


Submission to: Long-Term Council Community Plan 2009-19	
HEARING	
✓ I wish to discuss the main points of the written submission at the hearings.	
Are you completing this submission:	✓ On behalf of a group or organisation
The organisation represents:	The Lyttelton-Mt. Herbert community
From:	Lyttelton-Mt. Herbert Community Board Board Chairperson:- Paula Smith
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The Lyttelton/Mt Herbert community has benefited hugely from its merger with Christchurch city. Our Board has been impressed by the enthusiasm with which greater Christchurch has welcomed us. The ongoing process of mutual learning, as we get to know each other, has mostly gone well. Council decisions have validated the view in our community that common metropolitan concerns and a respect for local identity are entirely compatible.

In our submission on your draft long term plan we wish to express our support for nine projects, some of which are wholly or partially funded in the draft LTCCP, and some of which are not currently funded. These are:

- Re-routing of heavy traffic off Norwich, Simeon and Godley Quays in Lyttelton
- A comprehensive development plan for Lyttelton township
- Diamond Harbour ferry and bus facilities at Lyttelton
- Improvements to the water supply to Rapaki
- Extension of water and sewage to Charteris Bay
- Increased monitoring of subdivision conditions by City Council staff
- A long-term plan for development of a coastal walkway around Lyttelton Harbour from Godley Head to Adderley Head
- Inner harbour road footpaths, particularly at Church Bay
- A management plan for roadside vegetation around the harbour

1. Lyttelton Roothing Infrastructure

Lyttelton/Mt Herbert Community Board has previously made submissions on the importance of resolving traffic issues in Lyttelton.

The removal of port-bound traffic from the town's streets is a precondition for the revival of Lyttelton's long-declining town centre. Norwich Quay, Canterbury's original main street, is lined with heritage buildings each valuable in its own right, and collectively significant as a precinct. Yet Lyttelton remains the only port in New Zealand which still allows industrial traffic to use historic village streets.

Lyttelton residents and businesses have waited years for this issue to be resolved and expectations are high. Since release of the draft LTCCP residents have already expressed concern to Community Board members that the project is to be delayed another three years, beyond the next Long Term Plan review. The Board holds the view that the community will accept the delay envisaged in the LTCCP in exchange for the opportunity it allows for coherent planning.

Attached is one proposed solution to Lyttelton roading and traffic issues. The Lyttelton/Mt Herbert Community Board would support a roading design which includes the following features:

- The separation of port-bound traffic from local traffic.
- All heavy vehicles off Norwich Quay (except those needed for public transport links and to service local businesses).
- Port-bound vehicles passing to Cashin Quay at a level below the formed level of Norwich Quay, so that views out over the port to Lyttelton Harbour beyond are not compromised by passing container trucks.
- Retention and continued use of the existing rail line from the tunnel to Cashin Quay and Te Awaparahi Bay.
- Direct pedestrian access from the Diamond Harbour Ferry berth to facilities and businesses in Lyttelton town centre, including those on Norwich Quay.
- Traffic bound for the tank farm, industrial businesses, and boating facilities at the western end of the harbour re-directed off Godley Quay, logically to a new road which follows the disused railway line (see also below).
- Facilities and amenities which enhance the safety and experience of pedestrians, mobility scooters and cyclists using Norwich, Simeon and Godley Quays.

We are confident that with good design and co-operation between Christchurch City Council, Lyttelton Port Company and other landowners, replacement space could be found for port operations. Good design may also free up space for parking, presently in short supply. Parking shortages have compromised the town's visitor economy, on which its vitality depends.

It is the view of the Community Board that improved access to the western end of the inner harbour, Naval Point and Magazine Bay is just as important as improved access to the east. We are concerned that Capital Project 200 Lyttelton Port Access Road refers only to "a new access road to the Port to alleviate the problems on Norwich Quay".

Residents on Godley and Simeon Quays have long sought relief from heavy traffic. It seems likely this kind of traffic will only increase if the Lyttelton Port Company increases its operations in the tank farm area, if the western inner harbour returns to a vibrant and sustainable purpose, and if a marina development of some kind goes ahead at Naval Point.

