

Lyttelton

District Plan: “Local”
Previous factsheets: “Neighbourhood”

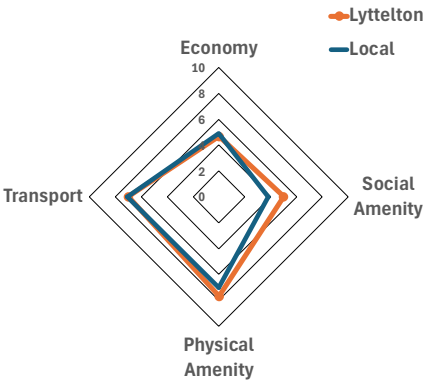
INTRODUCTION

This information sheet provides an objective appraisal of the Lyttelton commercial centre, drawing on statistical data sources, specialist advice and surveys.

LOCATION



CENTRE SUMMARY SCORES



CENTRE SUMMARY

Lyttelton sits on the south side of the Port Hills, overlooking the Lyttelton Harbour and the port. One of Christchurch’s oldest settlements, it has a unique character and geographical setting. The built environment is primarily road fronting buildings on London Street between Canterbury Street and Oxford Street, with some extension along side roads. Centre activity also extends partly along Norwich Quay. The centre provides a mix of outlets and services, including a supermarket and a wide range of eateries and bars. The centre also contains a council service centre, library, and pool facility.

Economic indicators show spending in the centre has risen since 2018, with employment numbers also rising. Vacant land is still recorded as above average in the centre, reflecting that sites remain undeveloped since the 2011 earthquakes. The economic assessment notes the need for further investment in older buildings but also that other buildings have been refurbished, which is positive for the centre. Notable changes in the centre include the supermarket, which was rebranded in 2023. Cruise ships dock at the port, which provides an economic boost but also generates traffic and extra peak demand for public transport. Redevelopment opportunities are still present on Norwich Key, some awaiting wider decisions around port operations. The centre has a good range of social amenity facilities and scores well overall. The centre has a reasonably sizable resident population and also draws visitors from Christchurch and tourists.

The London Street environment is vibrant, featuring sympathetically restored buildings and pop-up temporary installations. Albion Square is an attractive asset to the centre. Norwich Quay has several vacant sites but there has been progress with rejuvenation of buildings.

The centre is reasonably walkable from the immediate catchment and is well served for public transport to Christchurch by bus and to Diamond Harbour by ferry. Cycling access in and around the centre is made more difficult by the terrain, and there is no easy cycle route to urban Christchurch due to the tunnel restrictions. The centre is reasonably accessible by car from the surrounding catchment and from urban Christchurch.

In summary, the centre was particularly adversely impacted by the earthquakes but continues to recover well. It has a city-wide appeal and also benefits from cruise ship visitors. It performs well as a local convenience centre for the wider Lyttelton Harbour.

STRENGTHS

- Ongoing investment in buildings and public realm.
- Cruise ship visits bring economic boost.
- High amenity harbour setting.
- Resident community and visitor appeal.

WEAKNESSES

- Some vacant sites remain.

OPPORTUNITIES

- Redevelopment of vacant sites and repurposing of older buildings.
- Population growth within catchment.

THREATS

- Growth in port related activity potential to impact on future amenity.

ENVIRONMENT AND AMENITY

ACTIVE STREET FRONTAGE (TIME OF DAY)

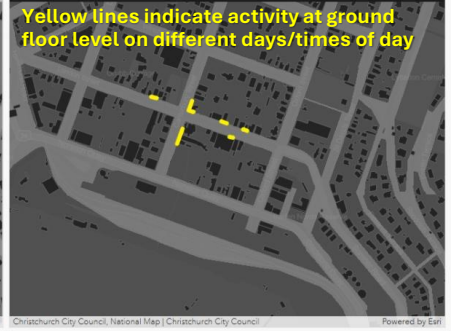
Weekdays: Daytime opening (9am-5pm)



Weekdays: Evening opening (5pm-9pm)



Weekdays: Nighttime opening (9pm on)



Yellow lines indicate activity at ground floor level on different days/times of day

Weekends: Daytime opening (9am-5pm)



