

Draft LYTTLETON PORT RECOVERY PLAN

TE HUKIHUKI MAHERE O TE
WHAKAORA TE PUAHA O
OHINEHOU



Proposed rebuild, repair and reconfiguration of Lyttelton Port



Commercial development,
public access and marina
Dampier Bay

General
cargo

Dry Dock
operations

Naval Point

Oil terminal
and oil berth







INNER HARBOUR

Cashin Quay
General cargo / Containers

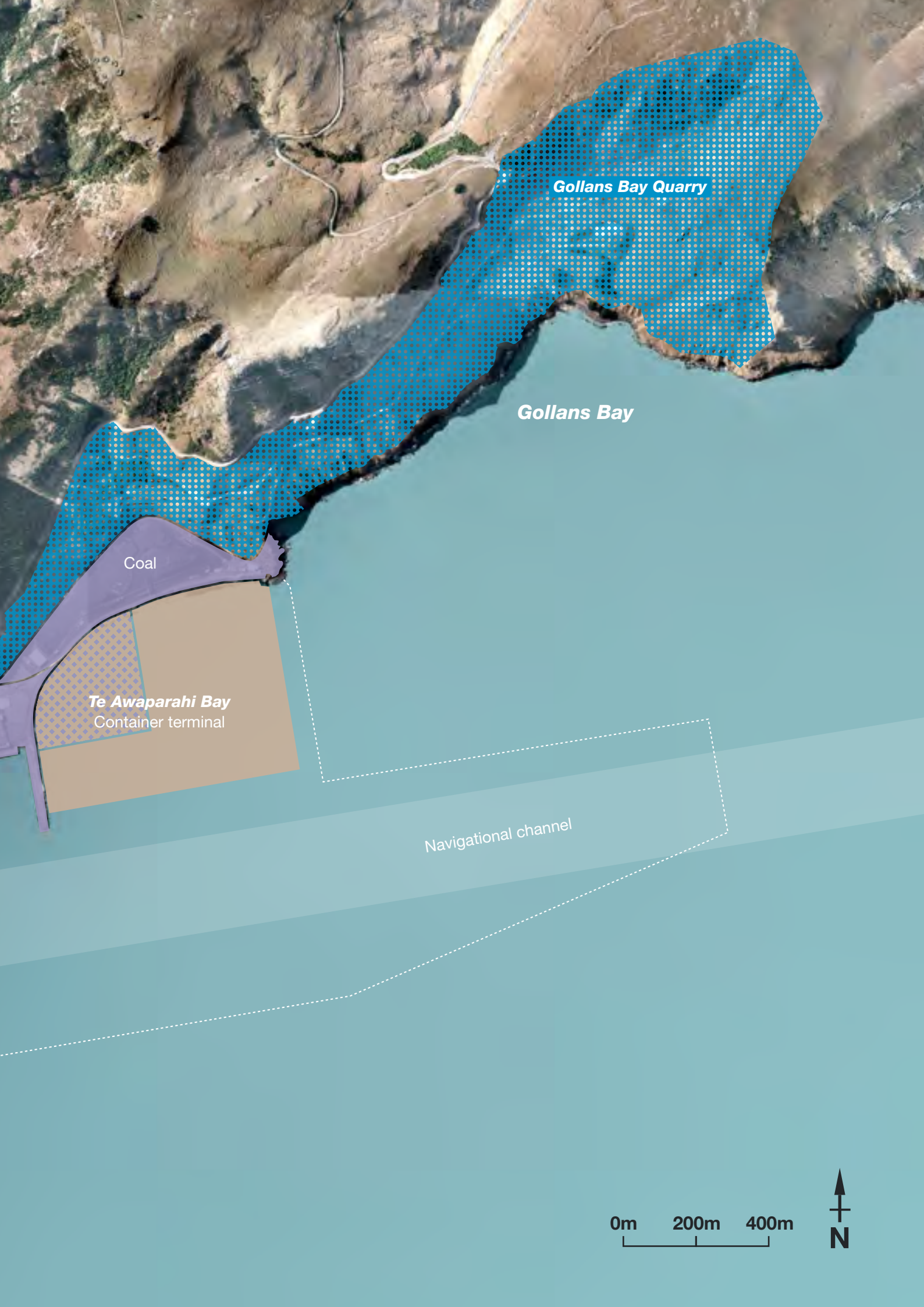
Port-related
use

WHAKARAUPŌ / LYTTELTON HARBOUR

KEY

-  Potential reclamation area
-  Consented reclamation
-  Port land use
-  Potential future public access
-  Mixed-use with public access
-  Quarry access area