Capital Project 181 Approaches to Magazine Bay refers to improving “*the CCC owned road in the Lyttelton port area approaching Magazine Bay*”. Enquiries revealed that this refers to plans to modify the intersection of Godley Quay and Simeon Quay apparently to allow oil tankers to turn more safely. To us this seems short-sighted.

It is our view that a far better outcome would be for heavy vehicles bound for the western harbour to be re-routed off Godley Quay all together.

Lyttelton/Mt Herbert Community Board believes the two access road projects should be considered together. Planning and design should be carried out in the context of all associated and interconnected infrastructure issues, including public transport networks.

2. Lyttelton Development Plan

We understand “*the current plan is to commence a scoping study during the next financial year (due to resourcing this may mean that work does not begin at the turn of the financial year). Following the scoping study [staff] will need to prioritise what needs to be done and it is likely that the initial focus will be on the Lyttelton township – it is expected that this stage could take around 18 months or so*”.

Lyttelton/Mt Herbert Community Board strongly supports the long-awaited Lyttelton Development Plan and we hope that it will be given priority when strategic planning work programmes are planned and budgets set this year.

The Board is aware that there is an expectation from community groups around Lyttelton Harbour that the Lyttelton study was to have been a broader harbour basin-wide settlement study similar to that currently underway in Akaroa. While the Board accepts the initial focus should be on planning issues for Lyttelton itself, any plan for the future of the town of Lyttelton must take into account increasing social, economic, transport, water and wastewater links between Lyttelton and settlements on the south side of the harbour. We also believe environmental issues particularly the relationships between land use, landscape quality and the quality of water in Lyttelton Harbour are just as significant for people who live in Lyttelton as they are for others living the catchment.

3. Diamond Harbour Ferry and Bus Facilities

The Community Board was glad to learn from staff that Capital Project 178 Suburban Interchanges included funding for ferry and bus facilities in Lyttelton, and supports its inclusion in the LTCCP.

A Community Board appointed Ferry Access Community Advisory Group has been working to identify the best location for ferry/bus facilities and has made a recommendation to the joint Ecan/CCC/LPC staff Technical Working Group. However we recently learned that the Technical Working Group were unable to reach agreement about the location for the ferry berth, and new bus tenders will be let based on existing routes. So it now looks as if existing arrangements for ferry-bus links will continue for the next five years.

Currently facilities for visitors, commuters and residents using the Diamond Harbour ferry and charter boats at B jetty are unsatisfactory and inhospitable. **The Board asks for appropriate bus shelters and signage to be erected in the meantime.**

4. Improved Water Supply to Rapaki

Lyttelton/Mt Herbert Community Board supports the inclusion of currently unfunded Capital Project 322 Water Supply Rapaki Fire Flow Upgrade in the LTCCP, and the submission of Te Hapu o Ngati Wheke Rapaki Rununga which also seeks the reinstatement of this project. We acknowledge this project is not required for legal reasons (to comply with national standards) but our view is that a reliable supply of drinking water for Rapaki must be higher priority than some other projects funded in the long term plan.

"Council water supplies which meet customers' reasonable needs" is one of the four over-riding goals in the City's draft Water Supply Strategy. Currently the Council's supply does not always meet the reasonable needs of the Rapaki community.

This project (a new reservoir) was identified in the 2006 Memorandum of Understanding as fourth equal high priority because Rapaki's source of potable water was unreliable and *"current provision has proved inadequate on occasions"* \$150,000 was allowed in the last Banks Peninsula District Council LTCCP for connection to main reticulation but as a deferred project, because a new reservoir, although more expensive (estimated cost at that time \$550,000) was considered a more viable option.

5. Extension of Water and Wastewater Reticulation to Charteris Bay

Lyttelton/ Mt Herbert Community Board supports the Charteris Bay Residents Association submission to fund Capital Project 314 Wastewater Extension to Charteris Bay and Capital Project 320 Water Supply Extension to Charteris Bay . For the wider community, the likelihood that untreated wastewater may be entering the Lyttelton Harbour from old, faulty, or poorly maintained septic tank systems is a particular concern.

6. Increased Monitoring of Subdivision Conditions by City Council Staff

Recent subdivision development at Black Point has highlighted apparent shortcomings in the Council's existing systems for monitoring work on subdivisions. As we understand it, instead of one Council officer overseeing subdivision development to ensure compliance with consent conditions (the old "clerk of works" role) responsibility now lies with the developer's consultant engineer to ensure compliance. This person certifies the work has been carried out as agreed in the consent documentation. Council officers make a check at the end of work before issuing the Section 224 certificate.

