility will not need to cater to embarking or disembarking passengers, as Christchurch will not be a logical join point for the cruise itineraries. However a small building of some sort where passengers can wait for transport to town, tourism operators could also be located there, perhaps a cafe with wifi for the ship crew, and an area where the ships supplies could be located. Easy access in to the township of Lyttelton would mean more visitors in and out of the town centre. Also people utilising the ferry to and from Diamond Harbour will want reassurance that the bus connections in to town are easy.	facilities we have are inadequate and a waste of the current space. It will be a fantastic drawcard to attract new yachts, visiting yachts, and bring back boats which are currently stored in Waikawa. Marina's are a drawcard for the public, and so it would be great to have shops, bars and restaurants along the waterfront. Along with new businesses which would be attracted by the marina - boat sales, yacht charter, sail makers, chandlery etc. Also sufficient parking spaces to cater for the increased number of people. With the increase in yachts, there would need to be provision for larger/better haulout facilities. The area at Naval Point would also need to be taken in to the broader consideration with the public launching ramp, the yacht club and other recreational users such as the waka's, dinghies, stand up paddle boarders etc are still going to want to utilise this space.	A safe public boat ramp - with better protection from the Southerly so that people can easily access the water and go boating, fishing and diving around the harbour and the Peninsula. Also it feels like the bays at the head of the harbour are getting shallower? I am not sure if the current dredging dumping is possibly causing this? It would be great to see more fish back in the harbour also, so the water quality is important to consider.	I hope that the impacts on the harbour will be considered and done in a way to reduce their impact on the environment.	Fantastic! Can't wait to get my yacht in to the Marina.	Somerfield	2/07/2014
113	As you see fit, it is your area job and you know best	-	-	I think you have a good contract with Lyttelton town people and I have found your staff more than helpful = some town people will never be happy how much you try	-	I think your info centre is quirky and bright a classic example of a truly Lyttelton idea. Well done. Staff at centre are very friendly and helpful. 'Savouries' were nice too - thanks	Lyttelton	2/07/2014
114	-	-	-	-	-	LPC INPUT Access to view the dry dock working for public	Lyttelton	2/07/2014
115	It would be good to see NZ Rail allowing a service road to be built to allow heavy transport off Norwich Quay	Walk on/off Marina. Good parking for berth holders. Cafe, Bar, community type hall. Ferry Terminal down their, retail shops and grassy play area for kids, say on old farm area. Good walking track to town.	-	I ran a sailing charter business and the need for a clean tidy area to attract visitors. Seating along rock wall. Affordable prices, keep in Port Co hands. If out to private contractor, prices will be to high.	-	LPC INPUT We might need to open up the monthly meetings again with public and Port co. Need to talk to Dampier Bay Mooring and sell the concept to them as I know many dont want to see	Lyttelton	2/07/2014
116	-	-	-	-	-	LPC INPUT Alternative route for cars onto London Street. Plantings on Port side of Norwich Quay.	Woolston	2/07/2014
117	-	-	-	-	-	LPC INPUT The port should help pay for a roof for the swimming pool! There are no pools on this side of the hill.	Woolston	2/07/2014
118	-	-	-	-	-	LPC INPUT Like working port, like scenes opartions, want access back to wharves	Woolston	2/07/2014
119	-	-	-	-	-	LPC INPUT HAve heard this before - great ideas re marina but when will it actually happen?! It will be years away	Woolston	2/07/2014
120	-	-	-	-	-	LPC INPUT - Feedback from Locals in Lyttelton Cafe over heard, sounds really positive!	Lyttelton	2/07/2014
121	Can you please put in decent fendering on berth 2 The current set up is inadequate and causes the ships draft to be incorrect due to ship being held up in water and this in turn cost us money as we settle terms on final draft survey Sims Pacific Metals David Anderson 021 33 11 55	-	-	-	-	-	Lyttelton	2/07/2014
122	-	-	Please with the re-build maybe NO container or container looking buildings	-	-	LPC INPUT	Lyttelton	30/06/2014
123	-	-	-	-	-	Mountain Biking area	Woolston	30/06/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
124	Keep moving East, reclamation. My support for reclamation is directly dependent on LPC's commitment to opening up the harbour for recreational use.	Definitely need access to the water. Kayak access would be handy and is not difficult. A simple small ramp to slide in off. A small pontoon to get out.	-	Keep the water free from pollution.	-	-	Woolston	30/06/2014
125	Move Eastward	Make it like the Viaduct in Auckland. Involve people who will use it and enjoy it. Have a nautical feel. Stage events and shows. Make it family friendly.	-	Recreational facilities. Community Involvement. Low Pollution Levels. Aesthetically pleasing.	-	Develop the port environment to include all communities, people and lots of different activities. Encourage families to enjoy and community groups to stage events. Include cafes, restaurants and businesses. Make a good aesthetically pleasing marina. Do not exclude people from enjoying the waterfront.	Woolston	30/06/2014
126	Make the port on the docks more accessible to visitors so they can enjoy a close up view of the container ships. A possible fenced walkway running along side the docks.	Put a gondola in that goes from the tunnel entrance to Lyttelton. Make a miniature railway in the township. Make it car free in the main street and seven day food stalls in the main shopping street.	-	The harbour should be checked for sediment trend analysis to see if the harbour has any contamination. Patrick McLaren has been a project on this and we think he should complete the balance of the whole	-	LPC INPUT	Linwood	30/06/2014
127	-	-	-	-	-	LPC INPUT The public waterfront area looks great. Trees, grassed areas and sun will enhance, whenever possible and be very important.	Woolston	30/06/2014
128	Perhaps it is a wider question but there needs to be consideration for moving freight by rail. Reducing the number of trucks traveling through the City and especially driving over the hills between Lyttelton and Chch would be beneficial for other road users and the community.	I am not familiar with the constraints of possible use of the land to the South-east of Dyres Pass Rd, however it would be great to have walking tracks and mountain biking tracks from the Sign of the Kiwi (or somewhere near here) that drop down into Lyttelton port. Access for cyclists and supporting facilities could be considered. Christchurch is a very active city with a lot of people being outdoor enthusiasts, this should be reflected in the Port developments.	Walking, cycling	Noise pollution will be important - there's a beautiful view to be enjoyed but no one wants to spend a lot of time in noisy environments.	No comment (have not reviewed).	Thanks for taking the time to consider community views.	Cashmere	30/06/2014
129	-	walking and biking access to the waterfront inner harbour and naval point yacht/recreation clubs is the most important things to get people there, the current way to get to naval point is walking on the shingle on the side of the road. we need landscaped foot access. With increased numbers of visitors from Christchurch parking should be considered near the inner harbour precinct Marinas are always an attractive place and are a drawcard for pedestrians, visitors etc.	A large, used marina with active sailing activities would provide excellent outlook for cafes on the waterfront. Accompanying retail and service industries especially associated with the marina activity: chandlers, sail makers, boat brokers, hospitality etc.	-	-	A marina is essential as we are desperately short of safe moorings. Current facilities are third world and a huge waste of the potential of the site. Consideration and planning must be given to wider Naval Point recreational area especially protection of launching facilities and a travel lift dock to service the enlarged fleet.	Riccarton	27/06/2014
130	-	-	-	I would like to say that I am extremely disappointed with your decision not to allow the cruise ship industry to use the port of Lyttelton. People come here from all over Canterbury to see these superb ships that call here. I must say that the LPC has never been interested in supplying facilities for these ships living and working in the marine industry in Lyttelton myself I have seen this first hand over the years. you tend to forget that you are working for and owned by the people of Canterbury when you supply	what healthy harbour? I have also witnessed first hand the run off from the pigsty where the logs are stored .the tannins from the logs leach into the harbour turning the water a deep brown when it rains cant be very healthy for what marine life can live there.	-	Lyttelton	26/06/2014
131	-	-	A marina, cafe's, a fish market, the chandlers, some sort of function space that can be hired. Somewhere to sit in the sun and admire the view.	The look and feel, its a stunning place to play both on and off the water. I also would like to swim in some of the bays in and around the harbour so water quality is really important to me.	-	I'm really excited about the Inner Harbour plans. For years we've lacked a decent place where you can sit next to the water and have a glass of wine. The ports always so interesting to watch.	Scarborough	26/06/2014
132	-	The biggest thing here is not to exclude the township with the new area mooted around the inner harbour, promote heritage and a sense of Lyttelton, dont cut out or exclude current boaties and workers that are currently in the area and have links back to the township. Access tunnels or walk ways and create slow zones and an inviting area. Access to the water and having a great functioning inner harbour, with recreational boaties having greater access as well.	I want a decent boat ramp and access to my yacht, the water front along the western side of the Viaduct in Auckland is the sort of thing we should be aiming for with a Lyttelton twist though, Everything thing in Christchurch will be new and monotone lets make Lyttelton stand out among the glass and square boxes. Parks-areas for enjoying the water, fishing spots-walkways along the port connecting to the town and other areas.	Its a working Port but more planting and green areas would promote a better environment	-	Make the eastern side of No7 should be air marked for passenger cruise ships, to not make this a priority is a mistake for the local community and Christchurch Tourism as a whole	Lyttelton	26/06/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
133	-	-	-	-	-	<p>the Port Hills as well as the harbour and the sea.</p> <p>My comments are about one small but significant aspect of the redevelopment - the plants chosen for landscaping. Plant choices for landscaping are not just about their visual and amenity values. They are part of the wider ecosystem and the involvement of an ecologist will add another dimension to the Port plans.</p> <p>Choosing to plant locally sourced native plants is not just best-practise for community open space redevelopment but ensures that the Port plantings do not contribute to the continual weed dispersal into the City Council and Department of Conservation reserves on the Port Hill plus land protected by QEII Trust covenants and private reserves and revegetation. Instead, the new plantings could export bird and wind-dispersed seeds and pollen back into areas of gorse and broom on the Port Hills.</p> <p>There is a cost to planting fruit trees or exotic species, especially berried trees or plants with wind-blown seeds. Sycamore, pines, Old mans beard, polypodium fern, bird plum, cotoneaster, barbery and many many more, as well as weedy non-local natives plant species such as pohutukawa, North Island lacebark, karo, taupata, shrubby violet, North Island kowhai, purple akeake (and more) etc cost the community money for weed-control and the necessary use of herbicides.</p> <p>There is a story to be told about how ports were the conduit for many weeds shifting around the world and the strict quarantine required now. The undeveloped Port areas that harbour many weeds (despite Port Company efforts to keep them at bay) and these areas need to be addressed as part of the waterside development.</p> <p>Your landscaping could be an opportunity to show off the trees and shrubs, climbers and ferns of the Port Hills and support efforts to sustain populations of threatened and uncommon species. The Port Company could inspire with a hedge of the fragrant tree daisy, a container of the sun hebe that only grows on Banks Peninsula, the Banks Peninsula hebe, a lawn of the small drought-resistant sedge Carex inopinata that thrives in the shade and remains green under trees, a fence covered in the</p>	Beckenham	26/06/2014
134	<p>Reclamation is an option but I would hate to see the landscape change dramatically. Once Evans Pass road is reopened and the whole area stabilised the land east of Cashin Quay could possibly be better organised. The whole coal storage area seems to take up a vast area of land that with further innovation could be utilised better. Better ways of stockpiling coal or transporting it when required rather than stockpiling though this is very weather dependent for the train route etc. and may be totally impractical. A dedicated cruise ship berth on the pier, cruise ships look so majestic in the summer sun at the pier in days gone by and it is a much friendlier place for visitors to see Lyttelton and us to see the ships instead of having them stuck at Cashin Quay out of sight of most of Lyttelton.</p>	<p>Keep the community involved - to be seen to be listening to the "locals" is half the battle.</p> <p>Have events that the community can get involved with, the "Open Port" type events always get a great following.</p> <p>Keep the Diamond Harbour ferry terminal where it is now along with the Steam Tug Lyttelton.</p> <p>Rebuild / repair the pier as a designated cruise ship berth, If the ferry etc can't be kept at the present site it needs to be as close to the main area of town as possible and ease of access is a huge issue for those travelling regularly across the harbour in all weathers. Bus access and for those who walk up to the township for shopping etc it needs to be close or a shuttle bus service put in place.</p>	<p>Somewhere the kids can go fishing etc. and also some green space if possible. Picnic areas, and a nautical playground area would be great. Some heritage space for a nautical museum or similar would be fantastic, similar to Wellington's waterfront.</p> <p>Lots of casual spaces for families.</p> <p>Make areas available for visitors to safely watch boats being docked in the dry dock which is fascinating to many but not easily or safely accessed at present.</p>	<p>Lyttelton is home and there is never a day goes by that I don't appreciate the privilege it is to live here, the landscape and every changing views are a joy. I would hate to see all shipping moved out of the inner harbour as there is a lot of interest in our home about what ships are in etc.</p> <p>Keep working hard to improve the water quality, making/keeping it fit for swimming, boating etc.</p>	<p>I like the pathway the Port Company has already set. The issue of noise and dust etc. is part and parcel of the work that is needed to be done and I feel the residents need to accept this. After all they have chosen to live in what is a working port and under the exceptional circumstances we have all been through in the last three years we have to expect some disruption. The efforts of the Company to try and mitigate as much noise etc is appreciated.</p>	<p>I feel the Port Company is very forward thinking and trying to do their utmost to improve the waterfront after all the disruption caused through the earthquakes. Money is the biggest problem to most ideas but most things are possible in stages, one step at a time. Keep communicating with residents and as open as possible with plans and ideas. Understanding ideas right from the start is always better than trying to dispel the rumour mill once it gets in motion.</p>	Lyttelton	26/06/2014
135	-	-	-	-	-	<p>Newish to Lyttelton and loving it - and that includes the clunking of containers and moving piles of logs as well as the cafes, walks and festivals. Your overview map is great but in text you refer places like 'Dampier Bay' and 'Uamara Reserve'. Maybe some location tags on the map to help people like me get better cross reference would be useful.</p> <p>Thanks, this page is bookmarked :) Helen</p>	Lyttelton	26/06/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
136	-	-	-	-	-	<p>The library's main area of concern with regard to the Port Lyttelton Plan is the impact of the cruise ships and their passengers. When the cruise ships were visiting Lyttelton before the February 2011 earthquakes large numbers of passengers would visit the library to use the library PCs and the free internet service to access their email. And many would bypass the Lyttelton Library but visit the Central Library in town for the same purpose.</p> <p>With the post-quake move of the cruise ships to Akaroa the impact on the library has been huge. The Akaroa library is a joint use community and school library, with regular class visits to the library, and high use at lunchtimes and after school by the students. It has been a massive challenge managing the influx of summer visitors, including very high numbers of cruise ship passengers and crew, so that the impact on the library service to both school and community is contained.</p> <p>We have identified that most passengers visit the library for a short time only, to check emails and access information. However the ships' crews tend to stay in the library for long periods of time, using the free wifi, charging their phones and other devices, and treating it as a recreational space while they are in town. (This also applies to the seamen visiting Lyttelton who currently use the Lyttelton library to use the wifi and Skype home to their families, however we understand that a seamen's hostel is being planned for Norwich Quay, presumably with wifi).</p> <p>Before the 2013-14 season began we took steps to manage the Akaroa summer visitors and particularly the ship crews more effectively by installing benches outside under cover so that they could use the wifi without completely taking over the interior of the library. This has been successful up to a point, but we still have to employ extra staffing on cruise ship days to meet the demand for service. Numbers visiting the Akaroa library on some days can exceed 700 which is a large number of people to manage in a comparatively small space.</p> <p>Our concern is that we need to do some strategic workforce planning for our library staffing at Akaroa so that future customer demand is accommodated, while also future proofing with regard to technological change: for example we find there is less demand for the library PCs now because more visitors have their own devices. We would welcome some certainty with regard to the future of cruise ships visits to Canterbury and whether they are likely to be located at Akaroa or Lyttelton.</p>	Lyttelton	25/08/2014
137	Not overwhelm the Lyttelton frontage by increasing traffic volumes on Norwich Quay. Make a genuine attempt to reroute the traffic below the Quay parallel with the railway line.	The Southern bays community are reliant on an effective ferry service. Many people have chosen to live on the south side of the harbour because this public transport is available. Population on the south side is steadily increasing. The ferry terminal MUST be within easy walking distance of the town centre to enable ferry users to easily carry shopping. Opposite Canterbury or Oxford St is acceptable. From No 5 wharf westward is not.	How are people going to have easy walking access between Lyttelton main shopping centre and Dampier Bay without dodging the heavy port traffic?	Reduce sedimentation. Protect fisheries. Prevent contamination of water. Grow easy recreational access.	Landscape impacts of the development and reclamation at Te Awaparahi Bay are important to southern Bays residents.	The intention to provide public access and community facilities on the waterfront is commended. However there are some hard questions about the interface between pedestrians and heavy traffic that need to be resolved. Increasing heavy traffic on Norwich Quay without providing an alternative route will wreck the potential of this other planning work.	Diamond Harbour	24/08/2014
138	Relocate truck traffic away from Simeon Quay. Move more freight by train through to Hillsborough container storage area to help alleviate increased traffic in Lyttelton. Build a second tunnel for Port traffic to remove trucks from the Governors Bay-Gebbies Pass and (once it re-opens) Sumner Road-Evans Pass. Relocate the container wharves further around the reclamation area to help reduce port noise for local residents. How about 'camouflaging' the fuel storage containers by painting them with vegetation, trees or at least a colour that blends into the surrounding better? Especially if there will be more of them in future.	Relocate the truck traffic from the container port to below Simeon Quay. Create a walkway over this to the proposed port areas to be opened up to the public, and DH ferry terminal. Simeon Quay to have slowed traffic/one-way traffic, widened footpaths and seating areas and planting, encourage retail development. Provide walking access to/from the new Cruise Liner berth area to Lyttelton township. A walkway around Naval Point to connect the recreation area with Dampier Bay. Provide a bike shuttle service through the tunnel back to the gondola so people can Mountain bike down from the summit road into Lyttelton, and get back easily. Develop walkways and mountain bike tracks through Port Coland and reserves up to the Summit road. Mountain bike tracks would connect with existing tracks from Gondola over Mt Pleasant and out to Evans Pass and Sumner.	Definitely a berth to bring back the cruise liners. Public picnic areas and a cafe. A open air venue for performances.	Access to the waterfront including the inner harbour would be awesome! Lyttelton and Christchurch residents, and visitors would all benefit from increased access and development and feel more connected to the harbour by allowing this to happen. Clean water for swimming and wildlife. Unimpeded views across and around the harbour.	It looks like you are considering the potential impacts very well. I appreciate that the community is being given the opportunity to have their say. One of my main concerns is any environmental impacts. I'm concerned about the impacts of the reclamation and the proposal to increase dredging in the navigation channel and the effect these might have on the harbour and flora/fauna.	-	Lyttelton	23/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
139	I'm concerned about the loss of harbour to the port growth. Do we really need to change the environment this dramatically, pushing so far into the harbour. What is the impact on the harbour health? The harbour seems to be getting shallower and shallower at the far end - how will this reduction in water flow effect it. Will silt and debris from dumped material spread beyond this area? Also concerned about the impact on marine mammals, and rec users, reducing wind, water quality, etc. The harbour is such a precious basin - it shouldn't be dominated and	I would love to see better access, more public spaces, business, bars, directly on the waterfront (like AKL or WLG). I would also love to see residential options in the future.	Provide good safe access to the harbour for rec users. Moorings, boat ramps and parking for days sailors, kayakers, etc.	Respecting and enjoying for what it is - a magic basic, playground for Christchurch, places we can all get out of the city and connect with the marine environment and hills. Its the reason I'm bringing my family up in the harbour, and without it, I wouldn't be in Chch (working in tech industry, etc). Its important to the health of the city.	Respect it, treasure it, don't change it forever unless its essential, and we really consider every aspect of the change for future generations. Will they think we did the right thing?	-	Governors Bay	23/08/2014
140	-	-	-	-	-	-	Bryndwr	22/08/2014
141	I think that we should all be careful about planning for 'business as usual' growth in the next 30 years. The world will be changing rapidly with factors such as climate change, sea level rise, peak oil, and ever looming debt crisis. What effect will this all have on global trade? I hope that these realities are being considered....	So important to bring sections of community together and not drive apart. For example, the new Diamond Harbour Ferry terminal must be within walking distance of Lyttelton township - crucial for residents and businesses. It will be great to reconnect with the waterfront...	ARTS PRECINCT. In order to draw retail and hospitality you NEED anchor projects. Lyttelton already has a strong, widely recognised arts community - it just needs a centralised home - would be a great compliment for the carving centre and a distinct point of difference from other commercial	A clean, safe place for my children to grow up.	I don't know enough about the long term ecological effects, but I know that a silt choked, dead body of water is not desirable for anyone.	There are so many unknowns and heaps of potential... we hope you keep talking to us as the project progresses.	Akaroa	22/08/2014
142	First, build a new freight road to get the trucks off Norwich Quay. Twice I've come close to being run over when I had right-of-way as a pedestrian in the cross-walk at the bottom of the bridge. I was able to jump out of the way because I was paying attention to the truckie, because I don't trust them. A child would have been grease on the pavement. Oh, you'd be so, so, sorry, but they'd still be dead, wouldn't they. The trucks don't belong on the city street. Build a direct access rout from the tunnel to the yards without using	-	Re-instate the stairs & footbridge to the ferry. Allegedly removed to improve traffic flow, the area where the bridge was is now just a parking area for equipment. It appears the bridge was removed from sheer bloody-mindedness. A new bridge would not affect the ability to store equipment. And repair the stairs on the other side.	Despite advice that building is polluting the harbour, there is still rubbish accumulation on harbour beaches. Must do better.	Light pollution is another area where improvements and energy saving could be improved.	Put your money where your mouths are and do the right thing by the citizens of the harbour. Empty lip service about good corporate citizenship doesn't cut it. Let see some action to back it up.	Diamond Harbour	22/08/2014
143	I think the current location of the ferry wharf should be retained as is providing to medical services, swimming pool for people from Diamond Harbour and surrounds.	Remove the prisoner type fencing and create a friendly walkway to the ferry. The yachtclub can be combined with public access to water and foreshore, walking tracks	Active recreation, hospitality, ?crafts	Clean air and water, peaceful views, not too much noise, walking, running, biking around the harbour, access to water to launch small boats, public transport to Christchurch	I am not sure what you are assessing	keep communicating with community. Many people are busy and have a lot to deal with. It may take time to actually have a think about things that are beyond the immediate back yard	Purau	22/08/2014
144	Move the coal and container terminals ASAP. Spread the heavy commercial traffic impact by pushing it down to the far end of Sumner Road - to avoid the township by having it enter and leave the port beyond where the old Time Ball was along towards the Godley Heads. This would ensure the least impact on the dense housing population hanging over the port.	Safe walk and cycle ways from Corsair Bay along the Norwich Quay and Sumner Road all the way to Sumner - would be an amazing bonus. If there was a way to include cycle paths through a tunnel that would be fantastic too.	Family-friendly - affordable wholesome quality hospitality and activities. Not a big alcohol-centric rave zone, preferably local owner-operated businesses. Artisan market, craft exhibitions, workshops spaces for debate and community heritage sharing and rustic entertainment. Theatre, dance and music. Cycle ways and access for dogs. Smoke-free. Reinstated access to the ships and the wharf. This would possibly require duty staff to be around to advise and manage	Strong community pride will encourage on-going environmental leadership and partnership. Value of all the senses, especially advocating for the wild-life who can't voice their opinions via this web-site. On-going relationship development with our community and accessible updates for the port's accountability will continue to deliver trusting connection. Remember that politician's are renowned for never delivering on their pre-election manifestoes!	Insurance providing that there is going to be the greatest care taken in dredging the harbour and the sure to increase size of and volume of visiting ships does not mean a strain/drain on the community's amenities - this will be the ports greatest challenge...	Naturally with osh standards and precautions in the forefront for the ensured continuing safety of all the port personnel - could it be possible to change either the pitch or better still also reduce the audible volume of the reversing signals on the container movers please? This high pitched beeping is the most prominent and aggravating noise generated by the port.	Lyttelton	22/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
145	-	If the port is to be developed as proposed, easy access needs to exist between the town and the proposed public area in Dampier Bay to enable people to easily move between the two areas and create a synergy between the two areas. Due to the presence of heavy vehicles on Norwich Quay it is very unsafe for pedestrians and cyclists and would be a significant barrier to the movement of people between the town and Dampier Bay, other than by motor vehicles. It is also very unsafe for people accessing the most used bus stop in Lyttelton at the bottom of Dublin Street. The improvement of Norwich Quay is also necessary to allow safe movement between the town and west Lyttelton, particularly since the Government merged the two primary schools in Lyttelton. At present pupils walk between the two sites (Voelas Road and Winchester St) during school time, and when the new school is built, children from West Lyttelton will have to walk across to the new school in Oxford Tce. Children need to be encouraged to walk or cycle to school for their independence and health. Driving children to school does not do this. We live on the west side of Lyttelton and often cycle or walk down to Lyttelton township. Under normal circumstances cyclists and walkers can use Cunningham Tce to avoid the round about at the tunnel entrance and Norwich Quay. However, Cunningham Tce is not the most direct route for most west Lyttelton residents and therefore people who cannot travel by vehicle, or who choose not to, are forced to use Norwich Quay together with the trucks. This problem could be solved in several ways. A way often mentioned in the past, but which Port Lyttelton has apparently dismissed, is the rerouting of trucks visiting the port off Norwich Quay. This is my preferred option.	I would like to see a mix of residential, retail and light commercial uses. Residential use would increase the number of people in the area, particularly at night and on the weekends and would make the area a more vibrant fun place to be. Diamond Harbour Ferry location Ideally the Diamond Harbour Ferry terminal should be located in a position where it is possible for people to easily walk to the town centre. The position proposed by Port Lyttelton does not allow for this and is therefore not suitable.	Being able to swim sail and kayak in clean water in the harbour. Being able to walk around tracks near the harbour's edge. Having good boat launching facilities, suitable for all weather (including in southerly conditions) Having sufficient space for small boat and yacht storage at Naval Point	I am concerned that immediately after the 22 February 2011 earthquake Port a Port Lyttelton employee told me the company sent a notice to its staff inviting them to bring anything they wanted to dump in the harbour. This type of action significantly damages the image of the company and negates any work done by it to foster good relationships with the Lyttelton community. It also brings into question the company's concern for the water quality of the harbour.	Length of time My over-riding concern though is that the Port Lyttelton Plan is a plan for the next 30 years. This is far too long for residents to wait for improvements- half the existing population will be dead by then! Cruise ships The proposal to moor Cruise ships off the Naval Point and use floating gang planks for access will interfere with recreational boating in the harbour. Furthermore, given what happened to the floating jetty in Magazine Bay, it seems likely that floating gang planks could also end up in a tangled mess after storms. Despite the fact that cruise ships bring less revenue to the Port Lyttelton than container ships, cruise ship visitors are important for the tourism industry in Canterbury and they need to be accommodated within the port and adequate facilities provided for them. Preservation of Heritage The unnecessary and extremely speedy destruction of the Heritage New Zealand, Category 1 listed Pump House next to the graving dock in Lyttelton following the February earthquake was probably illegal, unnecessary and bad for public relations with the community. It is difficult to believe the company is concerned for the heritage values of the port when its actions show otherwise.	Lyttelton	22/08/2014
146	-	-	Public access boat ramp	-	-	Free public wireless internet for the port and Lyttelton. Very important for the visiting seafarers, as	Bishopdale	22/08/2014
147	Continue building towards heads for bulf freight. Smaller ships/fishing boats to area where tugs area. Innter harbour marina for Yachts/Ferry	-	Access! Ferry that connects Lyttelton to Diamond Harbour without need for bus transfer - bottom of canterbury Street??	Re fueling dock for pleasure craft and potential for fuel spills currently. Change in harbour curenets with increase dredging.	-	LPC INPUT #36 22/8 Truck Traffic needs to go somewhere current road is fine - thin, no longer the main street of Lyttelton. Cruise ship berths important consideration for the wider Canterbury economy. These are not just port	Other	22/08/2014
148	Trucks off Norwich Quay and onto port land. LPC has attempted to blindside the truck issue once again. Lyttelton transport study of which LPC is a party to, is nothing more than LPC stance repeated.	Dampier Bay is not suitable - too far from township. Wharves 4, 5 & 6 have not been used for 30 years that is the ideal place so the public can interact easily with the town. Marina will not be built. Same old withered carrot held out yet again.	-	There is no certainty that Lyttelton will be a part for the bigger ships. Do not want a 30ha reclamation on the off chance of becoming a hubport. LPC maybe keen on reclaiming to increase the value of its land holdings. Have cargo on other side of the hill - no environmental risk.	-	LPC INPUT #35 22/08 Not sure Lyttelton Port is worth spending the money on NZ has so many ports, Lyttelton so damaged. A less prorochical stance maybe worth exploring. The port operation reduces the amenity value of Lyttelton so dramatically. LPC refuses to recognise the reuction in amenity value in its plans - does it deserve suport trying to rebuild? Not the present plan anyway. Perhaps better to take the insurance maney left, pay off CCC debt.If the port would work properly with Lyttelton community perhaps worth supporting. Refusal to discuss and resolve Heavy Truck issue is a big black mark. The port is playing a pro war game with the truck issue. Port is owned by CCHL to make dividends to offset our rates. The ports profitability is so poor over so many years it is not worth owning. With the future expeniure required for repair, no worthwhile dividends will be paid therefore the port should be sold. Keep orian and airport and get rid of the port and let a professional operator run it.	Other	22/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
149	sustainable development of trade within New Zealand. Lyttelton Port is geographically constrained by lack of available land and a limited transport network. The roads to and from the Port are already under undue stress due to increases in Port traffic and would be unable to cope with any significant increase. Any Port expansion will put excessive pressure on these already strained systems. Future port expansion needs for the South Island could be better served by ports in less sensitive areas or with fewer geographical constraints, such as the port at Timaru. This could also allow for Lyttelton's inner Port to be opened up more to the public. If expansion or the moving of operational areas at Lyttelton is absolutely necessary, the Port could consider smaller scale reclamation along a geographical line with the current coastline. A more ideal solution for Lyttelton would be to make the most of its current capacities in the most sustainable way. Develop all infrastructure in keeping with the natural environment. Allow for trees and green spaces around the operational area. Adopt better than best practice in dealing with storm-water. Remove or partially remove the breakwater to allow for natural flushing of the Harbour. Minimise additional light pollution, reduce current lighting pollution (this is a huge issue for Harbour residents and ecology). Ensure that future operations meet environmental targets that go way beyond the current standards. Aim to be one of the most environmentally sustainable operation in the world. Encourage your clients to embrace sustainability by offering reduced rates to those who meet your targets. The proposed expansion out to the end of the current breakwater poses a huge environmental impact including visual impacts that cannot be mitigated as well as hugely increased light and sound pollution	Best to connect with community by reducing light, noise, dust pollution and providing a healthier environment for people to live in and enjoy.	-	It is important to have a harbour with clean water, to encourage the re-population of fish, mammals, birds, invertebrates and plants throughout the harbour environment. It is essential to have water that is clean enough to swim in, all year round, with a coastline that is no longer degraded by muddy sedimentation. It is vitally important to restore the natural 'flushing' ability of the harbour which has been compromised by the building of the current breakwater. This restoration cannot be achieved through continuing to expand port operations out into the Harbour, this will only add additional strain onto the environment. It is essential to have a Harbour with dark skies at night, to encourage the natural functioning of all life within the Harbour region. The effects of light pollution have been well documented across many species. The current lighting levels are unacceptable, casting shadows in Governors Bay. It is also important that sound is controlled to a level that does not interfere with local communities and ecosystems.	The range of impacts/effects you are addressing is minimal, with no real assessment of the huge visual impact, including light pollution. There seems to be no assessment on the effect the development will have on the whole harbour ecology, or on the potential impact on changing water flow/current profiles and the impact this will have on sedimentation harbour-wide.	I feel that the current Port Plan is in no way related to earthquake recovery - the 30ha expansion was already part of the long term vision of the Port pre-earthquake. Therefore this application should not be permitted under the CERA regulations. Any plans for expansion, and any decisions made, should give the public full opportunities for input and appeals. There needs to be a far more rigorous assessment of the huge environmental impacts and increased public awareness on the enormity of these changes. The public needs to be made aware that the proposed reclamation will have a huge visual impact and knock-on effects for the whole harbour, long-term. The reclamation needs to be looked at as a separate issue and not tied up with public 'feel-good' issues such as opening up the inner harbour.	Governors Bay	22/08/2014
150	-	-	-	-	-	As a long time resident of Horotane Valley my main concern has always been the noise coming from the trucks as they trundle up and down the tunnel road. A couple of years back there was some publicity about the port using the hillsborough railway depot a lot more efficiently and carting more freight by train through the tunnel. I thought it was a great idea but still have not seen much improvement in the truck noise. Its an idea that i think is worth pursuing and it would mean less trucks travelling down the main street of lyttelton. So less problems for residents and public there.	Heathcote Valley	22/08/2014
151	Increased use of inland ports as hubs to collect cargo then bring it to Lyttelton by rail where possible (and vice versa for imports). Create flexible safe cargo storage spaces and wharves to suit modern ships. Moving to the east is a good plan. Wind breaks and dust management for bulk cargo storage and handling.	Maintain good links to the Diamond Harbour Ferry- this needs to be as close as possible to the centre of Lyttelton. Institute tours of key locations for interested groups eg Battery Point, Dry Dock - these could even be run commercially. Lobby, then work collaboratively with NZTA and CCC to create an inovative and safe way to cross Norwich Quay. Work with CCC to improve road and walking access to Dampiers Bay and Naval Point. Possible road and footpath widening of Godley Quay and the area of Simeon Quay beside the reserve where the Cenotaph was located. Establish/ renew viewing platforms to watch key cargo operations. Bring back Port Open Days. Functional spaces for users of the harbour on the water- as few restrictions on small boat navigation as possible.	designed (Dampiers Bay is shadowy and receives little direct sun in the winter). Commercial and community spaces need to be attractive, fit the area eg styled on previous boatsheds/ boat builders / cargo storage sheds. Commercial spaces should have rentals which are affordable for local business/ craftspeople/ marine industry tennants rather than bland chain retailers. The Dampiers Bay area needs parking, both for its own use and overflow parking for large Lyttelton community events. Prime berthing locations for iconic vessels eg TST Lyttelton and visiting ships - and a campaign to attract them to the region eg HM Bark Endeavour replica.	The water quality of the harbour is crucial for contact recreation- swimming, dinghy sailing, kayaking etc. The mix of natural and developed spaces. Both natural and cultural heritage need to be protected and developed.	Best practice in development and operation using well engineered solutions are just as important as monitoring effects. As is rapid feed back from monitoring to inform decision making and manage problems.	Lyttelton, Christchurch and Canterbury can not afford for the 'Naval Point' area around the Lyttelton Recreation Ground, slip ways and haulout areas to be neglected again. These areas need remediation -remove the land and water based rubbish left by the marina which broke up 14 years ago in 2000. Work also needs to be done on the earthquake damage/ landslides in the oil terminal area. These areas need development as joint partnership between LPC, CCC and user groups as the location is valuable flat land which houses and provides opportunities for local community organisations and teams, the marine industry, recreational boating and not to mention the oil companies. Simple things like forming a sealed footpath to provide a safe route for pedestrians would work wonders.	Lyttelton	22/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
152	Moving the port infrastructure further east is a major investment however I can understand the logic. A major consideration needs to be the Diamond Harbour community. The proposal is for the eastern development to be for the container terminal. The existing terminal creates noise and this can be expected to increase with an increase in activity. Noise will therefore become a major issue for Diamond Harbour residents. The consultation document says moving will result in less compatible activities being away from residential areas - this is not the case. Noise travels across water particularly well on calm days. Comprehensive investigations regarding noise need to be carried out.	Relocation of the ferry west is not a simple matter. Literature shows that most people will only walk around 400m or 5min to a bus stop (compare this to walking from the relocated ferry to the Lyttelton shops) and that it depends on a number of factors eg. Topography, carrying bags, weather and age. A direct, short and safe connection from the ferry to Lyttelton town centre/shops is essential. Norwich Quay is a major road to cross with no pedestrian crossing at the western end. In addition there is no safe location to put a crossing at the Dublin St (start of the commercial area of London St) end of Norwich Quay. No planning exercise is complete without considering access to the Port. Good access to critical to the success of the Port and the town. Saying that because Norwich Quay is State highway makes it NZTA's problem is a cop out. The Port Lyttelton Plan is essentially 'allocating space' for the future. If space is not allocated now for access it will preclude other options. Access to the waterfront and connection to the township cannot be achieved without getting heavy traffic off Norwich Quay.	Development of Dampier Bay presents great potential. Any marina development needs to be affordable - people think boat owners are rich, most aren't except for their rich passion for the water! How would any development fit in with Magazine Bay (in a sad sorry state)? Development needs to recognise existing activities in the area - dry dock, residential properties. There is nothing worse than new developments coming along that cause reverse sensitivity effects for existing activities. The boats at the existing moorings are already affected by dust (dry dock, log storage, coal).	The hectors dolphins, opportunities for a range of boating activities	comprehensively assessed. Coal and log dust causes an existing issue for cars and houses, what will change re dust generating activities? How will the Port Plan be reflected in the District Plan? Lighting - the existing Port lights cause a large amount of light spill. What changes to lighting will occur and how can the impacts be reduced? Shield the lights, use LEDs etc	The Plan is silent on any development of the coal yard - what is the plan? What concerns me is the little detail provided to the public and stakeholders in the Plan when decisions made now will set the development direction for decades to come. Further detail is needed on how the concepts fit together and the effects before decisions are made. Decisions should not be rushed.	Lyttelton	21/08/2014
153	Thank you for the opportunity to comment. My impression is that options are limited and that plans are already well in hand re the expansion of the Port. Further comment below...	The development of Dampier Bay is a great idea. The more of the waterfront that is accessible the better. If it is possible to enable access and still to retain commercial activity, better still. Visitors like to see a working port. I could envisage a network of aerial walkways that would take people safely over Norwich Key and offer views of the working port. I'd LOVE to see the rail link between the city and Lyttelton re-established. I used it as a child and it was a magical way of travelling to Lyttelton.	Whatever happens in Dampier Bay I would like it to capture Lyttelton's special charm. Not too 'flash' or upmarket. There is a raffish, industrial quality about Lyttelton that marks it off from ChCh city and is particularly appealing. Development needs to be accessible and available for all - not just those with money. Places to fish, to take out a dinghy or kayak, picnic, get a coffee, find out more about the history and natural environment. Activities that link to the sea and boats, that draw on the context.	Lyttelton Harbour is my turangawaewae. It is an incredibly important place. Thinking of the harbour more broadly, not just the port... *The special nature of the harbour communities *Minimum impact on the land and seascape *The quality of the water - it should be of a standard that enables safe swimming and fishing without fear of contamination. *Maintaining and growing the bird and fish life. *Minimising the sedimentation that is damaging the head of the harbour. *That the harbour is not over-developed *That native bush is encouraged (your support for the	I'm impressed with the willingness to put the port plans out for scrutiny and public consultation. There is, however, a difference between hearing/acknowledging areas of concern and actually taking them on board and amending the plan accordingly. Very happy that you have a range of experts on board to advise on the impacts of development.	My main concerns are: *The visual impact of the planned reclamation *the potential impact of the reclamation on harbour silting, marine life, bird life *The possibility that harbour fill will end up on beaches all around the harbour, as it did with the post-earthquake rubble dumpings *Noise pollution associated with the prolonged development. I live at the head of the harbour and the port noise is currently clearly audible. Will presumably be more so for port residents and those immediately across the harbour I understand the Port Authority building is likely to be replaced?? If so it would be good to have a building that suits the Lyttelton landscape. Unlike the white, pillared monstrosity!! Lyttelton Harbour/Whakaraupo is very, very special.	Governors Bay	21/08/2014
154	-	Please, leave the ferry well accessible for Diamond Harbour residents, accessible by foot. Leave the ferry at this historical wharf and renovate this rather than move everything away!!	-	-	-	-	Diamond Harbour	21/08/2014
155	I agree strongly agree with your present practice of increasing the Port working footprint by dumping earthquake rubble into the harbour. It is an historic opportunity to build up the port, so make the very most of it, even if it harms the biological environment. The practice could damage the environment but nature would repair the damage over 10 or 20 years.	I feel strongly the Diamond Harbour Ferry terminal MUST remain very close to the present central location. I speak from the experience of living in Diamond Harbour for many years but also from my current status where I deliver, by car, my grandchildren, usually 3 times a fortnight, ex high school sports practices, after-school music etc. As part of living in Canterbury the public should have easy access to the water via a jetty near the centre of the town.	-	With the very exceptional proviso above, the water in the harbour should be clean, unpolluted.	-	Best wishes to the Port Company for a happy outcome to its planning.	St Martins	21/08/2014
156	Having travelled up the west coast of North America I have observed various ways Ports deal with import/ export volumes. Particular note were those harbours in Alaska where there was great use of floating docks. In no port was the lack of consideration evident for the local commuter. Local commuters had quick efficient access to their destinations and were given priority and felt valued.	We have the feeling that plans for the Port are set in concrete and will not be changed from the projection of shifting the terminus for the Diamond Harbour Ferry to Dampier Bay. WE HAVE DIFFICULTY WALKING THE DISTANCE FROM THE FERRY TO THE CHEMIST SHOP TO FILL DOCTOR'S PRESCRIPTIONS. AT THE MOMENT WE CAN MANAGE THIS AND CATCH THE RETURN FERRY TO DIAMOND HARBOUR WITHIN THE HOUR. SHIFTING THE FERRY TERMINAL TO DAMPIER BAY WILL MAKE THE RETURN TRIP 2 HOURS LONG. THIS TIME FRAME AND DISTANCE REALLY MATTERS TO US WHEN ILL HEALTH IS	DAMPIER BAY LOSES THE SUN EARLIER IN THE AFTERNOON .WHY CHOOSE THERE FOR COMMUNITY CONNECTION? YES WE REALISE THAT THE RECREATIONAL YACHTING IS IN THAT AREA BUT COMMUTING IS NOT BY CHOICE, WHEREAS RECREATION IS.	A HEALTHY HARBOUR SHOULD GIVE FIRST CONSIDERATION TO THE HEALTH AND SAFETY WELFARE OF COMMUTERS . IN THIS CASE FERRY COMMUTERS TO AND FROM DIAMOND HARBOUR TO BE GIVEN EASE OF ACCESS IN THE SHORTEST TIME POSSIBLE. IF SYDNEY, KETCHIKAN, SCAGWAY AND EVEN AUCKLAND AND WELLINGTON CAN ALLOW THEIR COMMUTERS QUICK EFFICIENT ACCESS TO FERRIES AND TRANSPORT, THE LYTTELTON PORT CO. CAN RISE TO THE CHALLENGE.	NOT ENOUGH SERIOUS CONSIDERATION HAS BEEN GIVEN TO PEOPLE LIKE US WHO ARE CHALLENGED BY THE THOUGHT OF DEALING WITH EXTRA DIFFICULTY WALKING THE EXTRA DISTANCES AND THE TIME INVOLVED.	PLEASE CONSIDER THE YOUNG MOTHERS WITH BABIES , YOUNG CHILDREN, DISABLED, WHEELCHAIR BOUND PEOPLE, THEIR HELPERS AND THE ELDERLY. MAKE THE FERRY ACCESS MORE LEVEL WITH LESS STEPS TO NEGOTIATE.	Diamond Harbour	21/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
157	-	Let B Jetty be accessed for Historical Anniversaries such as "The Four Ships" and "Antarctic Expeditions". It has a huge Historical significance for Cantabrians and the public should continue to be allowed to access to it, although controlled.	Cafe, Bars, Marina, Shops, promenade. A link to the water from the township.	All dredging materials should be deposited way out to sea, not near the heads. The Port should contribute to sediment control and environmental projects to rejuvenate the marine life.	-	Please keep the Diamond Harbour Ferry within easy access to the township and not in Dampier Bay. A new over-bridge should be built near the Township to access the Port area. Diamond Harbour is a growing Community and the Ferry will continue to be an important part of our transport network. A Ferry terminal nearer the town is essential for our older and younger population, especially high school children who need to commute safely.	Purau	21/08/2014
158	Fletcher Building : through its range of business units operating in Canterbury (eg gypsum importing via Winstone Wallboards, steel via Fletcher Easy Steel) : has a strong and direct interest in the efficient operation of a major New Zealand transport facility such as Lyttelton Port. It makes eminent sense that the Port company : and Canterbury in general : uses the opportunity afforded by the earthquake damage the Port suffered to redevelop the Port into a transport hub that will serve the region for the next 30+ years. Fletcher Building, therefore, strongly supports the general intent of the Lyttelton Port development Plan.	While this is not normally an area for a company such as Fletcher Building to comment on, two areas of comment might be useful : firstly, successful ports are able to include and integrate the interests of both the local and larger community into their Port development and operations; and secondly, including and integrating those interests will be critical for securing community support for any proposed development plans. We therefore support a strong community engagement process.	NA	NA	Fletcher Building would support a strong intention to develop the Lyttelton Port on an environmentally sustainable basis, commensurate with the economic benefit of the Port to the Canterbury region.	Fletcher Building looks forward to seeing the Lyttelton Port development Plan coming to fruition, and will support the process as appropriate when useful to do so.	Central Christchurch	21/08/2014
159	The first point is that the port should not end up destroying the harbour. Building should be kept close to the land so as not to extend out into the harbour causing visual dismay.Space is scarce and efforts should be made to cooperate with other ports to get the best use of each port and to stop competition. It is a waste to have every possible facility at every port. We need a Healthy, thriving, functioning Harbour where people can find jobs ,recreate and live a healthy lifestyle in association with the local biodiversity	If the community is to enjoy the port and the waterfront access will be important. The tunnel is already becoming congested at times and the quay is noisy . The development needs a complete rethink. Everything cannot be accommodated in Lyttelton if development proceeds as expected. Should there be another tunnel? Where should storage of logs be accommodated? Is it possible to have community use and log storage? We should be thinking about what the priorities are ,keep them in the port and find where else other things can be moved to? We are very against reclaiming more land and think that the present reclamation should not go through consents under CERA. It is NOT the result of an earthquake .	-	been degraded since Europeans arrived. It is important to us that over time it is returned to its former state with thriving fish populations, clear water ,bird habitat. The harbour should be a place where eco-tourism can thrive. In order to do that the lighting should be restricted to areas where it is needed and not spill out down the harbour. This sort of light pollution is dangerous for birds,insects and human health. Lights should shrouded . For instance Quail Island cannot develop a petrol colony there at the moment because the lights would draw the birds in to the port. We understand there used to be oysters in the harbour. These if developed would provide jobs. Sediment is continuing to accumulate and destroys habitat for fish fry and shellfish. We would like to see the Port behaving like a corporate citizen and set up an environmental improvement fund to be used through out the harbour basin.	You do not include LIGHTING as a pollutant, neither do you include the visual effects of the port on those living and recreating in the harbour basin.	As a corporate citizen we would urge you to include targetted dredging for habitat and amenity improvement. I am submitting this on behalf of the Governors Bay Community Association	Governors Bay	21/08/2014
160	I think the idea of moving the heavy volumes of cargo to outside of the inner harbour is good. I also think it's very important for Lyttelton and Christchurch's recovery to create a docking place for more cruiseships.	Take busy traffic off Norwich Quay! Haven't there been discussions surrounding this for decades? Create a ramp from the roundabout out of the tunnel down to the port leaving Norwich Quay for light vehicles and pedestrians. Not only would this make it easier for community access to the waterfront, but it would make it much safer for cars and pedestrians trying to turn towards the tunnel or access the ferry as massive trucks barrel down the	A boardwalk, restaurants, cafes, a small park. A mixed use area that could include residential properties with retail.	That the water is safe to swim in. That the "public access" isn't piles of concrete rubble as it is currently. A safe waterfront for children and adults.	It's a good start, but you can always do more.	While, I appreciate the work you've done for consultation here, I've only lived in Lyttelton 10 years, and I have yet to hear positive progress from the Port in terms of community access. Let's hope this is a signal for real change.	Lyttelton	20/08/2014
161	-	I would like easy access from the ferry to Lyttelton town centre. Consideration for people with young children and the elderly needs to be foremost. I am concerned about the history of the current wharf terminal for DH ferry being last.	-	A great vista. Healthy businesses.	-	LPC INPUT #34 20/8	Other	20/08/2014
162	The plan lookd pretty good so far!	-	Cafes and accomodation on the waterfront would be nice, easy access is good.	As long as we make sure it doesnt have a negative effect on the environment, especially with the Hector Dolphins that are around. Also the recreational water sports need enough room and events etc.	-	LPC INPUT #33 20/8	Other	20/08/2014
163	Restaurants and entertainment area development	Opening up for greater public access to the port - fishing area	-	A high standard of environment management of the harbour.	-	LPC INPUT #32 20/8	Other	20/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
164	Move the trucks off Norwich Quay. Make roading on LPC land harbour side of railway line.	-	-	Pg 39. I have real concerns re the 'noise and vibration' at times in the Inner Harbour area, especially area 1, page 21	-	LPC INPUT #31 20/8 Pg 39 - Traffic and transport. Major concern is truck movements on Norwich Quay see page 10 for expected growth of 400% in 30 years. I strongly think at the round about @ port and of tunnel that a fly over go directly onto LPC land. This would make Norwich Quay the friendly place for retail development. Dampier Bay development ideas look great, somehow there needs to be a link to London, Dublin Canterbury Streets Page 22. Need to take trucks away from Norwich Quay or people will not walk / cycle amongst diesel and dust.	Lyttelton	20/08/2014
165	Move as much as possible round to near the coal jetty and go with those fab plans you had in late 2011 - the inner harbour was more open to the public and heaps of greenery looked fab.	- Something that is important for us is access to the port / township on personal craft - the ability to cruise into the harbour drop off, pick up lunch and head back out again. - Would very much prefer the dock for Black Cat to remain in its current	-	-	-	LPC INPUT #30 20/8	Other	20/08/2014
166	-	Rather than what is at Dampier Bay - how do we get there on foot?? How does this connect to the township?? Are you going to re-open easy access via the steps at the back of fishermans wharf?? PLEASE dont move the ferry, would be a tragedy for locals.	-	-	-	LPC INPUT #29 20/8 Public access. As Ive mentioned and so many others please make sure that the people who live here can easily access the proposed Dampier Bay Development. Expecting people to what - walk via the Dry	Other	20/08/2014
167	It will be important that the ecology/marine/bird life of the harbour is not adversely affected by the reclamation and development of Te Awaparahi. How does the Port Company propose to ensure the environment will be protected?	Continue to focus on accessibility for pedestrians rather than cars. Maybe a free shuttle bus? Could the railway be used as a passenger service to and from Christchurch again?	-	The decision to continue using Norwich quay for all the heavy vehicles is a huge concern. The community has asked the Port for a solution to this issue for many years. With increasing truck volumes created by the 400% increase in containerised cargo, this road will become increasingly unpleasant to live near, and increasingly unsafe to use and to cross. I already find it difficult at times to access this road from a side ride in my car. I feel very unsafe when cycling on this road due to the truck volume. Children need to cross this road to access the bus stop or walk to the rec. grounds for sports and the pedestrian crossing is a long detour away. Although the NZTA has direct responsibility for this roadway, the LPC has I believe a moral responsibility as your business profits from the traffic and I feel you must work towards a improved solution rather	-	-	Lyttelton	20/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
168	Address air pollution, light pollution, visual impact and traffic issues. Need safe pedestrian crossings on Norwich Quay to get to inner harbour from town centre. Put more freight on trains and less on roads. Push reclamation expansion east - not south into the harbour. See comments below.	We have deep concerns that LPC has not identified or communicated the two major impacts of (i) light pollution and (ii) visual impact. In this regard we would say LPC has connected with the community.	Music, bars, restaurants. A social hub. Art gallery.	Clean water for swimming, sailing and kayaking. Safe for kids to play in.	We have deep concerns that LPC has not identified or communicated the two major impacts of (i) light pollution and (ii) visual impact. Light pollution has three key components: - Direct light (a mitigation would be shrouding the lights like they do in Tekapo) - Reflected light (again, some form of lighting design may help mitigate) - Glow canopy (a mitigation would be shrouding the lights like they do in Tekapo) The proposed reclamation and container terminal will create adverse severe impact with such a huge increase in lighting. The impact will adversely effect all communities in the harbour. Shrouding and smart lighting design can mitigate the impact as can smart controls on where lights are on. Does the whole port area have to lit all night? Smart lighting design and use of light timers & motion sensors would bring significant cost saving benefits by more efficient use of the lighting. Viewing from Governors Bay the visual width of the harbour is quite narrow with the positioning of Adderley Head. The proposed reclamation and wharves at the end of the current breakwater will put the tower cranes and container terminal extending half way across the visual width - with tower cranes visually positioned in the middle of the harbour.	LPC should become a leader in developing a dark skies reserve for the Lyttelton Harbour basin. There are organisations that provide info e.g. http://darksky.org/ LPC could show that it recognises the significant impact of the current light pollution and that it will get considerably worse unless measures are taken to mitigate the effects. Leading a dark skies project would demonstrate good custodianship of the beauty and scenery of the harbour, enhance and protect the awesome dark skies for future generations, is a sustainable position re energy efficiency, shows strong environmental awareness and has good marketing potential terms of LPC's green credentials and tourism. Please create and distribute information communicating the light pollution and visual impact issues for consultation. Thank you for the opportunity to submit comments.	Governors Bay	19/08/2014
169	Produce a safe method for truck to pass through the public areas	Car parking at the waterfront will be needed, offer a mixture public shops (cafe etc) retail (marine brokers / parts) have public marine access (public landing jetty) as well as secure for berth holders, have showers and toilets / washing facilities for visiting yachts (they currently avoid Lyttelton)	Because of port usage the use of public hire equipment dingies / canoes etc would not be viable, but charter operations should have access to a shared floating jetty. I run a sailing school and would love to be able to meet students in the inner harbour without the presasure of a 'no stopping' current system because we can only have two yachts at a time. Make sure the visitor births have 1.8m draft at least currently its	Keep the place tidy!, if we cant keep the land tidy how can we keep the water tidy & clean?	I can see no negative effects	Its been talked about for so long, and we have seen so much disappointment that we need to see some work in Dampier bay to get us all excited again, once you start to tidy up the area the people and money will come With 400,000 people in Christchurch with their back to the water the place will explode in to a centre of	Lyttelton	19/08/2014
170	Shifting the working port east is good, need to get cruise ships into the inner harbour and open this up to the public. It is only the container terminal that requires the super security, once this is around the corner it should be relatively simple to have this secured separately from the rest of the port.	Norwich Quay, SH76. This is already a problem, people waiting for 30 minutes to safely cross, cars struggling to join from the main feeder roads out of the township. Buses only picking up on Norwich Quay instead of through the township mean commuting workers and children have to cross the street usually during busy truck times. Option C or D are the only ones suitable for the residents of the township and the wider Christchurch community. LPC are gaining a lot more land by reclamation than they will give up for either of these	Fish market, restaurants, kayak hire, hydroslide/play area.	-	-	-	Lyttelton	19/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
171	Increasing export volumes means there will be increased transport in and out of the port. We are already seeing substantial increases in large trucks moving along Norwich Quay and through the tunnel. This is causing congestion for cars, is dangerous for our children walking around the town and to catch buses on Norwich Quay, and is inhibiting the ability of businesses to (re)establish on Norwich Quay. Removing heavy transport off Norwich Quay is essential for the development of the town and for the safety of the people who live there - this must be given a high priority. Establishing transport links on the foreshore and increased use of the train link could achieve this. I understand this was the recommendation in a draft concept plan released after the earthquakes - it appears to have 'dropped off' the plan now and I would like to see it reintroduced.	Lyttelton Port must co-exist alongside the people who live in Lyttelton. As long as I have lived in the town (~20 years) there has been an us and them mentality, with economic prerogatives being the criteria for any development at the Port and very little consideration for the people who live there (witness the expansion of logs without consultation or consideration for increased levels of dust we are experiencing) This needs to change. The wharves should be accessible to pedestrians; ferries, yachts and other non-commercial craft should be able to access the harbour safely for transport and recreation purposes. It has been disappointing to see how pedestrian traffic using the Diamond Harbour ferries are treated. The Port is unsightly for visitors arriving on cruise boats; often their first impressions are being berthed next to a coal depot. Looking at any other port in NZ, puts Lyttelton Port and its waterfront to shame.	Pedestrian access, yachts, ferries, good bus links to Lyttelton and the city, walking and biking paths; a link to Magazine Bay and Corsair Bay - an attractive environment.	Clean, swimmable, fishable water. Free from visual pollution associated with many of the Port activities - these need to be contained in defined areas.	Don't know enough about this to comment.	Main issues are pedestrian access; opening of wharves for non-Port activity; removal of heavy traffic off Norwich Quay; a less arrogant attitude when dealing with local people and issues; a recognition that they are a partner in the township we call home.	Lyttelton	19/08/2014
172	Keep the community on side by doing the right thing by them. Give them safe access to the port (where appropriate) and safe passage across the road. Enabling better access will definitely enable people to create a sense of relationship with the port; currently the feeling is the the community has been excluded. There may be very good reasons for this but they are no well known.	Norwich Quay on foot. No one wants to inhibit traffic, so it would make sense for this to be a set of stairs and ramps at around the Canterbury Street intersection. Encourage people to understand and explore. Create visitor information panels and routes between the port and the business area that encourage people to visit both areas. Don't develop the waterside at the expense of businesses in town. Connect them. Connect with other areas like the Torpedo Museum etc. This needs to be integrated with other aspects that promote Lyttelton; don't keep it just port focussed, no matter how hard it is to make integration happen.	Food vendors selling ice-cream, fish and chips. Information screens explaining what happens at the port in ways that are interactive and interesting to all age groups. Hear the sound of a ship's horn; touch the ropes that ships use, that kind of thing. So that interesting aspects of the port and its importance to a thriving economy and the community are made explicit.	That it remains a working port and that's its importance is better explained and celebrated. More information and better access is critical for getting buy-in.	As long as development meets or exceeds environmental obligations, that's fine with me.	This has been a massive consultation exercise that has created a very high expectation in the community. There is some existing cynicism and a perception that there is money available; so delivering outcomes will be important. Show the community they've been listened to and that feedback has been acted on and that it is above what is obligatory.	Lyttelton	19/08/2014
173	-	-	-	-	-	The ferry from Diamond Harbour to Lyttelton, needs to remain as a close connection to the township of Lyttelton. For many (especially the elderly) it provides a link to health services, eg Lyttelton Health with doctors and nurses, Lyttelton Physio, and the pharmacy; as well as a link to blood testing services via samples being sent from Diamond Harbour Surgery on the ferry. Patients who wish can also walk from the ferry to Lyttelton Health for free blood testing 3 mornings a week. Easy 'walkable' connection to the shops in Lyttelton, as well as restaurants and other social areas is vitally important; as is just being able to walk around and feel connected to Lyttelton. The ferry is not just about commuting to Christchurch, connecting to Lyttelton, with an easy walk is vital.	Purau	19/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
174	building of new wharf and freight handling facilities including the 2nd land based depot outside Lyttelton, the "Inland Port" in Rolleston, are all projects that have significant social cost and environmental impact. These expansion projects are all based on two premises: 1. Lyttelton is the ideal location for handling increasing seaborne import and export volumes 2. Freight volumes increase significantly over the next 30 years (400%) Ports are part of the country's vital infrastructure. A free market approach based on competition between individual ports is bound to have higher social and ecological cost than a strategy based on collaboration and partnership. The South Island is serviced by 7 (!!!) ports. Timaru is very close. Port access (rail, road network) and storage area, two factors limiting port expansion in Lyttelton, appear to be no problem in Timaru. I have not seen any studies that evaluate the comparative advantages or disadvantages of our ports with the view to split freight volumes and/or direct freight/ship types to the geographically most appropriate location. I could not find any explanation/evidence for LPC's growth projection of 400% increase in freight volume over the next 30 years. The Ministry of Transport has just published its 2nd National Freight Demand Study for the period 2012-2042 (http://www.transport.govt.nz/research/nationalfreightdemandsstudy/). This report comes to very different conclusions (less than 100% increase over 30 years for Canterbury). The BECA study (Lyttelton waterfront access) appears to forecast between 100% - 200% freight increase.	I think the biggest problem is to connect Dampier Bay (the designated public waterfront area) with the Lyttelton township. The heavy traffic that is currently impeding any development along Norwich Quay should be re-directed to run adjacent to the railroad tracks. A pedestrian overbridge that would span a busy, loud and diesel fume saturated Norwich Quay is in my opinion not a solution. The viability of Dampier Bay as a commercially attractive location depends on a good connection to the township.	I think Whangarei's Town Basin Marina Village is a good example for a successful waterfront development. The area has a high amenity value and the hospitality industry, galleries and shops seem to thrive.	The Harbour is an important recreational area for Cantabrians. All kinds of water sports - swimming, diving, water skiing, yachting, fishing etc.) It is important for the Rapaki Runanga - Mahinga Kai. The Harbour is ecologically very sensitive due to the high sediment discharge (Banks Peninsula loess soil) and also possibly from dredging. It is important to me to reverse the degradation that has taken place and restore/protect biodiversity in the Harbour marine environment.	The current reclamation is environmentally very concerning because debris, sediment and contaminants escape from the vicinity of the reclamation area into the wider Harbour environment. There are safer (and more costly) solutions that other ports use for their reclamation projects - for instance constructing a sea wall before back filling the area,	I don't think that the current legal framework is in the best interest for LPC and the wider region. In 1988 the Regional Harbour Boards and the Nation Port Authority were abolished and ports were privatised (Ports Companies Act, 1988). Section 5 of the Act states that the principal objective of each port company is to "operate as a successful business". The no-liberal doctrine of the time was the driver to privatise many other infrastructure industries. In many cases this has been reversed or partially reversed (sometimes at great cost to the tax payer e.g. Air Nz, Kiwi Rail). Long term planning should involve the entire region - not only the port. Transport network planning, collaboration with other ports etc should be all harmonised.	Purau	18/08/2014
175	-	Diamond harbour residents should have a pass for car park next to the new ferry terminal. The plan talks a lot about Lyttelton, what about the rest of the harbour? More regular ferries during weekend a later ferry on Saturday nights. Walks along the new marina.	It is fundamental that the marina is developed and not the port. The harbour has suffered enough with the quakes and we do not need more concrete been poured in the harbour just for business purposes. It would be good to see cafes restaurants, a port museum and may be a small aquarium for the community. Signs to explain the history of the harbour from a maori and colonial point of view.	The dolphins, they mate and nest here in the harbour. The penguins. The works are currently making a lot of noise. It would be good to have works not on a weekend including Saturday so that people can rest after a week of hard work without hearing a pile hammer.	I think more study on the impact of wildlife should be undertaken. noise test in diamond harbour and purau should be undertaken. Sedimentation as a result of the works	-	Diamond Harbour	18/08/2014
176	Are your expectations of freight volumes realistic?? With regulations controlling nitrate leaching on farms, there is likely to be reduced volumes of fertiliser application. Reducing milk powder prices could see dairy volumes become static. Can the existing coal facility handle increased volumes of coal?? Log sales are also likely to remain flat for a number of years, and do we have the forests available to support projected log handling increases. Freight related to house construction will start reducing by 2018 and stabilise to support commercial construction. Population is not likely to grow significantly over the next 20 years, particularly if quakes continue, and may reduce when the rebuild volume reduces and the temporary workers return to their homes. Future planning is essential particularly now that you have a one off opportunity to future proof the port operations. Getting the cruise boats back into Lyttelton is very important for the town and Christchurch. The Diamond Harbour operations should remain where they are or in close proximity so that the town centre is a reasonable walking distance, as it	Public reconnection with the waterfront is long overdue. Readily accessible area for taking a kid fishing would be great. The wharf noted in the green area of Dampier Bay would be most suitable, even if the likelihood of catching anything is low, it is the experience. Provision of cruise boat berthing in the inner harbour would help support Lyttelton by making the township accessible by walking to passengers. Cafes, bars and restaurants and other shops would also bring the people to the waterfront in Dampier Bay as proposed.	leisure business activities could be established such as canoes, paddle boats, additional harbour cruises. Fun activities and a salt water heated filtered swimming pool area on the waterfront in the more sheltered inner harbour area. A giant ferris wheel, and water fountains??!!	Getting the public back onto the waterfront is very important. Stopping dirty discharges into the harbour is also important, particularly sewerage discharges from both the town and ships and smaller boats with toilet facilities. The sewerage systems currently discharging into the harbour must be piped through to Bromley as proposed prior to the earthquakes.	-	-	Diamond Harbour	17/08/2014
177	Whilst the continuing prosperity of the port is paramount, the needs of the Lyttelton community must be given more consideration. I have made several comments about this below. I think that the volume of road traffic is going to be a very significant issue going forward. I think it would be very beneficial if Norwich Quay could be returned to the town, and the heavy truck be moved on to a new piece of road inside the Port land, via Sutton Quay. If the quantity of trucks doubles on Norwich Quay, it will be very unpleasant and detrimental to Lyttelton. I am surprised about the lack of detail in the report about cruise ships. but although they are very important to the economy of Canterbury, I am	I think the best solution would be a pedestrian over-bridge from Norwich Quay to the area of wharves 5,6 and 7 so that the town has direct access to the water. Having lived in Diamond Harbour for a while, I think it is essential that the ferry is either keep where it is, or if that is not possible, then wharves 5,6 and 7 should be the furthest it moves around the harbour. NZTA report the optimum walking distance from the ferry to the town being less than 400m, and Dampier Bay would be almost twice that, and therefore not suitable.	I think it would be good if it was a strong marina and so had chandlers and other boating shops. It would need a cafe and restaurant, but I think it would be important for the viability of the town that it does not become a second shopping destination in the town. It is also important that it maintains the feel of Lyttelton, by not having any of the major chain stores or eateries down there.	It is a very beautiful place to live. I love seeing the working port which brings added vibrancy to the community. It would be a great shame if Lyttelton returned to 'just' being a port town as it used to be, whereas it has developed so well over the last 40 years.	-	-	Lyttelton	17/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
178	Good idea to expand the wharves on the outer harbor	Similar to other centers with Marina berths to encourage boat owners to relocate from Waikawa, and encourage restaurants and other activities to enliven the area.	Great sketch plan.. sufficient good quality Marina berths are essential to give a focus, and incentive to revive the boating in Canterbury. The Magazine bay Marina was a disaster, forget that awful location and move on.	Base for yachting in the harbor	-	Needs investment from private and public to ensure it is done well, and not a half hearted effort like the Magazine Bay Marina failure. It could be great like the Cavers Bay marina in Wellington	Other	16/08/2014
179	I realise that growth is necessary and that means more trucks and noise ...Ways are needed to minimise the effect this has on the residents as its already unbearable with the extra trucks due to the rebuild etc . the extraction system in the tunnel is not coping... so a thriving port can also equate to thriving unpolluted community...	a pedestrian tunnel would be better , as an over bridge would blast us with exhaust from the trucks ... a way is needed to keep the trucks from destroying any pleasantness... access to fish from a wharf etc ... ensuring the water quality is a major issue as well..	A sanctuary of peace from the bussle of a busy port Activities will follow	Good water quality and a safe clean place for residents	-	-	Lyttelton	16/08/2014
180	Well it needs to be a staged rebuild where we are always slightly ahead of the game rather than playing catch up for the next 30 years. By having a separate container terminal closer to the areas of need (Rolleston and logistic companies) will hopefully mean less transitional time on the wharf thus creating a "just in time" similar to a boarding lounge at the airport. This could easily be achieved with the use of rail similar to Canadian ports. Another aspect, which has been put on the 'not so important list' is Cruise ships. This is a mistake. Here are 60 to 70 opportunities to be exploited that have been handed off to another port. If the current model of how to handle a Cruise ship was not returning enough to the port then look at the model and change it. Add value where possible. Airlines and Airports do it all the time. Just look at their websites. They	The use of rail would help reduce traffic volumes through the main sector of town. Your idea of changing the West side of the port is a good one. I think locals would prefer to see 4 heavily laden trains with containers rather than 50 or 60 large trucks per hour past their gates and as the port expands this will just become worse. Although not really LPC's area the need for the road to Sumner being sorted really needs addressing and soon. I am surprised there has not been more pressure brought to bear to clear the road. The rock would be perfect for the reclamation due to its clean and high iron content.	Cafes, a bar with good accommodation for visiting yachties, a nautical museum. (We have such a rich history in this area) but it would need connecting with a cafe or similar as I can't see it surviving on its own. Boat cruises base and visitors center all included. Again getting back to the Cruise ships, Akaroa has scored quite highly because it has all these facilities close at hand for the FIT's that just want to walk around town. This would aid the rebuild of Lyttelton as a destination.	Public access. I think when people were banned from the wharves years ago something died in Lyttelton. People no longer came to look at the ships, talk to the crew, fish off the ends. We need an area for this. Lyttelton could be a wonderful place to visit if it was thought of as more than just a wharf - look at Fishermans Wharf San Francisco.	-	-	Mairehau	16/08/2014
181	-	-	existing terminal, proposal to shift it to Dampier Bay, possibility of an interim site being necessary. We also note the boundaries of the two proposed public zones- 1. Dampier Bay and 2. Possible future area around wharf seven. As regular users of the ferry service it is our view that continuation of the service is fundamental and a key starting point to your stated commitment to improving public use of the port at the west end. The ferry provides an important focal point through its regular activity and a gateway to additional recreational activity in Diamond Harbour and Purau. As a public transport system it is likely to experience increased demand in conjunction with increased use of all public transport systems. The bus connection is a fundamental element of the ferry service. Maintaining the service with a viable terminal is crucial. The closest proximity as possible to Lyttelton is essential. Even a temporary site that creates extra and unrealistic connection links to Lyttelton is likely to destroy the growing popularity and viability of the service. We note that the "Dampier Bay" zone includes a link to Norwich Quay. We urge you to consider the closest possible access to Norwich Quay for both pedestrian and bus connection. In other words, site the ferry at the north east end of Dampier Bay including bus access down from Norwich Quay even for the 'temporary site'. Anything less will damage the viability of the service and is likely to damage the plausibility of your stated commitment to improving public access and use of the area as part of a 'vibrant port'.	-	-	-	Diamond Harbour	15/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
182	No comment.	No comment.	No comment.	No comment.	No comment.	<p>1. Any future cruise ship facility has to have provision for direct sales by tour operators such as that which has been put in place at Akaroa. This has increased the cruise ship passenger spend significantly. Between 21 and 26% of cruise ship passengers book on independent tour operators at Akaroa.</p> <p>2. Christchurch Canterbury Tourism must not be given exclusive access to sell operators tours. In the past they have placed a container on the wharf and sought about \$350 from tour operators to display their brochures in it. It was a waste of money so far as the tour operators were concerned and resulted in next to nil sales.</p> <p>3. The Port company should be very aware of the vested interests which the cruise companies have in respect to their on-shore operator, I.D. Tours who don't want independents anywhere near.</p> <p>4. Port Lyttelton has to also be aware that "Cruise New Zealand" is a body of vested interests, and conflicts of interest where CCT's Caroline Blanchfield is on the Board.</p> <p>5. Port Lyttelton has to be aware that CCT does not represent the views of all tour operators.</p> <p>6. Port Lyttelton should consult directly and independently with tour operators, whose names and email addresses I can provide.</p>	Avonhead	15/08/2014
183	<p>I think the proposal to open up aspects of the waterfront to the public is fantastic. I am worried however about safety and water quality in the harbour with several of the proposed changes. I just want to make sure that the Port is doing all it can to ensure that visiting ships and related industries are as clean as they can possibly be. I worry about the additional strain that an increase in ships, a marina, more recreational users on the water will cause if measures are not taken.</p> <p>Often over summer the water quality at Corsair Bay - a popular swimming spot - is really poor according to ECan (often the Enterococci levels exceed the recreational water quality trigger levels) and anecdotal evidence- (my own) Now that the bay is no longer an outlet for the freezing works, the Port's activities (seem to me, and this is by no means scientific) the only practical cause for these low standards. Often I have come out of the water there covered in an oily grime. I blame the ships that come into the harbour : please correct me if I'm wrong. I don't know what it is : but it puts me off swimming there. Again, correct me if I'm wrong but as a kid I'm sure the water was clearer and I could see the bottom, now I'm lucky to see my hand when I'm swimming. Why is this? Dredging, discharge, leaks from ships? I can only see this getting worse, not better. I am all for economic progress and strengthening Christchurch's infrastructure, however it would be great if the Port could demonstrate a commitment to not only maintaining, but improving the water quality in the harbour.</p> <p>Also more boats on the water (jetskis, yachts, big ships, weekend warrior boats, kayakers etc) = greater likelihood of accidents. I realise that this isn't necessarily the port's responsibility; however it's something I'm worried about. If you've got it under control, bring on more recreation in the harbour!</p>	It is fantastic that you are considering this : and the sooner the better.	I see that the tank farm is likely to stay where it is : is there anyway they could be painted like the tanks at Auckland's port? Less tanky : more arty. Lyttelton loves that stuff.	As I have said : water quality is very important to me.	<p>I am impressed that the Port has such a strong environmental team assessing the effects. I really hope their findings and advice will be followed. I am from Napier : another port town and I guess this has made me a little cynical of the environmental care levels from heavy industries. Many years ago the when the port was being developed, scientists (I doubt there would have been a "environmental engineers" in 1931 when the port was being rebuilt after the Napier earthquakes) warned that the location of the port and breakwater etc would cause problems with natural sediment flows up the Hawke Bay. Despite this advice, the Napier Port was developed in its current location. While it is extremely valuable asset for the Hawke's Bay region (Napier would be a ghost town without it) it has caused a number of problems in the bay. The port now blocks the flow of shingle/stones/sediments from Cape Kidnappers up Marine Parade into the bay. The port are constantly digging and relocated built up gravel from the southern end of the port and relocating it to Westshore (north of the port) where it is constantly being eroded. There are always diggers and loaders at the northern end of Marine parade (an ugly, dangerous beach anyway) and it just looks even worse.</p> <p>Now I wasn't around in 1930, but the oldies used to talk about how good the fishing was in the bay and how nice the beach was at Westshore (north of the port : I imagine there would've been a nice little surf break after a southerly). Now the fishing is bad and Westshore/Harding Road are unpleasant beaches. There used to be a good fishing reef where the port is now, but only a small fraction remains and I wouldn't like to eat. Apparently, Harding Road had a really good point break back in the sixties prior to the harbour breakwater extension. Nowadays it rarely works, and when it does, it is generally very small and gutless. I'm sure the hippy surfers had something to say about it back in the sixties, but they were ignored as they were hippy surfers, and now Harding road is an awful wasteland of a beach.</p> <p>So, my point is: I really hope that your "New Zealand leading scientists" are listened to and their recommendations are taken on board even if this means the Port's bottom line isn't as strong. Napier's post earthquake port is a bad example of environmental advice being ignored and I would hate to see history repeat itself in my new backyard. If a compromise can be made between commercial interests and environmental effect minimisation then I am on board with your plan.</p>	<p>Yes. I get the feeling that the Port is only having discussions about cruise ships because they are obliged to and that they'll leave out a cruise ship berth as it isn't as profitable as other port activities.</p> <p>I really hope the Port will reconsider its stance on cruise ships. I have no additional reasoning : I'm sure Christchurch and Canterbury Tourism have said everything that needs to be said. I wonder with the change of Port ownership to 100% CCHL if there will be less focus on returning a dividend to its shareholders (which will no doubt remain very important) and more of a responsibility to do what is right for the city of Christchurch?</p> <p>If I can quote CCHL's mission statement : as written in their 2015 SOI:- CCHL's mission is to support the Council's vision for the city-by - investing in, and promoting the establishment of, key infrastructure assets in a commercially viable manner to assist proactively in the development and recovery of Christchurch.</p> <p>I'm sure that with some clever decision making and conversations with the right people the port can see the return of cruise ships to the harbour thereby ticking the "commercially viable" and assisting in the "development and recovery of Christchurch" boxes.</p> <p>So, as the drinking game goes, I hope in a few years when a "ship comes into the harbour" it is carrying a "load of "wealthy international tourists ready to spend their international currency in Christchurch city.</p> <p>Also : I support the opening of Sumner Road.</p>	Somerfield	15/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
184	-	-	-	-	-	LPC INPUT 15/8 #28 - make it safer, make it less toxic, Get the trucks off Norwich Quay - Get the trucks off Norwich Quay - If the development goes ahead at Dampier - Developers will be wanting a return: rents: If there is a retail development down there London Street Businesses will suffer - More ships, More trucks, more \$\$\$\$\$ - Get it right from the start - Get the trucks off Norwich Quay	Other	15/08/2014
185	-	The Lyttelton access plan does not once mention Diamond Harbour. The proposed access to the re-located ferry is by pedestrian footbridge only. This does not recognise that the ferry is an integrated part of the Christchurch public transport system, with a close connection between the bus and ferry. The only mention of buses in the plan is with reference to those servicing cruise ships. This pedestrian-only access proposal also does not recognise the mobility requirements of people who need to access the ferry by being dropped off in reasonable proximity by private vehicle or bus.	-	-	-	-	Diamond Harbour	15/08/2014
186	Cruise ships bring in an enormous amount of business. Before we opened the shop we would see a 50% bump to the days earnings running our stall at the markets. Akaroa is poorly suited due to the massive transit times (boat to shore, bus to city and back). This means they are severely limited in their shopping time in Christchurch. Bringing cruise ships back to Lyttelton would be an enormous boost to the whole community, and to the small, central, local businesses.	-	-	Cruise ships bring in an enormous amount of business. Before we opened the shop we would see a 50% bump to the days earnings running our stall at the markets. Akaroa is poorly suited due to the massive transit times (boat to shore, bus to city and back). This means they are severely limited in their shopping time in Christchurch. Bringing cruise ships back to Lyttelton would be an enormous boost to the whole community, and to the	-	Cruise ships bring in an enormous amount of business. Before we opened the shop we would see a 50% bump to the days earnings running our stall at the markets. Akaroa is poorly suited due to the massive transit times (boat to shore, bus to city and back). This means they are severely limited in their shopping time in Christchurch. Bringing cruise ships back to Lyttelton would be an enormous boost to the whole community, and to the small, central, local businesses.	Central Christchurch	14/08/2014
187	Safety. Efficiency. Are the first words that came to mind. I can't imagine an economic powerhouse that isn't efficiently operated and has sensible processes and procedures. This extends to transport links and points of entry and exit to the main port areas. Safety is key for so many reasons. This also extends to the wider community and functioning township. Port activities, especially transport, should continue to operate without undue risk to residents and visitors to the	Clearly marked and physically separated walking lanes to ferry jetty and wharves (where appropriate).	-	The vista! That includes the port activities. We should be proud of the resilience of our port as well as it's economic importance. The more the local community and greater Christchurch experience Lyttelton the greater understanding they should have of it and how it fits into the local and national economy.	-	-	Beckenham	14/08/2014
188	I'd prefer to see the railway more involved than 400% more trucks using the roads.	Would be nice if there were designated areas we could take our kids or grand kids fishing off the wharfs and see the huger freighters coming in close up.	be nice if you can give it a bit of protection from the easterly...just a horrible place to be when the nr easter is blowing...	brings in cruise boat passengers to my business...but its a bit of a closed shop from an independent operators point of view...but still i used to get quite a lot of bookings in a year..not so much now its in akaroa...	not sure	would definitely be nice to see the cruise boats have access again... its a pretty place and enjoy too take my tourists over there and see the geography of the place.. not so good since the earthquakes but hopefully will come back again...	Papanui	14/08/2014
189	As a Diamond Harbour resident, I not only look out at the port and its activities, I visit by ferry frequently. I get great enjoyment from watching the "goings on". Fishing boats are a vital part of this mix - watching them come and go. Wouldn't it be good if Lyttelton residents could enjoy something we take for granted in the sunny side of the harbour - a fishing boat calling once a week with fresh fish for us to buy. One thing missing is cruise ships. They add to the Lyttelton and Canterbury economy. As an Information Centre volunteer, I miss the passengers coming in for help and learning more about Lyttelton. And regardless of our personal views on cruising, we acknowledge the vessels make a grand statement sailing up the harbour. I strongly support the return of cruise ships to the port. A sea walk is a valid alternative to connect vessels to the shore.	Dampier Bay and the proposal for a marina is so overdue. This would allow further development in the area and for it to become a "people" area. To attract more visitors, could the new museum be built there, the Port Company's new offices, a carving centre, parking (short term probably), campervan parking and anything else that would add to the "business" of this space. As they say these days - a destination in its own right. The Information Centre could relocate there as well. Access on both sides of the harbour to the ferry are terrible and impossible for a disabled person or indeed, a anyone with a temporary injury. The ferry is a vital service. I would prefer an upgraded infrastructure on both sides of the harbour. With increasing retail activity in Lyttelton, easy access to London Street is becoming more important than ever. After the road to Sumner is re-opened, the visitor enjoyment will be enhanced. The Head to Head walkway will be yet another add-on.	Anything that would bring people down to the waterfront. Kayaking, picnicing, walking catching the ferry (preferably without the wait at Norwich Quay while trucks go by. A place that visitors to Lyttelton would enjoy.	Water quality in the harbour is vital. Free from contamination brought in by vessels to the port and from the dumping of waste during the reclamation extension.	-	Communication/consultation with residents by the Port company is so worthwhile and opens up the possibility of closer ties. We are important to each other. Lyttelton is such a unique place and there is no denying that the Port provides a lot of the "colour". Long may the relationship continue and improve.	Diamond Harbour	14/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
190	Freight absolutely MUST be taken off Norwich Quay...a thriving town adds to a thriving port (and so does the reverse). If the two are to live in peace together, this has to happen. The town can not grow and adapt with and to the port without that space - and the port can't ensure the safety of town citizens without getting out of that space.	Open up portions for cafes, shops....bring the town as close to the port as possible.	Not sure, but more prominence of that connection. More community events sponsored with the port and not just once a year.	The people and the views.	I don't feel as if I can answer that.	-	Lyttelton	14/08/2014
191	I support greater transport by sea, however I believe it would make more sense to plan this nationally or for the south island rather than by a competitive commercial model. Lyttelton may or may not be the best place to expand port facilities. It is a serious matter to take part of the harbour for the use of a port that looks only at the profit that can be made. It worries me to see immense piles of logs sitting at port for export when those logs could be used in NZ for housing or other products. I do not see any data that indicates a 400% increase for Lyttelton Port by 2044. Many things are likely to change in that time frame in use of energy and in trade. At present forestry is seeing some reduced demand. It is said that ports and ships will get bigger and bigger. Maybe super ports will take Australian trade from a port such as Lyttelton where opportunities for expansion are limited.	As a resident of Diamond Harbour and a Community Association member I know how important the link between Diamond Harbour and Lyttelton and from there to Christchurch is. Car travel to the city is more and more difficult as population grows and energy prices rise. Lyttelton for many people on this side of the harbour is our downtown area. Especially for the young and old easy access to Lyttelton shops and facilities needs to be as easy as possible. For all who use Lyttelton increasing volume of large trucks along Norwich Quay is a barrier and a danger. If there is a way to avoid commercial port vehicle use of Norwich Quay and the Sumner Road it should be looked at. Rail and truck) by the most direct route (through a/the tunnel from the lower area of the port) is the ideal way. As the long term is being planned this may be as easy as the alternative of using the same routes as cars and sending dangerous goods over the Sumner Road which will cost so much to repair and keep safe.	If it is inevitable that population use of the harbour on the north side moves to Dampier Bay the following is necessary 1. A route from the ferry to the Lyttelton town centre that is safe and as easy as possible considering that there will be a longer walk for Diamond Harbour people. 2. An appreciation of the wonderful marine environment with places to sit, take refreshment and showcase everything to do with the sea, boats and marine life. (maybe an educational centre or aquarium viewing and protection for fish and other life). 3. A bus service that leaves frequently and travels through Lyttelton on the way to and from Chch	Protection of the marine environment. Prohibition of activities that silt up and disturb the natural environment. As much as possible maintain the natural curves of bays and hills rather than the straight lines and boxes of an altered environment. Reduction of noise pollution from commercial activity and noisy recreational vehicles such as jet skis. The provision of food from the harbour such as fish stocks.	The community and expert consultation is laudable. The worry is that economic factors will render the wishes of the people powerless. We need a successful port but not at the expense of future society.	It is not good enough to say that Norwich Quay is not under the control of the Port Co so shouldn't be considered. As such a dominant user of it the volumes of heavy trucks effects everything else. Also if the development of Dampier Bay is left to interested shops and cafes it might never happen.	Diamond Harbour	14/08/2014
192	You should re claim more land in cashin Quay to accomodate more ships and freight the containers by rail through to Opawa Depot.	Simply more access	-	The life of the road tunnel with the number of huge trucks going through a tunnel that was designed for cars and light vehcile vans, major repairs will be needed soon.	-	LPC INPUT #29 13/8 Should the road tunnel need repairs, we the residents will be stuffed. The port comapny will have to use the rail company and the rail tunnel to survive. Use it now, stop container trucks coming threw the road tunnel. They can drop off and pick up all freight at the Opawa depot that has been shunted to and fro from Lyttelton. I repeat - The road tunnel was designed for cars and delivery vans only, all containers to be put on rail carriages then threw the rail tunnel.	Cass Bay	14/08/2014
193	Get rid of the fences = access to the harbour = fishing = explory - looking at the boats. Seeing operations in a 'safe way'	-	-	-	-	LPC INPUR #28 13/8	Other	14/08/2014
194	Depending on safety considerations, it would be lovely to have a walkway which might eventually connect with one further around - perhaps a sea-themed childrens playground and a picnic area, maybe a cafe. Parking provisions will need to be made. Eventually when funds permit, maybe some (small?) art works could be installed, relating to aspects of maori history, colonial history, antartic explorations, internations trade.	-	-	Plans sound exciting and partial. As noted overleaf, I have a keen interest in the preservation of as many as possible of Lyttelton's historic buildings as well as the development of new functional designs.	-	LPC INPUT # 27 12/8 The captains house on the hill is currently deteriorating badly. It is in private ownership but is historically significant and would have magnificent views if the trees in front were pruned. Is ther some way to prevent deterioration/aquire the property, perhaps develop it as a colonial settler museum/educational attraction? It is a shame for this piece of heritage to be lost. Other heritage needs to be considered so Lyttelton's visable history survives. I enjoyed my visit to teh Port Talk facility where plans were clearly explained. When it does become feasible for cruise liners to return it would be good to have specific Lyttelton attractions so those tourists have a clae motive to spend time in Lyttelton itself before moving on to Christchurch	Other	14/08/2014
195	No idea except trying to keep up with the growing volume while still allowing the community to grow.	Put a recreational area for boating and swimming somewhere in your plans.	Certainly recreational areas and places for family activities.	A balance between commercial use and recreational use.	They seem in the right direction.	I am concerned with the cruise ship issue and hope that you can balance arrivals between Akaroa and Lyttelton.	Akaroa	14/08/2014
196	Trucks out of Lyttelton! Make Rolleston the distribution center, rail everything out there.	A proper boating marina is sorely needed	-	-	-	-	Addington	13/08/2014
197	Gosh that's a big increase. Reclaim more land and at the same time build a marina for the people.	A marina would be nice and a man made beach like Oriental Parade in Well.	Some hotels/retail like the steamer walk in Queenstown all adjacent to the LPC Marina.	It's clean, and close, and a world away all at the same time. Though not used enough as there is no	I'm sure you'll do the right thing.	No right now.	Merivale	13/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
198	have more than one way in and out at least via road and spread the load if you can east west ends so not all the town has the big trucks at their end.	talk to the locals one on one, get their ideas. Is it viable to build some overbridges or lightweight walking structures over the road to help people get into the areas to fish or look around etc?	recreational clubs etc, yachts, wind surfing etc. Coffee bars/ bars to watch from. Like we have in town on temporary sites, from trailers etc.	That it is as unpolluted as possible, that it continues to attract Hector's dolphin and they are not affected by whatever is going in that cleanfill area near the coal side, that it is a working port and not a toytown fake port, that it is part of Lyttelton, that people can enjoy it year round for yachting, wind surfing etc.	Are you assessing the health of Hector's dolphin and their reproductive capability off the Canty/ Lyttelton coast?	-	St Albans	13/08/2014
199	Start with the heavily congested access into and out of port, very exposed for the city & south island port only being accessible by a tunnel which lets face it is going to collapse in an earthquake at some stage.	culture & the recognise the historical significance of LPC to Christchurch & how it developed the city. Our idea that would revolutionise the port (and Christchurch) and how its perceived WORLDWIDE, is to basically make it shipping themed. What this would involve is resurrecting old vessels of varying sizes and actually placing these in the the main st of Lyttelton, then gutting these and fitting the interior out as shops, bars etc. If this was done properly ie with mirrors & facades etc it could be made to look as if the ships were actually standing clear. Understand this could be difficult to achieve but just imagine what this would like as you drove into lyttelton it would be quite something ! Guess what would happen if/when we have a tsunami, these ship/shops would break of their specifically designed break away supports, wash slightly back up the hill then as the back wash recedes then drift out into the harbour with minimal loss of life and property damage, drag them back in remount them BOOM what tsunami ? like it never happened every thing would be back to ship shape in no time or in this case ship/shop.	Free stuff generally works a treat like tee shirts and slogans ' i got shipshape at the shipshop, fishshops etc, shipchop shop etc,	-	-	-	Other	13/08/2014
200	You are constrained with land by the port so the inland port is the only option which you are doing	Difficult	-	Visually and water quality	-	-	Riccarton	13/08/2014
201	In favour of moving the port to east and developing the Inner harbour for the public.	-	-	-	-	LPC INPUT 8/8 #25 Try and get as much cargo off the road and onto rail. Stage as much cargo at Chapmans Road depot as possible, to be shunted through to the port. Important to get road trucks out of the tunnel.	Cass Bay	12/08/2014
202	If you reclaimed land for container wharves, then traffic flow of trucks through Lyttelton is a big problem which needs assesing. Public access needs to be close to the town centre. Ferry, bus and walking/biking trails, all need to be within a short (10 minute) walk from Lyttelton.	Walk on Marina with showers, tilets, waste dsiposal for yachts. Dampier Bay closer to Lyttelton is better. Recreation facilities for marina sports, kayaking, waka and wind surfing etc. Fishing, Boat shop, wharf dedicated to fishing, boat to customer fish supply. Retail, Food, Real fuit ice cream, seafood shops, seafood resturants, cafes.	-	Wast disposal for yachts - holding tanks and disposal units. Coal? No mention of it. Environmentaly, very bad. The energy of mining, then transporting by train and ship, to be burnt producing CO2 is inefficent and nonsensical. Visual impact - with reclamation, the visual impact is important. Fuel tanks could be integrated more into natural landscape.	-	Ferry Terminal - As there is space in your 2044 plan for public access near to Lyttelton township, this should be given priority and fast tracke, for the ferry terminal. Even with bus access, dampier Bay will be too far for the elderly, small children and tourists, they will be the first to have their lifestyle comprised.	Other	12/08/2014
203	-	I have just moved to Diamond Harbour from Wellington , a city which has designed its harbour/waterfront in terms of peoples needs. Perhaps this concept can lend some useful inspiration.	-	I think it is vital hat the ferry terminal across to Diamond HArbour remains within easy access to Lyttelton shops, in terms of sustainable urban planning, connection of our community esp people choosing to use the ferry service instead of cars.	-	LPC INPUT 6/8 #23	Diamond Harbour	12/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
204	vision set out by Port Lyttelton in its Port Lyttelton Plan. Our company is a long-time customer of Lyttelton Port, having loaded coal out to our international markets from the port since 1976. The company is fully supportive of Lyttelton Port's plans to further develop the port provided it retains flexibility and focus in relation to major industrial clients like Solid Energy. Our company is well aware of the issues Port Lyttelton faced in recovering from the earthquakes whilst continuing to provide storage space and wharf capability for our and other customers' products. We are keen to see further development of this significant part of our national infrastructure, both in the light of the damage suffered during the earthquakes and in response to the need to maximize port capacity and efficiency for future economic growth. Not only is Solid Energy supportive of the direct benefits the proposed developments will have for our business but also of the broader benefits to be gained for the wider community from Lyttelton Port's plans for redevelopment of parts of the inner harbour that are not essential for the port's industrial activities. Our company supports the port company's desire to provide a vibrant harbour-side development that will enhance the area for both locals and tourists. We look forward to further involvement as the ECAN process progresses. â €œ	-	-	-	-	-	Addington	11/08/2014
205	-	A dedicated car park for Diamond Harbour ferry users only. Somewhere you can park a car, motorbike or cycle overnight, safely. Based on proof of address a permit accesses a secure parking area. Trees planted around the sea side of the tank farm resulting in a more pleasing visual impact for Diamond Harbour and water users. Bus connection to the ferry needs to be easy and safe. Weatherproof ferry and bus shelters. Sufficient lighting around the ferry dock for safety and security, without light polluting effects on the night sky. Change all port lighting to low light polluting.	Aquarium like. Queenstown Cafes, bars, clubs, later ferries. Lots and lost of native planting.	-	believe, is essential. There has been little mention of the community of Diamond Harbour and surrounds, only mention of the ferry. The noise of the pile driving is tolerable and I commend the port for putting restrictions on the times and days of operation. However, with increase construction, is likely to cause an increase in noise. LPC environmental manager advises that there has been some monitoring taking place but how can we comment on these results without knowing them? Surely, the results should be a part of this plan for us to make an informed submission? LPC environmental manager advises that the port has monitors in place to mitigate the effects of the construction works/noise on marine mammals in the Harbour, by having a lookout for marine mammals within 300 metres of the works and responding accordingly, if one is spotted etc. The environmental manager also advises that a marine ecologist is researching marine mammals in the Harbour. It is not clear why the port considers the noise and construction will only adversely affect marine mammals within 300 metres of the operation. It is also not clear what effects these works will have on calving Hectors Dolphins in the harbour. Has the ecologist approached the Harbour community for advice about the marine mammals, as many of the people have lived here for years and know where they hunt, congregate and calf. Also, has there been consideration to stop the noisiest works during calving time? Instead of mitigating the effects of the construction works in the Harbour, how about improving the the	Noise and light pollution minimised, consider Diamond Harbour community. Marine mammals considered sensitively throughout the harbour, not just 300m of the construction works. If not considered beyond 300m, why? Improve the natural environment of the whole harbour, water quality and surrounds, not just Lyttelton	Diamond Harbour	9/08/2014
206	-	-	-	-	-	The new development to reclaim land area it too big and will be real disaster for the beauty of this area. Extend by all means but for people in the area please reduce it's size. One other thing is that can the banging that occurs form time to time which can be heard right round the bays be limited to week days when people are at work?	Diamond Harbour	9/08/2014
207	Expanding towards the East of Lyttelton town (as already started) makes sense to deal with the increasing import and export volumes.	It would be amazing if part or parts of the port directly in front of Lyttelton town could be opened up as soon as possible, even if just to allow members of the community and visitors to walk down and access the sea front easily from the town. In the longer term, I think the community and visitors would really support the port activities more if access and aesthetics in front of Lyttelton town was improved. It would be great to have an access tunnel or bridge to cross the road (and rail if necessary) whilst not disrupting traffic flow. The idea of improving the waterfront area really appeals to me and I would envisage cafes or bars would not only appeal to the community	Fishing and improved access for kayaks and canoes (with safe zones of some kind in the water). Also, better landscaped parking areas with improved access for walkers and cyclists.	A clean, pleasant and easy to access harbour which appeals to a wide variety of people and businesses whilst allowing the port activities to thrive.	-	I think it would be a huge loss to Lyttelton and the Christchurch area to miss out on the opportunities brought about by the increasing number and size of cruise ship operations. I fully appreciate that it does not make economic sense for the Port to fully support cruise activities financially. However, it would be great if the Port could really encourage these activities in certain areas and use some of its existing resources and contacts to help source the alternative funding required for cruise ship facilities and berthing. I am sure the opportunities from this would really be appreciated by the Lyttelton and wider communities and would greatly improve the Port's reputation in the future. Thanks	Lyttelton	8/08/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
208	I am not convinced that growing the port is the only, or best way to address future volume projections. I have not seen a comprehensive, independent discussion of the alternatives.	By providing better access to and from small and medium sized recreational boats. i.e. picking up, dropping off, short term berths (2-4 hrs) with good foot access to the town centre.	Due to its southerly exposure to wind and short sunshine hours on short days, the appeal to spend time there is substantially less than, for example, Auckland's Waterfront. So I would not support a significant waterfront development that does not take this tendency for the area to be pretty bleak, into account.	- that it is cleaner than it is - that siltation is halted - that the sea bed is not disturbed - that marine life, bird life is supported and improved - that there is no more reclamation	Good. What about siltation? The word "silt" doesn't seem to appear in the document. (not when I do a word search) But its surely a potential issue with any planned dredging? I would like to see real measures talked about, such as "no siltation" and "improved water quality" "Assessing the impacts" falls short for me. I would like to see what the Port's idea of a healthy harbour	Auckland Supercity and Christchurch Airport are two recent "Bigger is Better" projects that come to mind. In both cases the potential benefits were not well explained beforehand. It was just assumed that growth is inevitable, so we have to grow our infrastructure. If you ask many Aucklanders or CHC Airport users now, was it worth it?, quite a few would think twice. Costs to the end user public and businesses have increased, the busier environment has not really improved quality of life and in both cases it doesn't feel easier or faster. The end user also tends to carry some of the cost of the big projects. I realise the Port is not likely to promote this discussion, as it questions the whole idea of the project. Nevertheless its a critical part of the decision process.	Charteris Bay	8/08/2014
209	-	Please don't move the ferry terminal to by the dry dock, that is too far for people to walk into Lyttelton. How about using Wharf 7 instead?	Cafes, bars, playground,	The community	-	It would be great to open up the waterfront to the residents	Lyttelton	8/08/2014
210	-	-	-	-	-	-	#N/A	#N/A
211	-	-	-	-	-	I am a resident and yoga teacher in Diamond Harbour and am concerned that direct and convenient access to the current area of the Diamond Harbour ferry terminal/dock could be shifted to further away. I am also concerned that potential economic and amenity opportunity for Christchurch and Lyttelton could be underestimated, undervalued and ignored. As a resident of Diamond Harbour I value the connection of the current location of the Diamond Harbour Ferry terminal in Lyttelton giving ready access to the central business district (CBD) of the township and the public goods and services provided therein. From an economic or business growth perspective, invigorating and enhancing public access and amenity of the inner As a yoga teacher in Diamond Harbour, participants to my classes from harbour (including the Ferry terminal) and maintaining close connection with the Lyttelton CBD must surely have substantial benefits to Christchurch, Lyttelton and the Harbour communities and businesses. Lyttelton need an easily accessible ferry system and schedule that allows them to make the journey and back again. And it supports my yoga practice which is more about community service	Diamond Harbour	#N/A

