

LPCupdate

lpc Lyttelton
Port of
Christchurch

LYTTELTON PORT OF CHRISTCHURCH UPDATE

Issue 9, November 2017

Creating a great future

**A well-rounded approach
to Lyttelton Port's
growth ensures the best
outcome for community,
environment and business.**

Photo by Robert Roy McGregor, LPC Launch Deck Hand.

Lyttelton Port of Christchurch (LPC) Chief Executive Peter Davie says the Company wants the Port, community and environment to thrive.

"We are focused on growth while also ensuring this doesn't negatively impact on the local community or environment," he said.

"Lyttelton is a special town because of its close-knit community and the natural luxuries on our doorstep. Respecting both of these is increasingly important to our business and operations."

As LPC increases freight capacity to meet global demand for services in and out of Christchurch, it is applying that same effort to its community and environmental endeavours.

Eight years since its inception, the Port Liaison Committee continues to provide a vital link between the Port and community. LPC's Information Centre, Port Talk, is open for feedback from the community every week and the Port's free monthly boat tour is regularly booked out by locals to see first hand the new developments.

"As we grow into other locations, such as with our new Inland Port -MidlandPort - at Rolleston, we know

our roots remain in Lyttelton and we're proud to show the community what we're working on. We are keen to share what's happening."

LPC is committed to ensuring the local residents continue to benefit from the Port's growth as the Company looks to support the development of the Harbour environment.

During the past decade the environmental management of the Port and Harbour operations has taken on a higher profile, as LPC puts proactive measures in place to ensure operations support a healthy harbour.

One of LPC's most important environmental initiatives is the Whaka Ora Healthy Harbour Plan.

"We are working in collaboration with Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Environment Canterbury and Christchurch City Council to create an action plan for restoring the cultural and ecological health of Lyttelton Harbour/Whakaraupō."

The Whakaraupō Plan will bring about long-term improvements to the harbour environment.

"We value our relationship with Te Hapū o Ngāti Wheke and we have

established the Manawhenua Advisory Group, which meets monthly to implement a shared vision for a healthy Lyttelton Harbour/Whakaraupō.

"We want our Port well connected to the community. Moving Port operations to the east, frees up space in the west of the Port for everyone to enjoy. We are opening up important areas in the Inner Harbour to deliver on long-held community desires for better connections with the waterfront.

"The Te Ana Marina development, currently underway, will create an engaging and vibrant waterfront with public access and connectivity between Lyttelton, the Inner Harbour and the recreational areas at Naval Point. It will include a safe waterfront promenade for residents and visitors and an area everyone can enjoy.

"We are also creating great recreational links for the community on our land above Lyttelton, restoring 17 hectares there in partnership with the Banks Peninsula Conservation Trust and the community.

"This is all part of our aim to continue to build a great Port and a great future for everyone - community, business and the environment."

Inside this issue:

- Record-breaking year
- Continuing research about Hector's dolphin in the harbour
- Future-ready for freight increases
- LPC's Inland Ports supporting trade growth
- *Waterfront House* to boost customer service
- Lyttelton cruise ship berth update
- Te Ana Marina construction ramping up
- Just another day
- Upgrade to Diamond Harbour Ferry amenities
- Supporting our Harbour's health
- Port Saddle planting
- Outdoor classroom for Enviroschools
- Helping Quail Island thrive
- Lyttelton children learn about predator control

Record-breaking year

The Port has achieved record-breaking container volume in the year to June, and a solid increase in profits.

LPC Chief Executive Peter Davie says the Port broke the 400,000 TEU (20 foot container) threshold and had record imports and exports.