Operational area of the Port of Lyttelton



Gollans Bay Quarry

Gollans Bay

Coal

Te Awaparahi Bay
Container terminal

Navigational channel

0m 200m 400m





PURPOSE OF THIS DOCUMENT

This document is the draft Lyttelton Port Recovery Plan provided to the Minister for Canterbury Earthquake Recovery in accordance with the Direction to Develop a Lyttelton Port Recovery Plan dated 18 June 2014.

This document is now to be notified by the Minister and written comments will be invited. For more information, see www.cera.govt.nz/lprp.

RELATIONSHIP BETWEEN THE LYTTELTON PORT RECOVERY PLAN AND THE PROPOSED CHRISTCHURCH REPLACEMENT DISTRICT PLAN

Decisions on the Specific Purpose (Lyttelton Port) Zone provisions will be made through the Lyttelton Port Recovery Plan process. Any decision made in relation to the proposed Christchurch Replacement District Plan, and in any associated hearing process, cannot be inconsistent with the content of this Recovery Plan once it is approved by the Minister. If you wish your views on these provisions to be heard, you should provide written comments to the Minister for Canterbury Earthquake Recovery on the draft Lyttelton Port Recovery Plan.





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FOREWORD

KUPU WHAKATAKA

Since its origins in 1849, Lyttelton Port has continued to develop and expand to meet the needs of a thriving Canterbury economy. Infrastructure such as breakwaters, jetties and wharves have been built in and around the Inner Harbour, dredging of the shipping channel has been ongoing, and large land reclamation projects such as Naval Point and Cashin Quay have been undertaken to meet the region's growing import and export trade. During this time the Port and the Lyttelton township have evolved together.

Lyttelton is the country's second-largest export port and the largest in Te Waipounamu/ the South Island. It has become a significant strategic asset, enabling the movement of goods vital for the growth of Canterbury's economy, particularly in the agriculture and manufacturing sectors. Lyttelton Port also brings important social benefits to the region, including employment for more than 500 people.

In the Canterbury earthquakes, the Port and adjacent town centre suffered major damage. The Port has remained operational due to significant temporary repairs, but this is not sustainable in the long term because much of its infrastructure needs permanent repair or reconstruction.

Any rebuild and improvement for the Port involves consenting through the Regional Coastal Environment Plan for the Canterbury Region, but that plan did not anticipate an earthquake series necessitating large-scale activities to reinstate and rebuild the Port.

Because the current Regional Coastal Environment Plan for the Canterbury Region provisions do not enable a timely and efficient recovery, Canterbury Regional Council asked the Minister for Canterbury Earthquake Recovery, Hon. Gerry Brownlee, to consider the best approach to rebuilding the Port. We also asked for measures to ensure community participation and appropriate environmental safeguards in the planning of the recovery of the Port, without impeding that recovery.

The Minister directed the preparation of a Lyttelton Port Recovery Plan to enable the extensive damage to be repaired and the Port to support the recovery of greater Christchurch and the ongoing growth of the region.

In the preparation of this draft Recovery Plan, we are most grateful for the collaborative efforts of our partners: Canterbury Earthquake Recovery Authority, Te Rūnanga o Ngāi Tahu, Christchurch City Council, Selwyn District Council, Waimakariri District Council, New Zealand Transport Agency and the Department of Conservation.



Dame Margaret Bazley

Chair of Commissioners



Bill Bayfield

Chief Executive



EXECUTIVE SUMMARY

WHAKARĀPOPOTO TUMU WHAKARAE

In developing the draft Lyttelton Port Recovery Plan, Environment Canterbury has considered the need for the expedited long-term recovery and enhancement of earthquake-damaged Lyttelton Port alongside the wider recovery needs of the community and the ongoing health of the harbour.

