

Re: Proposed Replacement Christchurch District Plan  
From: Lyttelton Community Association, #1152

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We are writing to clarify parts of our submission to address the panel's requirement for the identification of specific relief requested.

## **1. Introduction**

Our concern is with the way the document is introduced and scoped. We do not feel that it is appropriate for us to provide replacement text. The panel might direct that this part be re-written by CCC if it shared our reservations.

### **15.9.10 Lyttelton Master Overlay Area**

This section shows an overlay map extracted from the Lyttelton Master Plan (part of the Suburban Centres Programme) adopted by CCC in June 2012, but the map does not convey the entire area addressed in the Master Plan. For example Master Plan items M1 and M2 refer to waterfront access, whereas the map included does not show this. The proposed District Plan (15.1.2.3) requires that the Lyttelton Master Plan be 'given effect', which we support.

Amend: 15.9.10

Add footnote:

The Master Plan requires consideration of a cruise ship terminal, pedestrian access to the waterfront and other traffic matters. These require activity south of Norwich Quay, but are not shown on the above map.

### **Map 52**

We believe that effectively giving the Lyttelton Port Company powers which should only be exercised by a statutory body is wrong, and that the Port Influences Overlay area should be removed.

Some controls need to be exercised over permitted development where port noise may be a concern, and if the panel feels that the existing overlay is the correct method, we believe that control should be vested in CCC and not LPC.

### **7.1.1.6 Promote Public Transport**

We believe that rail and ferry transport should be encouraged.

Amend: 7.1.1.6

Add:

v. Ensure existing rail corridors are maintained, and encourage the re-introduction of local passenger services between Lyttelton and other centres and the central city.

vi. Encourage the use of the Diamond Harbour ferry service, and ensure that the

Lyttelton Terminal is in a position with easy, close and direct pedestrian access to the town centre.

**Traffic Issues**

This is addressed in the Lyttelton Master Plan, which is given effect by 15.1.2.3

**Lyttelton Access to Waterfront**

This is addressed in the Lyttelton Master Plan, which is given effect by 15.1.2.3

**Lyttelton Market**

We believe that the market should be permitted on Saturday mornings as of right, and so should be identified specifically within section 15.5.2.1 P18

**25 Canterbury Street**

We understand that changes have been made which supersede our comments.

**Albion Square**

We agree with those submitters who oppose the gazetting of Albion Square as a reserve for the reasons we stated.