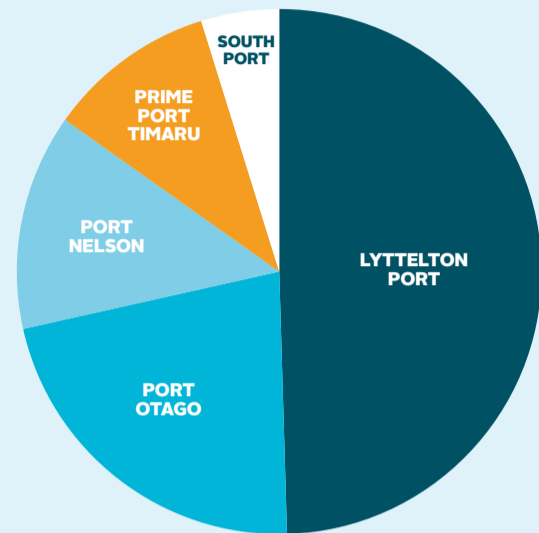
“We achieved an all-time record for car imports, while bulk fuels,

log exports and coal are all up compared to the previous year.

“The value of exports has increased from \$4.5 billion to \$4.7 billion and imports increased from \$4 billion to \$4.1 billion. We are in the enviable position of having the best balance of import and export containers and this produces efficiencies and cost savings for our customers.”

This year’s performance has generated \$114.4 million in revenue, a significantly increased net profit after tax of \$14.6 million and the level of declared dividends has almost doubled to \$8 million.

SOUTH ISLAND CONTAINER VOLUME (JULY 2016 – JUNE 2017)



VOLUMES (JULY 2016 – JUNE 2017)



Continuing research about Hector’s dolphin in the harbour

In April this year, we lodged a resource consent with Environment Canterbury to construct a piled wharf and extend the current reclamation in Lyttelton Harbour, east of Cashin Quay, by 24 hectares.

Before this, ten hectares had already been reclaimed as part of the Lyttelton Port Recovery Plan following the 2010/2011 earthquakes.

The 34-hectare reclamation at Te Awaparahi Bay will provide space to allow the Port to meet the South Island’s growing freight

requirements. This growth is important for the economic prosperity of not only the Christchurch and Canterbury region, but the whole South Island, and we must be able to accommodate it.

As with any expansion project, our priority is to ensure we achieve a balance of what is best for the environment, our community and the growing regional economy.

At the resource consent hearing in late September we outlined the steps we will take to minimise any noise-related effects that piling could have on marine mammals, principally the endangered Hector’s dolphin.

At the hearing we provided detail on the research we will undertake into the effects pile driving may have on the behaviour of Hector’s dolphin. We are working with marine mammal underwater acoustic specialists to understand and manage any potential risks.

This work will be developed in consultation with the Department of Conservation (DOC).

We will also prepare a Marine Piling Management Plan (MPMP) that will minimise any noise-related effects on Hector’s dolphin. We will continue to work with DOC during the preparation of the MPMP.

LPC has used a range of techniques as standard practice to make sure we minimise effects of marine construction projects. Pile driving may harm the dolphins hearing and we use trained marine mammal spotters on our projects so if any dolphins are spotted close to the site, pile driving stops until they move away.

We don’t start pile driving if dolphins are close by and when we start work we use a ‘soft start’ technique that slowly builds up rather than starting at full strength – this is to give the dolphins a chance to move away.

Hector’s dolphin use echolocation to find their food. They send out high frequency ‘clicks’ that bounce off surrounding objects and fish, giving the dolphins information about their surroundings. We currently have monitoring instruments in the Harbour which record the clicks if any dolphins are in the area, so we are learning more all the time about how they use Lyttelton Harbour.

Hector’s dolphin have been a constant presence in the Harbour throughout the Port’s history and we need to better understand their behavioural responses to underwater noise to ensure their wellbeing.

The resource consent is a controlled activity under the Lyttelton Port Recovery Plan, which went through extensive public consultation and a hearing process. This means the reclamation and wharf will go ahead.

We are now waiting for Environment Canterbury’s Commissioners to make their decision on the consent conditions based on the information within our consent application, and evidence presented by LPC and other submitters at the resource consent hearing.

Future-ready for freight increases

We are working on all aspects of our business to ensure we meet the requirements of future imports/exports shipping. As the South Island's freight hub we are very aware of our important role in facilitating the growing economy.

To ensure we are ready, we have a major investment programme underway, encompassing 20 substantial projects. On completion, Lyttelton Port of Christchurch will have the South Island's best facilities for exporters and importers.