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
212	-	-	-	-	-	<p>We have been owners (and rate-payers) of a property in Monalua Avenue, Purau since 1989 and would like to make a submission on the proposed changes to the site of the Ferry terminal highlighted in the Port Lyttelton Plan. On page 13 the Plan comments that the Ferry terminal ... location creates operational challenges for the port. While we are still considering specific options, the Diamond Harbour ferry berth will be moved to a new location within the public access area at Dampier Bay. This will consolidate public access in one area of the port. It also means new modern ferry facilities which directly link to the bus network and foot access to Lyttelton. We recognise this increase in distance is a concern for people and we are working with Environment Canterbury on public transport solutions. This statement places very little recognition of the challenges that will be faced by the increasing population of Diamond Harbour who use the ferry as a regular means of transport. Access to public transport – which includes the Diamond Harbour ferry should be separated from the overall concept of “public access” which implies recreational access as well as the necessity of catching the ferry. The Ferry is a popular service and many Diamond Harbour residents rely on it for transport to work in Lyttelton and on to Christchurch. Moving the Ferry terminal and bus terminal to Dampier Bay would be of little inconvenience to people connecting with a bus but it would be a major deterrent for people simply going to access the shops and services in Lyttelton. The 2013 Census shows that the usually resident Census night population of the Diamond Harbour Census Unit area increased from 1266 in 2001 to 1467 in 2013 but the median age of the population has also increased from 44.3 years in 2001 to 49.4 years in 2013. This is a much older median age compared with Christchurch City (35.7 years in 2001 and 38.6 years in 2013). The present ferry berth is convenient for walking to the centre of Lyttelton (London Street) as well as for the bus. The Plan comments that Lyttelton Port will be working with Environment Canterbury on transport solutions but will these plans include pedestrian access as well as public transport? We submit that greater emphasis should be placed on pedestrian access to the ferry berth than on the possible impact to port operations.</p> <p>The Long Term Vision Plan on pages 2 and 3 indicates that Port Operations (Zone 2) will include</p> <p>Number 3 wharf but the land to the west appears to be listed as “Non-operational Port land”. Could the ferry terminal be relocated to Number 4 wharf, which is in this area, if it is necessary to free up access to Number 2 wharf and Number 3 wharf? A terminal in this area would be about 200 metres further away from London Street than the current terminal but it may be possible to construct a pedestrian bridge from Norwich Quay across the railway tracks and internal port-access roads with a slope down to the relocated Ferry terminal. It may even be possible to make a single lane traffic bridge for a small bus / taxi to access the ferry terminal for the benefit of less mobile older people.</p> <p>The suggestion that a new Ferry Terminal is located in Dampier Bay adds at least 1 km to the round-trip walk to London Street and so would be a major dis-incentive to Diamond harbour residents to use the ferry service for necessary trips to Lyttelton. The redevelopment of the Port offers a unique opportunity to plan for a pedestrian friendly environment. Such planning will be of benefit to future generations and we would suggest that Port Lyttelton is pro-active in working with both Environment Canterbury and the Christchurch City Council in planning for a pedestrian friendly area that will show-case the redeveloped Lyttelton. It would be very short-sighted to relocate the Ferry Terminal to Dampier Bay and rely on public transport to get people</p>	Diamond Harbour	22/08/2014
213	Expand the port to the east by reclaiming land east of Battery Point. Utilise inland port facilities to increase handling capacity and efficiency and minimise space demand at the port. Dredge the port to 15m to enable larger and more efficient ships to load and unload at Lyttelton. Seek operational efficiencies, including investigation of options to contract services, to maintain and enhance competitiveness. Utilise and develop inner harbour areas for small boat harbour, marina and associated commercial activities.	Separate heavy industrial and domestic vehicles where possible. Pedestrian and cyclist friendly access to waterfront areas. Provision of adequate parking for marina and associated commercial facilities.	A marina is essential. Canterbury has a chronic shortage of safe berths for recreational displacement boat owners (yachts and launches). It can't come soon enough. Existing facilities at Dampier Bay are extremely poor with no walk on access, woefully insufficient loading and unloading facilities and barely minimal services which are a considerable inconvenience to boat owners and an embarrassment to visiting boat owners. Despite the poor facilities a waiting list of many years exists because there is no better option. Significant hazards and insurance issues mean even Charteris Bay, Cass Bay and Magazine Bay are unusable for most boat owners. The Dampier Bay foreshore would be much enhanced with a busy marina providing a focal point and an attraction to boaties, visitors and residents. If representatives of the Inner Harbour Moorings Association express their dislike then I suggest it's time they move on. They do not represent the community or the vast majority of boat owners like me. It is, in my view, quite unfair for them to enjoy their safe berth while so many others have to miss out. Others who are just as active, passionate and enthusiastic about recreational boating as they are adverse to change.	As a past Commodore of Naval Point Club and the South Island representative of the Young 88 Class Association I am particularly passionate about preserving and enhancing opportunities for sailing and boating in and around Lyttelton Harbour. A marina is essential in order for the Canterbury community to be able to use and enjoy the boating opportunities offered by the area. Generations of Cantabrians have missed out on the opportunity for the sea to be a part of their lives because boating facilities have been so poor for so long. What an amazing opportunity we now have to put this right.	But there are a few concerns to consider. A fuel berth outside the Inner Harbour could have a detrimental impact on Naval Point Club and their sailing activities. The position that this berth would likely need to occupy could interfere with their popular and frequently used racing area to the east of the start box (existing Coastguard building). Consultation with NPCL on this issue is essential. Likewise the size of the Awaparahi Bay reclamation, deeper harbour dredging and increased port traffic could have impact on recreational boating and safety. Potential adverse effects on the harbour's sailing grounds, racing areas, tidal currents and safe navigation should be considered in consultation with Naval Point Club and other harbour users. On balance my submission is that the Dampier Bay development proposal and the key changes that would facilitate this should proceed without delay.	Other considerations must include the use and future development planning of the Naval Point recreational marine area to the west of the Port. Consultation with Naval Point Club, Canterbury Coastguard, CCC and other stakeholders is essential in the development of a comprehensive plan for this area alongside the LPCs planning process. Consideration and planning for the proposed NPCL/Coastguard Naval Point Marine Rescue Centre building, safe (wave protected) public and club launching facilities, a travel lift and haulout operation to service the enlarged displacement fleet, boat storage and marine servicing, together with other community and recreational activities, must be considered alongside the Port Lyttelton Plan.	St Albans	1/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
214	-	-	-	-	-	Being a resident of Diamond Harbour and frequent Visitor to Lyttelton I Believe relocating the terminal to the Dampier Bay Area would be detrimental not only to Lyttelton but also Diamond Harbour and its residence and the economy's on both sides of the Harbour. Many tourists including international maritime employee's visit Lyttelton year round and with the ferry terminal within sight and easy walking distance from London street they often venture across the harbour. I speak for many Diamond Harbour residence. I use the ferry service to purchase supplies and use the facilities in Lyttelton at least twice a week. If the terminal was located over 2km from the heart of Lyttelton this would cause a problem to me and stress to the elderly community. I would think this obvious! The correct location is somewhere between its current location and no further than 100m West of an imaginary line running inline Canterbury street. The Harbour Ferry Service is a major tourist attraction of Christchurch, With the growing social events and activity on both sides of the harbour it will only become more popular. It would be a huge mistake to tuck it away up near the fuel tanks. IT NEEDS TO STAY WITHIN THE MAIN PRECINCT OF THE FUTURE LYTTLETON.. After much discussion with locals and tourist, I feel it necessary to convey my thoughts and hope they are considered when making a final decision on the location of the terminal.	Diamond Harbour	21/08/2014
215	-	-	-	-	-	As per submitter (26)	Lyttelton	3/08/2014
216	-	-	-	-	-	Firstly a strong thank you for starting the review process and casting the net wide for community engagement, and for the flash and informative information you have put out about you general strategies and plans at this stage. This is a very good start! I fully support the need to shift most of the core industrial port activities eastward onto reclaimed land,; thereby taking much of the intrusiveness of the ports 24 hr activities further away and out of sight and earshot of Lyttelton township, and enabling inner harbour, to be made available for public access and the ancillary marine ferry, fishing, recreational boating, and recreational and civic and commercial activities. This is all good as far as it goes. However I would protest at this point that the degree of engagement in the design concepts and plan with Lyttelton, and integration and connection with the town and the community do not go nearly far enough. In a word the vision needs to be braver, more innovative, and more mindful of the opportunity to improve not only the port's infrastructure and efficiency, but also to avail this one and only pportunity to radically improve Lyttelton township for the benefit of residents and visitors alike. While Lyttelton Port is an outstanding port with amazing opportunities for functional and environmental improvement, equally Lyttelton township and its environs represent an outstanding opportunity. In fact the two go hand in hand. Their futures are inseparable. Therefore there needs to be a parallel cost/benefit analysis of each aspect of LPC planning with what this also means for Lyttelton. The main challenge is to reconnect the township and its people with the waterfront in the inner harbour, to turn around the current hostile boundary of separation, to a seamless and safe and inviting connection. At this level the plan is wanting for vision and imagination. It does not go nearly far enough. Also it signals a 400% increase in freight levels over the next 3 decades. The increase in the road tunnel traffic and Littleton SH (Norwich Key) road traffic is the single most important environmental impact from the ports development and future activities, affecting the entire character of Lyttelton and cutting across it, isolating it from the water, dominating the lower town. The all-important Norwich	Governor's Bay	#N/A
217	-	-	-	-	-	As per submitter (26)		24/07/2014