The rebuild of the Port is a major programme of work that will cost around \$1 billion. Relying on existing Resource Management Act 1991 planning provisions, which do not anticipate the scale of the works required, especially in the Coastal Marine Area, would have led to a long and uncertain recovery process. In June 2014, therefore, the Minister for Canterbury Earthquake Recovery directed the Lyttelton Port Company Limited and Canterbury Regional Council to prepare a Lyttelton Port Recovery Plan to facilitate, to the extent necessary, the Port's rebuild and recovery, in accordance with the statutory purposes and requirements of the Canterbury Earthquake Recovery Act 2011.

The first phase of developing the draft Recovery Plan involved the Lyttelton Port Company putting forward its recovery proposals and supporting technical information to the Canterbury Regional Council in November 2014. In this information package (available on the Environment Canterbury website www.ecan.govt.nz/port), Lyttelton Port Company outlines its plans to:

- Develop a new, larger container terminal on reclaimed land within Te Awaparahi Bay, incorporating the consented 10-hectare reclamation area and requiring an additional 24 hectares of reclaimed land
- Move port operations to the east over time, away from Lyttelton township
- Undertake significant work to repair or replace existing port infrastructure
- Repurpose Cashin Quay for general cargo
- Redevelop Dampier Bay, with a new, larger marina, improved public access to the waterfront, and some commercial development

The second phase was the preparation of the preliminary draft Recovery Plan. Environment Canterbury considered and evaluated Lyttelton Port Company's proposals and supporting information, including the actual and potential effects of the proposals (this evaluation is also available on our website www.ecan.govt.nz/port).

The preliminary draft Recovery Plan was notified on 11 April 2015 and submissions were invited from the public. Submissions closed on 11 May 2015. Those who made a submission were able to speak at a hearing in front of an independent Hearing Panel. The Hearing Panel considered the submissions and made recommendations to Environment Canterbury. Those recommendations were considered in finalising this draft Recovery Plan.

WHAKARAUPŌ/ LYTTELTON HARBOUR CATCHMENT MANAGEMENT PLAN

Although the geographical scope of this Recovery Plan is limited to the land and sea in the Port area owned, occupied or used by Lyttelton Port Company, the existing Spoil Dumping Grounds, the Main Navigational Channel, pockets of land in that area under separate ownerships, and the area of Norwich Quay, many of the issues that the community cares most about are harbour-wide.

This draft Recovery Plan therefore includes an action under which Environment Canterbury, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Christchurch City Council and Lyttelton Port Company will work together to develop a management plan to improve the health of Whakaraupō/Lyttelton Harbour and its catchment, with a particular focus on restoring the harbour as mahinga kai.

The primary purpose of this Recovery Plan is to enable recovery of the Port. The geographic scope of the Plan reflects this—it is not a recovery plan for Lyttelton township, or for the harbour as a whole. In evaluating how the Port’s recovery should be enabled, however, Environment Canterbury gave particular consideration to the impact of the Port’s recovery plans on Lyttelton township, which was also badly damaged in the earthquakes, and on the wider harbour.

Rāpaki-based Te Hapū o Ngāti Wheke, mana whenua for Whakaraupō/Lyttelton Harbour, and the wider harbour

