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# Coastal Adaptation Planning ENGAGEMENT REPORT- Whakaraupō Lyttelton Harbour and Koukourarata Port Levy

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Prepared by Global Research Ltd

For

**Christchurch**  
City Council 

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# Executive summary

The *executive summary* and *key findings* sections contain a succinct summary of the points raised and provide a thorough overview of the sentiment and opinions gathered throughout this engagement. The nature of the survey and the multiple villages/settlements discussed, means the body of the report includes repetition of some issues.

## Background

The Christchurch City Council sought the opinions of people in the Whakaraupō Lyttelton Harbour and Koukourarata Port Levy areas to assist with the Coastal Hazards Adaptation Planning programme. The purpose of the research is to better understand local values and priorities in relation to the coastal environment now and in the future as the impacts of climate change are felt through increased coastal flooding, erosion and rising groundwater. This information will be used by the Council and the Whakaraupō Lyttelton Harbour and Koukourarata Port Levy Coastal Panel to help develop adaptation plans for the area.

A total of 294 respondents contributed to this consultation in which they were asked a series of questions about what they value about the areas they feel connected with, which community asserts are important to them, what they want to see and don't want to see for the coast in 100 years, and their observations about coastal hazards.

The consultation ran for a total of 8 weeks from 25 October to 6 December 2022 (with an extension to 20 December 2022).

## Summary points

Respondents **place a high value on the natural features** in their areas.

- > Respondents do not want to see natural features marred by sea level rise, pollution, erosion, or overdevelopment. In 100 years, respondents report wanting to see regenerated and protected flora and fauna, and a healthy and accessible coastline and harbour.

Respondents **desire continued access** to the hills, water, parks/reserves and other localities in their areas.

- > People do not want to see a future in which public access is restricted or denied, by whatever means, including due to road degradation or inundation, being 'built out', an eroded coastline, the removal or degradation of jetties, polluted harbour water, or due to land-use changes that exclude public access.

Respondents **fear the loss of lifestyle** that they value.

- > People want to see Whakaraupō Lyttelton Harbour and Koukourarata Port Levy continue to offer high scenic value and community amenities that allow them to lead the lives they value.
- > Lifestyle degradation was characterised as potentially occurring through loss of view (e.g. from increasing population density and associated development), access to recreation places being impacted (due to eroded or unmaintained tracks, population pressure, or land use changes), and the erosion of community connectivity (for example, loss of community services or facilities).

Respondents understand that incidences of **coastal hazards** may increase.

- > While there were a mix of opinions as to how to adapt to coastal issues, there was agreement that the issues are pressing, and that planning and decisive action should be taken.
- > Respondents support adaptation options that take account of their concerns about rising insurance costs, loss of road access, and biodiversity decline.

# Key findings

- Recreation value**
  - > The value of the active and passive recreation opportunities offered in Whakaraupō Lyttelton Harbour and Koukourarata Port Levy cannot be understated
  - > Respondents expressed strong support that the coastal walkways, hill tracks and walking paths remain functional and accessible as both a local asset and as a valued aspect of life there.
  - > In addition to walkways, on- or near-water recreation activities are a highly valued aspect of life. Respondents stressed that access to the coast and harbour was central to their ability to enjoy activities such as swimming, paddling/kayaking, boating/sailing, and food gathering. Beaches and bays were themselves identified as prized assets with intrinsic value.
  - > Parks and reserves were considered a key community asset enjoyed by many. Orton Bradley Park and Allandale Reserve were the most frequently noted important parks to people.
- Flora and fauna**
  - > There was a high degree of support for flora, fauna, and the maintenance of biodiversity. Respondents spoke effusively about the positive aspects that birds (and their song), sea animals, and native trees and plants offer.
  - > Flora and fauna were valued for visual amenity, for providing a habitat for animals, for recreation opportunities, and for contributing to soil stabilisation. Additionally, respondents ascribed intrinsic value to plants and animals as part of a well-functioning ecosystem.
  - > Habitat loss for residential development or roading was not supported, rather, regeneration was sought for the future.
- Coastal hazards**
  - > People accept the need for engineered solutions for the most part but support solutions that are as natural as possible (such as planting). This is part of a broader ambition for thriving flora and wildlife around the coast, as outlined above.
  - > Proactive rather than reactive measures were deemed more appropriate in the face of what some characterised as inevitable sea level rise and increasing risk to properties and infrastructure (the most commonly mentioned of which was roading infrastructure).
  - > Managed retreat was supported by several respondents, although a third as many felt that slowing the rate at which climate change is occurring would be more sensible.
- Assets**
  - > Jetties were the most popular asset identified by respondents when asked about community assets that are important to them. Respondents who stated they had a connection to Diamond Harbour were most likely to prize jetties as an asset (for its visual amenity, its utility as the point from which to catch the ferry, and for swimming from).
  - > Coastal pathways and parks/reserves were each noted by a similar number of respondents as important assets.

- Most valued** > Respondents with a connection to the Governors Bay, Diamond Harbour and Cass Bay location groups (see location groupings table on pages 10 and 25) were more likely to value coastal walkways, while those who were connected with Lyttelton were most likely to value the flora, fauna, hills, harbour views, and other natural features of their area. For those with a connection to Koukourarata Port Levy, peace and tranquility was the most often cited valued aspect.
- Age group comparisons** > Engagement responses from the community were queried to examine differences in responses between age groups; the following describes how the views of young people (18 and under) differed from the two other most represented age brackets, the 35-49 and the 65+ groups.
- Young people** > The following observations were made:
- o Young people were *more likely* to comment on flora and fauna; water health; and cleanliness/rubbish than the middle and older age brackets.
  - o Young people were *far more likely* than middle and older age groups to value beaches/bays, and jetties, but were *less likely* to comment on coastal walkways and parks/reserves.
  - o Community aspects such as cohesiveness and amenities were of *less concern* to young people than they were to middle and older groups, while schools were *more likely* to be listed as a valued aspect of a community for young people.
  - o Transport/ traffic issues and residential/housing issues went virtually unreported-on by young people. The main topics that youth did show interest in under this theme were the ferry (which was valued) and overdevelopment (which was feared).

# Project Background

## About coastal adaptation planning

### Background

Christchurch City Council has established a Coastal Hazards Adaptation Planning programme to undertake adaptation planning with communities that are or will be impacted in the future by sea level rise through coastal flooding, coastal erosion, and rising groundwater.

Given the district's exposure to coastal hazards, a staggered approach is being undertaken to develop community-led adaptation plans, focusing adaptation planning on priority locations where coastal hazards are considered imminent within the next 30 years.

Adaptation planning started with engagement with a range of people who live in or have interests in the area, with the aim of:

- Developing a shared understanding of coastal hazards, risk and local knowledge
- Identifying community values, which will be used to create community objectives and better understanding community of aspirations
- Ensuring that risk and vulnerability assessments include important assets and values identified by the community
- Seeking community input to any adaptation options that are missing from the Catalogue of Coastal Hazard Adaptation Options.

From late October 2022 the Council engaged with communities in Whakaraupō Lyttelton Harbour and Koukourarata Port Levy on community values; this constitutes the first part of phase 3 of the programme, as outlined below.

**Phase 1: Programme initiation (2020 to 2021)**

**Phase 2: City-wide engagement (Late 2021 to early 2022)**

**Phase 3: Collaborative adaptation planning with communities and rūnanga in Lyttelton Harbour and Koukourarata Port Levy (2022 to 2023/24)**

**Next steps: Continue to undertake collaborative planning with locations in other parts of the Christchurch District.**

# About the community engagement

## Engagement approach and reach

A wide range of communication and engagement strategies were used to engage with different communities, age groups and sectors of the communities of Whakaraupō Lyttelton Harbour and Koukourarata Port Levy.

Several Newsline articles and social media posts were shared through the Council's usual channels and on community Facebook groups, and a newsletter and direct emails were sent to stakeholders to promote the engagement period. In addition, large billboards showcasing student art and maps showing the impacts of coastal hazards were erected in Lyttelton, Governors Bay and Diamond Harbour to promote the engagement.

A family fun day was held at the Allandale Hall with 84 people participating in a tile painting event with local ceramic artist Jane McCulla, with the tiles to form part of a community installation (see image below). A series of 'beachinars' targeting the general population were held at Governors Bay, Purau, and Cass Bay with separate beachinars held with students from Governors Bay and Diamond Harbour Schools. These schools, alongside Lyttelton Primary have aligned their climate change learning programmes with the engagement period, with each school exploring community values through art projects. An email was sent to secondary students from Cashmere High School to promote the link to the survey.

Resident's associations were offered the opportunity for briefings, with Port Levy, Purau, and Diamond Harbour Residents Associations taking up the opportunity. A wananga was held at Rāpaki with members of the rūnanga.

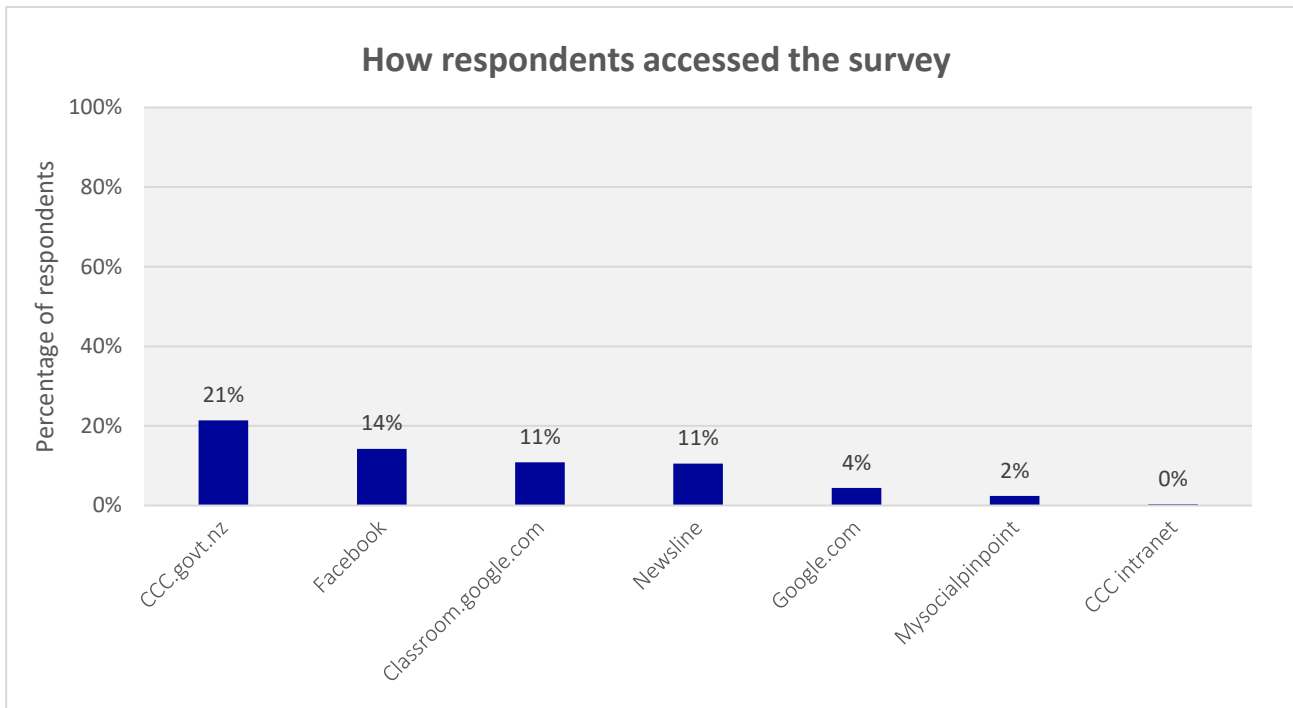
Lastly, a series of drop-ins were held at Governors Bay and Diamond Harbour, and at the Lyttelton Markets. Flyers advertising the engagement and some other resources were also left in a number of local businesses and libraries.

The chart on the following page shows the ways by which respondents accessed the online survey.



*Images: Governors Bay School mural and tile painting at Allandale Hall*

## Pathway to online survey



## Survey questions

A total of 294 surveys were completed.

The survey asked 5 questions that respondents were able to give answers to in their own words:

- > What do you value about Whakaraupō Lyttelton Harbour and Koukourarata Port Levy?
- > What community assets are important to you?
- > What do you want this coast to look like in 100 years? What do you want to see?
- > Is there anything you don't want to see?
- > Is there anything you want to tell us about adapting to coastal hazards?