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
218						<p>We just simply cannot believe that we are once again debating the issue of the best place for the terminal for the Diamond Harbour Ferry. In 2007 there was extensive consultation, meetings, a committee formed and finally a Memorandum of Understanding signed between LPC, Ecan and CCC agreeing that the best place for this ferry is the status quo - B Jetty or Wharf 1. This is still for the same reasons as given then, the best place and indeed the only sensible place for this ferry terminal. Residents on the southern bays of the harbour support the businesses in Lyttelton and must have easy access to continue to do so. This is even more important as the town has been devastated with the destructive forces of the earthquake and needs every bit of business support there can be. Pharmacy, restaurants, food shops, physio etc all benefit from the southern bays support.</p> <p>For this to continue the foot traffic must come within 400m of the town centre which it currently does. This is standard good town planning. Historically this is the area which greeted the passenger ships and has housed the tug and also farewelled the Antarctic Ships and should be treated with respect and acknowledgement.</p> <p>If cruise ships are to come into the harbour the ferry terminal will enhance their visit if it is in such an easily accessible place as B Jetty. We cannot say strongly enough how devastated we as residents of Chuch Bay will be if there is a change to the terminal. We probably would not continue to use the ferry as we now do. Currently we are overseas and have been struck with the ease of public transport wherever we go.</p>		15/08/2014
219	By moving east will eliminate the conflict between port and community					<p>The heritage buildings of Lyttelton have all but gone none the less the history remains. The earthquakes have devastated both port and town. The port company has a unique opportunity to rebuild and develop its infrastructure with the legislative backing of Cera. Let us hope it gets it right. One issue which has been around for over 25 years is the location of the Diamond harbour ferry service. Dampiers Bay is the favoured location from the port company perspective. This is in our opinion wrong. The township of Lyttelton has been so effected by the earthquakes that any activity away from the town center is a negative development. It is worth quoting Barry Dacombe (Warren Mahoney architect at the time) - who stated that when yachting on the harbour from the pile moorings he never visited Lyttelton itself. It would be assumed that where the ferries went so would the vernal tug Lyttelton. For those with long memories when the steam dredge Te Whaka was operation on the Western side residents would hang the washing out at 10 and it would be black by 12! Also when Dampiers Bay is being developed where would the recreational boats go?</p> <p>Accordingly we are of the opinion that if it is deemed necessary to relocate the ferry service from its historic berth then an alternative site could well be somewhere in the vicinity of No 4 made safe for pedestrian foot traffic. Walkway (and more fundamentally PUBLIC ACCESS) provided by a footbridge from the bottom of Canterbury St. Vehicular transport could access this area via Sutton Quay. We also see much merit in developing the waterfront promenade area between no 4 and the eastern side of No7 allowing for freight movements from the later. It could well be that No 4 be developed along the lines of Hobson Wharf (perhaps with a museum) and heritage boat berths. We could provide the historic yacht Kia-ora as a static display restored - where is Pastime? Given the plan looks out into the future provision should be given to a site for a railway platform for passengers. This may be decades away but inevitable.</p> <p>From no 4 to the East of No 7 could be instead of Dampiers Bay be developed first for a walk on floating marina in place of the now defunct 5 and 6 wharves - including a breakwater. This would allow for a more timely development of Dampier Bay. We also are a view that architects of the likes of Ian Athfield should be given an opportunity to make suggestions.</p> <p>As regards Norwich Quay, it is a given that the majority of public opinion would dearly</p>		