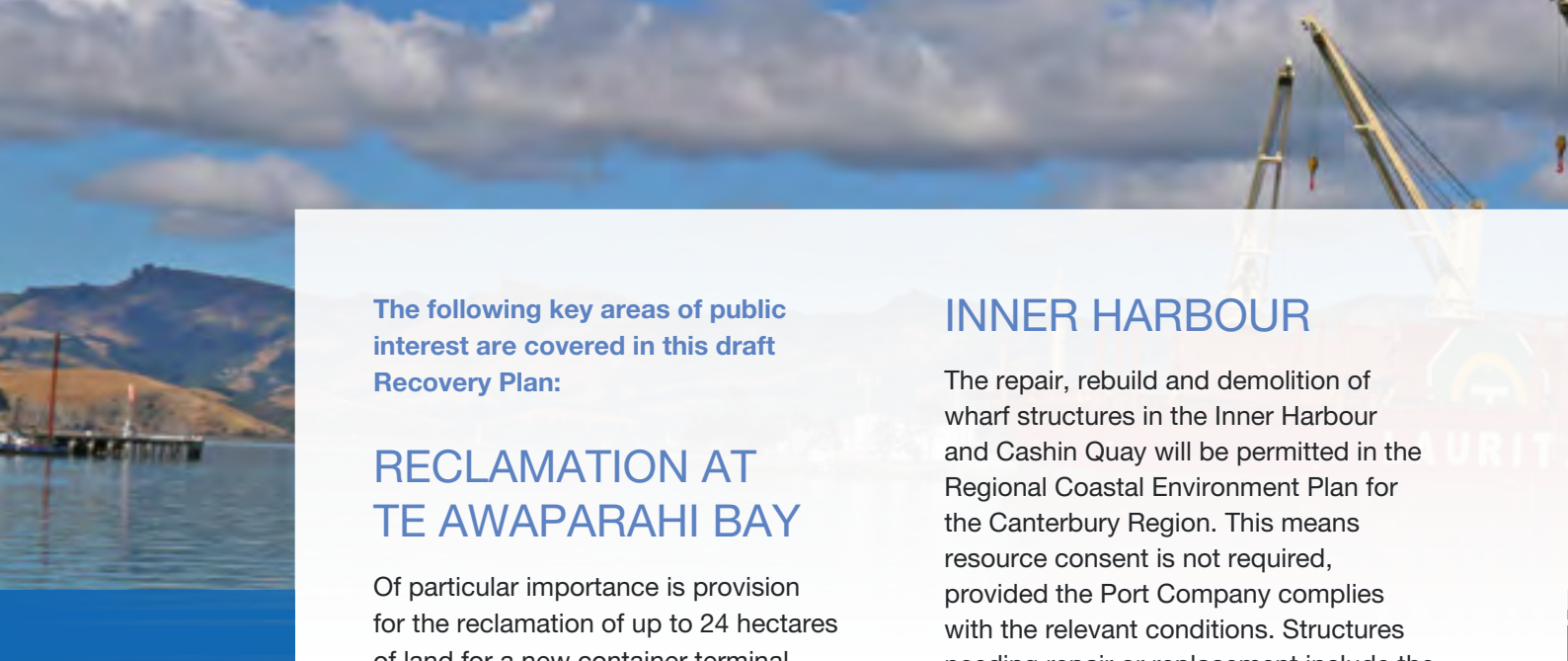
community, have long had concerns about the effect of port structures and activities on the health of the harbour, and in particular on mahinga kai. Although the link between existing port structures and sedimentation in the upper harbour has not been scientifically established, it is important to ensure that the Port’s recovery activities do not worsen existing problems, and to take opportunities to improve the health of the harbour through the Port’s recovery activities.

The draft Lyttelton Port Recovery Plan sets out amendments to the following documents that are intended to enable the Port’s recovery:

- Canterbury Regional Policy Statement
- Regional Coastal Environment Plan for the Canterbury Region
- Proposed Christchurch Replacement District Plan
- Banks Peninsula District Plan
- Proposed Canterbury Land and Water Regional Plan
- Proposed Canterbury Air Regional Plan

The Recovery Plan directs changes to the proposed Christchurch Replacement District Plan, so people wishing to comment on any aspect of the District Plan provisions relating to the Port should do so through the Minister’s written comments process for the draft Recovery Plan.

The Recovery Plan directs changes to the Regional Coastal Environment Plan for the Canterbury Region to enable existing port structures such as wharves to be rebuilt as a permitted activity. The Lyttelton Port Company will need to apply for resource consent for rebuilding activities that cannot meet the conditions for permitted activities.



The following key areas of public interest are covered in this draft Recovery Plan:

RECLAMATION AT TE AWAPARAHI BAY

Of particular importance is provision for the reclamation of up to 24 hectares of land for a new container terminal within Te Awaparahi Bay, adjacent to the existing consented 10-hectare reclamation of port operational land. Expert assessments show that the effects of this additional reclamation, particularly on tidal flows and sedimentation, will be minor or manageable.

The additional 24 hectares of reclaimed land will enable the Port to gradually move its operations to the east, away from Lyttelton township. Providing certainty about Lyttelton Port Company's ability to undertake the reclamation is a key element of this Recovery Plan, as it enables the Port to plan its other recovery works.

The regulatory framework included in this Recovery Plan therefore provides for the reclamation as a controlled activity, with public notification. A resource consent will be required, and Environment Canterbury must grant the consent, but it can impose conditions—for example, how the reclamation is constructed, what material is used, the management of sediment plumes and stormwater, and cultural matters, including mahinga kai. When Lyttelton Port Company applies for the reclamation consent, it will be publicly notified and people will be able to make submissions.

