

CHRISTCHURCH CITY COUNCIL

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Submissions close on 16 April 2009

I wish to talk to the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:

On behalf of a group or organisation

If you are representing, how many people do you represent?

30+

Name:

Alison Ross

Organisation Name:

Lyttelton Environment Group

Organisation Role:

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Date:

13 April 2009

Your Submission:

1: The Lyttelton Environment Group totally opposes the proposal to divert commercial and industrial traffic from the existing Norwich Quay conduit, presently part of the the National Roads system, by means of a fly-over exiting the tunnel portal on to port land adjacent to the existing rail link to Christchurch or similar in order to make Norwich Quay into some sort of suburban precinct. Lyttelton has always been, and continues to be the maritime, road and rail terminal servicing Christchurch and the hinterland of Canterbury Plains from where the wealth of the province emanates. Port Lyttelton is an essential part of the provincial transport infrastructure and provides jobs and wealth for not only the port but Christchurch and other districts in Canterbury and beyond (the coal terminal for example). There is little enough flat land available for the operations of the Port Company in terms of present levels of operation let alone future expansion plans and any reduction in land area as a result of ill-considered proposals such as the Norwich Quay diversion must be resisted for the sake of the economic good of the port and the province. Any further limiting of available land for the Port Company's operations could potentially destroy the port as the premier export/import hub of the South Island with the possibility of further translocation of shipping and the attendant jobs to Timaru.

2: The Lyttelton Environment Group supports the move of the ferry and bus terminal and associated bases from the east end of the inner harbour to the west end in the region of the inner harbour moorings. There is ample flat land and marine area available for both the development of a proper bus and terminus linking to the ferry service and for facilities associated with the operation such as covered walkways and shelters for users of the bus services. It is senseless to attempt to retain the existing, totally inadequate ferry and bus services from the present site of the former A and B jetties.

	<p>Further, The Port Company must be allowed to work on the present ferry site without the constraint of a small number of ill-informed people who do not depend on the operation of the port for their living. There is a high risk of further accidents as when the tug and ferry collided some years back which could easily have resulted in loss of life. such potential for accidents would be eliminated with a move of the bus and ferry operations to the west of the inner harbour.</p>
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