Additionally, the survey asked closed questions on the following topics, the responses to which are shown in charts or tables:

- > Connection to the area (live here, work here, or play here),
- > Which area respondents connect with the most,
- > Age,
- > Gender.



# Methodology

## Qualitative analysis

Qualitative data gathered from the free-text boxes in the CCC survey was entered into NVivo qualitative analysis software. Each comment was read and coded into topics based on the respondents' views related to Whakaraupō Lyttelton Harbour.

Themes and topics have been discussed in order of most-to-least frequently mentioned under each question, as asked in the survey.

To give a clear and consistent indication of the number of comments received on each topic, the following key was used to describe the relative number of comments on each topic:

| Key for comment numbers |                       |
|-------------------------|-----------------------|
| 2 comments              | A couple              |
| 3 comments              | A few                 |
| 4 – 7 comments          | A small number        |
| 8 – 14 comments         | Several               |
| 15 – 24 comments        | A moderate number     |
| 25 – 49 comments        | A considerable number |
| 50 – 74 comments        | A substantial number  |
| 75 – 99 comments        | A sizeable number     |
| 100 – 149 comments      | A large number        |
| 150+ comments           | A very large number   |

## Quantitative analysis

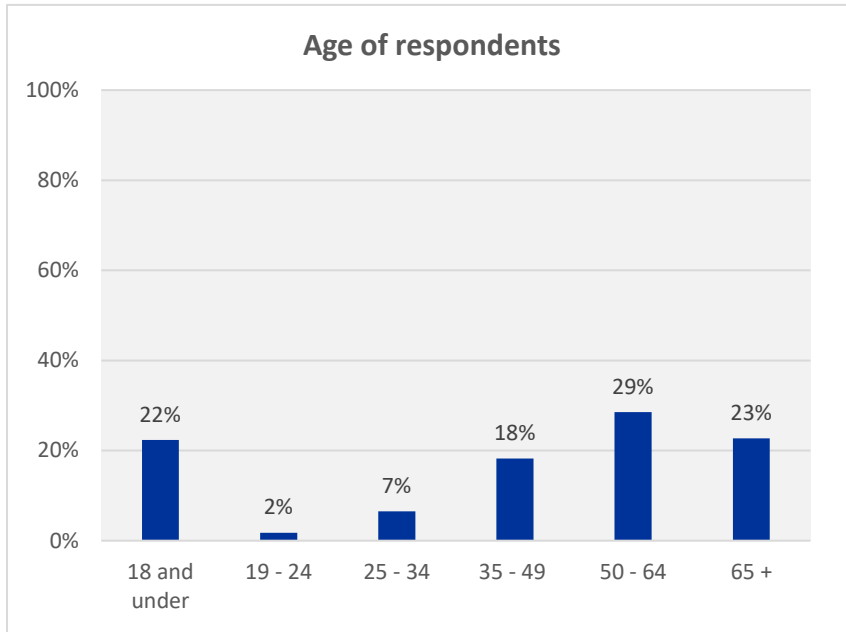
Responses to closed option survey questions are displayed in charts to allow the reader to see the proportion of respondents who gave a particular response.

Findings and insights are presented beneath or adjacent to charts.

# Respondent details

## Age of respondents

Respondents were asked: *to identify their age bracket; n=291.*



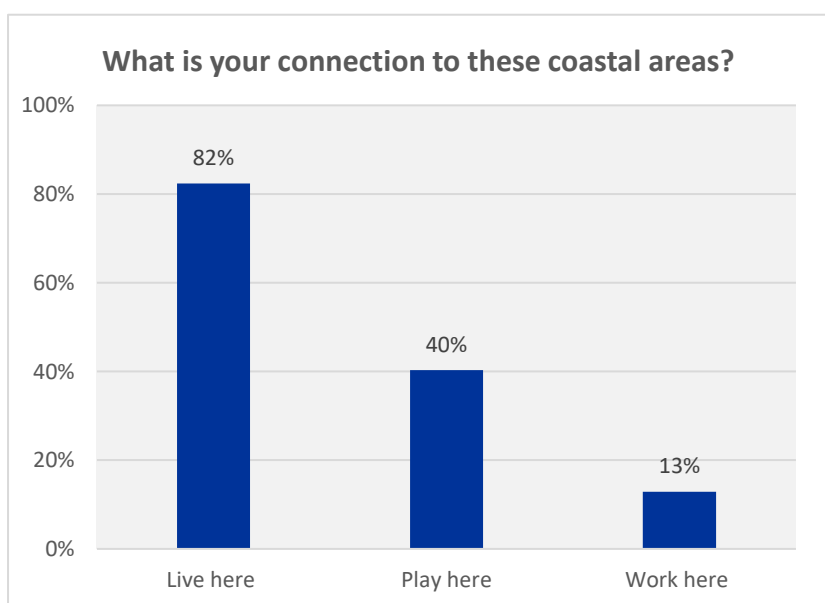
### Findings:

- The most-represented age bracket was those aged 50-64. This group comprise 29% of respondents (n=83)
- Children and young people were well represented in this consultation with 22% of respondents (n=65) reporting their age as 18 or under.
- Older people were also well-represented; 23% of respondents (n=66) stating they were aged 65 or over.
- Those aged 19-34 were slightly under represented (n=24).

## Respondents' connection to the area

Respondents were asked: *What is your connection to these coastal areas?*

Note: respondents were able to give more than one response; n=295.



### Findings:

- 82% of respondents (n=243) reported that they live within the coastal area that the consultation pertains to.
- 40% (n=119) indicated that they "play here".
- 13% of respondents (n=38) stated that they work in these coastal areas.
- 8% (n=24) selected all three options indicating that they live, work, and play in these areas.

# Locations

Respondents were drawn from the towns and settlements around Whakaraupō Lyttelton Harbour as well as Koukourarata Port Levy.

The survey did not ask where respondents lived (or had a holiday home), rather, it asked which area they felt connected with. Consequently, the table below shows each location (plus its grouping for analysis purposes in this report), its population, the number of respondents who identified this location as one they were connected with, and the percentage of the population represented in the engagement.

|                                      | Approximate population | Place respondent indicated they were connected with | Percentage of respondents per head of population |
|--------------------------------------|------------------------|---|--|
| [ Lyttelton                          | 3150                   | 48  | 2%   |
| [ Diamond Harbour                    | 1600                   | 71  | 4%   |
| [ Purau                              | 615                    | 17  | 3%   |
| [ Church Bay                         | 264                    | 4   | 2%   |
| [ Charteris Bay                      | 147                    | 38  | 26%  |
| [ Governors Bay (includes Allandale) | 940                    | 53  | 6%   |
| [ Teddington                         | 254                    | 6   | 2%   |
| [ Cass Bay                           | 202                    | 20  | 10%  |
| [ Rāpaki                             | 100-200                | 6   | 4%   |
| [ Corsair Bay                        | 96                     | 8   | 8%   |
| [ Koukourarata Port Levy             | under 100              | 17  | 18%  |

Note that Council are engaging directly with Te Hapū o Ngāti Wheke and Te Rūnanga o Koukourarata.

## Findings:

- > Charteris Bay had the highest proportion of respondents stating they are connected with that location compared with the total number of people who live there.
- > Lyttelton, although having the greatest population of the locations included in this consultation, had the lowest proportion of respondents stating they had a connection with that location compared with the total number of people that live there.
- > Diamond Harbour was the location that the greatest number of respondents stated they had a connection with; this location also has a relatively high population.

Note that population figures are based on 2018 census information.

# Comments analysis

## How the coast should look in 100 years

Respondents were asked:

- > *What do you want this coast to look like in 100 years? – what do you want to see?*
- > *What do you want this coast to look like in 100 years? – is there anything you don't want to see?*

### Summary of how the coast should look in 100 years

Respondents indicated a strong desire to protect and regenerate the local **flora and fauna**, including native bush, native birds, and marine wildlife. Generally, these comments painted a vision of thriving ecosystems across the area. Similarly, respondents felt passionately that they did not want to see loss of native bush and diminished bird populations, or an increase in weeds, pests, or exotic trees and forests.

**Water quality and pollution** were concerns for a substantial number of respondents. Comments called for improved water quality, both for people to swim in and enjoy, and to enable fish and animals to thrive. Similarly, a considerable number of others made the same point but by discussing the aspects they did not want to see in the future, namely polluted beaches, polluted water, rubbish, and murky, silty water.

Comments about **building and development** noted that respondents want to see less development, and a coastline unencumbered with buildings in the future. Similarly, overdevelopment, housing encroaching on the coastline, private buildings on the foreshore, and unsympathetic urban design were all noted as things that a substantial number of people did not want to see in the future.

Similar to the comments on water quality and pollution above, **litter and pollution** on the beaches around the coast was discussed by a substantial number of respondents (many of whom were young people), who painted a vision of clean, litter free beaches with minimal pollution in the future. These comments focused on rubbish left behind by visitors to the area, or that ends up in the water through other means rather than the water quality issues discussed above.

A substantial number of respondents highlighted the importance of **access to water and the coast** for the community. From walkways to beaches and bays, to public access to the inner harbour, respondents generally wanted to see the natural assets cared for and opened up for members of the community to enjoy in perpetuity. A moderate number of respondents noted that they did not want restrictions on public access to the water and beaches in the future, whether due to private ownership, coastal erosion, sea level rise, or pollution.

**Note:** The tables below present responses to the two futures questions by theme and topic, in order of most commented-on theme to least commented-on theme. The two substantive columns in the tables allow the reader to compare and contrast what respondents wanted to see or didn't want to see for each topic.

## Recreation and open space

|   | Want to see   | Don't want to see   |
|---|---|---|
| <b>Access to water and coast (52)</b>                 | A substantial number of respondents highlighted the importance of access to water and the coast for the community. From walkways to beaches and bays, to public access to the inner harbour, respondents generally wanted to see the natural assets cared for and opened up for members of the community to enjoy in perpetuity.                            | A moderate number of respondents noted that they did not want restrictions on public access to the water and beaches in the future, whether due to private ownership, coastal erosion, sea level rise, or pollution.  |
| <b>Coastal walkways (38)</b>                          | A moderate number of respondents simply indicated that coastal walkways are a valued asset to the community and people expressed a wish to see these protected, extended, and accessible to the public.   | Similarly, respondents reported not wanting to see walkways that are degraded, eroded, inaccessible, or unmaintained.   |
| <b>Beaches and bays (12)</b>                          | These comments suggested that people wanted to see safe, clean beaches being enjoyed.   | One respondent did not want to see mudflats.  |
| <b>Jetties, wharves, and piers (11)</b>               | Several respondents indicated that jetties, wharves, and piers are highly valued by the community and people want to continue to enjoy these and see others enjoying them in the future.  | Broken or flooded jetties were mentioned as undesirable for the future.   |
| <b>Motorised boating recreation (9)</b>               | One respondent called for greater controls on where jet skis can access the harbour and ride, noting that currently this has an impact on the peace and ambience of the bays in Lyttelton Harbour.  | Jet skis and motorised boats were viewed as undesirable by several respondents who stated this was an aspect they did not want to see in the harbour in future.   |
| <b>Other points made by five or fewer respondents</b> | There was general support for an abundance of green, natural spaces for recreation and enjoyment; the bays being used for swimming (with safe, clean water); useable boat ramps, including those that can be used at all tides; a dog park in the area; improved facilities like picnic tables, rubbish bins, and facilities for water users; better biking | People did not want to see the bays un-swimmable due to industry, run off, or silt build up; neither did they want poorly maintained boat ramps or facilities, dogs running around off leash or dog waste in public areas, or more navigation markers in the harbour. |

|  |   |  |
|--|---|--|
|  | tracks/access; abundant kai, and provisions made for cultural food gathering; continued access to recreational and open spaces; continued ability to access the water by boat; and good access to water and the coast for prams and people with limited mobility. |  |
|--|---|--|