Response Num	Import and export volumes are set to double within the decade and again by 2044. Freight volumes are expected to increase by 400% by 2044. How do you think we should rebuild and reconfigure the port to meet this demand?	How do we best open up opportunities for the community to access the waterfront, to the township and even up to sections of the Port Hills?	What activities would you and future generations want to see along the waterfront at Dampier Bay?	What is important about Lyttelton Harbour to you?	What do you think about the range of effects/impacts we are assessing?	The Port Lyttelton Plan is a big undertaking, we are keen to hear your views on any aspect that concerns you, excites you or that you think we should be aware of?	Suburb	Submitted On
220	-	Sorry to bring this up. If Port traffic is going to grow fivefold in 30 years, even with a greater proportion travelling by train, there will be far too much traffic withing five years. It is already reasonably hazardous pulling out and turning right in the mornings, or crossing the road for a bus, never mind the effect on the residential properties that line Norwich Quay. I've even seen a double logging truck do a 'u' turn by turning left opposite the overpass then left again into London Street and back down to Norwich Quay. Personally I grinned at the oddity and love to see the wheels of commerce turning but the traffic level is already close to being too much. We can't manage twice as much, never mind five times as much.	precinct? Could you please consider moving the old gates of the dock, maybe the old pigskin belt from the now defunct pump hous, plus parts of 'B' Jetty and anything else of interest that's too large for the Museum, to a viewing area or shed nearby where people can see them. Not a museum but maybe some objects set in an unbreakable acrylic case. Could signage or styling reflect the long working history? Maybe a telescope on a stand with a bird list? Also, this is a working area so could you warn or discourage the latte classes from sipping their favourite cups too close to the dry dock, where steel raspings or paint overspray may spoil the tast. We'd be better off missing out on the latte's than losing real work in the dry dock. Doubtless there will be those who want to stay cheaply in/on boats in Dampier Bay. Personally, I'm more concerned about safety and the increase to theft so would welcome proper security gates, with floating pontoons and water soon after. A ships chandler nearby would be nice but a book exchange and cafe would be better and I enjoy buying fresh fish from the wharf when he comes on a Friday night or a Saturday morning. But I'll miss the nesting terns if you remove the pile and I don't want to pay a fortune to berth safely. One thing that would make a huge difference is a floating dry dock bookable by the hour. Then more boats might be traded, more boats repaired easily and more visiting yachts attracted. A kedge wall anchorage would be a lesser alternative,	I miss the shipping movements notices in the Press. Could these be reinstated please? We have a new visitors' brochure 'Lyttelton Antarctic Port' which encourages everyone to relish our Antarctic connections and take a greater interest in visiting shipping. So many are interesting: from or Antarctic colleagues to visiting warships, private expedition, Southern Ocean fisheries and tourist expeditions. If people understood more about what they do and you do they might feel mroe honoured to live here in Lyttelton.	local use. About five years ago I planted 970 natives across the top of my land to link a pristine gully with the now thickly planted Chalmers' Track area. I added non-invasive exotics below, to extend the nectar season by a month at each end and encourage more birds and insects to the valleys. DoC has been clever and delisted the Chalmers Track so those who wish can enter at their own risk - just like more wilderness areas in NZ. Three things: I think you have more land further up the hill from your marked block. Once, when the gorse got too much, LPC sprayed the area to the east of my land (Brenchley Farm), so I think it's yours. Some also belongs to the Railways (eg prior to the subdivision on the north side of College Road). Please don't allow all the land to be planted with natives only. The argument that 'native birds prefer native plants' is wrong. They are as opportunistic as us. The first tui in 20 years arrived in my garden in 1997 to eat at the early flowering gum (from Australia). The resident bellbird was most put out and had to move to the meagre early buds of the kowai, complaining loudly. We now have kereru visitors too. They enjoy willow. Bees throng the tree ivy and gorse bushes which flower when no natives do. Some people only want native plants. I'd like more birds, (native and non native), geckos, butterflies and insects for the fantails, plus active bee colonies.	Ecan offer funding for riparian planting of streams which have a free flow into the harbour - so fish can swim up to spawn. Can LPC take/release an inventory of streams which meet these criteria and any that could be adjusted to meet these criteria so we can all do our bit to add riparian plantings to waterways? Seafarers' centre Are you aware of what's happening with the Seafarers' Centre? Several of us were upset not to be able to offer visiting seafarers a more comfortable and drier place to access the internet. To cut a long story short the project is now being driven by an Anglican group from Wellington, latterly with the local Catholic church, who are installing a 'temporary' Seafarer's Centre of prefab units on Norwich Quay, with an expectation that these can be moved inside the Port Co area eventually. The land lease is 1-5 years. This group is under the impression that a) the seafarers prefer staying inside the port and b) that LPC has a legal obligation to house them and will do so fairly soon. Meanwhile, the Community Board, Business Association and a few hoi polloi like me, would prefer to welcome visiting seafarers in town (so they want to return) and see them use town facilities (and inject some modest revenues). Australian ports, even the smallest, offer such facilities to private and commercial visitors. We used to too.	Brenchley s Road	1/07/2014