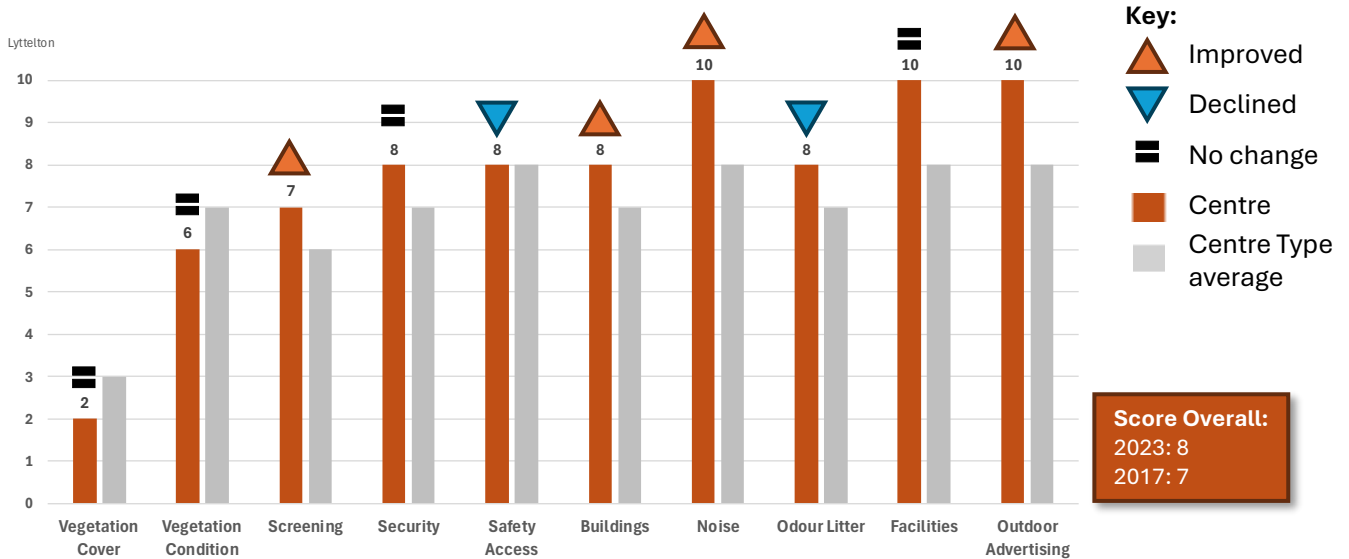
Weekends: Evening opening (5pm-9pm)



Weekends: Nighttime opening (9pm on)



PHYSICAL AMENITY ASSESSMENT (SURVEY RANGE LATE 2022/EARLY 2023)



CENTRE IMAGES (2023)

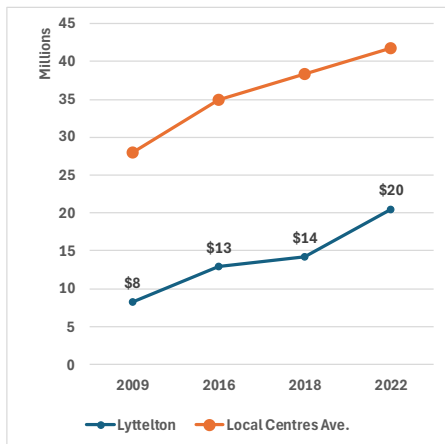


ECONOMIC PERFORMANCE

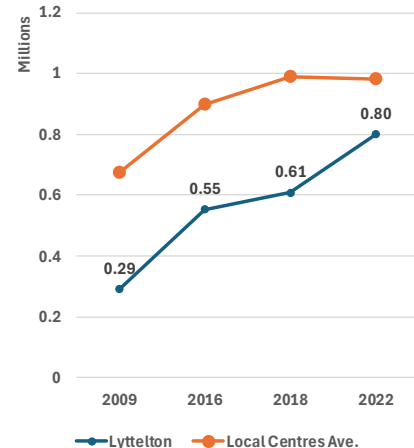
Economic survey score 2023	4.7
Economic survey score 2017	4.8
Centre type average economic survey score 2023	4.9
Vacant land in centre	23%
Centre type average vacant land	15%