A key focus of the redevelopment programme is moving Port operations to the east, away from the community, onto land being reclaimed in Te Awaparahi Bay. Reclamation will triple our land space for the growing container trade and free up areas in the west for increasing community access.

Following the opening of our new Cashin Quay 2 wharf, we provide double berthing for ships and increased capacity. Investment in state-of-the-art infrastructure

continues with the recent arrival of a new \$12.5 million Liebherr crane, maintaining our crane fleet at four. The oldest crane has been dismantled.

Check out the arrival and assembly of our new crane, now in operation: <https://vimeo.com/235639128>

Recently, we have efficiently managed the significant increase in coastal container shipping volume which followed the North Canterbury earthquakes, supporting the recovery and the regional economy. We are focused on continuous improvement – enhancing our high-performing operations and continually improving our exporter/importer services and support.



LPC's oldest crane, far left, was dismantled in September following the arrival of a new \$12.5 million Liebherr crane, maintaining our crane fleet at four.

LPC's Inland Ports supporting trade growth

Our new Inland Port at Rolleston, MidlandPort, continues to provide, unprecedented connectivity for South Island container freight, following the introduction of the first container rail service route between Rolleston and the Port last June.

We built MidlandPort to provide better connectivity to the Port, providing container freight customers with direct access to international markets through the 14 shipping lines and nine shipping services that call at Lyttelton.

MidlandPort facilitates the South Island's increasing trade growth and services the increasing production from the Canterbury Plains, improving travel time for freight transport and removing about 80 trucks a day from the road route. It creates excellent freight efficiencies.

MidlandPort opened with a weekday train service but now, due to new customer demand and a surge in volumes, a second daily train service has started.

Meanwhile LPC's other Inland Port, CityDepot in Woolston, celebrated record container throughput in August. CityDepot has a dedicated rail siding and handles the majority (70%) of empty containers in Christchurch. It can store and maintain up to 100,000 TEU (20 foot containers) and remains a critical part of LPC's Christchurch supply line.

Waterfront House to boost customer service

Waterfront House, our new operations and administration building inside the Port, is nearing completion and will create opportunities to reconfigure our Port entrance gate to create more efficient truck receipt and deliveries.

This building will for the first time house operations, administration and management together under one roof. All LPC staff will be able to enjoy the new facility which is part of our plan to provide all our teams with better amenities. Already our

Civil Maintenance, Dry Dock and MidlandPort staff are in new high quality facilities. *Waterfront House* is also part of our committed presence in Lyttelton, as is our Information Centre, Port Talk, in the town's main street.



Waterfront House under construction.

Lyttelton cruise ship berth update

The South Island will welcome some of the world's largest cruise ships and their many passengers through Lyttelton Port's proposed international cruise ship berth.



Artist's impression.

The berth will be an extension on the Port's Cashin Quay at Gladstone Pier. Construction of the cruise ship berth will have a positive impact on the local and regional economy, and is important to the overall recovery of Christchurch.

This announcement of our intention to build a cruise ship berth at Lyttelton was positively received by the wider community. To build the new cruise ship berth we require resource consent from Environment Canterbury. It will be lodged with Environment Canterbury later this year.

We recently obtained resource consent to deepen the Harbour's channel so larger vessels carrying more containers can access the Port.

It is estimated this will decrease freight costs for Lyttelton customers by more than 10 per cent. While the existing channel has sufficient depth to allow cruise vessels to reach the Port, dredging is required around the new wharf to allow the ships to dock at the proposed cruise berth. However, our consent was appealed by Ngāi Tahu and the Surfbreak Protection Society.

We are in mediation with both parties to get a better understanding of the issues. The timing of the construction

of the cruise berth could now be affected due to the appeal process. At this point we are unable to provide a timeline of when the cruise berth will be completed. The issue of piling-related noise impacting the Harbour's native Hector's dolphin population, which we are currently investigating, could also affect the timing of the cruise berth.

Significant work will be undertaken to understand and mitigate any adverse environmental effects the construction

of our new cruise ship berth may have on the Lyttelton Harbour environment.

We have engaged an external design team and contractor to implement the cruise berth project and they have started planning the berth's construction.

We are committed to protecting the cultural and environmental values of Lyttelton Harbour, which underline our plans to build a modern, thriving Port.