## Land and the environment

|   | Want to see   | Don't want to see  |
|---|---|--|
| <b>Flora and fauna, biodiversity (incl. pests and invasive species) (135)</b> | This very large number of respondents indicated a strong desire to protect and regenerate the local wildlife, including native bush, native birds, dolphins, Blue Flipped Penguins, and other marine wildlife. Generally, these comments painted a vision of thriving ecosystems across the area. | Similarly, several other respondents felt passionately that they did not want to see loss of native bush and diminished bird populations, or an increase in weeds, pests, or exotic trees and forests.         |
| <b>Water quality and pollution (90)</b>                                       | A substantial number of respondents wanted improved water quality, both for people to swim in and enjoy, and to enable fish and animals to thrive.  | Similarly, a considerable number of people made the same point but by discussing the aspects they did not want to see in the future, namely polluted beaches, polluted water, rubbish, and murky, silty water. |
| <b>Cleanliness, rubbish, pollution (60)</b>                                   | Ten respondents wanted to see clean, litter free beaches and minimal pollution.   | A substantial number of other comments noted rubbish, plastic, and pollution as things they did not want to see in the future.   |
| <b>General natural environment (29)</b>                                       | A moderate number of respondents simply noted a wish for the natural environment to be green, thriving, and healthy in future.  | Several other comments offered a similar sentiment, noting an aversion to a withering or unhealthy environment.  |
| <b>Erosion (29)</b>   | Several people wanted to see potential erosion managed or avoided in the future, by preserving bush and the coastline.  | Several others simply noted that they did not want to see coastal erosion and sea level rise.  |

## Land and the environment

|   | Want to see   | Don't want to see  |
|---|---|--|
| <b>Aesthetics, views (16)</b>   | Several comments discussed the "beautiful", "scenic", and "unspoilt" views that they hoped would be retained.   | Offering a similar sentiment, a small number of others commented that they did not want signage and advertising, public toilets, large trees, or exposed infrastructure to obstruct views. |
| <b>Agriculture, farming, rural (10)</b>                                   | Three people discussed how they wanted the future of farming in the area to be, describing tidy paddocks, regenerative farming practices, and reinstatement of native planting in conjunction with continued agricultural activities. | A small number of others hoped that the area's land would not become farmland or used for intensive monocultural farming practices.  |
| <b>Hills, volcanos, mountains (9)</b>                                     | Five comments discussed hills, with a couple specifying a hope for bush covered hills, and open access to the hills.  | Over development on the hills was noted by four respondents as undesirable.  |
| <b>Coastline and harbour (also see beaches node under recreation) (8)</b> | A small number of respondents noted that healthy, protected coastlines with lots of shells were desired.  | One respondent did not want to see a shallow, muddy harbour caused by coastal erosion and increased rainfall.  |
| <b>Other points made by five or fewer respondents</b>                     | Thriving wetlands were wanted, as was less light pollution from the port.   | Natural hazards including tsunamis, droughts, and extreme weather events; and bright lighting and streetlights were stated to be unwanted aspects for the area.                            |

## Community

|   | Want to see  | Don't want to see  |
|---|--|--|
| <b>Safety, rules, and emergency services (8)</b>      | Safety, including road safety and safety from flooding, was mentioned by four respondents in what they desire for the coast in 100 years.  | Unsafe or antisocial behaviours, including unsafe driving, violence, and environmental hazards were noted as undesirable by four others.                                     |
| <b>Other points made by five or fewer respondents</b> | Respondents discussed wanting to see the current lifestyle enjoyed by locals to be maintained (describing this as relaxed, quiet, peaceful, and artistic); improved amenities in the | Expansion of the port and development was expressly stated as an unwanted feature in the area; also viewed negatively was the loss of community amenities, or their neglect, |

|  |  |   |
|--|--|---|
|  | area, including a community facility in Cass Bay; community members being nicer to each; good relationships with marae; and a community that has adapted to a changing coastline, perhaps with a shared energy source for community use. | abandonment, or damage due to lack of planning. Discrimination, gentrification; disrespect of the local marae; and non-specific changes to the local school were also not wanted. |
|--|--|---|

## Transport and traffic

|   | Want to see   | Don't want to see  |
|---|---|--|
| <b>Road access (22)</b>                               | Several respondents indicated that they wanted to see continued road access around the coast, including raised roads to mitigate effects of sea level rise.   | Several others noted that they did not want to see roads cut off, flooded, or washed away, resulting in poor vehicle access.   |
| <b>Other points made by five or fewer respondents</b> | Respondents reported wanting to see a car ferry from Lyttelton to Diamond Harbour and better ferry services generally; more active transport infrastructure, including better and safer bike access and walking connections; and slower traffic speeds. | People did not want to see more traffic or road congestion; more roads, highways, or other provisions for car use (like space allocated for car parking); "boy racers" or speeding cars were disparaged; and the removal of car parking was an aspect not wanted for the future. |

## Residential housing and development

|  | Want to see  | Don't want to see   |
|--|--|---|
| <b>Building or development (quantity) (77)</b> | A small number of respondents noted that they want to see less development, and a coastline unencumbered with buildings in the future. | Overdevelopment, housing encroaching on the coastline, private buildings on the foreshore, and unsympathetic urban design were all noted as things that a substantial number of people did not want to see in the future. |
| <b>Density and population (7)</b>              | One person wanted <i>space</i> in the future, with people not living on top of each other.   | Six respondents discussed over population and crowding as problems they did not want to affect the coast in 100 years' time.  |



## Residential housing and development

|   | Want to see  | Don't want to see   |
|---|--|---|
| <b>Building or development (quality) (7)</b>          | A small number of people wanted to see carefully planned, sustainable and sympathetic development in the area. | Three others noted that they did not want unsustainable development including too much outward development (as opposed to building up), development out-pacing infrastructure upgrades, or unregulated development of green spaces. |
| <b>Other points made by five or fewer respondents</b> |  | Aspects not wanted included more housing at sea level and more subdivisions, which cause runoff and sedimentation in the harbour.   |

## Infrastructure

|  | Want to see  | Don't want to see   |
|--|--|---|
| <b>Roads (15)</b>                        | Several respondents wanted to see safe, well-maintained roads that continue to be fit for purpose throughout the area. Careful planning to ensure both a highly functional roading network and preservation of nature wherever possible were also desired. | A small number of people noted that they did not want to see roads unfit for purpose, full of potholes, or being washed away. One respondent noted they did not want to see more traffic on the roads around the bays.          |
| <b>Pipes, sewerage, storm water (10)</b> |  | Several respondents raised sewerage issues that they didn't want to see in the future, including exposed pipes, sewage polluting the bays and making the water unsafe to swim in, and leaks into the harbour from cruise ships. |
| <b>Lyttelton Port services (7)</b>       | One respondent reported wanting a deeper harbour.  | Other respondents discussed elements relating to the port that they did not want in the future, including expansion of the port, big boats and cargo ships, and the port generally.   |

## Infrastructure

|   | Want to see   | Don't want to see  |
|---|---|--|
| <b>General infrastructure (6)</b>                     |   | Six respondents generally discussed infrastructure, noting that they did not want failure to plan and manage infrastructure to result in either inadequate or redundant infrastructure.      |
| <b>Other points made by five or fewer respondents</b> | Underground power and telecommunications lines were sought, as was a shared community energy source, and free access to safe water. | Above ground lines and cellphone towers were not deemed suitable; air travel infrastructure in the harbour, including runways or helicopter pads at private residences were also not wanted. |

## Commercial

|   | Want to see  | Don't want to see   |
|---|--|---|
| <b>Shops, businesses, commercial development (11)</b> | Two respondents wanted more local shops, including a toy shop. Another person wanted to see more eateries in the area. | Several others were wary of future commercial development, noting that they didn't want to see more shops, built-up areas or high rises, motels, fast food chains, commercial advertising/billboards, or big shops in the area. |
| <b>Tourism or cruise ships (9)</b>                    |  | Cruise ships were not desired for the future by several respondents. A couple of these people spurned tourism more broadly.   |
| <b>Other points made by five or fewer respondents</b> | Local job opportunities for all who want them.   | The 'Lyttleton Tank Farm'; and large holiday homes were undesirable.  |

## Coastal adaptation

|   | Want to see  | Don't want to see   |
|---|--|---|
| <b>Sea levels rise (17)</b>                           | Two people wanted to see “bearable” sea levels.  | Similarly, several others did not want to see excessive sea level rise, inundation, flooding, or more loss of land.   |
| <b>Oppose engineered solutions (13)</b>               | Two respondents indicated that as little human intervention as possible would be positive.   | Similarly, several others discussed not wanting concrete, walls, or too much interference with the coast.   |
| <b>Managed retreat (9)</b>                            | A small number of people suggested adapting the coast to accommodate rising sea levels by raising or protecting public and private assets as needed, including houses, roads, jetties, and boat ramps.   | Three respondents noted that they did not want to see houses being flooded or abandoned because they have been built in the wrong place.  |
| <b>Other points made by five or fewer respondents</b> | Sea walls or buffers to protect land and roads from inundation were sought, as was reforestation of the peninsula to protect from erosion; general protection of the coast from climate change or flooding; more immediate action from councils; Council subsidies to encourage residents to value protection of the coastline; and sand added to the beach by Black Rock. | A lack of action around water quality concerns was undesirable, as were excessive regulations placed on people due to fear of climate change and damaged or abandoned facilities due to lack of planning. |

## Other

|  | Want to see  | Don't want to see   |
|--|--|---|
| <b>Do not want anything to change (33)</b> | A considerable number of respondents wanted to see the coast looking much like it does now in 100 years' time. These comments were general, simply stating that people like things the way they are now. | Similarly, one respondent noted that what they didn't want for the future was change. |

# Comments about coastal hazards

Respondents were asked: *Is there anything else you want to tell us about adapting to coastal hazards?*

## Summary of comments about coastal hazards

Adaptation options (e.g., hard versus soft engineering solutions) and road access were the most prevalent topics raised by a considerable number of respondents each when asked if they had any other comments.

Opinions were expressed on **options for coastal adaptation** with nature-based or soft-engineering options preferred over hard solutions. Managed retreat was also supported, particularly when considered the potential collective insurance impacts of continuing to build in areas prone to coastal erosion.

The importance of having continued **road access** was raised in a considerable number of comments. Access for vehicles was deemed a vital part of life around the harbour (and the Port Levy settlement). People expressed fears that roads would be inundated, flooded, or otherwise rendered inaccessible for certain periods in future.

A moderate number of respondents made statements around the **urgency** that planning take place, reiterating that the inevitability of sea level rise makes planning a task that is required in the near rather than distant future.

A moderate number of responses were made reiterating respondents' concern for **flora and fauna**; namely that the shoreline would be better served and protected by ensuring existing plantings are protected, and by planting more for regenerative purposes and to prevent or slow erosion.

Several comments were made urging that Council **communicate** clear, reliable, and relevant information to residents in a timely manner so that respondents have all the information available to do their own planning. A similar number asked that **governance** on such issues be collaborative, rational, and decisive.

Expressions of concern that **water health** be prioritised and that **erosion** be managed were made by ten respondents each, conveying a vision for a healthy harbour. All other topics received fewer than ten comments.

## Coastal adaptation

90 comments

### Adaptation options (33)

A moderate number of respondents discussed various adaptation solutions, from hard engineered to nature-based ideas. A small number of people supported taking a hard-engineering approach and erecting protective walls or buffers to mitigate the effects of sea level rise, while a similar number of people also suggested more general protection measures such as:

*Need to spend money now on shore protection rather than increased funds later when it is too late.*

*Need to start building new roading protection now. Design a new route around Teddington now.  
Implement flooding planning, retreat and protection on the Purau foreshore and Reserve.*

Three respondents opposed hard engineering solutions, suggesting that, if possible, ways of working with nature should be prioritised over building walls or engineered structures. A small number of others echoed this sentiment, calling for more planting and creation of "natural coastal buffers" to manage erosion.

*Engineered structures should be very carefully considered before implementing. The design life and decommissioning, the types of materials, potential local effects of structures on further erosion, sea life etc.*

*Replanting to protect the area above the road to Purau from slips.*

*Add mangroves along the upper harbour to protect the road from tidal wash.*

Several respondents discussed managed retreat as an option for mitigating the impacts of sea level rise and erosion. These comments suggested that careful planning and futureproofing measures such as adding cycleways or shared paths when raising roads, and implementing strong climate policies now to ensure that planning and implementation of adaptation measures are underway prior to them being absolutely necessary. A few other examples of managed retreat solutions include:

*Consider no new building consents for coastline low ground elevation structures (no insurance options might achieve the same).*

*Consider whether relocation is more appropriate rather than protection for some areas.*

*We all need to play our part in this. Government, insurance agencies, businesses and residents. Adaptation, mitigation, reparation and/or retreat must all be considered.*

Four respondents were not so enthusiastic about coastal adaptation, taking the stance that more should be done to slow or prevent sea level rise so that less adaptation is required.

### **Urgent action or advance planning required (23)**

Several respondents stressed the importance of beginning planning and implementation of coastal adaptation strategies now, to make adaptation in the future easier, more effective, and more economical.