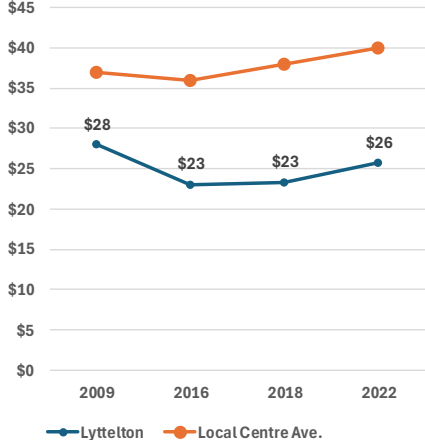
TOTAL SPEND (\$)



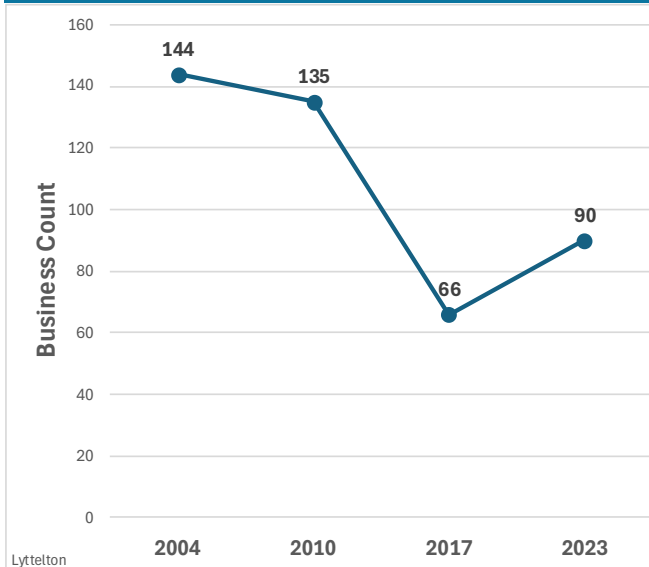
TRANSACTION COUNT



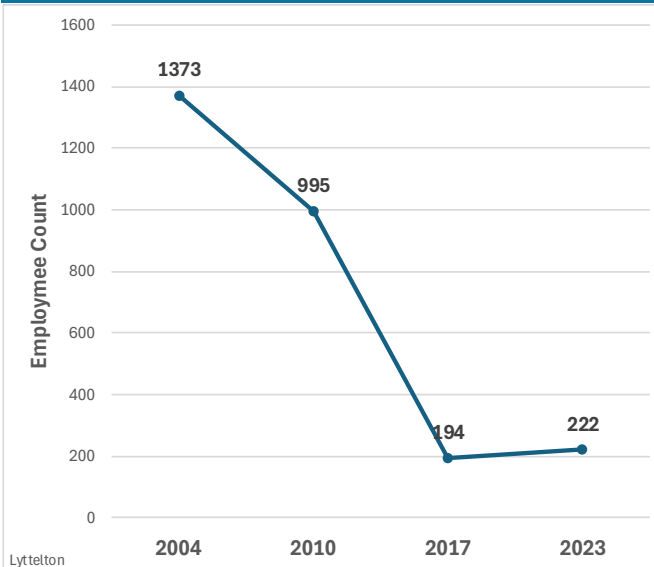
TRANSACTION AVERAGE (\$)