Te Ana Marina construction ramping up



Te Ana Marina under construction.

LPC's construction of Canterbury's only walk-on floating marina is well underway in the current Inner Harbour pile moorings in Lyttelton.

The construction programme, which started in June, is progressing on schedule with completion expected in the first half of 2018.

A marina construction flotilla arrived in Lyttelton in late September and development work is now very visible.

Three marina piers in total will be constructed and an important focus is the careful management of noise during the building process. All contractors working on the marina construction have undertaken environmental training as part of the site-induction programme. This ensures they are familiar with noise-management procedures, marine mammal observations and understand their roles and responsibilities for management of project noise and vibration issues.

Te Ana Marina is the first stage of LPC's wider regeneration plan to

improve public access and amenities in the area. This follows community consultation undertaken as part of the Lyttelton Port Recovery Plan which revealed a strong message from local residents that they supported future development of the Inner Harbour and wanted safe and increased access to the waterfront.

There has been strong demand from boaties looking to secure a berth at the new marina with more than 100 of the 170 berths already leased. People are encouraged to contact LPC if they wish to license a berth.

Commercial rates will apply in the new marina, with license fees being similar to other New Zealand amenities of this size. The berths will be owned and managed by LPC.

Check out the live webcam of Te Ana Marina on our website: www.lpc.co.nz



Photo by Keith McMecking, LPC Reefer Care Officer.

The photo above was taken by one of our staff who has a great eye for capturing how special Lyttelton Port can be.

Keith McMecking, a Reefer Care Officer, has been with LPC ten years. Keith has always had a passion for photography and he says the Port is a fantastic location to get amazing shots.

“There is always something happening or something worth photographing here,” says Keith. “I like to take photos early in the morning or early evening. The light can be quite amazing. Both summer and winter have their own special qualities of light.”

The photo on the front page of this issue of LPC Update is also by one of our staff - Robert Roy McGregor, an LPC Launch Deck Hand. He enjoys taking photos of everyday life at the Port when he gets the chance.

“A lot of the time we are too busy to really soak up and enjoy the scenery that surrounds us. But boats are one of my favourite photography topics. As well, I'm just lucky to work with a great team of professionals and all

round good blokes in the LPC Marine Department.”

Many LPC staff enjoy taking shots of the Port. Their photos capture times when just another day at work turns into something quite special.

Upgrade to Diamond Harbour Ferry amenities

Lyttelton Port of Christchurch (LPC) is upgrading the facilities at the Diamond Harbour Ferry Terminal while it is constructing a staff car park adjacent to Waterfront House, LPC's new operations and administration building.

After the upgrade, the existing Diamond Harbour Ferry Terminal facilities will be significantly better in terms of amenity and safety. All work is scheduled to be completed before Christmas.

Part of the upgrade includes the reinstallation of stairs to access the Oxford Street overbridge and provide the public with a safe walkway to the ferry. The community has been asking

LPC to re-install these stairs and the Company is pleased to deliver this.

LPC met with the Banks Peninsula Community Board and a representative of the Diamond Harbour Community Association, to discuss the proposed changes.

Along with Environment Canterbury, LPC is looking at how the existing bus service can be maintained to ensure

there is minimum change for people using public transport to access the Diamond Harbour Ferry.

There has never been a dedicated drop-off or pick-up area at the wharf and presently, people cannot drive directly to the ferry. However, LPC is happy to facilitate access for people who need to drop-off goods or are physically impaired. LPC is working with Black Cat Cruises to establish a

process to grant access to the ferry for these people and will communicate this to Diamond Harbour Ferry users and the wider community.

The relocation of more than 50 LPC staff to Waterfront House in Lyttelton will have a positive impact on local businesses as they will be shopping in the local community.

Supporting our Harbour's health – survey finds thriving mussel beds



Ross Sneddon has three fleece layers underneath his dry suit, but he can still feel the chill of the 10-degree water in Lyttelton Harbour and inshore Pegasus Bay.

He and his team from Cawthron Institute, Nelson, are diving in the cold, September waters to undertake their third ecological survey of the rocky reefs that sit below the low tide.