APPENDIX 7: STAKEHOLDER SUBMISSIONS

SUBMISSION TO LPC RE PORT LYTTELTON PLAN, OUR FUTURE

Introduction

Canterbury Maritime Developments Ltd (CMD) was established by Inlaw Group (Mr. Don Holden) and McInnes Group International Ltd (Dr. David R. McInnes) as a direct result of the unique development opportunities which CMD consider are both possible and desirable as part of LPC's, Our Future Plan.

CMD's principal objective is to bring about an appropriate project which will not only align with Lyttelton's recovery but enhance LPC's commercial and community status through the development of a multi-functional complex offering a range of commercial, heritage, cultural, recreational, entertainment and maritime activities which attract local, regional and national visitors. This objective anticipates the early reinstatement of the cruise ship industry whilst integrating KiwiRail's scenic journeys as an integral part of the tourist industry's 'offering'.

As part of its deliberations, CMD has undertaken extensive discussions with a wide range of interested parties (see attached list of participants) confirming that the ideas and proposals have not only attracted considerable interest but justify further investigation and more advanced analysis.

In order that such can be undertaken with greater certainty, CMD considered it important to draw LPC's attention to a number of matters which will require further elaboration and/or clarification if the Plan's stated operational and non-operational activities are to be brought to fruition.

CMD's Concerns with 'Our Future' Plan

1. It is considered that any long term 'vision' for Lyttelton Port must place as much emphasis on its future non-operational opportunities as its operational (read, 'core') activities. Such 'equality' of opportunity is not evidenced in the Plan.
2. Given its strategic location and limited physical options when compared with other ports, legitimate public, visitor and tourist experiences – the latter especially via cruise ship visitations – at the port requires a bold vision and indications how this might be achieved. The current 'Our Future' Plan's proposals for development of the non-core port land are not only severely qualified and limited by lack of detail but do little to encourage the private sector to invest in these subject areas.
3. Furthermore, LPC has stated that building a cruise terminal for Christchurch will not occur unless it is externally funded. Whilst

appreciating, LPC's major reparation priorities, this is considered a grave underestimation of the significance of tourism and the wider regional/national implications for Lyttelton's future status as a preferred 'port of entry'.

4. Before the 2011 earthquakes, LPC had brokered a deal for a levy on cruise ship passengers to help pay for a terminal development and Cruise NZ's General Manager, Raewyn Tan has stated, as recently as June 28, 2014, that this conversation with LPC can be reopened.
5. Due to the lack of any definitive timeframes within the 2014/2044 period (except for some 'fluid' sequencing indicators in the Phasing Chart), the uncertainty associated with the availability of the defined *non-operational port land* east of Area 1 is a significant deterrent to private sector development initiatives.
6. The Plan, whilst identifying the various longer term aspirations, still leaves a number of the more 'vexed' issues without any specific, and we suggest, essential indicators on: timing on the reinstatement of the cruise ship facilities and services; meaningful resolution of port road access (see 8 below); and how it plans to achieve a meaningful connection between the township and the port such that its full utilisation as a public and private asset is maximised. We suggest that a pedestrian bridge across Norwich Quay (see Beca Report) is an inadequate solution.
7. The Plan would benefit from some indication of the pros and cons to developing in the Area 1 and *non-operational port land* areas as depicted in LPC's Our Long Term Vision Plan. As it stands, the current status of the latter area is subject to KiwiRail's and LPC's respective policies and programmes which make any determination of development opportunities on the subject land difficult without specific and time framed indicators of physical and operational requirements.
8. Although not a formal part of the LPC Our Future Plan, the Lyttelton Access Project prepared June 24, 2014 is crucial to any future development and/or expansion of the port's activities and is the first exercise contributing to the production of the 'Lyttelton Access Statement (LAS)'. In this regard, CMD is concerned at the initial outcomes of this Report which suggests that retention of the existing unsatisfactory Norwich Quay route along with some marginal pedestrian improvements will somehow be a satisfactory interface between the port and the township.

9. Reintroduction of the cruise ships should be recognised as a significant priority. Without the movement of cruise ships into the port, much of the tourist 'sizzle' and associated status of Lyttelton will be lost. The current Plan is not only 'silent' on the timing of any such reinstatement but public comments by LPC have stated that development of a dedicated cruise ship terminal is outside its financial capacity (see 3 and 4 above).

Key Considerations in Attracting a Significant Development Project

1. Commercial underpinning is possible for any development but only by providing certainty with respect to the availability of strategically located land unencumbered by externalities which place severe restrictions upon development options.
2. The early reintroduction of cruise ships should be an important priority even if, in the interim, the cruise ship terminal has to perform as a multi-purpose wharf.
3. With certainty of an appropriate and attractive location, benefactor funding for development of non-commercial public activities such as maritime and historic museums, visitor and tourism centre, a Canterbury Settlement Centre, etc. is possible.
4. Whilst appreciating the need to complement rather than compete with the township's business offerings, any harbourside project which includes both regional and national attractions, must include commercial components in order to provide adequate sources for revenue generating purposes, ensuring a commercial; stand-alone revenue-generating commercial activity for LPC or a developer.
5. Commercial components will generally be highly specialised and closely linked to the tourist/visitor attractions including restaurants and eateries. Traditional comparison shopping facilities would not be expected to locate in any such waterfront complex.

CMD's Vision for the Port

'To encourage development of Lyttelton Port and its environs through enhanced and efficient operation of the port's on-going core business activities while simultaneously identifying land, investment and development opportunities for associated non-core maritime uses which will collectively strengthen and widen the port's business, tourism and commercial status within Christchurch and the Canterbury Region'.

Essential Needs

1. Clear and unequivocal identification of prime land and essential core port activities (trade and tourism) and the land areas required for such businesses to be developed over time.
2. Recognition that the Canterbury Region will grow to become a major region of 750,000+ within the next 40 years which will be second largest of regions with 13% of NZ's population. As a consequence, the port will be required to plan, perform and 'host' a much wider range of activities than currently exist through adopting a strategic and holistic approach to its long term development.
3. Minimisation of land use and functional conflicts within the port area which ensures operational efficiencies whilst enhancing the port's national and international commercial status.
4. Recognising the need to resolve key transport and access conflicts but not limited to:
 - a) Upgrading the road tunnel to comply with international best practices in terms of road space, fire, safety and clean air standards;
 - b) Resolution of Norwich Quay's current industrial and residential road conflicts including its relationship with the township and how growth of port activities can be accommodated with minimal adverse functional and aesthetic impacts upon the town's environment (this is already being addressed as part of the LAS); and
 - c) Ensuring that the port's future development (core and non-core) can be undertaken in a unified and rational manner with clear separation of various land uses and removal of conflicting and competing transport functions.
5. Identification of additional revenue streams apart from the port's core trading business activities which might include real estate projects, visitor (local, national and international) activities, development of a marina, fish markets, museums, heritage and settlement history of Canterbury, Ngai Tahu Centre, transport terminals (bus and rail), restaurants, offices for port company, customs, freight forwarders, transport logistics, KiwiRail activities, etc.
6. Exploring much greater use of the railway for the transport of goods and products to reduce dependency upon road transport with its associated adverse impacts upon the environment (noise, pollution, safety, etc.)

KiwiRail is planning to try and encourage a change in movements from the current 15 – 20% to 40% of all goods moved to and from the port.