*I think preparing for effects of climate change is the paramount role. Leaving it is too late. I do not think building should be consented for any areas that are likely to be affected by sea level rise. The result will cause enormous expenditure on pay outs for remediation and relocation.*

*I don't want money spent on assets that will be affected by sea level rises. I think the Head to Head Walkway might be a misplaced project. Similarly roads close to the sea that might be flooded. Areas that are to be compromised need to be identified now and restrictions placed on those sites now.*

Several other respondents noted that rising water levels are already causing issues in some areas, particularly in Purau.

*Teddington is at risk as it floods now. Rising water levels could cut off access into & out of the bays. Purau bay has no protection from erosion which is evident already especially at king tides.*

*Flooding of Purau sewage tanks will become a serious issue in the future (already is at present during rainstorm events).*

Finally, a small number of comments discussed broader policies that people wanted to see introduced to mitigate the effects of climate change and minimise sea level rise in the future.

### **Information sources and communication (13)**

Several respondents discussed the importance of having reliable and accessible information sources, both for the public, around the impacts of climate change and the hazards this may create along the coastline, and for Council and decision-makers to ensure that decisions are made based on sound and relevant information.

### **Governance, decision making, collaboration (12)**

A range of different comments were made relating to governance and decision making.

These comments varied, ranging from suggestions that many different parties including government, insurance agencies, businesses, and residents must work together to address coastal hazards, to calls for consents to be denied in areas that are likely to be affected by rising sea levels. One respondent noted:

*People must be responsible for their own choices. Society should not pay to protect my property.*

### Risks may be overstated (7)

A small number of people suggested that the risks of climate change and resulting changes to the coast may be overstated, either in terms of the degree of sea level rise, or the impacts that this will have on the community.

### Other (2)

Two other comments were made, one from a respondent who asked what they can do to help with climate change, and another who commented:

*Glad this is finally being seen as an issue, fed up of being berated for not doing enough when basically NZ alone cannot stop the sea from rising, though the government would have us believe this is the case.*

## Land and the environment

48 comments

### Flora and fauna, and biodiversity (15)

A moderate number of respondents commented about local plant and wildlife, with the general sentiment being that this should be protected and encouraged further. Planting more trees to protect the shoreline and provide a habitat for native birds was a common suggestion among these comments.

One of these respondents suggested that Council ban the use of poisons in the area owing to the risks associated with these leaking into waterways and the ocean.

### Water health and pollution (10)

Several respondents argued that better management of run off and wastewater is needed to ensure that local beaches and waterways remain safe for people and wildlife.

*Clear up the water, ensure stock effluent is dealt with and not dumped to sea to protect sea life.*

*Minimise excavation for housing, as run off sediment continues to pour into the harbour.*

### Erosion (10)

Erosion was a concern for several respondents, who suggested that measures such as planting trees along the coastline need to be planned for or implemented now to mitigate erosion.

*Minimise excavation for housing, as run off sediment continues to pour into the harbour.*

*Leaving the trees in place so the roots hold the land. Gullies to the side of the roads are cleared regular to prevent flooding.*

### Natural hazards (6)

A small number of respondents expressed concerns about natural hazards, including potential fire risk, danger from large trees, tsunamis, and earthquakes.

*Leaving the trees in place so the roots hold the land. Gullies to the side of the roads are cleared regular to prevent flooding.*

## Cleanliness, rubbish, pollution (4)

Litter and plastic waste were a concern for a small number of respondents who wanted to see less of these in the area, both as waste in public spaces, and in stores (for example, limiting the use of plastic wrapped goods).

## Aesthetics, views (1)

One respondent supported taking steps to adapt to rising sea levels, but felt that these shouldn't be "too drastic" so as to alter the beauty of the area.

## Hills, volcanos, mountains (1)

One person advocated for protection of the historic Governors Bay - Allandale Foreshore Road and the Governors Bay Volcanic formations on the same road.

## Agriculture, farming, rural (1)

One respondent called for Council to require farmers to fence off coastal cliffs and waterways, arguing that if the edge of the bay is covered in native forest, then the health of both the water and farms will benefit.

# Transport and traffic

43 comments

## Road access (32)

Road access was by far the most common topic of discussion among comments discussing transport and traffic. Respondents expressed concerns about vehicular access around the coast long-term, noting that actions need to be taken to ensure the community is able to maintain access to the city and their homes.

In particular, Teddington and Purau were noted as areas that people felt was likely to get cut off unless a new road is built, or existing roads raised.

*We need a new access road to avoid the Teddington area where it will be flooded first. This needs to be done BEFORE we need it. I.e. now. The logging trucks can then use the old road until its unusable because they destroy our roads.*

*Alternative routes out of Purau and possibly reinstating the ferry to Purau.*

*Our only access road needs to be built up to ensure its viability and, in some areas, should have a walkway/ cycleway attached.*

*The road to Diamond Harbour has some very low areas that will need to be moved to ensure uninterrupted access for vehicles.*

## Ferry (9)

Several respondents supported introducing further ferry services around the bays, including a car ferry. These respondents argued that water transport will be a more viable and practical option with an altered coastline.

Two respondents also commented on access to the ferry, particularly for those with limited mobility.

*Access to the water needs to be better and access to the ferry needs to be better...maybe a shuttle bus.*

## Active transport (1)

One person called for Council to implement better active transport infrastructure like cycleways (including through the tunnel).

## Public transport (1)

One person also called for better public transport in the area.

## Infrastructure

19 comments

### Pipes, sewerage, storm water (7)

A small number of respondents raised concerns about current wastewater management, particularly relating to sewerage close to sea level. These comments suggested that wastewater infrastructure along the coast needs to be upgraded, with sea level rise and changing weather patterns in mind.

*We live in Purau on the water front. We also live off rain water tanks and septic tanks. We have noticed surface flooding getting worse over the last few years and taking longer to disappear. When we lose power we can't flush our toilets or access water as they are run off pumps. How are we going to adapt to the coastal hazards in the future with these health and safety issues with water tables getting higher.*

### Roads (3)

Three respondents discussed roads around the coast, stressing the importance of having a safe, well-maintained roading network that is protected from the effects of sea level rise and coastal erosion. One respondent also noted concerns about noise and safety on the road in front of Orton Bradley Park, stating:

*Yes, the stretch of road in front of Orton Bradley Park. It is low and it is very noisy. We've also seen a few near-misses as cars enter and exit the increasingly popular Orton Bradley Park. Perhaps when it is reworked to avoid coastal hazards, a different (silent) type of asphalt plus more speedbumps can be installed?*

### Lyttelton Port services (2)

Implications of the changing coast on the Lyttelton Port were discussed by two respondents, one who felt these had not been adequately addressed, and another who felt that losing the port to sea level rise would benefit the Lyttelton community in some ways.

### Telecommunications, digital, and power (2)

Two respondents suggested that ensuring reliable cellphone coverage across the area would help to keep people safe and informed during emergency situations.

### Bridges (2)

A couple of respondents suggested that bridges may be a good access solution in some areas such as Teddington/Allandale.

### Landfill, burying waste (2)

Two comments expressed concern about the environmental impacts of the former site of Governors Bay dump and ongoing waste burial close to the coast.

### Renewable energy and grey water (1)

One respondent suggested that community resilience could be increased by becoming self-sufficient through power and water, for example through a solar bank/farm for villages, and incentives for grey water disposal/use on gardens.

## Recreation and open space

16 comments

### Land (7)

A small number of respondents commented on coastal walkways, urging Council to ensure these are well protected and maintained.

One person expressed concern about the behaviour of dog owners, though did not detail specific concerns.



### Access to water and coast (8)

Several comments highlighted the importance of retaining access to the water, with two people discussing harbour access in relation to boating.

### General recreation (1)

One person suggested that benches along the coast to sit and take in the view would be a lovely addition.

## Residential housing and development

9 comments

Several respondents discussed residential housing and development in the context of rising sea levels and increased risk of flooding. These respondents argued that Council should take sea level rise forecasts into consideration when issuing building permits, declining them for areas at risk of flooding, including for alterations to existing homes in that area.

*CCC, don't allow building permits in risky areas, refuse insurance to those who do.*

One person expressed scepticism about developers and their relationships with Council, arguing that this concerned them more than natural hazards.

## Community

9 comments

### Safety, rules, and emergency services (5)

Three respondents raised concerns about road access from a safety perspective, noting that access for emergency services and clear evacuation plans are important. Two others suggested that there is a need for more signage in the area about potential hazards, as well as laws and rules in different locations.

### Community, cohesiveness, close-knit (2)

Two people highlighted the importance of communities being resilient, connected, and looking out for each other.

### Education and schooling (1)

One comment called for community funding to start interesting educational programmes for children to get them involved in the environment.

### Self-sufficiency and resilience (1)

One respondent suggested that local communities should work on becoming self-sufficient.

## Commercial

3 comments

### Industry (2)

Two respondents expressed concerns about local industry. One person discussed exploitative commercial fishing practices in the area, while another discussed community concerns regarding Moepuku Peninsular logging, stating:

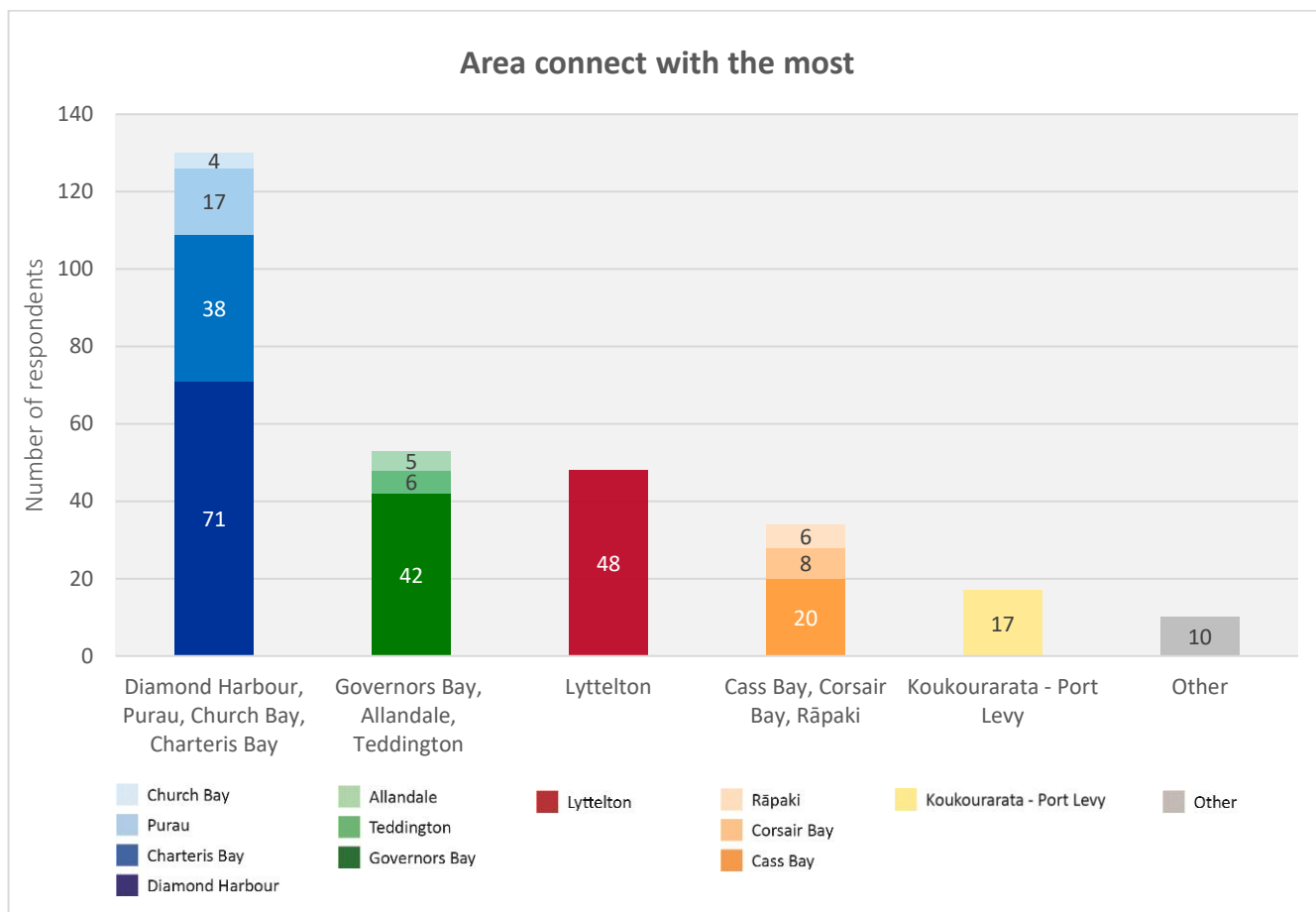
*The community told both councils that slash, sediment and other detritus would enter the harbour. We were assured that this would not happen - it has. We were told that if anything happened there would be monitoring, enforcement action and remediation - this has not happened.*

### Opposition to commercialisation (1)

Finally, one person argued that the environment should be prioritised over commercial activities such as shipping.