The first stage of the proposed reclamation could commence in mid 2016, with the proposed completion date being as early as 2022.

INNER HARBOUR

The repair, rebuild and demolition of wharf structures in the Inner Harbour and Cashin Quay will be permitted in the Regional Coastal Environment Plan for the Canterbury Region. This means resource consent is not required, provided the Port Company complies with the relevant conditions. Structures needing repair or replacement include the oil berth, Dry Dock, No. 2, No. 3 and No. 7 Wharves, and the No. 1 Breastwork.

The ferry terminal will remain in its current position in the Inner Harbour for now. The draft Recovery Plan does make provision for it to be moved to Dampier Bay if required, but a move is not directed as part of this Plan.

Wherever it is located in future, Lyttelton Port Company will need to gain resource consent for any shore-based facilities associated with a new ferry terminal, including any public transport interchange. This will enable thorough consideration of details such as site layout, pedestrian and cycle access, bus access and parking. Any resource consent required under the proposed Christchurch Replacement District Plan for a new public transport facility associated with a ferry terminal will be publicly notified.

DAMPIER BAY AND PUBLIC ACCESS TO THE WATERFRONT

The Lyttelton community has sought improved public access to the waterfront for some time, but this is difficult to achieve due to operational safety and port security requirements. At present, there is limited public access to the waterfront at the western end of the Inner Harbour in Dampier Bay, and the eastern end at B Jetty where the Tug



Lyttelton, Diamond Harbour Ferry and other small vessels are berthed. Lyttelton Port Company proposes to redevelop the Dampier Bay area as port operations move east.

In the first phase of this development, Lyttelton Port Company is proposing to provide a modern floating marina in Dampier Bay with up to 200 berths. This could be expanded after more of the Inner Harbour wharves are demolished during the Port's redevelopment. Phases 1 and 2 of the marina development are provided for as a permitted activity in this Recovery Plan.

Some commercial development is also provided for in Dampier Bay. This Plan ensures, however, that any commercial development along the Dampier Bay waterfront will be limited in size and type up to 2026, so as not to compete with the Lyttelton town centre. This commercial development is dependent on Lyttelton Port Company finding development partners, but better public access to the waterfront will be achieved whether or not this occurs.

This Recovery Plan ensures there will be safe, convenient, high-quality public access to the waterfront, in perpetuity, through an agreement between Environment Canterbury, Christchurch City Council and Lyttelton Port Company that will be signed within three months of the Recovery Plan receiving Ministerial

approval. A legal mechanism to secure public waterfront access at Dampier Bay will be implemented by July 2021. Physical improvements to waterfront access will be progressive as Port operations move east and Lyttelton Port Company develops the adjoining Dampier Bay commercial area.

TRAFFIC AND NORWICH QUAY

In this Plan, Norwich Quay will remain the freight route to the Port. This is because analysis shows it can handle the projected traffic increase until 2026 and the Port needs all available land for operations and construction activity during this time. However, the Plan does not preclude an alternative route to the Port in the future.

The Plan will see better access across Norwich Quay to the redeveloped Dampier Bay for pedestrians and cyclists. A new, non-signalised pedestrian facility across Norwich Quay in the vicinity of Sutton Quay will be completed by the end of 2018. The Plan also commits the New Zealand Transport Agency, Christchurch City Council, Environment Canterbury, KiwiRail and Lyttelton Port Company to work together to resolve transport issues in Lyttelton relating to this Recovery Plan.

CRUISE SHIP OPTIONS

The return of cruise ships to Lyttelton will contribute to the economic recovery and well-being of the township and greater Christchurch. If large cruise ships are to return to Lyttelton, a new purpose-built facility will be needed and Lyttelton Port Company has stated it would need to secure an external partner to help fund the \$35–\$40 million required. This Recovery Plan amends the Regional Coastal Environment Plan to allow for the construction of a cruise ship berth as a permitted activity in the Inner Harbour and at Cashin Quay. Outside of these areas it will be a discretionary activity. Christchurch City Council and Lyttelton Port Company are to work together under an Action in this Recovery Plan to progress a cruise ship berth facility at Lyttelton.