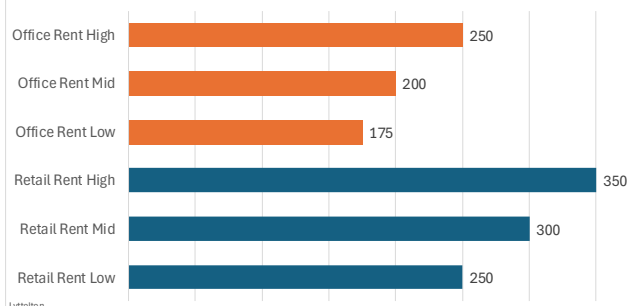
BUSINESS COUNT



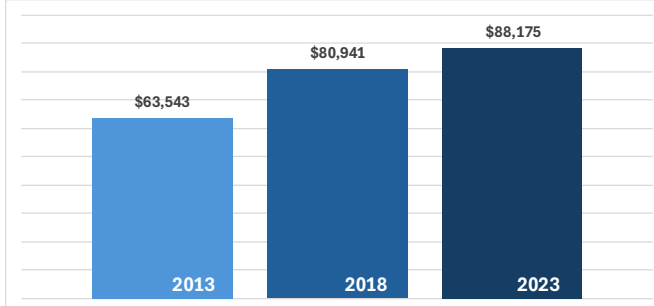
EMPLOYMENT COUNT



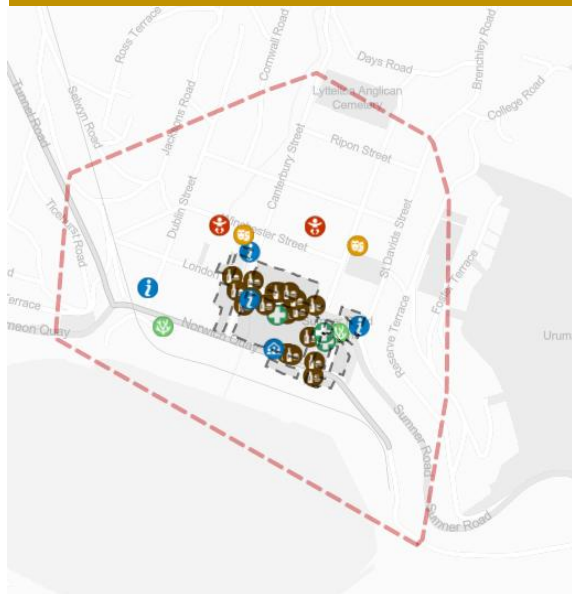
OFFICE AND RETAIL RENTS (\$/m²)



HOUSEHOLD INCOME (CATCHMENT AVE.)



SOCIAL WELLBEING, CATCHMENT STATISTICS AND PLANNING

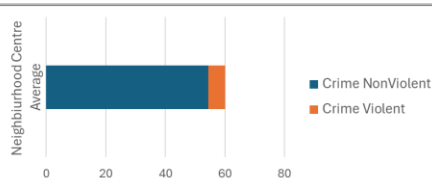
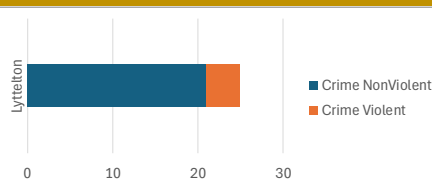


CATCHMENT PROFILE	2013	2018	2023
Residents under 15yrs	17%	17%	13%
Residents 65yrs and over	12%	14%	16%
Residents on Social welfare	1%	0%	2%
Average % of hh with no car	0%	2%	0%
Average number of vehicles/hh	1	1	1

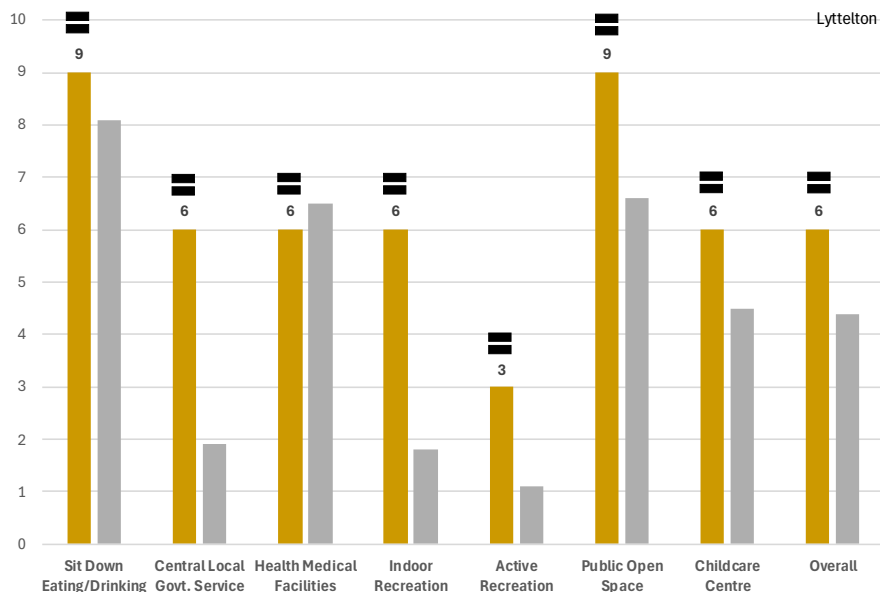
CATEGORY

- Cafe Bar Restaurant
- Public Open Space
- Health Medical Facilities
- Childcare Centre
- Indoor Recreation
- Central Local Government Service
- Active Recreation
- Community Owned Operated Facilities

CRIME (2022)