At Black Point it seemed a number of breaches of the subdivision consent conditions occurred as the work progressed. It appeared these were only addressed by Council staff at the insistence of members of the local community who were watching the development closely and who were familiar with the consent documents. In effect the members of the community provided the monitoring service.

Lyttelton/Mt Herbert Community Board accepts the current "hands off" approach to subdivision monitoring may work satisfactorily on flat sites in Christchurch where the work is relatively straight-forward. But as we have seen this approach does not work so well where development occurs on less predictable hillside or coastal sites. **The Board asks that extra operational funding be allocated to enable regular monitoring of subdivision development in our community** so that emerging problems are identified early, and solutions are found which are consistent with the terms of the consent.

7. Head to Head Walkway

Lyttelton/Mt Herbert Community Board enthusiastically supports the inclusion of \$190,000 for design and development of a coastal walking track around Lyttelton Harbour from Godley Head to Adderley Head. In the long term we expect the track to wind around the headlands and drop down to hidden beaches all around the Harbour. Quite a bit of the track exists and is already in public use, other parts can be developed as the opportunity arises on the ribbon of unformed legal roadway that exists at the waters edge in many places. It may be possible to add other sections as reserve contribution or environmental compensation when privately owned land is subdivided. At some point in the future Council may even consider strategic land purchases. To achieve this long term vision a cohesive and inspiring plan is needed, with a system to measure progress year by year.

8. Footpaths in Church Bay

With Church Bay water and wastewater reticulation completed, now is a good time to make progress on the need for urgent safety improvements for pedestrians using the main road, Marine Drive. Currently all traffic, including pedestrians, must share the carriageway which varies in width. Traffic volumes are highest at weekends and holidays which are also the times when most people are using the roadway for walking. Footpath of some kind is only needed on one side of the road (the seaward side) and may not need to include kerb and channel, however it does need to be accessible for wheelchairs, prams and mobility scooters. Some sections of footpath are already formed. **The Community Board asks that funding be found to complete a footpath on Marine Drive as it passes through Church Bay.**

We ask also that consideration be given to budget provision for similar footpaths at Purau, Charteris Bay and other settlements along the inner harbour road which were previously identified under the umbrella of the Lyttelton Inner Harbour Road Improvements Programme. This has now been absorbed into city-wide roading budgets and we would like to understand where these projects fit in the Council's on-going work programme and to know when the footpaths are likely to be constructed. Main road footpaths are seen as a significant safety issue in these communities and as traffic volumes continue to increase the need becomes increasingly urgent.

9. Vegetation Management Plan for Road Reserves

Last winter storm damage to Banks Peninsula roads cost over two million dollars to repair. Many road cuttings around the Lyttelton Harbour are un-vegetated even after many years and erode with every rain event. Large self-sown trees overhanging the carriageway contribute to the problem. **Lyttelton/Mt Herbert Community Board asks that funding be found for an integrated plan for the systematic management of roadside vegetation with strategic objectives of:**

- maintaining and/or improving road user safety,
- reducing maintenance costs over the long term,
- achieving ecological benefits including reduced erosion,
- improved surface water quality, and
- improved harbour water quality,
- increasing the value of road reserve as ecological corridor,
- enhanced amenity and landscape values.