DREDGING

To accommodate larger container and other ships visiting the Port, parts of the harbour will need to be dredged more deeply than at present. This Plan recognises this and enables dredging, but the extent to which it does so depends on the location:

- Deepening berth pockets adjacent to wharves in the Inner Harbour and Cashin Quay is permitted and does not require a resource consent.
- Maintenance dredging is permitted and does not require a resource consent.
- Dredging to create a berth pocket adjacent to the Te Awaparahi Bay reclamation is a controlled activity, which means consent must be granted but Environment Canterbury can put specific conditions on it,

such as dredging methods, how the dredged seabed material is managed, where it should be disposed, the effects on marine ecology and monitoring requirements.

- Dredging to deepen and widen the Main Navigational Channel, and to create and deepen ship-turning basins adjacent to the Te Awaparahi Bay and Cashin Quay reclamations, will be included in the Port's capital dredging programme, and is a restricted discretionary activity. This means that consent may be granted or declined, and discretion is restricted to the effects on harbour hydrodynamics and sediment transport in Lyttelton Harbour, dredging methods, effects on marine ecology and mahinga kai, and monitoring requirements.

Dredge spoil will be assessed for contamination to ensure that it is suitable to be deposited in the coastal marine area at the Spoil Dumping Grounds in Lyttelton Harbour.

MANAGEMENT OF CONSTRUCTION EFFECTS

Lyttelton Port Company has produced a detailed Construction and Environmental Management Plan guideline to ensure there is as little disruption as possible to its neighbours in Lyttelton township and the wider harbour community and to minimise other negative effects on the environment while the reclamation and other construction work occurs. Environment Canterbury has included controls on future resource consent applications to ensure these Management Plans are fit for purpose.

VISION AND GOALS

TE MOEMOEĀ ME NGĀ WHĀINGA

1

1.1 VISION TE MOEMOEĀ

The rebuilt Lyttelton Port is resilient and efficient, and contributes positively to the environmental, social, cultural and economic well-being of Lyttelton township, harbour-side communities and greater Christchurch.

1.2 GOALS NGĀ WHĀINGA

1. Lyttelton Port infrastructure is rebuilt and repaired in a timely, efficient and economical manner.
2. Ngāi Tahu values and aspirations for Whakaraupō/Lyttelton Harbour and in particular for mahinga kai are recognised and advanced through port recovery activities.
3. The recovery of the Port makes a positive contribution to the recovery of the Lyttelton township and community, by:
 - a. Providing safe, convenient and high-quality public access and connections to the waterfront and surrounding areas.
 - b. Improving recreational facilities and opportunities.
 - c. Complementing the redevelopment of the Lyttelton town centre.
 - d. Reducing adverse environmental effects of port operations on the township.
4. The repair and rebuild of Lyttelton Port's infrastructure enable it to meet current and predicted future demand and increase its resilience.
5. Lyttelton Port is able to continue to operate safely, efficiently and effectively during recovery and into the future.
6. Lyttelton Port contributes positively to local economic recovery, and regional and national economic growth.
7. The local and wider transport network is managed to:
 - a. Ensure the safe and efficient transport of freight to and from the Port.
 - b. Provide safe routes and a more attractive environment for pedestrians, cyclists and users of public transport in Lyttelton.
8. Port recovery activities are managed as far as practicable to safeguard the well-being of Whakaraupō/Lyttelton Harbour and the surrounding harbour communities.

2

BACKGROUND

KŌRERO O MUA

2.1 WHY IS A RECOVERY PLAN NEEDED?

HE AHA TE TAKE TE MAHERE WHAKARAUORA?

Lyttelton Port was extensively damaged during the series of earthquakes that affected greater Christchurch in 2010 and 2011. Although it was able to continue to provide vital services, much of its infrastructure needs to be repaired or rebuilt. For a summary of the damage, see section 3.1.

Existing planning documents prepared under the Resource Management Act 1991 (RMA)—in particular, the Regional Coastal Environment Plan for the Canterbury Region (RCEP)—cannot deal efficiently with a rebuild programme of this scale. Under existing provisions in these plans, the Lyttelton Port Company Limited (LPC) would have to

apply for approximately 100 separate consents, creating considerable uncertainty and delay.