Ross sets a line from a specific rock along the shoreline and anchors it 100 metres offshore. The divers descend along the line to a water depth of seven metres. He places a one-metre-square frame on the seabed and starts recording the first of eight locations at this depth. He's got a still camera, a GoPro video recorder and a slate with waterproof paper and pencil with more than 60 potential species and substrate categories he needs to record.

He's counting life - everything from kelp and other algae to sponges, snails, paua and mussels.

“The surveys commissioned by Lyttelton Port will be the most comprehensive sub-tidal ecological study of reefs along this stretch of coastline.”

“This type of work doesn't get done very often” says Ross. It's labour-intensive and expensive. And very weather dependent.

This is the team's third attempt at a winter dive survey. The survey is based around visual observations and, to ensure the quality of the recorded data, they need the inshore waters to be at their clearest - that means no winds and minimal waves to stir things up.

“I think I've developed a nervous tick from checking the weather on my phone,” laughs Marine Ecologist Robyn Dunmore.

Although factors like dredging and catchment erosion have increased the supply of suspended sediment to Lyttelton Harbour, it's never been a place of clear water.

“The majority of the fine harbour-bed sediment is pre-industrial. You only have to look at how deep the piles have to be driven,” Ross says.

The deepest geo-tech bore so far went down 170 metres before it struck bedrock.

“It's an ancient volcano and sedimentation is just what happens over long time-scales,” Ross explains. “But it doesn't mean this marine environment doesn't have value. Just like people used to think of estuaries as useless swamps, we now understand them to be important ecosystems. The seabed communities we observe are adapted to these conditions and, to a large extent, determined by them.”

The researchers have found life thriving at the six sites they're studying - from Ripapa Island to Little Akaloa.

Though the paua populations appear to be abundant, healthy and mature, the size range is unusually small. “This time around, I only counted one that was legal size for harvesting, and I counted hundreds,” Javier Atalah, Cawthron Marine Biologist says.

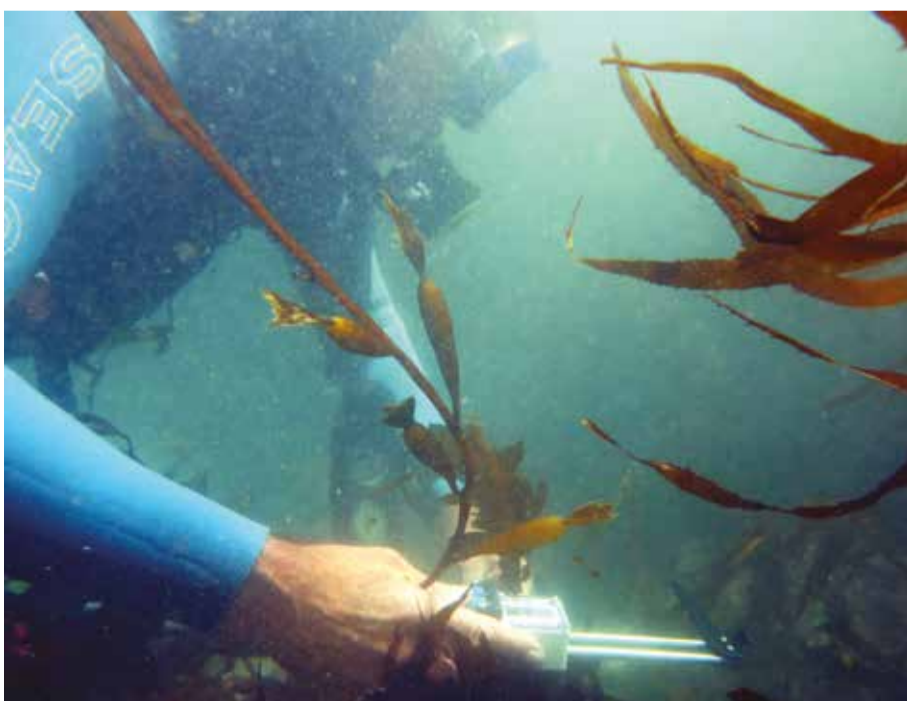
The scientists aren't sure why the paua are generally so small here. The Banks Peninsula population has for some time been recognised as being stunted, but it is a puzzle that would require further study to explain why.