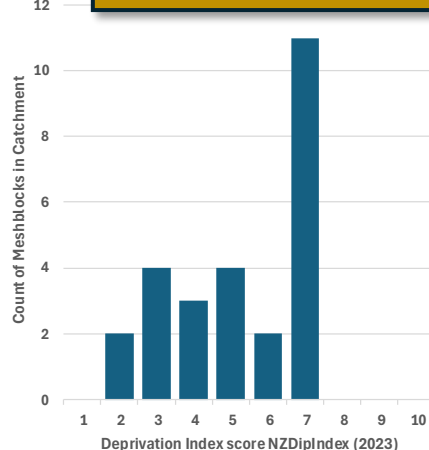
SOCIAL WELLBEING ASSESSMENT (CENTRE AND TYPE AVERAGE)



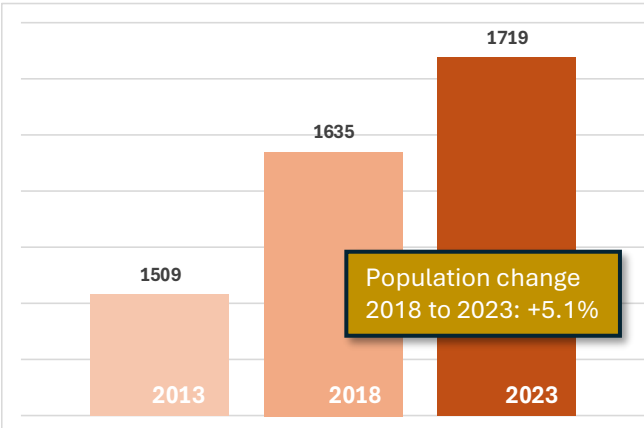
Key: ■ Centre ■ Type Ave. ▲ Improved/Declined ■ No Change

DEPRIVATION RANGE (2023)

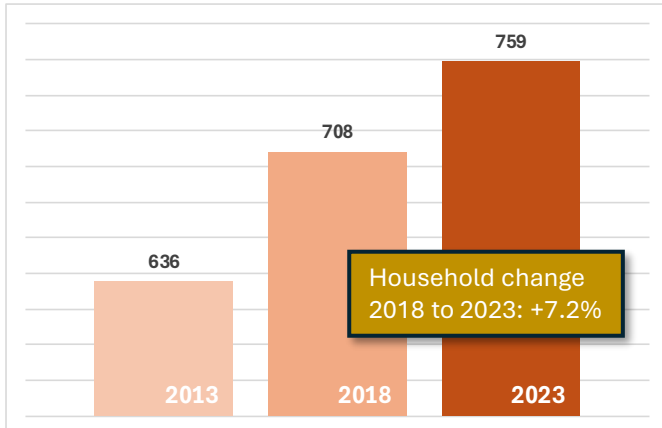
Lyttelton Average: 5
Centre Type average: 5.6