## Area most connected with

Respondents were asked: *Which area do you connect with the most?*



### Summary of areas most connected with

- > The Diamond Harbour, Purau, Church Bay and Charteris Bay area was the most connected with by respondents. Of these, the greatest number of respondents identified Diamond Harbour as the area with which they most connect (71 respondents). Note that this generally reflects the population of the locations, apart from Lyttelton, for which there were proportionally fewer respondents than expected (see table on page 10 for population details).
- > Lyttelton (48), Governors Bay (42), and Charteris Bay (38) were the next most popular areas that people stated they had a connection with.
- > Other areas stated by respondents as the area they were most connected with were: two respondents stated they were visiting from other areas; two stated “the harbour”, and two stated two or more locations while one each stated Canterbury, Redcliffs, North New Brighton, and Camp Bay.

## Most valued aspect

Respondents were then asked: *What do you value about this area?*

Note, respondents commented directly on the area with which they felt most connected; consequently, the bulk of discussion is grouped by location. However, the summary box below discusses the key themes and topics that arose across all locations.

### Summary of most valued aspects across all areas

Aspects of *Recreation and open space* and *Land and the environment* were the most-reported valued elements of the areas respondents commented on. *Community* aspects were the third most commented-on theme, with all other themes receiving negligible comment across locations.

**Coastal walkways and walks** were by far the most valued aspect of these areas with a large number of respondents identifying “the tracks”, “the walking tracks”, “walking next to the sea”, and “the coastal track” as a highly valued local asset. In every location group except Koukourarata Port Levy, walkways and coastal tracks were more often noted than the next most popular topic, flora and fauna (discussed next).

**Flora, fauna and biodiversity** aspects received slightly fewer but still a large number of statements of value from respondents. Respondents across all locations noted the birdlife, nature, the trees, and the “native vegetation” as one of the top prized aspects of life in these areas. Birds and birdcalls were particularly prevalent within these comments.

**Water related activities** (mostly swimming and kayaking/paddling) were noted by a sizeable number of respondents as being valued. Respondents cited swimming, daily swims, and jumping from jetties as valued aspects of the area. Additionally, boating/sailing, fishing, and general water activities were noted.

**Scenic aspects** and **community cohesiveness** aspects both received a substantial number of comments. Statements of admiration for the scenic beauty of an area were proportionally matched to the number of respondents from each location group. Although natural beauty was often inferred, this was not specified; rather respondents noted the views, the sea- and sky-scapes, and noted that the area was stunning, beautiful, “a gem”, or simply that it was scenic.

**Community** comments were often succinct, with statement such as “friendly community”, “the people that live here”, and the “sense of community” being common. Respondents from Lyttelton were far more likely to express admiration for their community than those from other location groups.

A considerable number of respondents valued the **peace and quiet**, the tranquility, or the “small town vibe” of locations. Privacy, silence, and peacefulness were all noted as valued aspects.

**Being able to access the water** or coast was important to a considerable number of respondents. They spoke of “being able to wander down to the beach” and accessing the beach, harbour, or sea as valued aspects. There was a strong sense that respondents place a high value in maintaining ready access for members of the public.

Similarly, a further considerable number of respondents stated that the **beaches and bays** are what they value about the area. The word “beach/es” was present in over half these comments, which were usually simple statements which, when expanded on, often named specific beaches or bays, or included statements such as “I love...”.

Again, a considerable number identified **wharves, jetties, or piers** as valued aspects. Respondents from the ‘Diamond Harbour, Purau, Church Bay, and Charteris Bay’ group of locations were most likely to comment on the jetty or wharf being a valued aspect. Almost always in simple terms, respondents stated things like jetty, wharf, or Diamond Harbour wharf. In some cases, respondents detailed that jumping from the jetty was

valued. Note that when asked about community assets (see discussion from page 35), jetties/wharves/piers were the most-listed asset (this was followed closely by walkways and parks/reserves).

The hills themselves were valued by a moderate number of respondents; this was in the context of access, recreation value, aesthetic value, or proximity. Respondents admired the mountains, the gullies and most often, the hills. Similarly, **proximity to the sea** was valued by a similar moderate number of respondents, almost all of which were from the 'Diamond Harbour, Purau, Church Bay, Charteris Bay' and the 'Governors Bay Allandale, Teddington' groups of locations.

In addition to valued aspects from those with a connection to one location, one submission was made highlighting the importance of **electricity infrastructure**; the submitter stated:

*Overhead lines and underground cables, and associated equipment are lifeline assets and at the heart of promoting the social, economic, environmental, and cultural well-being of communities in Whakaraupō - Lyttelton Harbour and Koukourarata - Port Levy, and associated community assets.*



## Respondents whose main connection was with Diamond Harbour, Purau, Church Bay, Charteris Bay valued...

408 comments

### Recreation and open space (194)

Foreshore, cliff, and **coastal tracks** were the most frequently cited recreation aspect that respondents from these areas valued. A substantial number of respondents stated this as a valued part of the area. Comments such as the following were made:

*I also like going for walks and runs with my family...or just by myself.*

*I love the cliff tracks, beaches and walking tracks around the peninsula.*

*I love walking/running around coastal tracks/waterfront roads.*

A similar number of comments were made about **on- or near-water activities**, the majority of which were swimming. A moderate number of respondents stated they value swimming (e.g., "taking the kids out swimming", "ability to swim year-round", and "swimming of the DH wharf"). Of the on-water activities listed, the next most prevalent were the several each who noted kayaking/paddling and boating/sailing. Such activities were frequently listed alongside others, as the comment below shows:

*Swimming off jetty and beach, kayaking and paddle boarding and launching our boat.*

Other on- or near-water activities listed included general water sports (noted by a small number), the yacht club and boat sheds (each noted by a few respondents), fishing and paddleboarding noted by a couple and one respondent respectively.

Relatedly, an additional moderate number of respondents specifically cited that **access to the water** was an aspect they valued about these areas. This was phrased quite literally as "access to the water", "beach access", and "unrestricted" or "easy" access to beaches, the harbour, or the sea.

The **jetty/wharf** was noted in a moderate number of comments. This was almost always in simple terms, such as "jetty", "the jetty", "Diamond Harbour wharf", or "Purau jetty". Several of these comments noted that jumping off the jetty was a valued activity.

The **beaches** were noted in a similar number of comments as a valued recreational/open space aspect. This was again almost always in simple terms, with respondents noting beaches, the beaches, “going to the beach”, and “the beach and mudflats” in responses.

Several respondents noted **parks and reserves** in comments about what they value about these areas. Orton Bradley Park was the most often named reserve, with Quail Island, Stoddart Point, and “playgrounds” also noted.

A small number of respondents noted that they value being able to walk their dog, or take their dog with them in these areas, and a similar number cited sport (golf and tennis). A few noted mountainbiking and a couple made comments about general recreation opportunities in the area.

### Land and the environment (134)

Over a third of the land and environment comments from respondents with connections to these areas were statements around the high value placed on **flora and fauna**. A considerable number of respondents made comments including reference to birds, birdsong, plants, marine life, native birds, native plants, native bush, native forest remnants, wildlife, habitat, vegetation, and dolphins/fish. Most often the points were made in simple terms with little description provided, and were frequently listed amongst multiple other valued aspects. The following comments are a little more descriptive.

*The wildlife and birdlife are of huge importance to me, as is the natural feel to the environment, when there is human intervention, it's done with sensitivity.*

*A short walk up the valley to pockets of native bush and fantastic bird life.*

Just over a third of comments under this heading were around **views and scenery** that respondents value. Comments frequently simply stated “views”, but also included “beautiful views”, “fabulous views”, “coastal views”, “vistas”, as well as “I love the open air”, “beauty” and that it “is a beautiful place”.

Several respondents noted that **proximity to the sea** is what they value. Being near the ocean, and “the sound of the sea, rivers and streams” were noted alongside other aspects such as “proximity to the water”, “living next to the sea”, and the following:

*North facing, wrapped in the arms of the hills, ocean at the front. Perfect Feng shui.*

Several respondents cited the **harbour**, the coastline, or the coast (and for one person, mudflats) as an aspect they value. Comments such as “I love the coastline” and “the constant of the harbour environment”. **Water health** was similarly valued with several respondents noting clean beaches, a healthy harbour, and “the quality of the sea water”.

Additional aspects said to be valued were cleanliness (of air and of Diamond Harbour), and the rural feel.

### Community (58)

Half of these comments were related to **community** orientation; that is, that Diamond Harbour, Purau, Church Bay, and /or Charteris Bay constitute a good, tight, solid community. The communities were described as friendly, diverse, engaged, small, supportive, and close. The majority of comments pertain to Diamond Harbour. The following comments reiterate this:

*A great community and atmosphere.*

*Full of birdsong and a caring mutually supportive community. It can be equalled but not bettered.*

*Community involvement in all facilities and activities in the larger area.*

A moderate number of comments (around a quarter of those under this heading) addressed the **peaceful**, relaxed nature of the place, or the stress-free feeling that these places evoke. Aspects mentioned include quiet neighbourhoods, that “it is so tranquil”, and the “peace and quiet”.

*“Getting away” from the city yet it is so close by.*

A small number mentioned **family** connections to the area, such as growing up there, or having had children/grandchildren grow up there. Similarly, a few respondents noted that having a family home, or owning a home there was a valued aspect.

*I love to jump of Diamond Harbour Jetty with my dad that does big Manus off the wharf and my beautiful house!*

Final individual points made include the museum, the community hall, and the school.

### Transport and traffic (12)

A small number of respondents noted the **Diamond Harbour ferry** as a valued aspect for them; such comments included the following: “ferry over to Lyttelton”, “good public transport links”, and “love going on the ferry”.

The same number of respondents stated they valued the areas’ **accessibility** to Christchurch. One person stated they admire that it is “a stunning place to live yet it is half an hour from the city”, and another stated “ease of access to the city” was what they valued. Lastly, one person commented:

*Ease of access (the fact that we can drive to our home); Teddington road is vulnerable, as is the road by Orton Bradley Park.*

### Residential housing and development (4)

A couple of respondents stated that they value the low population density in the Diamond Harbour area, one phrasing this as “the lack of population”. An additional couple of comments that addressed housing included one in which construction codes were praised, and another, shown below:

*Love the spread out housing and few 6ft wooden fencing around houses; trees shrubs create great borders.*

### Commercial (3)

A few respondents whose connection was mostly with Diamond Harbour noted commercial entities as valued aspects of life there. The Four Square, the supermarket, and “fish and chips, café” were all noted.

### Infrastructure (1)

One lengthy comment was made about water use and charging by a respondent who, due to planting several thousand native plants, fears they will be charged for water over-use.

### Other (2)

One respondent noted that a valued aspect of the place with which they are most connected was “Sustainability, forward planning, codes of construction, environmental impact, regional management” while another noted “everything really”.



## Respondents whose main connection was with Governors Bay, Allandale, Teddington valued... 164 comments

### Recreation and open space (68)

Almost half of the recreation/open space aspects valued by respondents from these areas were the walkways, foreshore tracks, **coastal walks**, and hill tracks. A considerable number of respondents noted this in their responses about what they value about these areas. Comments below show a few of the more descriptive examples; the majority of responses were succinct (e.g., “coastal track”, “walking in the hills”, “the walking track”).

*I like walking or biking on the foreshore track, and walking around the bay because it's peaceful.*

*Walkways and foreshore and having easy access to the water for all people.*

*Talking contemplative walks along the foreshore tracks from Māori Gardens to Allandale...running and biking along the GB-Allandale foreshore track.*

A moderate number of comments were made from respondents who connect with these areas stating they value **on- or near-water activities**. These were a few comments each noting swimming, kayaking/paddling, boating, fishing, and paddle boarding. A small number of people stated that they value having access to the water.

*The ability to access the coast, beach and cliffs.*

The **jetty** was noted in seven comments, with one respondent stating they look forward to “jumping off the Governors Bay jetty again when it’s reopened in 2023”. Two statements were made to the effect that respondents “love the jetty”.