7. Preparation of a Long Term Investment Business Plan which recognises that the port's core underwriting activities must be supplemented with innovative, differentiating and revenue earning attractions such as referred to in 5 above. Such a plan would result in the adoption of a Risk Reduction Programme and consequently, minimising the port's commercial exposure.
8. To change Lyttelton's status and perceived Greater Christchurch community perceptions of it being a 'backwater' (no offence intended) to that of a thriving, energetic, attractive and creative business and entertainment centre with the port being the facilitator for such change through its full-hearted adoption of the cruise ship industry as an essential part of the port's future. This would be reinforced through encouraging and enabling development of a diverse range of new commercial and public facilities within the wider port environment.
9. Now that the insurance payout issues have been resolved, there are probably compelling reasons for LPC to review its planning approaches and become more definitive in setting out its future. With the plan to move the majority of the port operations to the east, perhaps the timeframe for the reclamation in the Te Awaparahi Bay can be reviewed with the intention of moving certain operations to the east earlier.

Development Concept

CMD has a concept which proposes to cover three areas – Area 1 (Dampier Bay land area); Area 1A (identified in the LPS Plan as *non-operational port land*); and Area 2 (the water area of Dampier Bay and the Inner Harbour).

For the purposes of this submission, CMD has refrained from providing details on the building forms such as levels and size (m²) and/or the development costs albeit that this information has been established. Instead, set out below is an inventory of proposed/possible activities which would provide a unique offering to the Canterbury and national market.

Area 1 (3.5ha) would be developed as Stage 1 and include:

- 300 boat marina, marina club, fish markets and public car parking. The marina will be developed where current yachts are moored while the fish markets would be developed along the Dampier Bay waterfrontage to the northeast where the current fishing fleet vessels are moored. Fish markets will include restaurants and a number of operators. At grade car

parking will be developed in the southwest of Area 1 for 300 spaces (i.e. area where pipes are currently stored) to service marina and markets.

- Associated public walkways (open and covered), seating areas, tables for outdoor dining as well as 'all weather' protection for dinners at the fish markets is proposed.

Area 1A (3.78ha) will be developed as Stages 2 and 3 and include:

- Stage 2 – possibility of a temporary cruise terminal facility – subject to further analysis and determination with LPC and Cruise NZ as to where such a facility would be appropriate (if developed in the western Inner Harbour area).
- Stage 3 – major integrated multi-functional complex with allowances for future expansion. Located on the foreshore either fronting or in the general vicinity of Wharf 7, especially if the eastern side of the wharf can be used for smaller cruise ships. This wharf is already serviced by an existing 'on wharf' railway track providing a unique opportunity for both TransAlpine trains as well as KiwiRail railcar facilities for passengers.
- Complex would include a Maritime Museum, Visitor and Tourism Centre, Canterbury Settlement Centre, Lyttelton Museum, NZ Ferry and Rail Museum (including an 'on water' historic boats), Ngai Tahu Heritage Centre, Bus and Rail Terminal, Cruise Terminal & Services, Educational and Exhibition Areas, Function Facilities, Lecture Theatre, Commercial Offices (LPC offices, customs, freight forwarders, transport logistics, maritime architects, professional consulting offices, etc), Retail and Restaurants, possibly short term Rental Accommodation for overnight sailors.
- Ferry Terminal (Quail Island and Diamond Harbour) to be provided east of Wharf 7 in area of Wharves 5 & 6.
- Possible relocation of steam tug 'Lyttelton' to the western side of Wharf 7 as well as the possible site for Rapaki Steam Crane boat (on loan from national Maritime Museum in Auckland).
- Possible terminal for an extended gondola from the summit to Lyttelton.
- On-site car parking to be provided – possibly two levels.

Dampier Bay Water Area (3.5 – 4ha) – apart from the marina, additional facilities will be developed on an 'on demand' basis especially for historic ships (e.g. replica of one of the four original settlement sailing boats such as Cptn Cook's the Endeavour at Sydney Maritime Museum).

Main Physical Features

Marina Club – Possibly multi-levels and could include a new building or renovation of existing port buildings west of the fishing fleet. Whichever, suitable maritime influences would be incorporated into the designs.

Fish Markets would generally be 1 level with generous height. Eating facilities (restaurants and casual eating areas) will be both internal and external with acknowledgement of the harsh easterly winds and cold temps in winter as well as loss of sun due to the steep northern slopes. Area therefore to be capable of appropriate enclosure to ensure all year round use.

Multi-functional Complex will be several levels with light weight structures reflective of maritime features (sails, waves, etc).

Connecting Walkways will be provided between the Fish Markets and the Complex unless locational constraints prohibit such an outcome.

Consultations and Discussions

CMD has undertaken a wide range of meetings and discussions with various organisations, stakeholders and interested parties. Without exception, the general thrust of CMD's concept thinking has stimulated considerable interest and we believe, will be welcomed by the community. The relevant parties include:

Canterbury Tourism
Winsome Dormer
Raewyn Tan, Cruise NZ
David Carter, MP and Vicki Moore, Sailor
Baden Norris, Museum Canterbury
Dr. Kerroy McCarthy, President, Lyttelton Museum Society
Peter Davie, CEO & John O'Dea, Recovery Manager, LPC
Auckland Maritime Museum (Karen Walters, Life Long Learning Manager)
Devonport Naval Museum
Chris Doak, CERA
Andrew Stark, CEO, Stark Bros, Lyttelton
Will Lomax, Chair, Lyttelton Business Association
Canterbury Cruises – Paul Bingham and Paul Milligan
Canterbury Development Company
Navy League
KiwiRail (still waiting for formal discussions)

Legal/Governance Issues

1. We are mindful of the motives for, and effects of, The Port Companies Act 1988, in which the newly created Port Companies were to take over the commercial activities of New Zealand Ports from the Harbour Boards, leaving non-commercial activity the subject of further negotiation between the company and the relevant territorial authority. To the extent envisaged by the Act, Christchurch City Council should be a leading party to this discussion on such of the port's future activities which will be for the wider benefit of the community rather than solely

the Port Company. This of course is apart from the City's interest as shareholder in LPC through its Holding Company.

2. We are further mindful and concerned, that the shareholding of the Company may change at either Council's or CC Holding's initiative, which may have the consequence of forever removing any opportunity for a project such as we have contemplated, from proceeding for clear commercial reasons. It is essential that if the community is to receive any wider benefit from proposals such as ours, that this is settled and defined now, before it is too late.
3. The role of KiwiRail as landowner of a significant area of land adjoining any proposed development will mean that any decisions relating to our proposal would need very significant contribution from KiwiRail.

August 22, 2014

20 August 2014

Port Lyttelton Plan Feedback
Lyttelton Port Company
Private Bag 501
LYTTELTON 8841

To Whom It May Concern:

Re: Christchurch City Council Feedback on the Port Lyttelton Plan

Thank you for the opportunity to provide feedback on the Port Lyttelton Plan (PLP). It is good to see LPC's long-term vision outlined in an easily understood document that the community can provide feedback on.

The Council has already provided advice to LPC on its consultation strategy. Effective consultation with the community and other stakeholders is essential to ensure that the port's recovery takes a holistic approach that supports the overall wellbeing of Lyttelton. It is encouraging to see that there has been a good level of community engagement and feedback.

Port Lyttelton Plan

The PLP is a useful start point for consultation with the community. However, in order for the PLP to provide meaningful input to the formal Recovery Plan, we consider it needs to be developed to a further level of detail. This is necessary to ensure that there is clarity and certainty about how the port intends to reconfigure its operations and other activities as it repairs, rebuilds and recovers. We are providing this feedback on the assumption that that LPC intends the PLP to be the long-term vision on which the Port must consult under clause 6.2.1 of the Ministerial Direction. Likewise, under clause 6.2.2 of the Direction requires consultation on the scope of any technical reports. To this end we provide the following feedback on matters we believe require further detail to enable appropriate assessment.

Additional detail needs to be developed and provided for the following:

- The nature, scale and distribution of port activities. This is necessary to fully understand and assess the potential effects of the reconfiguration and recovery. Where the PLP refers to options it needs to clarify which is the preferred approach, for example the location of the cruise ship terminal. More detailed spatial mapping of the reconfigured activities is required. It is anticipated that this could be along the lines of the Christchurch Central Recovery Plan Blueprint. The use of precincts to identify where different activities are proposed can help to provide clarity and certainty, which will assist in developing an appropriate regulatory framework to enable recovery. Some of the terminology used needs to be better explained, for example it is not clear what is specifically meant by 'port operations' and 'general cargo'.
- Evidence of how the proposed development relates to recovery in terms of the Canterbury Earthquake Recovery Act 2011, rather than general growth.
- Timing/sequencing of development, including any thresholds regarding staged delivery. This is particularly important where there is a need to co-ordinate with other agencies/parties to secure delivery.
- Indication of which elements are transitional and which will be permanent.
- The nature and extent of effects on the environment and the proposed remediation or mitigation.
- The preservation or enhancement of heritage features, including cultural heritage values.
- The regulatory mechanisms that may require amendment to facilitate efficient and effective recovery.
- The proposed delivery mechanisms, including details of the other agencies required to secure effective implementation and ongoing management of all aspects covered by the plan, including the commercial and open space activities at Dampier Bay and public access.
- Funding implications, including identification of the anticipated costs and contributors.

It is appreciated that much of this information will be generated through the technical reports that are currently being prepared. However, as these are not available at the time of initial consultation it is appropriate to provide feedback on what is considered necessary to achieve a comprehensive package of documents.

Specific Issues

In addition to the PLP there are a number of specific issues that Council wishes to comment on. These are set out below:

Norwich Quay

Specific consideration needs to be given to the findings of the Lyttelton Access Project and how that information integrates with the recovery plan process, and the desire of the community for effective management of freight access to the port. Given the major reconfiguration of the port and the predicted significant increase in freight volumes, there is a one off opportunity to reconsider the access point into the port to ensure that it is efficient, effective, safe, low impact and sustainable. It is important that Norwich Quay does not become a barrier to town centre recovery or discourage public access to the inner harbour.

Given that many of the commercial sites on Norwich Quay are currently empty (with buildings having been demolished) the short term use of Norwich Quay will determine longer term development outcomes. Whilst the current volume of heavy traffic on Norwich Quay continues, or increases, a "softer" retail and hospitality type of development is unlikely to occur. It would be good for the process to deliver certainty in this area which in turn will influence redevelopment outcomes. The development of an alternative port access road and the return of Norwich Quay as a town street has been a long-held desire of the community. If increasing volumes of heavy traffic are to remain on Norwich Quay then a safe and accessible crossing point (such as a footbridge) is essential. However, this needs careful consideration in terms of barrier free access and usability, design (including allowing sufficient clearance for over dimension vehicles), and cost.

Ferry terminal

A significant community consultation exercise on Lyttelton Ferry Access was undertaken in 2008. Consideration should be given to the findings which are set out in the report for the technical group of MOU partners by Kaycee Projects dated 23 May 2008. A key aspect underpinning any relocation of the passenger ferry terminal is the distance to the core of the town centre on London Street between Canterbury Street and Oxford Street. A convenient, safe, accessible and direct link is required. The location of the ferry terminal also needs to enable modal choice and make a positive contribution to achieving the aims of Health Promotion and Sustainability through Environmental Design (HPSTED) and Crime Prevention through Environmental Design (CPTED). Achieving improved amenity and good interchange between the ferry and buses for passengers is another key consideration. Consideration also needs to be given to ensuring a public transport link to the Lyttelton town centre will be maintained, as well as appropriate provision of parking for ferry users close to the terminal.

Cruise ship terminal

The benefits that cruise ships provide to the region and the economy need to be fully recognised and provided for. As with the passenger ferry, consideration needs to be given to achieving a high quality environment for passengers that is safe and accessible. Further information is required as to the range of portside facilities needed to support the cruise ship terminal, such as servicing areas.

Commercial development at Dampier Bay

Development at Dampier Bay should not undermine the recovery of the town centre. It is important that any commercial activity is complementary to the town centre and avoids inappropriate duplication of services or competition with the town centre. Details of the proposed scale and range of activities is required. The focus should be on maritime related services. As commercial activities are likely to be located within the publicly accessible area of the inner harbour, consideration needs to be given to achieving good urban design outcomes. Consideration should be given to how this will relate to the historic and cultural significance of Lyttelton and the Design Guide for the Town Centre.

There is also potential for reverse sensitivity issues to arise associated with the recreational aspects of the Dampier Bay development in relation to adjacent industrial activities such as the dry dock. Further analysis of any potential reverse sensitivity issues and how they will be addressed is necessary.

An indication about long-term land ownership issues for areas not required for operational port use, including those proposed for commercial activity and open space should be provided.

Marina

Further detail is required about the relationship between the marina and the facilities at Naval Point, and the relationship between the proposed marina and public access to redeveloped space at Dampier Bay. Further detail is also necessary to understand the implications for current recreational users of the inner harbour, users of the current moorings, commercial operators currently using that area, and for the small fishing fleet. Also, the position of the tug "Lyttelton" which requires public access and which is currently berthed close to the current ferry terminal.

Waterfront access

Access to the waterfront needs to be genuinely open and available for community use 24/7. More clarity is required around what is proposed in the areas identified for 'connecting with the community' to ensure that this provides the appropriate type and form of open space. It is noted that a significant proportion of the potential 'public access area' is unlikely to be available as it will continue to be required by Kiwi Rail, or is land locked on the northern side of the rail lines. Greater clarity is required over the intentions for wharves 4, 5 and 6.

Reclamation

The proposed reclamation provides a unique opportunity for LPC to pursue reconfiguration options that can help address some long term community and environmental objectives. This should include compensatory provision to provide environmental and community benefits elsewhere within the port area and the wider harbour environment. Additionally, the extent of any reclamation needs to be proportionate to needs of port recovery, and any potential adverse effects on the natural environment need to be avoided, remedied or mitigated to the fullest extent.

Air quality

The predicted increase in freight traffic, combined with other port activities is likely to result in the increase in emissions to the air. There is particular concern about the potential health risk from PM 20 diesel particulates. The design of the port and the management of operations needs to ensure that the adverse effects are avoided, remedied or mitigated so that there are no significant adverse effects on the local community - for instance, avoiding freight traffic queuing on Norwich Quay. This also needs to consider the implications arising from long term exposure.

Noise

Opportunity should be taken to relocate noise generating activities, so that the effect on the town centre, residential environment and areas of amenity value is reduced. The noise effects for the communities on the south side of the harbour may be exacerbated by the reclamation. Consideration needs to be given to the mitigation of both noise and amenity effects on these communities. The reconfiguration should also look to maximise mitigating noise at source within the port, thereby reducing the effects on adjacent activities. We acknowledge the challenges and realities relating to increased construction noise during reclamation but also stress that the plan allows LPC to concentrate on changes that improve the Lyttelton noise environment, particularly given LPC's plan for greater intensity of port use in the future.

Natural Hazards

Further consideration is needed to address the potential risks from natural hazards. There is no mention of the issues arising in connection with the land slip by the Tank Farm. The recovery programme provides a significant opportunity to enhance the resilience of the port and this should be addressed.

Whakaraupo/Lyttelton Harbour

Recognition should be given to Whakaraupō being part of the Te Tai o Mahaanui coastal Statutory Acknowledgement area. Where necessary appropriate measures should be agreed with Ngāi Tahu and the local runanga, and provided for as part of the recovery programme.

Further detail is required about any dredging requirements that are considered necessary in conjunction with the proposed recovery programme. This should address the effects on the natural environment, including sedimentation in other areas around the harbour and peninsula such as Port Levy and Sumner.

Council assets

The PLP raises implications for a number of existing Council assets in the vicinity of the port, including Naval Point and local roads. The proposals also imply that there may be new assets that the Council will be responsible for, for example public transport infrastructure and open space. It is important that LPC consults directly with the Council about these, and does not make any commitment without prior approval of the Council.

Thank you again for the opportunity to comment on the Port Lyttelton Plan. Please do not hesitate to contact me if you have any queries.

Yours sincerely



Richard Osborne
Transport and Research Unit Manager
Strategy and Planning Group
DDI 941 8407

cc – Vanessa Scott, Environment Canterbury

Submission

Port Lyttelton Plan

Cruise New Zealand is the industry body of New Zealand's cruise sector, with more than 50 members representing key stakeholders in industries such as ports, regional tourism organisations, local government authorities, ground handlers, shipping agents, airlines, tour operators, providedores, and service operators. We wish to make a submission on the Port Lyttelton Plan commenting on the initiatives in this Plan.

The Port Lyttelton Plan discusses the importance, both regionally and nationally, of cruise ships arriving in Canterbury as part of a growing tourism sector. Cruise New Zealand endorses the current and future significance of cruise ships to the Canterbury regional economy, but notes that currently Port Lyttelton can provide services only to smaller cruise ships. The Plan states that Cashin Quay may no longer be consistently available for cruise ship berths in future, which is of concern to us, as it is the best option for those larger cruise ships wanting to come alongside a berth.

Consequently, we ask what provision the Port will make to service larger cruise ships in the short to medium term, before the dedicated cruise ship berth is available. The port should consider all options for cruise ship berths, including Cashin Quay, the container terminal, and the coal wharf, on a case by case basis as berths for larger cruise ships, particularly those ships which will bypass Akaroa (and Canterbury) because those ships do not carry tenders.

However, it is good to see that the Lyttelton Port Company is considering a dedicated cruise ship berth, available for up to eight months of the year. Cruise New Zealand supports this proposal, (as well as any plan to accommodate cruise ships at Cashin Quay). Cruise New Zealand will assist in any way to achieve this goal. We realise that such a dedicated berth will not happen overnight, and will be subject to funding constraints.

We would like to speak in support of this submission, in more detail, should there be any public hearings.

Kevin O'Sullivan
Chairman
Cruise New Zealand

Port Lyttelton Plan Feedback
Lyttelton Port Company
Private Bag 501
Lyttelton 8841

Port Lyttelton Plan – Feedback

Submission by Diamond Harbour and Districts Historical Association

Thank you for the opportunity to make a submission - I wish to submit the following 3 items to be considered by the LPC, ECan and the CCC in regards to the Port Lyttelton Plan.

1. Ferry Terminal Location: Public Input to Date

In 2007 the public (both in Lyttelton and across the Harbour in the Southern Bays) was strongly opposed to moving the ferry terminal when the idea was proposed by the LPC. A petition was signed by over 200 people and CCC hosted open forums and workshops consolidating public opinion on the matter. As a result of this reaction, a Memorandum of Understanding (MOU) was signed by ECan, CCC and the LPC and a lengthy process was overseen by an external facilitator in order to resolve the issue of locating the ferry in Lyttelton. The process concluded that the ferry terminal should remain in the general area of its current location, specifically at Wharf no 1. The results were compiled in a report, and then never issued to anyone or discussed again. In the meantime the LPC has allowed the B Jetty access to further deteriorate to a point that we are made to believe that we must consider alternative options for its location.

2. Sustainable Urban Design

Recreational yachting is not to be confused with a ferry terminal. A ferry terminal is an important public transport node. These do both require boats, but these boats have some differing functions and requirements, namely, and primarily - a ferry terminal needs to be located within walking distance of the amenities the public needs to access. Like the ferry terminals in Auckland and Wellington, Lyttelton's ferry terminal should remain central with direct and unrestricted access to Lyttelton Town Centre. The overbridge at the end of Oxford Street crosses the rail lines and permits direct and unobstructed pedestrian access between the township and harbour. For the residents of the Southern Bays communities (of Diamond Harbour, Purau, Port Levy, Church Bay, and Charteris Bay) the ferry is a highly valued, efficient, and sustainable form of public transport. Residents use the ferry to access the market, the shops and the services in central Lyttelton. Christchurch CBD commuters often disembark the bus in Lyttelton Town Centre to pick up a few groceries or drop in for a physio appointment on their way home from work then walk down to B Jetty to continue their commute home by ferry.

Walkability is a key concept in Sustainable Urban Design. A 5-minute or 400m walk is a desirable distance for a pedestrian to expect to walk to a public transport node. B Jetty (where the ferry is currently located) is 400m from the Oxford St/London St intersection. This is ideal. With the commendable pedestrian-friendly and TOD (Transit Oriented Development) initiatives being applied in the Central City rebuild, it would be a step backwards in good urban design practice for the ferry terminal to be moved to Dampier Bay, approximately 1km away.

The ferry terminal should provide direct and unrestricted access for its users, and be located within 400m walking distance of the town centre, being London Street between Canterbury and Oxford Streets.

3. History of the B Jetty location / end of Oxford Street

The public should retain access to the B Jetty area because of the many noteworthy and impressive historic events that took place there.

B Jetty, and its general location (pre-reclamation) at the end of Oxford Street, has great historic significance. In 1850 the colonists from the First Four Ships came ashore at this location. The Lyttelton Museum used to have a miniature model enclosed in glass case depicting only one small building and one jetty in Lyttelton that greeted the ships, and this was located at the end of Oxford Street.

Epic Antarctic expeditions departed from the B Jetty area. Tens of thousands of Christchurch residents attended these grand departures of teams setting out to discover the unknown. This would be today's equivalent of a rocket leaving B Jetty for Mars!

In the first half of the 20th century B Jetty was where the then-popular steamer excursions departed from for scenic outings around the harbour, ships such as the Monica, Purau and John Anderson to name a few. B Jetty was a busy and festive place with regular trips to Corsair Bay and Purau Bay; it was the heart of Christchurch's weekend recreation scene. Today the tug Lyttelton, one of the oldest floating steam powered tugs in the world, resides beside B Jetty along side Wharf no. 2. One of the tug's first jobs was to escort the Antarctic-bound Nimrod out of the harbour. The tug belongs on the water in a historic precinct in the B Jetty location where the events listed above may be celebrated.

Conclusion

B Jetty and its immediate surrounding area is the only possible place where pedestrian friendly public transport needs can be met for Harbour residents into the future, and it is where we can respect and celebrate Lyttelton's, and indeed New Zealand's, history while providing a thoughtful response to the Lyttelton townscape.

From: Thomas Kulpe [tkulpe@gmail.com]

Sent: Tuesday, 19 August 2014 1:45 p.m.

To: Port Lyttelton Plan

Cc: 'Christine Turner'

Subject: Feedback from the Diamond Harbour Community Association on the Port Lyttelton Recovery Plan

Port Lyttelton Recovery Plan

Feedback on behalf of the Diamond Harbour Community Association

1. The Association welcomes the proposed development for public waterfront access at Dampier Bay but opposes the planned relocation of the Diamond Harbour ferry terminal. Retaining the current location is essential because of the easy walking distance between the Lyttelton township and the terminal. We would like to remind LPC of the public consultation process in 2007 when an overwhelming majority of ferry users requested that the terminal stays at the current location. Ferry patronage has increased over the last years, we are certain that the call not to move the terminal is even stronger today than it was in 2007.
2. We note that the deteriorating amenity value around the terminal, the removal of the pedestrian over-bridge and the loss of direct access to the railway station and adjacent parking places all make it more difficult and unpleasant to use the ferry. In case light rail connectivity between Christchurch and Lyttelton is re-instated, due to the proximity to the station the ferry terminal is ideally situated where it currently is.
3. Diamond Harbour's population is increasing and the long term plan for Christchurch projects further growth. The public transport link is vital for the Diamond Harbour community. With rising cost of individual transport the importance of our public transport link to Lyttelton and Christchurch is paramount.

We ask LPC to accept that the B jetty is the best location for the ferry terminal. Please help, together with the other stakeholders, to improve the ferry link and make the transit from Diamond Harbour to Lyttelton or Christchurch more efficient and pleasant.

Kind regards

Thomas Kulpe

Committee Member Diamond Harbour Community Association

(03) 3294306

73 Purau - Port Levy Road

Diamond Harbour 8972

LYTTELTON HARBOUR BUSINESS ASSOCIATION
SUBMISSION TO THE LYTTELTON PORT OF CHRISTCHURCH PLAN UNDER THE
CANTERBURY RECOVERY PLAN

AUGUST 2014

The Lyttelton Harbour Business Association (LHBA) represents the majority of businesses and commercial entities in Lyttelton. Its role is to advocate for its members, to represent the needs and aspirations of the Lyttelton Harbour business community and to work for the benefit of our local economy. Lyttelton Port of Christchurch (LPC) is a member of the LHBA. The Association is well placed to play a key role in the economic recovery of Lyttelton.

A Committee made up of key Lyttelton businesspeople representing a wide range of industry sectors and business interests governs the LHBA. The Association's members elect the Committee and its Chair.

Please find following the LHBA's submission to the Port Lyttelton Plan, which has been drafted by the LHBA Committee.

LHBA is extremely pleased with the consultative approach adopted by LPC in the production and implementation of the Port Lyttelton Plan, and is heartened to be seen by LPC as a key stakeholder in the process. In general we are very supportive of the plan and acknowledge that it will establish the economic and environmental backdrop for Lyttelton and the surrounding region for many generations to come. Nevertheless, the purpose of this submission is to register the following concerns:

1. Norwich Quay: noise, pollution and safety.
2. Positioning of the Ferry Terminal:
 - a. Walking Distance from the town centre; and
 - b. Public transport access.
3. Commercial development at Dampier Bay.
4. Return of cruise ships into the harbour
5. Reopening of Sumner Road.