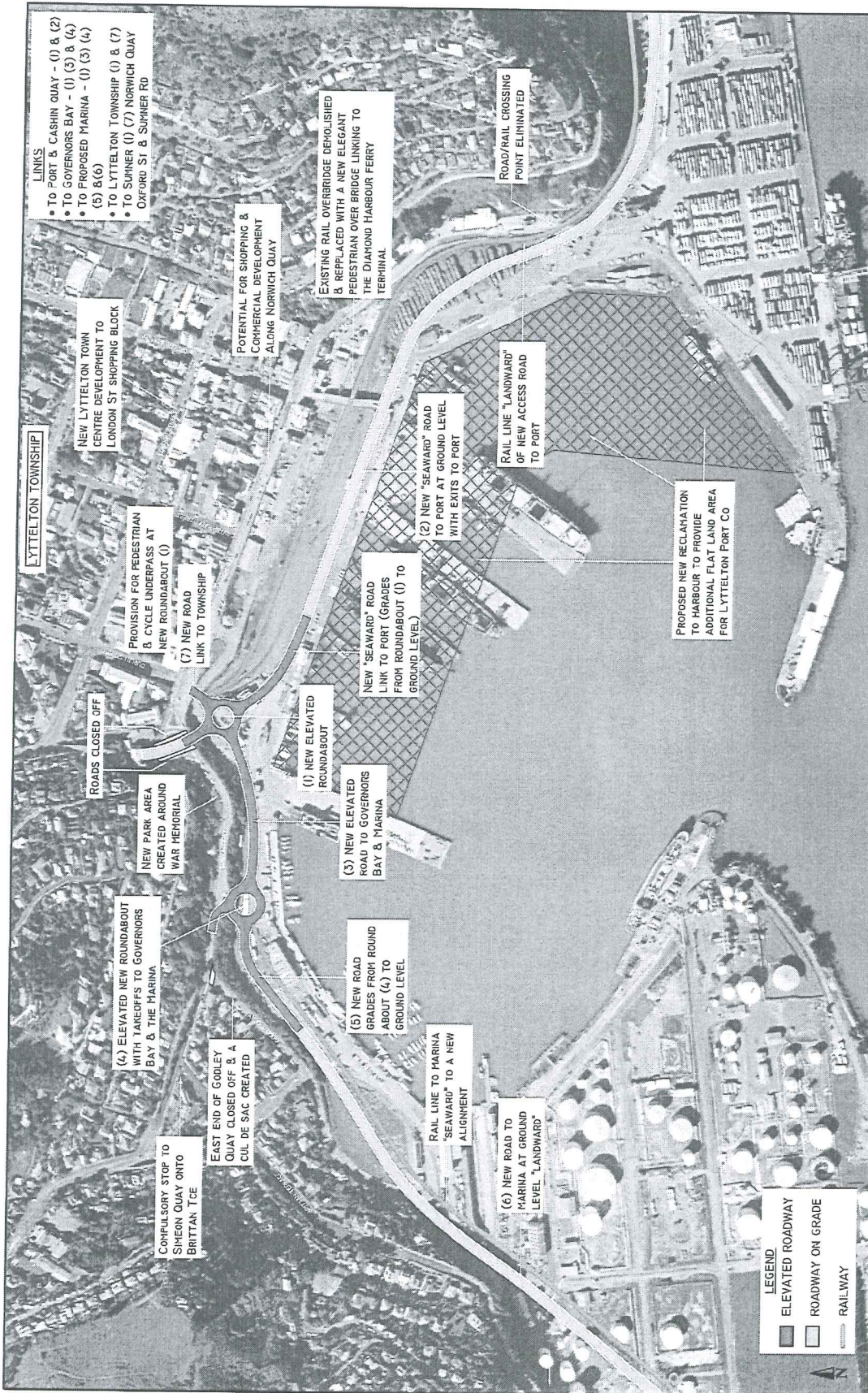
When considered in total, the area of road reserve in Lyttelton Harbour basin is probably as much as, or greater than, any other reserve in the sub-ward

Lyttelton/Mt Herbert Community Board acknowledges the big commitment being made in our community. However we are conscious that local government boundaries have historically been arbitrary, and that our community has for decades lived with an investment deficit. It is now becoming possible for the region's economic, cultural and environmental wellbeing to be considered as a coherent whole.

CONCLUSION

The Board thanks Council for the opportunity to make a submission to the LTCCP process.

Paula Smith
Chairperson, Lyttelton/Mt Herbert Community Board
16 April 2009




- LINKS**
- TO PORT & CASHIN QUAY - (1) & (2)
 - TO GOVERNORS BAY - (1) (3) & (4)
 - TO PROPOSED MARINA - (1) (3) (4) (5) & (6)
 - TO LYTTTELTON TOWNSHIP (1) & (7)
 - TO SUMNER (1) (7) NORWICH QUAY OXFORD ST & SUMNER RD

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BPDC PROPOSAL: LYTTTELTON ACCESS ROADS FROM TUNNEL TO MAIN PORT / TOWNSHIP / GOVERNORS BAY / MARINA

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