An additional small number of people each stated they value the **beaches/bays** and mountainbiking, while a couple stated they value the local pool. One respondent noted general recreation opportunities, and another stated they value the sport that they play in the area.

### Land and the environment (64)

Over a third of the land and environment comments were from respondents who stated they **value the flora** and fauna of the area they most connect with. Wildlife, birdlife, and native bush were all noted. The birdlife was the most frequently mentioned (bellbirds and spoonbills, kingfishers, hawks, and shore margin birdlife were each named).

*I love how the first thing you hear when you wake up are all the birds.*

*I love the nature and wildlife all the beautiful birds and walkways especially the foreshore.*

Several people noted that the **scenery** and views were important to them, stating such things as “I love the views”, “the views of the harbour”, and “beautiful harbour”.

**Proximity to the sea** was valued by several respondents, who stated that “living so close to the sea” was what they valued. A similar number of respondents stated the **hills** were a valued aspect of this place (e.g., “access to hills” and “I love the hills, the biking, and the walks”).

A small number of respondents valued the **rural** nature of the area (“seeing llamas”, “how it’s rural”) while for a similar number of respondents, the general natural environment was appealing.

A couple of respondents each cited water health and the coastline as appealing aspects of this area.

## Community (21)

One third of these comments, a small number, cited the **community** as a valued aspect of these places; phrases such as “sense of community”, “great people”, and the following:

*I love the community - the diversity of interests and talents and strong village spirit.*

Only slightly fewer than this, an additional small number of respondents cited the **peace** and quiet or an undefined “feel” as an appealing factor. The **school** was valued by a small number, and a couple of respondents cited the **history**/Māori history of the area in comments. The community centre, and having roots in the area were also noted.

## Transport and traffic (5)

A small number of respondents noted that the ability to access Christchurch quickly and/or easily was a valued aspect for them. This was both in the context of a commute, and as simply being “close to town”.

*The rural nature yet still able to work in ChCh.*

## Commercial (3)

The pub/Governors Bay Pub was a valued aspect of life in this area for a few respondents.

## Other (2)

The availability of WiFi was a valued aspect of life in this area by one respondent. And, one respondent valued the warm climate.



## Respondents whose main connection was with Lyttelton valued... 125 comments

### Land and the environment (40)

A moderate number of respondents for whom Lyttelton was their main connection to the area stated they value the flora, fauna, or native/**natural aspects** of the area. This included bush, birdlife, nature, regenerating bush, and “connection to the natural world”.

*I love the natural beauty especially the kowhai trees and the birds.*

Slightly fewer respondents highlighted that the **aesthetics** (i.e., views, scenery etc) is what they value about the area. This included the “everchanging views from our house”, the “rare and beautiful environment”, and “the wonderful sea- and skylines”.

A few people each noted the **hills** or mountains, and the **harbour** itself as a valued aspect.

### Recreation and open space (37)

Respondents who identified Lyttelton as the area they most connect with and who cited a recreation related aspect of value to them most often stated **coastal walks and walkways**. Half of the recreation comments in this section were statements in support of “the beautiful walkways”, “the many walks close to home”, and the “coastal walks”.

*I love the walk through the trees to Corsair Bay.*

*I live near the reserve and the mountains in the top of Lyttelton and I love the walks and all the nature.*



*I love the coastal walkways, the beaches, and the networks of walking tracks connecting the coast and the hills.*

A quarter of the comments about recreation related aspects that respondents value about Lyttelton were **on-water activities**; the following water activities were noted: kayaking, boating, sailing, paddleboarding, and fishing (this respondent noted that it is getting rarer to catch fish). Access to the water or beaches was valued by three respondents (e.g., boat ramps, and “being able to walk down to the beach”).

A small number of respondents each stated they value **beaches and bays** (e.g., “those little hidden bays”, “the beaches in the area”), and parks or reserves. Three respondents specifically noted that they value the pet-friendliness of Lyttelton and its surrounds. Cycling to Governors Bay and the skate park were also mentioned.

### Community (35)

Two-thirds of comments under this heading praised the community as an aspect that they value in Lyttelton. Respondents discussed the “mix of people”, the “diverse neighbourhood” and the “sense of community”. The community was described in positive terms as connected, small, safe, artistic, arty, and left-leaning.

*It is a diverse neighbourhood but has a great sense of community.*

Several respondents, in a similar context, described that they value certain aspects of the “vibe” or **lifestyle** available to people in Lyttelton. It was variously described as “gritty”, and as having a “buzz”; the atmosphere was praised, as were the “small town vibes”.

The library and access to community and health services were valued by three, and a couple of others stated they value the historic houses.

### Commercial (7)

A small number of respondents were in support of the local shops or commercial entities in Lyttelton. The Four Square, the market, and the “cool cafés” were all noted, as was the supermarket and the small cafés. One respondent noted the “diverse mix of businesses and people” was what they valued.

### Traffic and transport (2)

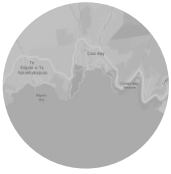
Free parking and accessibility to Christchurch (“not too far”) were noted as valued aspects for those whose main connection was with Lyttelton.

### Infrastructure (2)

Two infrastructure comments were about the Lyttelton Port- both conveying that port activity was an aspect valued by respondents. One comment was less supportive than the other, stating “port noise is fine”, and the other admired the “busyness of the port”.

### Governance and planning (2)

One respondent noted that a valued aspect of the place with which they are most connected was the idea of there being less Council “interference in our lives”, while another valued “freedom of expression”.



## Respondents whose main connection was with Cass Bay, Corsair Bay, Rāpaki valued...

98 comments

### Recreation and open space (46)

**Coastal walkways** and tracks were the most often noted recreation aspect that respondents connected with these areas valued. This was closely followed by activities on or near the water, with these two groups comprising almost all comments under this heading.

Walking, walking to or on the beach, coastal walkways, and several specific tracks were cited, including Cass Bay to White Gates track, the walkway to Corsair Bay, the “walks around the bays”, and the following:

*I enjoy walking on the tracks between the white gates (Brittan Tce) and Pony Point.*

**Water activities** including swimming (in the bays), kayaking, paddleboarding, boating, and food gathering were noted by a moderate number of respondents; the majority of these were simple statements such as “I like to swim there”, while a couple of comments offered more descriptive commentary on the value of connection to the land and sea for “customary food collection” and “mahinga kai”.

*I love kayaking out in harbour.*

Additional comments included a few in which ease of access to the water or bays (e.g., to launch kayaks) was valued, and one in which the wharf was noted.

### Land and the environment (33)

Several respondents each noted that local **flora/fauna** and the **aesthetics** of the area were what they most valued. Birdlife, wildlife, nature, and native birds were noted in this context.

*Being surrounded by and accessible to the natural environment and the amenity it provides. The quality of the environment (water, land, biodiversity) is important to me, therefore so is its preservation and stewardship.*

The **views**, scenery, and the beauty of the area was highlighted in relation to aesthetics with one respondent stating they “feel very lucky to live in this beautiful place”.

A small number of respondents stated that they value **water quality**, with one person noting they value “seeing the beaches clean” and another stating “clean water” was valued. A couple of respondents each noted they value the hills and surrounds, the proximity to the sea, and the general natural environment while one person each noted pest eradication, erosion management, and placing a high value on rock formations.

### Community (17)

Around a third of the community comments were statements around value of community itself; that is, the “lively community spirit”, the community feel, and the **sense of community**. Similarly, the **peace** and tranquility of the area was valued by a small number.

Additional points made were in relation to the family history and **whakapapa** of the area being of high importance, the significant **family place**-associations (such as the school one respondent’s mother and siblings attended, and the urupā where family members are buried), **amenities** such as the toilet/shower block, and owning one’s own home.

### Transport and traffic (1)

One respondent noted that being able to park their car to launch their kayak was a valued aspect for them.

## Residential housing and development (1)

One respondent noted, as part of a longer comment describing valuing “quietness”, that “no further housing development” was an aspect that they value.



## Respondents whose main connection was with Koukourarata Port Levy valued... 44 comments

### Community (16)

The most frequently noted community aspect that respondents who mainly connect with Koukourarata Port Levy valued was the **peace and tranquility** of the area. Second to this, a few respondents each valued the **community** (that it is small, close-knit), and the marae. Additional points listed once or twice each were school/the old school, having or owning a home, the church, and family.

### Recreation and open space (14)

From those who stated that they are most connected to Koukourarata Port Levy, the most commented-on recreation aspect said to be valued are **activities** that are **carried out on or near the water**; these included two comments each on swimming, kayaking, and the wharf, and one comment each on coastal walkways, sailing, paddleboarding, and water sports more broadly.

*[The] ability to feed our family from the sea.*

**Access to water** and the coast was noted by four respondents who stated they value access or “easy access” to the water or beach. Additionally, Orton Bradley Park and the “pool” were also valued by one person each who stated they were most connected with Koukourarata Port Levy.

### Land and the environment (12)

Native birds, birdsong, **native wildlife**, and bird life were valued by a small number of respondents; additionally, the aesthetic (beautiful, scenic) was noted by a couple of respondents. One person each noted the hills, being close to the sea, the rural nature of the area, and the coastal landscape.

### Transport and traffic (2)

“Being able to get there by road” and being “close to a major city” were each noted as valued aspects of Koukourarata Port Levy by those whose connection was primarily with this area.

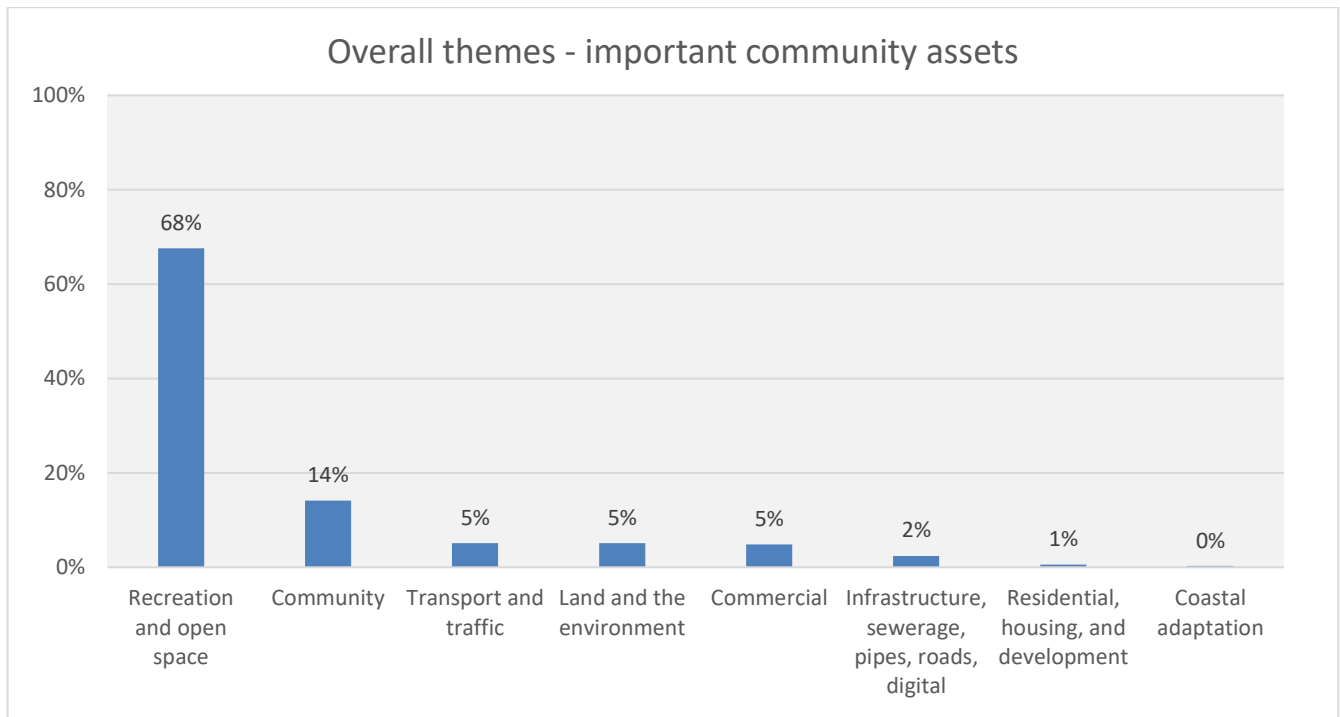
# Community assets

Respondents were asked: *What community assets are important to you?*

## Summary of important community assets by theme

**Note:** Owing to the question asked relating directly to community assets, responses are necessarily skewed towards those assets thought of by respondents as 'community'. This could explain the lack of responses around assets such as infrastructure (sewerage, roads etc) and residential housing, which are presented in the appendix).