Green-lipped mussels are also thriving around the central to outer harbour. “In some places, they are so dense you can't even get a finger between them.”

Ross says this level of study over multi-year time periods is unusual in New Zealand and credits LPC for its commitment to this type of investment in the environment. Surveys are continuing every four months.

LPC Environmental Manager Kim Kelleher says the research was commissioned to learn more about the Harbour.

“This data has value way beyond the Port's dredging project,” says Ross. “When we go to new areas within the region, we'll have a better idea of what to expect based on what we've seen in Lyttelton. We'll also be able to better answer questions in the future. Fifty years hence, this baseline data will be extremely valuable in understanding changes to the coastal environment and its ecological resources.”





Tina Troup, front left, one of the community volunteers, and local EnviroSchools children helping with the planting project.

Fast fact

Lyttelton is the South Island's largest port and its international trade gateway.

Outdoor classroom for EnviroSchools

Three EnviroSchools are using the Port Saddle planting day as an outdoor classroom.

Georgia is one of the youngsters enjoying the experience. She squeals as she pulls a spider from the dark, damp earth. "If spiders weren't here, there would be bugs and stuff everywhere," Georgia explains.

The school children are helping plant trees around the biking and walking tracks. They are also learning about pests and identifying insects.

Dinah Wallis is Enviroleader at Lyttelton Primary School. She says the best thing about the outdoor classroom is the connection. "Doing is way more interesting than hearing about it. It's our place. It's an adventure. It's real."

Next year, the school will start a three-year pest control project. "There will be more opportunities to do real things up here," Dinah says.

Department of Conservation Ranger Alan Macdonald says there is an aspiration to create a predator free area in the Port Hills.

"If we start with the kids, it can grow with them," Alan says. "How great would it be for these kids if they could hear tui birdsong as they walked to school. We could have this as a goal."

Heathcote School Enviroleader Liz Haddock says being an EnviroSchool is part of the school's strategic plan to be as sustainable as possible. Another school value is "learning everywhere."

"Students involved in this project can understand the value and the why - they see the big picture," says Liz. "We're so lucky that we have this in our backyard."

Lyttelton Primary Enviro Club member Ridley is helping press a tree into the wet soil. Why are trees important? "So that birds can live here," he answers without hesitation.

"Also because they are awesome," chimes in Rose.

Port Saddle planting

An important wildlife corridor will be opened up by the Port Saddle community planting project.

LPC Environmental Manager Kim Kelleher pauses on her shovel to explain how she wants locals to see the LPC-owned area of land known as the Port Saddle. "We want people to feel like this is part of their town," she says.

Port Saddle is 17 hectares of land that has been owned by the Port Company for several decades. It's now open to the public and Kim says the aim for this area is that it be used for ecological restoration, recreation and environmental education.

In August, a group of LPC employees, Banks Peninsula Conservation Trust (BPCT) volunteers and primary school youngsters from three EnviroSchools worked on the second stage of a habitat-regenerating planting project.

The first was done last year and aimed to provide a stable food source for the skink population.

Department of Conservation Ranger Alan Macdonald talks to the children about pests.

"Historically, this wider catchment area would have been forested," he says. "It would have been totora and podocarp forest at the top, flax and ngaio down the bottom."

He sees planting projects like this as a way for people to get back in touch with what was here and develop a

sense of pride. "This is something you can do to make a difference. It's not just planting a tree. It's the understanding of the whole dynamic that goes along with that."

BPCT Board member and botanist Kate Whyte helped choose the broadleaf species that will sit in the deeper soils for this planting.

"The plants have been chosen to work well amongst the track system used by bikers and walkers. We've made a conscious effort not to take away all the views."

Kate says this area is special. "It's special because the Port Company has generously donated it to the community, but it's also strategic because the saddle takes in all that rocky outcrop and because it's sandwiched between a Council reserve and a Department of Conservation reserve. This will mean there's a continuity of vegetation for bird linkages and also linkages to the town."