Norwich Quay

Norwich Quay has been severely affected by the earthquakes, resulting in the demolition of many of its buildings, and depriving the area of much of its former commercial activity. There is a long-standing and well recognised problem on Norwich Quay relating to heavy traffic which results in a high level of noise, pollution and a serious safety issue for crossing pedestrians including in particular school children accessing school each day. Each of these factors has significantly reduced the amenity value and desirability of Norwich Quay to Lyttelton business and property owners, residents and visitors.

LHBA is concerned that redevelopment potential on Norwich Quay will be negatively affected by these factors. The possibility of vibrant retail and hospitality businesses populating the area will be frustrated by the constant heavy traffic, road noise and pedestrian safety. We strongly suggest the

need for a long-term solution to the heavy traffic, which creates the problems of noise, pollution and safety.

It is LHBA's view that the ideal solution is the total removal of heavy traffic from Norwich Quay in a realistic timeframe in order to encourage desirable commercial redevelopment and recovery outcomes for this area. We foresee that this could be achieved by the diversion of heavy traffic via a new port access road below and south of the existing location of Norwich Quay, or by the increased use of rail freight instead of road freight, particularly with the advent of the Port Link development and the proposed inland port at Rolleston. Safe and accessible pedestrian access over Norwich Quay is an absolute necessity.

LHBA strongly submits that a commitment to a firm timeframe to address the heavy traffic issue on Norwich Quay, with agreement from all agencies, is one of the most important outcomes of the Port Lyttelton Plan and should have high priority. There is a unique opportunity here for the Port, and the community, to influence the future of Norwich Quay; it is the time to finally and decisively tackle this major problem head on.

LHBA acknowledges that implementation of the longer term rerouting of heavy traffic from Norwich Quay will take time, but further submits that the issue of safety on Norwich Quay is one that cannot be delayed. We strongly suggest that LPC works with the relevant agencies, with LHBA's input as required, to immediately improve vehicle and pedestrian safety on Norwich Quay; we consider that LPC has a Duty of Care to the local community, and to the freight operators who contribute to its operations, to prevent serious accidents that currently appear to be inevitable.

LHBA strongly believes that the Lyttelton community and the people of the Canterbury region will be far more accepting of the Port proposal if major changes to the use and enjoyment of Norwich Quay are included in the Plan.

Dampier Bay Development

LHBA submits that there needs to be further clarity presented around the future development plans for Dampier Bay. The future of this area remains very unclear and the plans are a long way from satisfying the Community's long held vision of access to the Port, or at the very least the area marked as Wharfs 6, 7 and 8 on the Plan.

It is our view that the development of Dampier Bay must not detract from, and be complementary to, the current town centre and that the commercial premises and tenants it contains must be appropriate for the Lyttelton community as a whole. In particular we hold a strong view that no major fast food outlets be allowed to occupy this area.

By way of suggestion the LHBA considers as appropriate tenants for this area the likes of the Lyttelton Museum, a fish market, and port related services. We support the possibility that the Port Company itself would be a major occupant of this area, assisting the sustainability of any hospitality-based businesses that may also occupy this development.

We strongly support open pedestrian access to the waterfront. Access should take the form of safe, convenient and inviting pedestrian linkages over or under Norwich Quay and other thoroughfares to the town centre. Such an amenity would serve to enhance Lyttelton's reputation as a destination, and benefit the local business community.

LHBA submits that any future planned development in this area must involve further consultation with the community before any plans are adopted.

Diamond Harbour Ferry Terminal

The LHBA expresses a view that it would ideally prefer to retain the ferry terminal in its existing location for a number of reasons: a Beca report suggests that the optimum walking distance for pedestrians is around 400 metres, which is approximately the current walking distance to the town centre; its location is one of the last means of public access to the working port area and moving it to a public realm would remove the opportunity for the public to experience close proximity to the working port; the historical links to Pilgrim Rock – the area in which settlers first landed here in 1850 – together with the nearby boat and the historic signal box. We must be careful to retain historic links and precincts as important considerations in any development, and in particular in this post-earthquake environment in which many of Lyttelton’s historical links have been lost.

If retention of the ferry terminal in its current location is not viable, LHBA supports the proposed location of the Ferry Terminal at Wharf 7 so that a walkway could lead straight up past the existing Fishermans Restaurant and towards the town centre.

Further considerations to be addressed as part of locating the Ferry Terminal are: access to the public bus; access to suitable car parking; and an improvement on the existing facilities available.

Cruise Ships

The LHBA supports the return of cruise ships to the harbour for their positive impact on both local and regional business. Local businesses have historically benefited from the presence of cruise ships and their passengers, and their presence in port adds to the attraction of Lyttelton as a destination for Cantabrians.

Sumner Road/Evans Pass

Whilst the LHBA accepts that Sumner Road is outside the scope of the Port Lyttelton Plan it strongly submits that it ought to be included and supports any steps towards ensuring the reopening of Evans Pass, preferring this outcome to the alternative of upgrading other routes. We stress the value of this route for LPC oversized and hazardous cargo, and for the economic benefit of Christchurch in general and Lyttelton in particular. A longer route that does not link with Sumner and the estuary will mean that Lyttelton remains a “dead end” and loses the benefit of the through route to beach suburbs such as Sumner.

Cantabrians and tourists, from whose patronage local businesses have benefited, have traditionally used this route and we see it as an essential part of Lyttelton’s recovery



Lyttelton Harbour/Whakaraupō Issues Group

“To improve the harbour environment and habitat and achieve a fair balance between all interests”

Chair: Claire Findlay, ph 3288930
Support: Melanie Dixon, ph: 3299908

Feedback of the Lyttelton Harbour/Whakaraupo Issues Group on Port Lyttelton Plan (June 2014)

Introduction

The Lyttelton Harbour/Whakaraupo Issues Group (LHWIG) has had Environment Canterbury, Christchurch City Council, and Lyttelton Port of Christchurch (LPC) representation at its meetings since its inception in January 1999. As a result, all parties have enjoyed the benefits of relatively open communication and dialogue on the various issues of common interest to each organisation.

Prior to the devastating earthquakes of 2010 -11, the LPC was seeking consent through a direct referral to the Environment Court for a 10 ha reclamation for the purposes of expanding its coal stockpile and operations area. It had undertaken a number of technical investigations relating to this and had been engaged in communicating the findings. Additionally, the LPC was also working on its longer term plan, its 30 year vision, and in addition to Press releases had convened an independently chaired meeting to launch and discuss this within the Lyttelton Harbour Basin community.

Informal discussions have also been held on the desirability of the need for a “whole of harbour” approach to the harbour’s management by the various agencies and interested parties (as opposed to the current piece meal approach) and this has included some initial advocacy to other agencies. Environment Canterbury and the LPC should be fully aware of LHWIG members’ concerns to reduce further degradation of the harbour environment and its projects to facilitate improvements.

Following the earthquakes and as it came to terms with the scale of the damage and implications for the Port, the LPC included opportunities for representatives of the various local harbour community and interest groups to inspect and see for themselves the scale of damage and implications for the Port’s operations. The LPC has continued to advise on how it has been assessing its situation and progressing with aspects of its recovery. The LHWIG has been verbally appraised of the LPC’s intention and progress in preparing a port-wide Construction Environmental Management Plan and has been kept informed on progress and issues with the reclamation approved under the Canterbury Earthquake (Resource Management Act Port of Lyttelton Recovery) Order 2011 (OIC/2011).

Of immense concern to LHWIG members is the deficient guidance provided by statutory agencies charged with managing coastal environmental matters. We note the Canterbury Regional Council’s initial work in reviewing its Coastal Environment

Plan was curtailed and it is yet to give full effect to its obligations under the NZ Coastal Policy Statement 2010. We note the Natural Environment Recovery Plan has not effectively anticipated the damaged port's recovery (and early announcement of proposing to bring forward aspects of its long term vision) by addressing environmental requirements (other to "investigate and monitor coasts and estuaries"). An additional concern was with the OIC/2011 in that it sought only to consult with two local community groups, the Lyttelton Community Association Inc and the Diamond Harbour Community Association Inc., and did not recognise the interests of the wider harbour environment in its deliberations, despite a number of groups (including the LHWIG) being party to the direct referral proceedings on the initial 10 ha consent applications.

The Port Lyttelton Plan (PLP)

The LHWIG understands the significance of the Port to both the regional and local economy and accepts its need to anticipate and keep pace with changes in international trends and associated technological developments. However, LHWIG members consider that, to date, the harbour environment has been inadequately considered as the Port and its associated activities have developed over the years.

The LHWIG fully supports and commends the LPC taking the "long view" with its 30 year vision for its future operations and promotes the need for all associated agencies and interest groups to collaborate at this time to also consider their interests and responsibilities in terms of the same 30 year period and their 30year visions. We consider the recent circumstances created by the earthquakes can become a unique opportunity to work together for achieving a future port and harbour environment we can all be proud of, one that both addresses the needs of future generations as well as redresses the detrimental consequences of previous undertakings. It can be an exemplar in NZ and perhaps internationally.

In this round of consultation, the current PLP is provided at a very general and conceptual level, and is not yet supported by technical evaluations. Necessarily, feedback can therefore only be provided in kind and/or based on previous knowledge and experience in working with LPC and other agencies.

On this basis the following comments are made:

- Impact on whole harbour. There is a need to fully assess the Port's and PLP's ongoing effects on the whole harbour's marine environment and ecosystems (not just the localised effects), and proposed mitigation and remediation for reinvigorating a healthy harbour. The harbour's marine environment has undergone very significant degradation since European settlement and the port's development - with a number of major changes and loss of habitat and species. The PLP promotes a "healthy harbour" but full consideration needs to be given to remediation of the whole harbour's marine environment and not simply supporting the efforts of other groups' (primarily land based) environmental initiatives.
- Sediment and harbour sediment budget. Sedimentation and sediment transfer within the harbour is now recognised as a very significant issue. The already shallow harbour is continuing to infill – at very significant rates post European settlement and in two main "pulses" (including the one we are currently in). Work is proposed in other programmes to better determine and manage the land derived sediment sources (and rates) and thereby reduce the rates of harbour infilling (shallowing) from land derived sources. Over the decades, the port's operations have very significantly affected sediment transfer within the harbour

(with consequential impacts on multiple marine habitats and species) and the proposed deepening of the channel and associated working areas will commence yet another change to the harbour's natural processes. There is therefore a need to complement the land based work and effectively establish a whole of harbour sediment budget with appropriate research to determine the transfers of marine sediment both natural and non-natural (eg from dredging) for the whole of the harbour. We consider this should be a minimum requirement - for ongoing managing and for avoiding, mitigating, and remediating effects (on coastal processes, marine flora and fauna etc). We further consider it is in the LPC's operating interests (eg maintenance dredging) to support reduced rates of land derived sources of harbour sedimentation.

- Reclamation. The scale and configuration of the proposed 2044 reclamation (with any associated additional dredging and protection works) is of major concern and will require associated technical evaluations to determine operational and environmental effects. The current plan does not show the proposal in scale and in relation to the harbour's physical environment. However, evidence of significant changes resulting from the relatively smaller development of Cashin Quay and its associated protective breakwater at Sticking Point in the 1960's are indicative of major effects on other parts of the harbour – its hydrodynamics, sediment transfer, associated changes in marine habitat, flora and fauna etc – and how in a dynamic “system” these change over time.
- Expansion requirements. The PLP proposes further expansion and thereby continues to seek to appropriate more public space within the finite area of the relatively constrained harbour environment. No compensation is proposed. The Plan acknowledges the Woolston City Depot and Rolleston inland port and the AEE should fully evaluate the Lyttelton Port spatial requirements in context of other alternatives. The footprint of the Port, its operations and associated activities continue to increase and it is noted the current information is specific to the land operations but also needs to include associated marine activities, operating requirements and environmental effects .
- Access. It has only been in recent decades that public access within the port area has been denied. As such, the Port was previously regarded as part of the public open space domain of Lyttelton township's residents and visitors – also providing ready and valued access to the harbour for a variety of cultural and recreation activities. (The provision of public open space within the township is therefore underprovided per head of population compared to other urban areas in the Christchurch TA). The LHWIG fully supports the reinstatement of greater physical free public access and visual connectivity between the town and harbour – and not simply in terms of through commercial activities.
- Cultural impacts. The LHWIG is aware a separate Cultural Impact Assessment is to be undertaken and fully supports this requirement.
- Heritage. The LHWIG promotes the need to maintain the remaining physical links and cues of the past and celebrate them within the proposed Port's and Town's recoveries. It recognises the port and town developed and evolved together in the past and the current plan to differentiate them is detrimental to maintaining many important and valued heritage connections. Maintaining key heritage components and linkages should be mandatory and required to be integrated into the PLP. It is not sufficient to simply tell the story of the past from one location, and in a location that may not be most suited to the whole port town experience.
- Light. The effects of artificial light on the local environment need to be fully assessed and integrated into design work. A number of recovery programmes (of habitat and indigenous species) are already underway within the harbour (eg QI/Otamahua, BPZC's Immediate Steps projects, community programmes etc) and others also exist at the planning stage. The effects of light spill are known to

adversely affect a number of the target species proposed for reintroduction and the effects need to be assessed and avoided, remedied or mitigated.

- Air quality The PLP's technical assessments need to address and continue to improve the air quality aspects of the port's operations and further reduce emissions to air (and any associated settling out). Expansion plans and associated activities (eg increases in freight with increases in diesel particulates such as PM20) need to fully address potential health risks to the community and the environment and be appropriately avoided, remedied or mitigated.
- Storm/surface water. All surface and storm water entering the harbour should be fully cleansed and free of contaminants (both during construction and ongoing port operations) with appropriate provisions for regular monitoring. All industrial /hazardous materials should be fully contained and no spillages permitted to reach the harbour.

Thank you for the opportunity to provide feedback. I would be happy to discuss further any aspect of our feedback. We look forward to further developments with the PLP and recovery programme.

Yours sincerely,

Claire Findlay
Chair

Port Lyttelton Plan

Submission on behalf of the Lyttelton Information and Resource Centre Trust and consists of a series of points to address various areas of the plan that we wish to comment on. Thank you for giving us the opportunity to share our ideas.

Ferry: Our preferred option is to leave the ferry in its current position. It connects directly to the township and falls within the preferred 400 metre walking limit to the town centre. We would like to see the infrastructure around this location improved. A direct pedestrian over bridge with suitable parking would be appreciated. A connection to the rail station would also be beneficial making a true transport interchange.

If the ferry has to be moved due to the removal of the moles then the second option for us is the point closest to wharf seven. Linked with a pedestrian bridge to Canterbury Street plus a bus service from Sutton Quay this option would almost have the same level of connectivity to the town centre.

Existing Fishing Boats: We'd hate to see the existing fishing boats relocated from near wharf 7 to another part of the port. We believe they add atmosphere, colour and charm to the wharf area. Rather than a fish market we'd love the option of the public still being able to purchase fresh fish from the docked boats.

Cruise ships: The return of cruise ships is really important to Lyttelton and the wider Canterbury economy. These visitors will ensure your new wharf development is even more successful as the wider Christchurch demographic has another reason to visit.

We would like you to explore the option of a sea walk to connect ships to the shore. If a new purpose built wharf is constructed we don't have a preference for its location but trust that passenger access to the township would be made relatively easy. We want this to happen sooner rather than later.

We believe you need to focus on the bigger picture where cruise is concerned. You are a council owned company and must think wider than revenue in your own pocket. The ships should support a wider tourism industry plus many shipping related firms as they did prior to the earthquakes. This is severely limited with the current focus on Akaroa.

Norwich Quay: With limited transport dollars, lack of space and the realities of life after the earthquakes we are resigned to traffic remaining on Norwich Quay. We'd support any initiatives to make the area more attractive. A key priority for us is good safe access to the waterfront and we support the installation of a pedestrian over bridge sooner rather than later. We'd prefer scarce transport dollars are spent re-opening Sumner Road. We need a route for the oversized vehicles to exit the port plus the township needs alternative access routes.

Dampier Bay Development: We are quite excited about the proposed development for a Lyttelton waterfront. A safe marina is really important. Linked

to that is a key activity centre down near the water. We'd like to see the Port's head office relocated into this area. As a key tenant you would drive the development of the area. We could even see our Information Centre located in the same area when cruise ships return. Maybe you could support a community information centre within your new building? We'd also like to see another anchor project in the vicinity. Maybe a maritime museum or the carving centre could be located in the same area? Add a small marine business or two, a parking place, campervan overnight parking plus a café and or restaurant and that would complete the picture for us.

The entire area needs to reflect the character of Lyttelton/ Ohinehou.. Nothing too polished, just rustic. We'd also support a bi-cultural approach to the development reflecting Maori and Pakeha history in the area.

Recreational Links: The community has long dreamt about a Head to Head Walkway. Facilitating this dream by creating track through your reserve and supporting the wider community to enable the link down to the waterfront and beyond would be great.

Working Together: The earthquakes have highlighted that the closer our connections the better the outcomes. We want an open relationship with the Port. We have enjoyed the Port Talk concept and open access to staff to discuss the port. The port is as much a part of us as your operations.

Port Talk - Submission from Project Lyttelton Incorporated

Firstly we would like to thank LPC for opening its doors to the community and engaging with us on what the future might look like. Lyttelton residents generally feel very connected to the port and it has been wonderful for all of us to be consulted, heard and to be able to have input into LPC's developments.

As a community development organisation the fostering of a culture of openness and collaboration is central to the way that we work. It is exciting to see LPC engaging with the community in such an open and collaborative way. We hope that the conversations and openness initiated by LPC through the Port talk facility continue long into the future and look forward to continued strengthening of the relationship between the port and its townspeople.

This submission highlights the following areas of concern that we as a group have with the proposed plans:

1. Waterfront / Wharf access
2. Dampier Bay Development
3. Norwich Quay
4. Sumner Road
5. Ferry Terminal
6. Cruise Ships
7. Steam Tug Lyttelton
8. Issues of Sustainability and Environmental Concerns

1. Water front/Wharf access

One of this issues that we hear again and again from residents is a desire to have access to the waterfront restored. In particular there is a strong desire to have access to the wharves. We welcome the suggestion that wharf 7 be opened up to the public but believe that this should be prioritised over the development of Dampier Bay. It should be noted that the first phase of development as it is proposed would actually see the people of Lyttelton having less access to the port than we enjoy currently as the re-siting of the ferry terminal removes the last connection between the town and the workings of the port.

2. Dampier Bay Development

To us this is something of a red herring. This is a narrow stretch of land with limited use, which we already have access to. Whilst its development would of course be better than nothing, it does not give people what they want – which is access to the wharves. It is also disconnected from the town.

Any development in the Dampier Bay area has the potential to draw investment away from the town centre (London St). There is a danger of creating a second 'centre' which would be detrimental to the current Lyttelton town centre that is slowly recovering post-earthquake.

We feel strongly that any development at Dampier Bay would require an anchor business/attraction. Relocating LPC's offices to Dampier Bay would bring a significant number of people to it and perhaps give it some traction. Perhaps locating a maritime museum or other attraction would also work. What Lyttelton doesn't need is more cafés and restaurants – whilst one or two might well be needed if there was a significant attraction in place they should be to service a need rather than as the focus of the development.

It is conceivable to imagine people from Christchurch driving through the tunnel, turning right at the roundabout, visiting Dampier Bay and then leaving again without ever setting foot in Lyttelton itself. We would like LPC to fully consider the potential impact that any development at Dampier Bay might have on the existing town centre before proceeding.

3. Norwich Quay

We do not accept the proposal that heavy goods traffic remain indefinitely on Norwich Quay. We understand that responsibility for this lies in part with the NZTA and that there are huge cost implications. However, with no plans in place to reduce or remove road traffic LPC and NZTA are together effectively writing off that section of our town. Prior to the earthquakes there were a significant number of retail and hospitality businesses operating successfully on both sides of Norwich Quay. We would like to see these return in the future – a proposition that looks unlikely if traffic is set to increase and in the absence of plans to address this increase.

We do however support the short term solution of a pedestrian foot bridge, to make crossing the road safe.

4. Sumner Road

We understand that the reopening of this road lies beyond the scope of the port plan. However we would like to take the opportunity to say that we believe the reopening of this route is of huge importance to our township. We urge LPC to push for its reopening, to bring back this important access route in and out of our town.

5. Ferry Terminal

We do not support the shifting of the ferry terminal. We support keeping it in its existing location with improvements to the access and services available. The two key considerations here are closeness to London st shops (we see the supermarket as a good centre point to work out walking distance), and what it offers as a connection to the workings of the port. People use the ferry as their access to Lyttelton, to visit the shops and services in Lyttelton, to shop at the farmers market etc. People also use the ferry as an activity. Visitors, locals and families take ferry trips to see the big ships, to pass close to them and to see the goods being loaded. This is lost if the ferry is relocated away from the workings of

the port. The location is also of historic importance - to get the ferry you pass close to the stone that commemorates the landing of the first settlers. Again, to move the ferry would be to remove our connection to the port and to the past. The ferry terminal is the last remaining piece of access that we have with the port – to relocate it is to remove this from the townspeople, it would be in our opinion a travesty.

6. Cruise ships

We strongly urge LPC to be mindful not just of its own income in its consideration of providing cruise ship facilities but to think about the bigger picture. In fact we would be as bold as to suggest that it has a responsibility to consider the bigger picture. The Cruise ship industry is a vital part of the tourism sector for not just Christchurch but the whole of Canterbury. The negative impact of not offering cruise facilities would be felt far and wide. This whole region is reeling from the impact of the earthquakes – it needs cruise ships and the potential visitor numbers that comes with them. We urge LPC to reconsider its stance on Cruise facilities and suggest that it gives the reinstatement of these vital facilities a much higher priority.

7. Steam Tug Lyttelton

Steam Tug Lyttelton is an important visitor attraction and piece of our history. We notice that there is no provision shown in the plans for its location. We ask that it is provided for at a location that is easily accessible from the town centre, preferably in its current location next to the ferry.

8. Issues of sustainability and environmental concerns

Coal is dropping in value: both China and India (two of the world's largest coal consumers) are investing hugely in moving their industries away from Coal. We are surprised to see the extent to which LPC's future is geared around Coal. We appreciate that LPC is a business but request that it think also about its environmental impact globally as it goes through the process of envisioning its future.

We would urge LPC to consider moving more goods by rail than by road as this would have a positive impact on our town (ie reducing the reliance on Norwich Quay) and would also be better for the environment by reducing emissions.

Thank you once again for giving us the opportunity to contribute to the future of the port. We hope that this consultation represents the beginning of an open and strong relationship between the port and its community.



RENAISSANCE TOURS

599 Sandringham Road, Sandringham, Auckland, P O Box 16053, Sandringham 1351, Auckland, New Zealand
Phone: +64 (9) 940 2844 – Email: Tony@rentours.co.nz

Submission

Port Lyttelton Plan

Renaissance Tours represents RCCL ships calling in the Canterbury region. Those ships currently booked for New Zealand cruising are:

Voyager of the Seas	3500 pax
Explorer of the Seas	3500 pax
Celebrity Solstice	3000 pax
Radiance of the Seas	2500 pax
Azamara Quest	700 pax

RCCL ships under consideration for New Zealand itineraries within three years go up to 4500 pax.

Effects in General

1. RCCL ships over 3000 pax capacity are unable to call at Akaroa due to tender distance and insufficient local tender back-up.
2. Elimination of Lyttelton/Akaroa unravels the only viable itinerary for large cruise ships visiting the South Island. Travel between Dunedin and Wellington then requires a sea day which is unacceptable (and unmarketable) after already spending three sea days getting to Dunedin.
3. By 2016/2017 less than half (and possibly as low as 30%) the potential pax carried by RCCL will call in Canterbury.
4. The above cost to Canterbury can be increased to the rest of the country immediately by around 150% by eliminating Dunedin and Milford Sound (which generates up to 200 guests on overnights to Queenstown).
5. The cost to the rest of the New Zealand escalates, however, as itineraries without the South Island, make New Zealand less attractive than other pacific or Australian destinations. This is already evident from forward bookings.
6. Whilst the points above refer to RCCL ships, we know that all the major lines are looking at bringing bigger ships to the region and by and large, they will face the same limitations.

Effects in Canterbury

We have been very happy using Akaroa over the last three years but we are facing growing limitations for those calls.

- A. Current calls at Akaroa dramatically reduce the spend in the region as there are very limited shopping and venue opportunities in Akaroa.
- B. Canterbury services such as providoring, waste etc. miss out entirely.
- C. Logistics such as tour coaches are now stretched to the limit and at the same time there have been reductions to some of the fleets in Christchurch. The positioning distance from Christchurch to Akaroa requires some 50% more buses.
- D. In Lyttelton the spend on buses would remain roughly the same as we would be employing extra shuttles – which would not need to be the same standard as the tour buses – to move guests in to Christchurch.
- E. It has been established worldwide that a significant percentage of cruise passengers return to destinations visited on cruise for a more in depth experience. – no visit – no return.