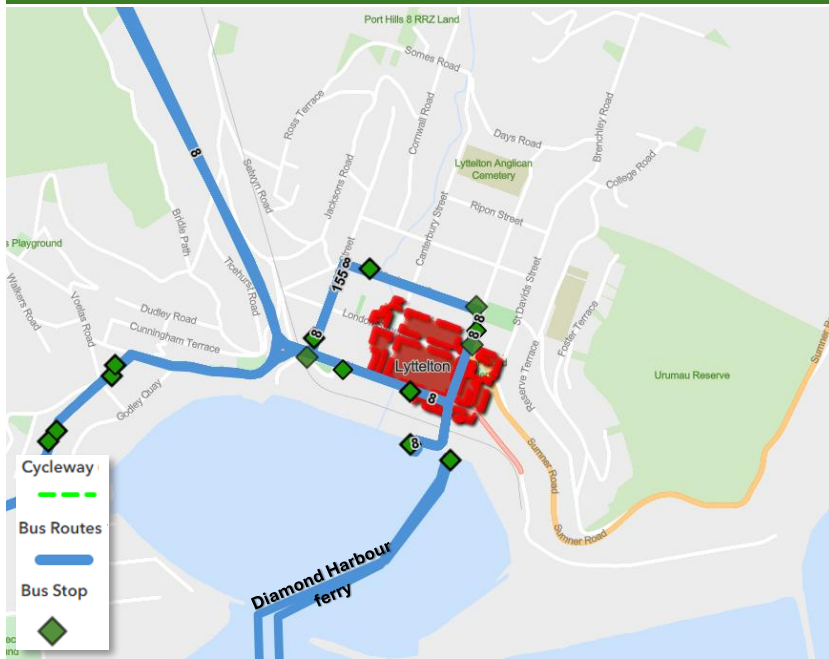
CATCHMENT POPULATION 2018-2023



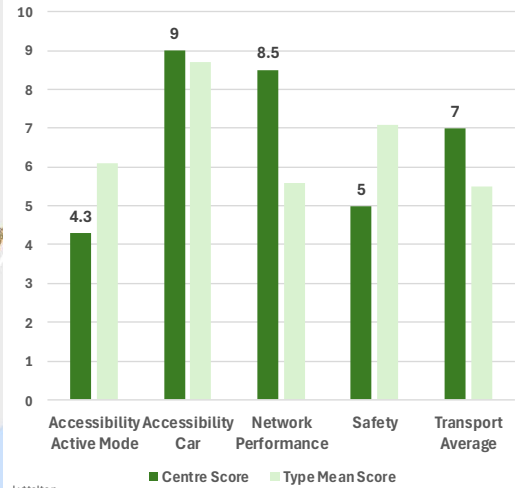
HOUSEHOLD COUNT 2018-2023



TRANSPORT

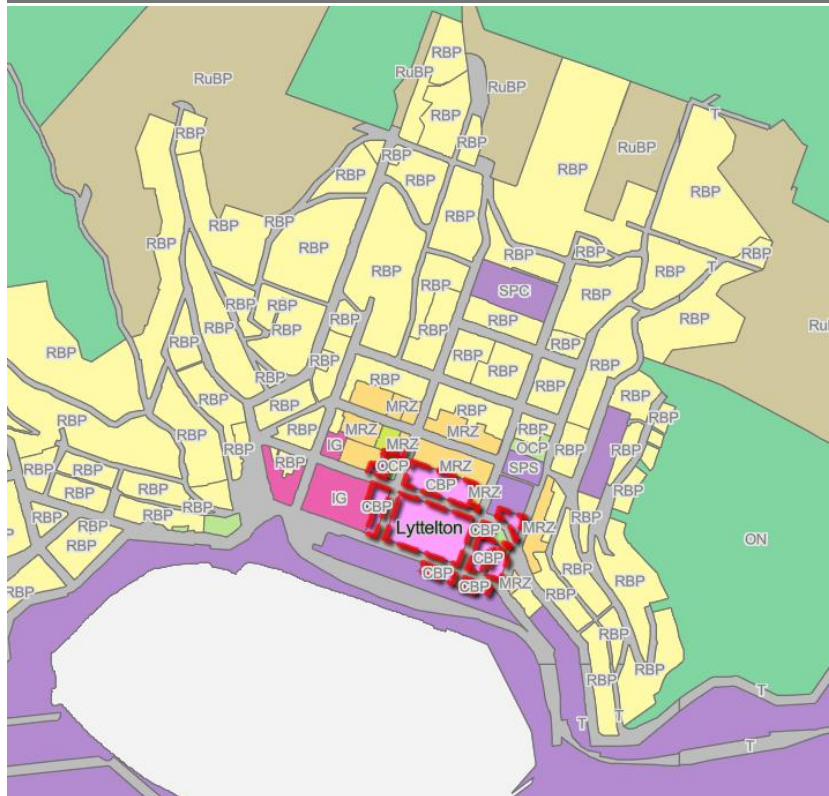


TRANSPORT SURVEY



Survey approach changed for 2023. Results not comparable to previous factsheets

LAND USE ZONES (OPERATIVE NOVEMBER 2025)



Planning zones legend and detail

CBP	Commercial Banks Peninsula (commercial activity)
HRZ	High Density Zone (townhouses and apartments)
MRZ	Medium Density Zone (townhouses)
RS	Residential Suburban Zone (low density houses)
OCP	Open Space Zone (parks and recreation)
IG	Industrial (businesses and factories)
SPS	Special Purpose Zone (schools and facilities)

Refer to 2017 CCFS for the pattern of zones from the District Plan prior to Plan Change 14.

GUIDANCE – See guidance sheet for further information on the Commercial Centre Factsheet purpose, the data presented and the data sources.

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