BPCT Manager Maree Burnette says development of ecological corridors are a priority for the Trust. "Ultimately, it will be a network of regenerating bush that will provide a wildlife corridor from the Peninsula, into the city and right across to the Alps."

That dream may be a long way off, but Maree says the focus of

this particular project has been engaging the local community.

Tina Troup lives just down the road and walks the Port Saddle tracks most days. She's been volunteering with the BPCT for three years.

"I love that this is in our backyard and that the emphasis is going from exotics to natives, which is great for the bird life. I love being able to hear bellbirds around the town and I've been seeing more and more kereru."

Emma Percy has been managing the Port Saddle planting project for more than a year as a volunteer for the BPCT. "Lyttelton is a great community to run a project in because the people are so involved," she says. "I love this area, especially the view. It's only about 10 minutes from town but it feels quite remote."

There are LPC staff at the planting day and Kim is looking forward to even more in future. "I'm hoping to get some teams from the Container Terminal and wharves and Administration. It's a great way to bring together different areas of the organisation."

Kim is excited to see something tangible happening, after years of planning. And it's just the start. "If you come back in 20 years, this is going to be quite different."



Helping Quail Island thrive

Loading plants onto the *LPC Rescue* to take them to Quail Island for planting.

LPC transported 3,000 trees to Quail Island in August to support the environmental regeneration efforts of the Otamahua/Quail Island Ecological Restoration Trust.

The Trust runs an annual tree planting programme to restore Quail Island's indigenous vegetation to provide safe refuge for local, rare and endangered species. Every year since 1999 LPC has donated the services of its marine staff and pilot boat, *LPC Rescue*, to transport the plants to the island.

Trust Chairman Ian McLennan says 88,700 trees, shrubs and ferns have been established on Quail Island since 1998.

"We are very careful with what we plant. All plant species are native to the local area and all the seed is sourced locally," he said.

"This ensures that the gene pools are pure and the plant species are well adapted to the local environmental conditions."

The Trust was granted permission by the Department of Conservation to

plant 24 hectares of the 85 hectare island. Local volunteers have supported the Trust to cover 18 hectares to date.

Quail Island is an important site for ecological restoration as it has the potential to become a safe haven for indigenous plants and animals. Since the restoration project started all mammalian predators except mice have been eradicated. A network of traps concentrated around the south-west corner of the island prevents re-infestation from the mainland during low tide.

"As a result of our planting and pest eradication efforts, native birds including keruru and korimako are now nesting on the island and their numbers are increasing," said McLennan.

"Korora, Canterbury's unique white flippered penguin, also nests on the island and nesting boxes are being

placed around the island to help increase the size of the colony."

Other native wildlife including the Canterbury gecko, McCann's skink and common skink are found on the island. The introduction of invertebrates such as native leaf-vein slugs and tree weta has helped build a healthy ecosystem.

LPC supports the Trust's restoration efforts with an annual grant and transporting plants, nesting boxes and weed mat to the island. It's part of the Company's ongoing commitment to a healthy harbour.

LPC provides sponsorships for community and environmental initiatives in the Harbour Basin as well as initiatives that support communities in Rolleston, Christchurch and Canterbury.

Lyttelton children learn about predator control

Lyttelton Primary School is helping control predators such as rats, possums and stoats since LPC and the Department of Conservation (DOC) teamed up to provide the youngsters with predator traps.

DOC and the Enviroschools programme are supporting the children learn about the role of predator control in conservation work.



DOC Ranger Anita Spencer, LPC Environmental Manager Kim Kelleher, Lyttelton Primary School Principal Brendon Wright and school children show the easy to use predator traps.

Free Port Tours

LPC runs a free Port Tour by boat on the last Sunday of each month. The 90 minute tour departs from the Lyttelton Ferry Terminal at 1.30pm and includes the Inner Harbour, Te Ana Marina, Container Terminal operations and Te Awaparahi Bay reclamation.

If you'd like to take a free tour please book by calling LPC reception on **(03) 328 8198**.

Pop into Port Talk

Our Information Centre 'Port Talk' on the corner of London and Oxford Streets in Lyttelton is open 11am to 1pm Fridays.

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