Summarising the above; we would continue to use Akaroa where appropriate but badly need Lyttelton in place where required.

What we need in Lyttelton.

Probably Cashin Quay in the short term, but our specifications are simple.

1. A pier suitably fendered and bollarded to take a 350 metre cruise ship.
2. A clean canvas tarmac adjacent where we can stage buses – probably the approx. area of a football field – the larger the better. This can be configured on any particular day to suit and give them access to requirements – taxis shuttles etc.

ALL other facilities (terminal, shelters etc.) are a bonus and will not affect the choice of making a call.

Summary

The absence of Lyttelton as a cruise ship port:

- It is having a growing major effect on revenue into Canterbury.
- This effect is shared with most of the South Island.
- It is affecting New Zealand as a choice of destination to cruise ship companies. On this last point, once good alternatives to New Zealand are found and developed, we will have difficulty winning them back.
- The Port Company is charged with maintaining its best bottom line but we hope it would do its best for its major shareholders, the people of Christchurch, to find a solution and give them access to this lucrative and rapidly growing market.

I would like to have the opportunity to speak in support of this submission in the event of a hearing on this matter.

Yours faithfully

Tony Petrie
Managing Director
Renaissance Tours



tourism
INDUSTRY

ASSOCIATION NEW ZEALAND

**Submission to the
Port Lyttelton Plan**

22 August 2014

EXECUTIVE SUMMARY

1. As set out in Tourism 2025, the growth framework for the tourism industry (www.tourism.2025.org.nz), the Tourism Industry Association (TIA) has highlighted the opportunity that the growing cruise industry presents for the sector in New Zealand. During the 2012-13 cruising season, more than 211,000 passengers and 82,000 crew visited New Zealand ports and that number is predicted to grow significantly in coming years.
2. The Canterbury region is included in the itineraries of most major cruise companies to New Zealand, but to ensure this continues, port infrastructure to cater for larger, longer and more frequent visits by cruise vessels is needed to keep the region on the cruising map. Cruise also presents an opportunity for a region that suffered a huge loss of capacity and value as a result of the September 2010 and February 2011 earthquakes.

RECOMMENDATION

3. TIA recommends that Port Lyttelton take into account the importance of cruise ships to the wider Canterbury region when assessing its development plans. While Akaroa has taken the existing demand and has generally proved popular with cruise passengers it will not have the capacity in the longer term to meet the requirements of the cruise industry. If the Canterbury region is to benefit from the value opportunities that cruise presents, then it needs expanded port infrastructure to service passengers coming more frequently and on larger vessels.
4. TIA notes that both cruise berth options put forward by Port of Lyttelton are 320 metres long, when at least 350 metre berths will be required for the larger cruise vessel now being built.

INTRODUCTION

5. The Tourism Industry Association (TIA) is the lead association that represents the interests of about 1,500 tourism businesses in New Zealand. TIA represents a range of tourism-related activities including hospitality, accommodation, adventure and activities, attractions and retail as well as related tourism services.
6. The primary role of TIA is to be the voice of the tourism industry. This includes working for members on advocacy, policy, communication, events, membership and business services. The TIA team is based in Wellington and led by Chief Executive, Chris Roberts.
7. This submission from TIA has been prepared in consultation with members and the wider tourism industry. Any enquiries relating to this paper should in the first instance be referred to Simon Wallace, TIA Policy and Research Manager at simon.wallace@tiaz.org.nz or by phone on 04 494 1842.

COMMENT

8. The growth of cruise is a worldwide phenomenon. Annual passenger growth globally has averaged 7.5% since 1980 with strong long-term growth forecast to continue. The cruise sector has also been a rapidly growing sector for the New Zealand tourism industry that was largely resistant to the impacts other sectors felt from the Global Financial Crisis (GFC).
9. During the 2012-13 season 211,000 passengers and 82,000 crew visited New Zealand on 129 separate cruises, making around 750 port calls. Over the last eight years, cruise voyages have grown at 13% while passengers have grown at 23% each year.
10. There are some strong strategic opportunities to keep growing the value of cruise for New Zealand. These include:
 - Growing Auckland's use as an exchange hub (instead of Sydney)
 - Securing a good share of the passenger volume increases that will result from the opening up of a larger, wider Panama Canal to allow larger cruise liners to visit Oceania and the South Pacific
 - Increasing cruising from China and the wider Asian region
 - Taking advantage of the 40% of cruise passengers who say they will return to a destination they first visited on a cruise
11. As demand for cruise to New Zealand expands, the high and shoulder seasons are also steadily expanding. The ships now begin arriving as early as late September and continue to early May. With an average of 5-6 port calls per voyage to New Zealand, the regional dispersal combined with seasonal spread of visitors is creating new opportunities and improved productivity for the industry.

12. While some of the revenue that flows from cruise ships does flow back to the source markets, there are also benefits to New Zealand based-businesses. The cruise companies, for example, provide the capital that brings visitors to the country while they also market the product and so reducing the outlay to the New Zealand tourism industry.

CASE STUDY

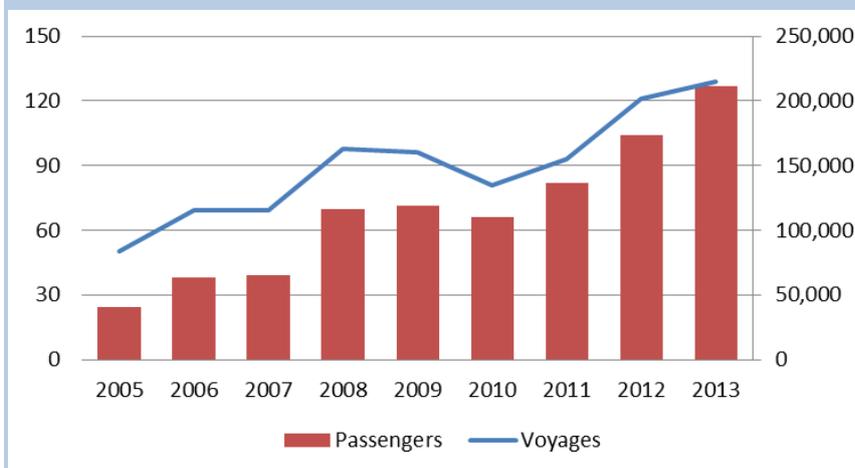
Case study: Cruise – helping seasonality and regional spread

Across the 2012/13 season, 37 cruise ships visited New Zealand on 129 voyages. There were 211,430 passenger arrivals, of which around 68,000 were fly in and/or fly out passengers and therefore counted by the official statistics. In addition to this, there were 82,368 crew arrivals, Market Economics estimated that cruise created \$310 million in economic value added in 2012 ([Economic Impact of the New Zealand Cruise Sector, August 2013](#)).

At a time of relatively weak growth for the industry, Figure 6 shows that over the past eight years, cruise voyages have grown at 13% a year and passengers at 23% a year. So the cruise industry is now a major component of the tourism industry.

Note: Since the definition of an arriving or departing passenger is limited to passengers who arrive in or depart from New Zealand by air, the cruise sector is not adequately recorded in national tourism statistics. Better measures are needed to capture the influence of cruise on the industry.

Figure 1: Growth in cruise passenger numbers 2005-13



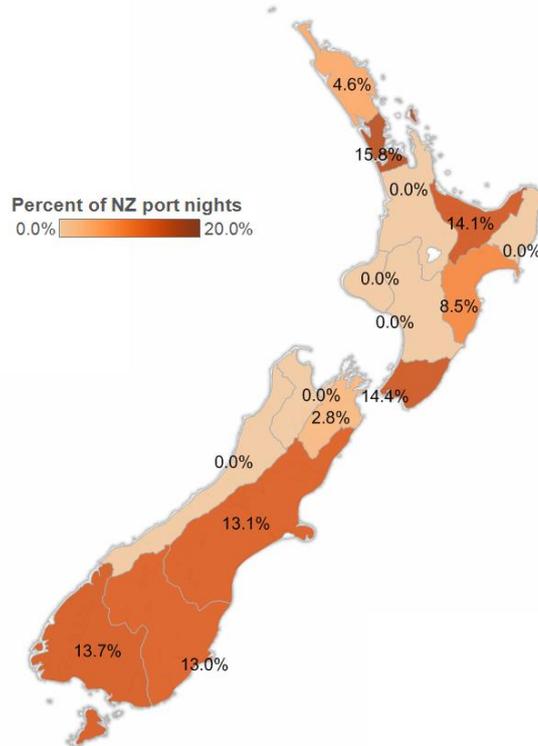
Source: Cruise New Zealand, Tourism 2025 Team analysis

The cruise industry also has two features that help translate revenue to profitability:

1. A large regional spread (see Figure 2).
2. An extended season (October to March).

That helps translate visitor revenue into profitability while limiting the need for businesses to invest in capital to help meet visitor demand.

Figure 2: Cruise ship visits have an extended regional footprint (% of port nights by region, 2012-13 season)



Source: Market Economics, [Regional Economic Impact of the New Zealand Cruise Sector Report Summary, August 2013](#); Tourism 2025 Team analysis

So what does this mean for Port Lyttelton?

13. As the above insight shows, the economic opportunities from cruise are significant, particularly in regard to regional dispersal and spreading seasonality. For the most part, New Zealand's ports and local authorities are responding to the need for facilities to cater for modern cruise ship passengers. Better on-the-ground experiences for passenger will also help to generate increasing visitor spend.
14. For the Canterbury region to leverage the economic opportunities that cruise presents, adequate facilities to cater for cruise ships are needed. With larger ships now coming from the Panama Canal, New Zealand facilities will increasingly need to handle larger and longer ships, with 350m long berths. At present it would appear that neither Akaroa nor Lyttelton have facilities that will be big enough to handle cruise ships of this size.
15. The Port Lyttelton plan notes that cruise ships are part of a growing tourism sector for both Canterbury and the South Island, yet cruise ships are not regarded by the port company as being part of core business. International cruise companies can pick and choose which ports they visit and if the quality of the visitor experience for their passengers is at risk, then they will simply go to another port.
16. Since the February 2011 earthquake, tourism in Christchurch has suffered significant loss of capacity and value. While the cruise sector represents only one opportunity to

recover this lost value, it is one that should not be ignored. This means acknowledging the importance of the cruise market by investing in port infrastructure that will allow the Canterbury region to benefit from the extra spending cruise passengers bring.

BACKGROUND

17. Tourism for New Zealand is big business as the country's second largest export sector. It is a major contributor to the New Zealand economy that will always be here – and won't easily go offshore. Tourism takes the lead in promoting New Zealand to the world. The brand positioning built by a vibrant tourism industry has become an important source of national confidence and identity and a front window for "Brand New Zealand". Indeed, the clean and pure offer that is synonymous with New Zealand tourism has been widely adopted and used to promote New Zealand exports in a range of other industries as well.
18. The tourism industry delivers the following value to New Zealand's economy:
19. Tourism in New Zealand is a \$66 million per day and \$24 billion a year industry
20. The tourism industry directly and indirectly supports more than 185,000 full-time jobs, or about one in ten people in the workforce
21. Domestic tourism contributes \$38 million in economic activity every day or \$14 billion per annum
22. International tourism contributes \$28 million in economic activity every day or \$10 billion per annum
23. International tourism represents 8.9% of GDP as New Zealand's second largest export industry

APPENDIX 8: WORKSHOP RESPONSES

	Thriving Port		Connecting with the Community		Healthy Harbour	
Key issue	Issues	Options	Issues	Options	Issues	Options
LPC business sustainability	Capacity for Canterbury export expansion in next 3-5 years <u>during</u> port upgrade	Move hospitality area away from Dry Dock	Layout and flow of harbour traffic and water users that makes sense & is intuitive for public to stay safe	Website updates of areas under construction & parking/hazard/location changes	WQ: swimming in clear water: Pile, Camp & Little Port Cooper	Interim "Solutions": - Monitoring - Computer modelling - Hazard mitigation - Adaptation planning - Weather forecasting extremes, wind
Safety and security	Safety of users 4 Dry Dock & surrounds usage	Safe recreation sport facilities all water sports	Public access to sheltered launching – parking facilities	A place for people	Visual landscape: - may change for residents & visitors to Purau, Pile Bay, Ripapa jetty - Contaminants from antifouling of large vessels & recreational yachts	Make a positive of water front for educational facility and appreciation of sea life.
Social financial balance	Should LPC be mandated by its owners to be a "good corporate citizen", rather than maximise its revenue?	Dampier Bay would make a great site for a museum. Area needs to be a determination – a cluster of complementing attractions, retail food & beverages	Waterfront destination for safe boating education facilities	Well done team	Over spray from Dry Dock not good on vessel paint or cars	Direct lights at Port downwards & block sideward light from escaping
LPC business sustainability	Need robust business model with flexible facilities - resilience to deal with issues of global shipping company's	Engage wider (Canty & S. Island) business community for partnering/JV a cruise berth development	Western end of Dampier Bay subject to Dust & overspray from Dry Dock – ok for older boats but not expensive boats	Move the ferry from the dusty "industrial" and difficult access area. Delays to ferry when ships arrive and depart.	Plastic waste from reclamation (polythene from house floor slabs, reinforcing bar spaces) landing on beaches	Chance to work with Council on treatment/filtering as pipes, systems + discharge points are renewed/replaced
Rents	Rents in Dampiers Bay	Idea of a new museum in Dampier Bay but developed in association with new ferry terminal, relocated Tug Lyttelton – become a "visitor destination"	Lyttelton needs to be revived as a visitor destination.	An exciting opportunity to get involved	Geography means during heavy rain events stormwater moves quickly from top of hills to Port	More stringent controls on dust what ever the source
Affordability	Developments need to be affordable to keep development fully tenanted & vibrant	Port need 2 support the community with just better recreation facilities	Recreational important to community	Rec building (plains to team?). & coffee & lunch/meals	Access to public areas via safe pathways	Innovative storm water management 'day lighting' some drains to assist people to do more aware of W.Q
Affordability	Both rentals need to be financially viable so that more berths can be provided	Train into Port Pickup & drop-offs	Norwich Quay is a barrier between water and town	Level 2 port company supply land. Port gains	Reduced harbour area for boating sea life and visual enjoyment	Dealing with storm water run off from the land behind Lyttelton
Services	Work berth for local & visiting boats fuel & services	Levy all customers that leave cruise boats \$10/head	Safe bridge? Tunnel? Crossing is nec.	Rent offsite customers	How does this relate to the proposed Mataitai Reserve	Riparian planting increased planting down old stream beds and higher up the catchment <u>reducing</u> major storm damage
Cruise sector	Cruise sectors growth needs to be made more adequately considered (50-70 arrivals p.a. most likely over next 10 years)	Reclaim excellent to provide future growth	Category 1 heritage Dry Dock between Dampier Bay & Naval Pt + moorings	see ACTIVITIES	Watercourses Ref submission, Rysianian plantings	Develop some inner harbour land with reed beds (similar to those in Waitangi Park Wellington) to filter all storm water in the Lyttelton township catchment.
Cruise sector	Wider sector economic benefit from cruise pax spend estimates to be 7x annual port fees	Customs run these for freight forwarders	Safe water access for small and large boats and water users	Move ferry terminal to marina area	ECAN + LPC + Community	
LPC business resilience	How to maximise flexibility to enable changes in goods exported (and imported)	- can do them for contractors	Public spaces that are safe for children and boats to interact	Places to meet and eat – inside and outside picnic space	Preventing new incursions of pests	
Business sustainability	Maintain sustainability of existing (& future) marine businesses based on LPC & CCC & private land	Utilise CIAL experience around inductions for construction workers	Heritage area at western area of Dampier Bay including Dry Dock, Godley	Connection of CCC recreation ground with Dampier Bay development	Maritime history needs to be visual i.e. Scott, Tug, etc. Shackleton	
Personal perspectives	Living in a busy port town should be seen as a positive rather than a negative	More CCTV coverage that police/customs/MPI can access remotely	Quay, row club building & pile moorings	Connection with the water	Construction issues:	
Personal perspectives	Thriving Harbour Please!	Explore X-raying cargo when on rail carriages	Access to Lyt shops and facilities extremely important to D.H people	Connecting Dampier Bay w Naval Point!	- WQ, Sed, Erosion	

	Thriving Port		Connecting with the Community		Healthy Harbour	
Key issue	Issues	Options	Issues	Options	Issues	Options
Thriving economy	Lets make a thriving economy from the harbour fish, shellfish, birds	Rapiscan eagle R60 used in Netherlands	Access to the waterfront in Lyttelton means seeing the working port <u>from</u> an attractive area.	Museum reinstatement	- Marine ecology	
Safety and security	Better security required around access to the port	Investigate providing container Xray facilities at the Port (rather than the airport)	The place for picnics is elsewhere in the harbour basin!	Pile moorings retained as a heritage feature in itself as part of heritage precinct	- Fish, birds, mammals, benthos	
LPC business sustainability	Costs and timeframes and impact on Port profitability	Induction plan for construction workers to cover off customs & bio-security requirements	Ferry Terminal: Move to Dampier Bay, Ferry Terminal in Waterfront Village with small commercial and good public transport bus circuit through Lyttelton Town Centre	Walk-on marina is great but in <u>addition</u> to pile moorings not in place of them	- Iwi mahinga, kai	
Cruise sector	Improved facilities for processing cruise ship passengers i.e. A passenger processing terminal for customs, MPI & security to utilise	Cruiseships are not a problem They are an opportunity	Ability for city based rescue vessel volunteers to respond efficiently to emergency - road access, - parking, - launching	Get Lyttelton Museum involved in heritage precinct	- Air Quality	
Cruise sector	Cruise ships don't need expensive onshore facilities to be built. Just a berth & a carpark to pick up passengers in secure area	Facilities for Govt Agencies	Children safety getting to school ...	Port land enhancing waterways/cycling connecting to DOC/CCC land	o Dust	
LPC operations	Clearance of cargo – where will it happen? Lyttelton or Rolleston?	Shared offices	Shipping lists & info ref Antarctic & other ships (Ref SS)	Incorporate the Heritage narrative into Dampier Bay Development	Long Term Issues”	
Cruise sector	Return on cruise facility (only needs to be \$5-\$10/PAX) - Probably ^5% - Large vessels that cannot berth at Akaroa higher berth charge LPC - PAX surcharge - Community return - Cruise liner investment - One day, One Port. Would not deter decision to take a cruise	Places to sit and watch the activities	Dampier Bay (ref submission ss)	Public landscaped access thru to Norwich Quay linking Mitre Tavern	- Currents, waves, sediment	
LPC business sustainability	Dairy export expansion in Canterbury 2014 – 2019		SEAFARERS CENTRE – see submission	Acknowledgment of Historic rubble within re-claimed area. Incorporate in a wider story.	Sediment accumulation at head of bay – less recreational water space?	
LPC business sustainability	Rail link important for bulk goods & adds resilience. Ensure role is clear & enabled.		PORT CO LAND reuse (ref submission)	For small fishing boats a vibrant area will provide all their facilities and allow for public access (to buy fish, see vessels etc)	Weather events	
Transport infrastructure	Consider impact potentially incr visitors as result of Port Dvlpt will have on tunnel & Norwich Quay traffic flow		Public Access to water front & Direct access from ferry to town centre.	Pile moorings are not effective use of space, restrict access, are less efficient use of space. Replace all of them with a walk on marina with public access.	Climate change	
Transport infrastructure	Combine freight into existing rail tunnel – direct access from Portlink to poA. Existing road tunnel & N.Q. become light vehicle only. In time, upgrade ex. Rail tunnel to allow rail & freight simultaneously.		Albion Square now centre of civic Lytt. Needs direct access to water front	Allow public access to a much of W. harbour as possible. A marina provides good public access. Pile moorings do not. Allow public walk on to look access	Need to take sea level rise into account	
Jetty infrastructure	Jetty big enough for vessels like Spirit of NZ to tie up so kids can get on & on without photo I.D.		Why are trains not used for transport from & to Lyttelton to the Woolston terminal exclusively	Make the best use of the public areas for everyone not just a few keeping certain features only where benefit is widespread.	Robust modelling needed	
Reclamation	Reclamation of harbour area means reduced water area for boating sea life and visual enjoyment		Connect public water access area to head walkway and landscape		<u>Sedimentation</u>	

	Thriving Port		Connecting with the Community		Healthy Harbour	
Key issue	Issues	Options	Issues	Options	Issues	Options
LPC ownership model	Maximise opportunity stakeholder revenue under current ownership has +ve effect on rate payers & infrastructure provision outside port		HISTORIC PRECINCT NEXT DRY DOCK - Buffer for noise/dirt - Retention of historic items (dry dock gates, pig skin belts etc) via grant to Lytt Musuem Soc - Keep latte lovers out of harm's way - Develop marina north to south		Where is it really from dredging? Building work on slopes?	
LPC operations	Changes to the harbour as a result of new developments - land use charge -> general cargo - shorter term issues related to construction		P.L. Plan is light on heritage acknowledgement e.g. Antarctic site		Natural change?	
	I know it's been discussed before, but it's the possibility of dual use of the railway tunnel for lorries with dangerous goods which require the road tunnel to be closed to other users. The idea was dismissed before, but I'm not sure if it was for show-stopping reasons (the only one I can think of is that the tunnel bore isn't big enough), or because nobody wants to do it - which is understandable, but fixable given enough reasoning (or clout!)		Lyttleton part of B.P improved access vehicles, walking biking all ages ability		<u>Light pollution</u>	
			Ideally cluster ferries, coastguard vessel, tugs, pilot boat, etc as these are of considerable interest for public to watch (without getting in the way) plus icebreakers visiting, sailing ships (e.g. "Endeavour" sail training ships etc)		Effects on Human Health – sleep	
			A vibrant port a vibrant community including petrol station, money facilities etc		Effects on insects	
			Increased profiling of the LPC website e.g Akaroa mail just an eyecatching add		Effects on Birds\Petrels	
			Locate the ferry terminal as close as possible to Canterbury Street to afford easy access to London St & Union Square – especially for Saturday visitors from across the harbour.		Effects on Marine Invertes rates	
			Cruise ship terminal location to ideally have pleasant pedestrian access to public area in Dampier Bay, ferry terminal & London St		Effects on fish/dolphins?	
			Trucks – operational on Norwich Quay		Research Needed	
			Trucks – construction		LED is bad for insects	
			Ferry terminal location & access		White flippered penguin colony on Quail Island - Effects of reclamation on feeding patterns/route to open sea?	
			Less mobile users of DH Ferry could be disadvantaged if it is moved!		Sedimentation has destroyed eel grass & other seaweed. No spawning areas for fish.	
			Increased congestion Sutton Quay		Reduce sedimentation by planning on bare areas.	
			Essential to have easy access between ferry terminal and shops/facilities		Has dredging got anything to do with this.	
			Better turnaround times 4 truck 1 way O & away		Research.	
			Think about adequate parking for Coaches		Where else does mud come from	

	Thriving Port		Connecting with the Community		Healthy Harbour	
Key issue	Issues	Options	Issues	Options	Issues	Options
			External to Port Co Access resilience – Lack of Sumner Rd a short-med term risk		Air Quality – dust	
			Safe & easy access to future businesses on north side of Norwich Quay		Construction vehicle movements	
			Pedestrian crossing over Norwich Quay at Oxford St – greater danger from downhill traffic turning right than from main road traffic		Increased hazards	
			Truck routes off/on Norwich Quay (see notes to John O’Day)		Chunks of wood posing hazard to recreational boaties floating around	
			Easy access roading network to the rest of B.P.		Run off from logs and coal after heavy rain	
			Water traffic management during development phases		Living in a port, you expect some noise and dust <u>BUT</u> these should be minimised!	
			Pedestrian links from township		Water Quality	
			Parking for recreational boat trailers and water access nearby		- Run off – Port	
			Possible road widening at reserve where Cenotaph was		- Town	
			Accessible ferry terminal would need the same at D.H. - CCC involvement		- Discharge from ships	
			Upgraded/enlarged new (!) tunnel?		Inner harbour noise when scrap and other cargos ?????	
			Pedestrian crossings on Norwich should be on east side of downhill streets to avoid dangers of right turning traffic		Dust not limited coal, industrial (e.g. sand blasting) & phosphates	
			Straddel life		Health effects of light at night on sleep	
			Mast. Gantry:		Noise, dust etc during construction, & OSH hazards to public	
			Charter jetty for visitors to access ferries & charter yachts		Is the exiting sewage scheme adequate?	
			Vessel haul out needs to be kept		Lobby CCC to upgrade if not?	
			Tug Lyttelton needs to remain in a public area		How is Dampier Bay development to deal with dust & noise from Dry Dock etc	
			Parking areas perhaps off site with “commuter style” connecting to areas		Downward pointing lights – shield sides of lamps	
			Where the port has come from where going – telling stories throughout the area		Tunnel pollution + air quality	
			Also CCC/ECAN did a big consultation about DHB Ferry in the Harbourlight. There were many relevant comments most support ferry staying at existing jetty.		H&S of non regular port users	