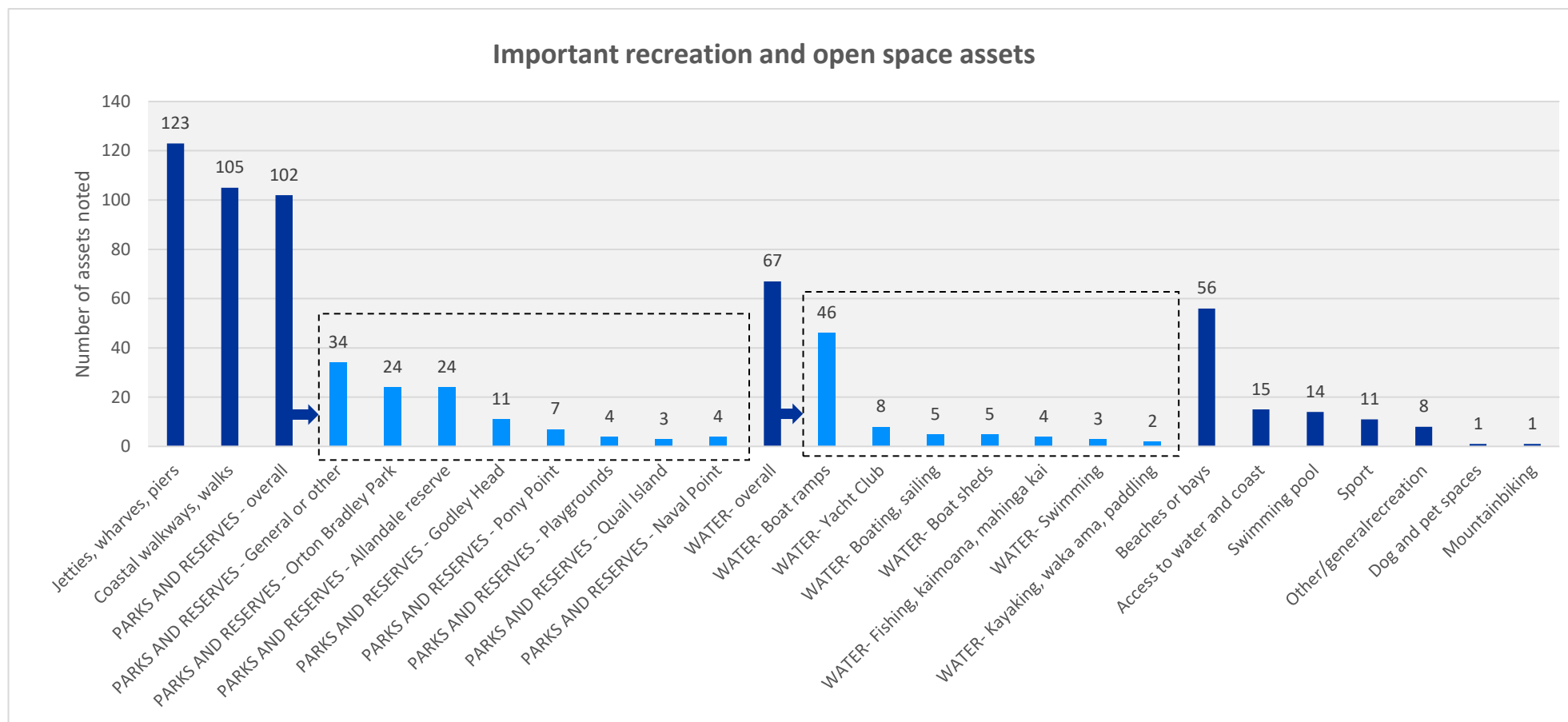
The chart below presents the proportion of assets identified by respondents under each main theme.



## Summary of important assets by theme

- > Recreation assets were overwhelmingly the most cited community assets. Of these, jetties, wharves/piers made up the largest proportion, while coastal walkways (and other walking tracks) and parks and reserves also constituted a large proportion of listed assets.
- > Assets located in public spaces within communities were identified as important in a sizeable number of comments. These were halls/community centres, schools, libraries, and health services.
- > Transport and traffic assets of import to respondents were identified by a considerable number of respondents; primarily, these were ferry services and road access. These responses are found in the appendix.
- > A further considerable number of respondents identified land and environment assets as important, with flora/fauna, the natural environment, and other natural features comprising the bulk of named assets. Again, these can be seen charted in the appendix, as can the commercial and other assets.
- > Commercial assets such as places to buy grocery items, and pubs, cafés, and markets were named by a considerable number of respondents also.

## Recreation and open space assets

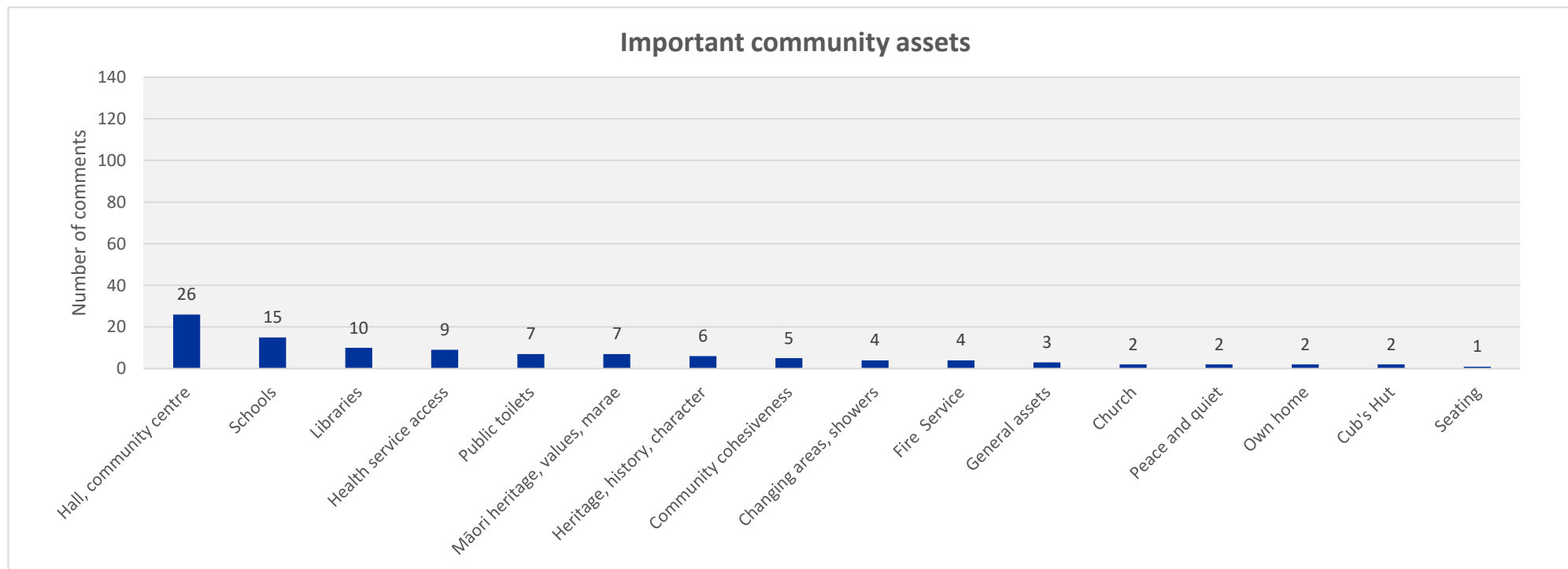


### Findings:

- > **Jetties, wharves, and piers** were the most cited community asset related to recreation and open space. One hundred and twenty three (123) respondents named this type of infrastructure as an asset).
- > This was closely followed by **coastal and other walkways** (105), and **parks and reserves** (102), the most frequently named of which were Orton Bradley Park and Allandale Reserve.

- > **Water** related assets, such as **boat ramps**, sailing and boating related assets and the water itself (i.e., for fishing or food gathering) was cited by 67 respondents as a valued community asset.
- > The **beaches and bays** were another popular asset for the community, with 56 respondents citing these spaces.
- > **Note** that this chart includes all individual assets identified under each category. Because respondents often mentioned more than one asset under each main theme, numbers on this chart do not necessarily match those on the summary chart (which counts the number of comments rather than individual assets).

## Community assets



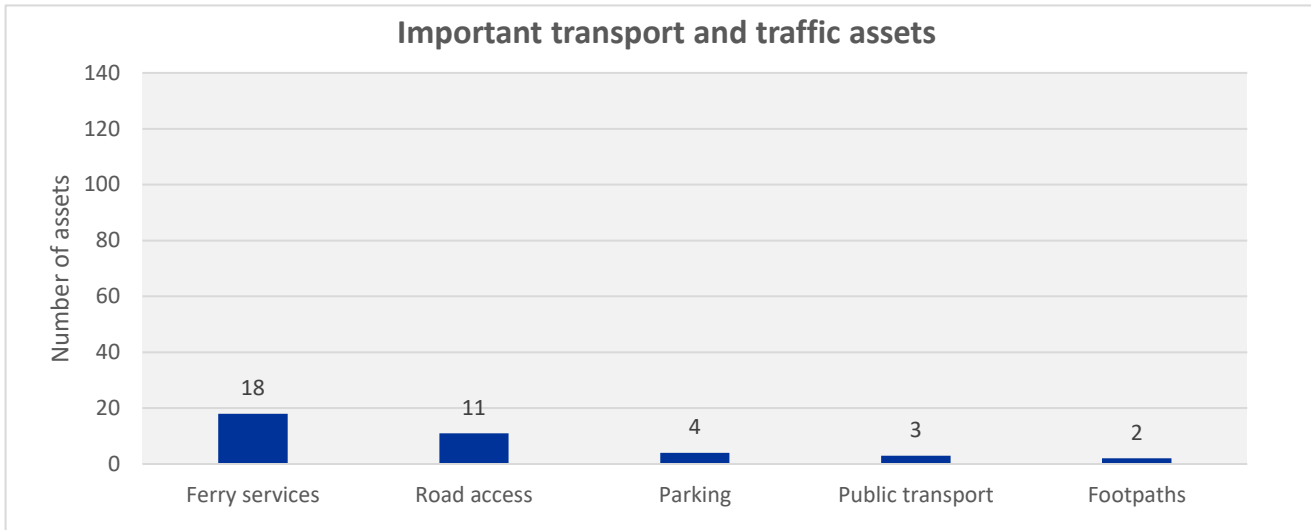
### Findings:

- > Assets in the community of importance to respondents were largely to do with publicly accessible buildings such as halls, schools, libraries, and health services.
- > A small number each noted public toilets and changing areas, while the marae, local historical buildings with character, and the community itself were also noted by a small number each.

# Appendix

## Other assets

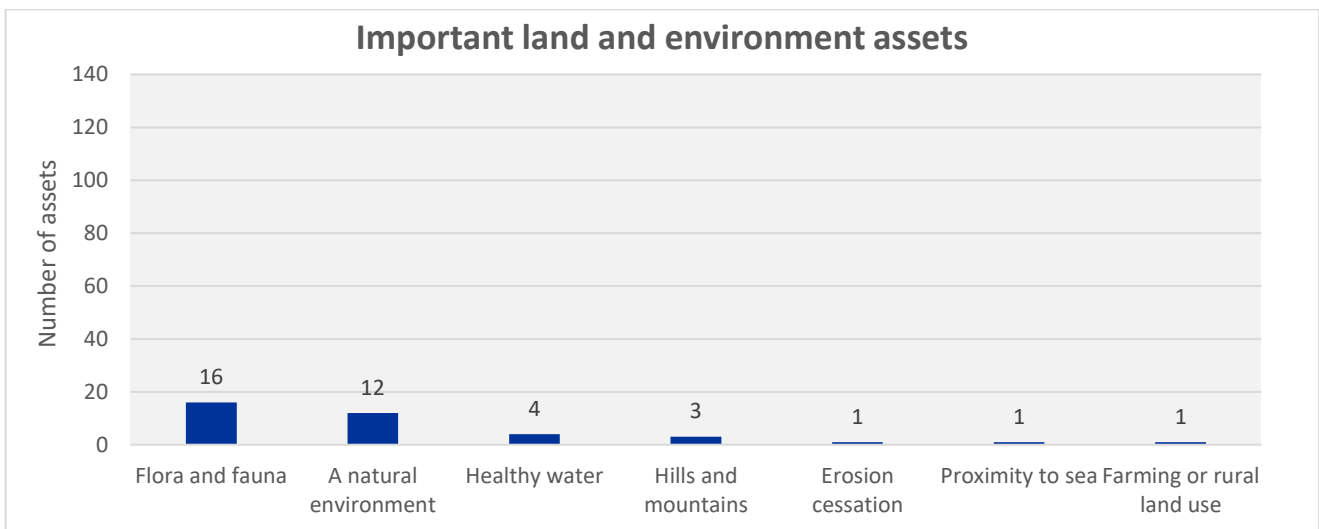
### Transport and traffic assets



#### Findings:

- > Ferry services were cited as an important asset for the community in a moderate number of comments while road access was highlighted by several respondents as important (note this is separate to roads themselves which is discussed under 'Infrastructure').
- > Car parking availability and public transport were noted in small numbers, as were footpaths.

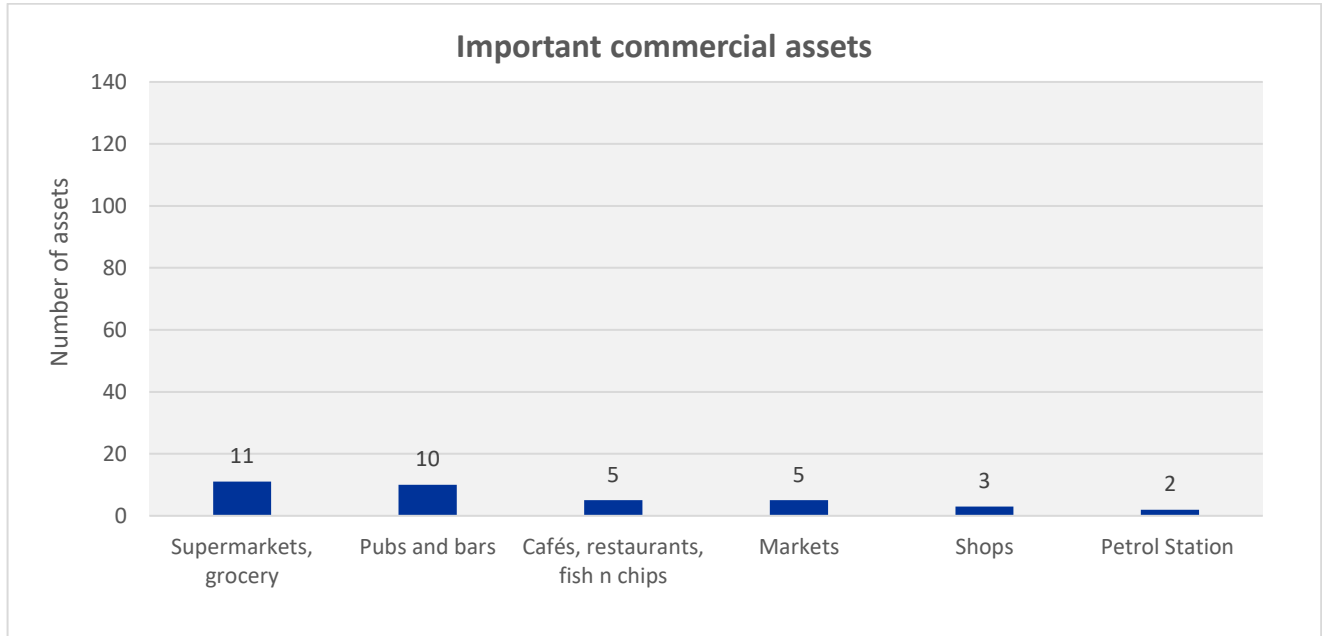
### Land and the environment assets



#### Findings:

- > Flora and fauna were considered an important asset by a moderate number of respondents.
- > Similarly, several others noted that the natural environment more broadly was an asset of importance.
- > Healthy water and the hills were noted a small number of times each.

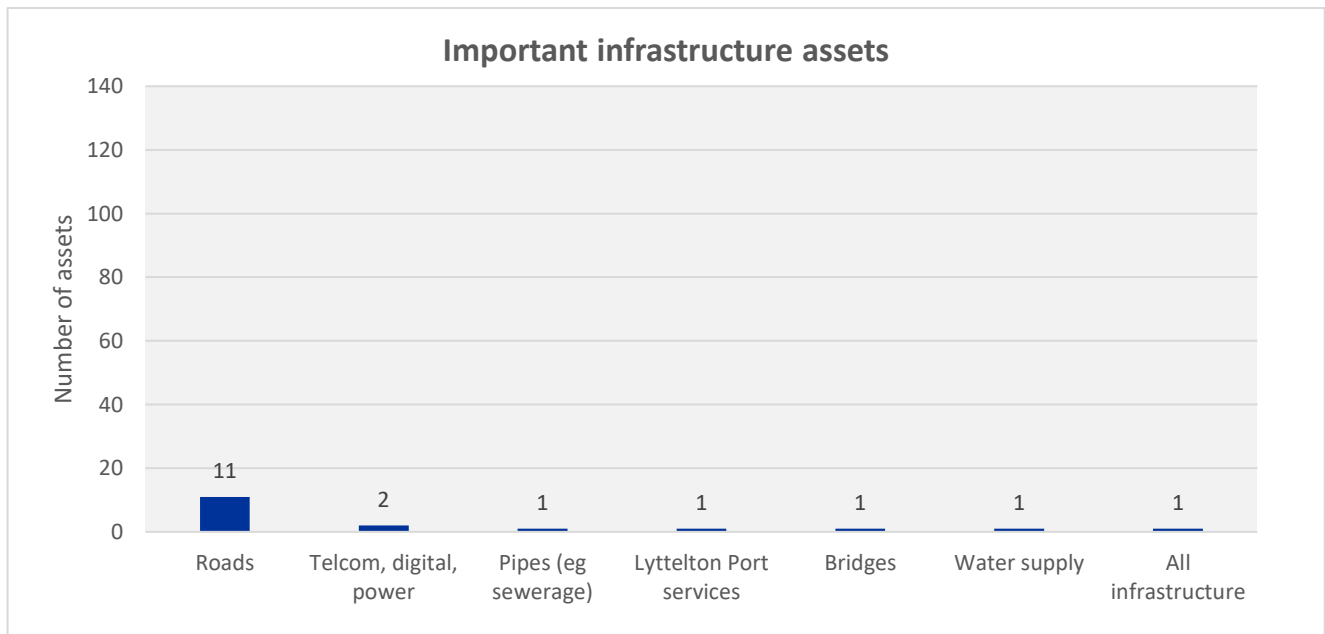
## Commercial assets



### Findings:

- > Supermarkets and the ability to purchase groceries locally was an important asset for several people.
- > Pubs were considered a local asset for a similar number, mostly for use as a place to meet people and socialise. Cafés were cited in similar contexts, that is, as places to see and be around other people.
- > Markets were valued as assets by a small number of people.

## Infrastructure assets

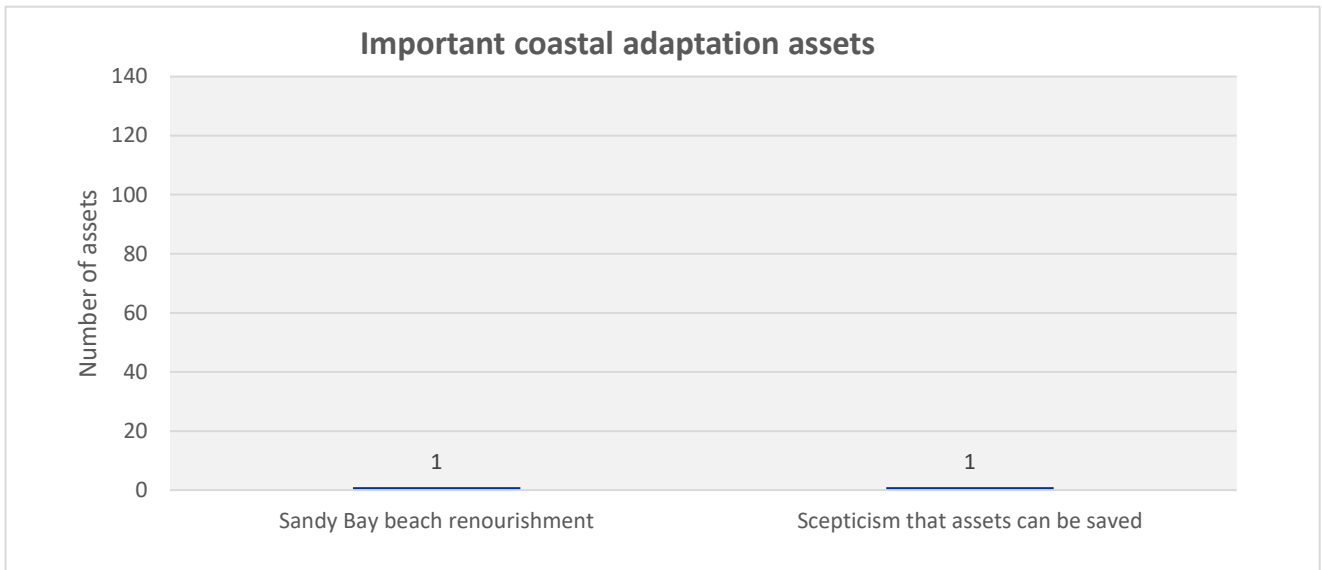


### Findings:

- > Roads were the most often cited important infrastructure asset; “Marine Drive”, the “road around the harbour” and “roads and all service infrastructure” were all noted.
- > All other infrastructure assets were identified by small numbers of respondents.



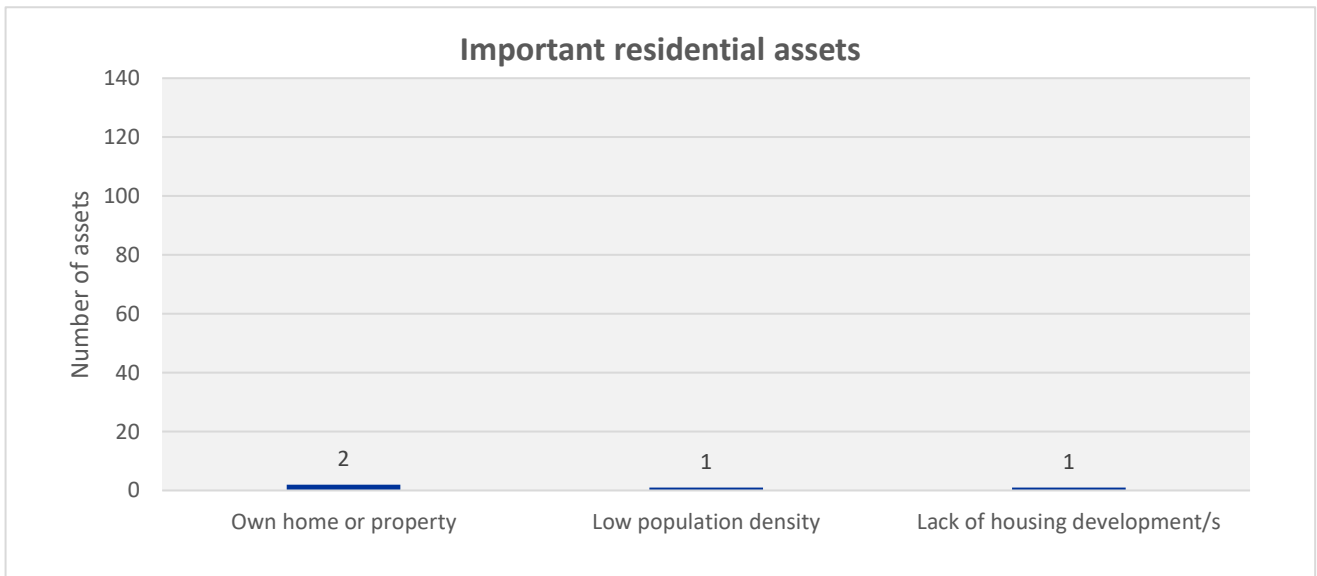
## Coastal adaptation assets



### Findings:

- > Two comments were made tangential to coastal adaptation assets, one calling for renourishment of Sandy Bay beach, and the other expressing concern that the speed of sea level rise may compromise all assets.

## Residential and housing assets



### Findings:

- > The few respondents who cited residential aspects as assets discussed that their own home was an asset, while two others noted the relatively low population and housing density as an asset to the areas under consultation.

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