Because of the Port's essential role in the recovery and economic productivity of greater Christchurch and of the wider region, delays and inefficiency in its recovery would compromise the recovery of greater Christchurch.

On 18 June 2014 the Minister for Canterbury Earthquake Recovery (Minister for CER) directed LPC and Canterbury Regional Council to develop a Lyttelton Port Recovery Plan. To read the Minister's Direction, visit the New Zealand Gazette website: www.gazette.govt.nz.

WHAT IS A RECOVERY PLAN?

A recovery plan is a tool provided by the Canterbury Earthquake Recovery Act 2011 (CER Act) to address earthquake recovery issues. The CER Act provides for recovery plans to be developed at the direction of the Minister for CER. A direction can include provision for any social, economic, cultural or environmental matter or any particular infrastructure, work or activity within greater Christchurch.

Recovery plans must be consistent with the Recovery Strategy for Greater Christchurch: Mahere Haumanutanga o Waitaha (the Recovery Strategy), which is the overarching, long-term strategy for the reconstruction, rebuilding and recovery of greater Christchurch. To read this document, visit the Canterbury Earthquake Recovery Authority website at: <http://cera.govt.nz/recovery-strategy/overview>.

A recovery plan is an important recovery mechanism because of its primacy over other planning documents. It may direct specific amendments to RMA documents, including district and regional plans.¹ District and regional plans, which control land and natural resource use, have significant influence on rebuilding and, consequently, on recovery. Amendments directed by a recovery plan are not subject to certain RMA processes and so can be made in a timely and efficient manner to facilitate recovery.

In addition, prior to the expiry of the CER Act in April 2016, certain decisions made through RMA processes cannot be inconsistent with a recovery plan, such as resource consent applications and the preparation, change, variation or review of an RMA document under Schedule 1 of that Act.

Similarly certain instruments developed under other legislation, such as the Local Government Act 2002, Land Transport Management Act 2003 and the Public Transport Management Act 2008, cannot be inconsistent with a recovery plan.² Where there are inconsistencies, the recovery plan will prevail.

2.2 SCOPE OF THE LYTTELTON PORT RECOVERY PLAN

TE HŌKAITANGA O TE MAHERE WHAKARAUORA I TE PŪAHA ŌHINEHOU

Under the Minister's Direction, the scope of the Recovery Plan includes all land in the Lyttelton Port area owned, occupied or used by the LPC at the date of the Direction, pockets of land within that geographical area under separate ownership, and the area of Norwich Quay (Figure 1). The Direction specifically excludes Sumner Road/Evans Pass. It is not a recovery plan for Lyttelton township or for Whakaraupō/Lyttelton Harbour as a whole. In developing the draft Lyttelton Port Recovery Plan, the issues and effects that may occur outside the geographical extent of the Recovery Plan have been considered, and where necessary are referred to within it.

Canterbury Regional Council may include other land or areas if it considers this necessary after consulting with Christchurch City Council, Waimakariri District Council, Selwyn District Council, Department of Conservation, New

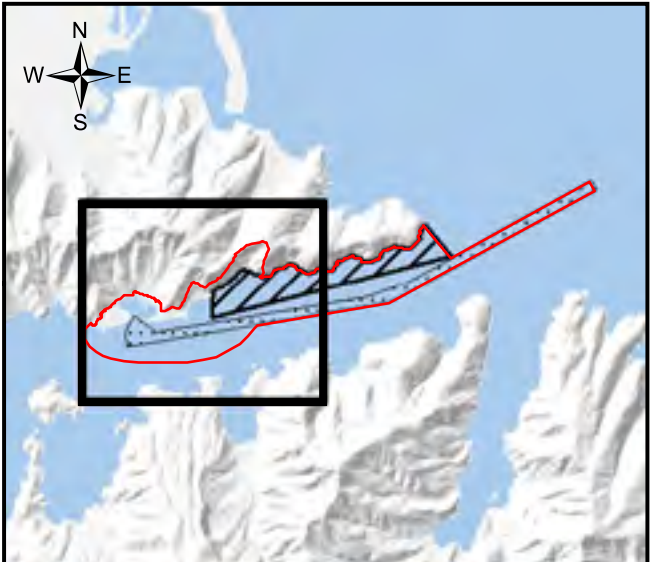
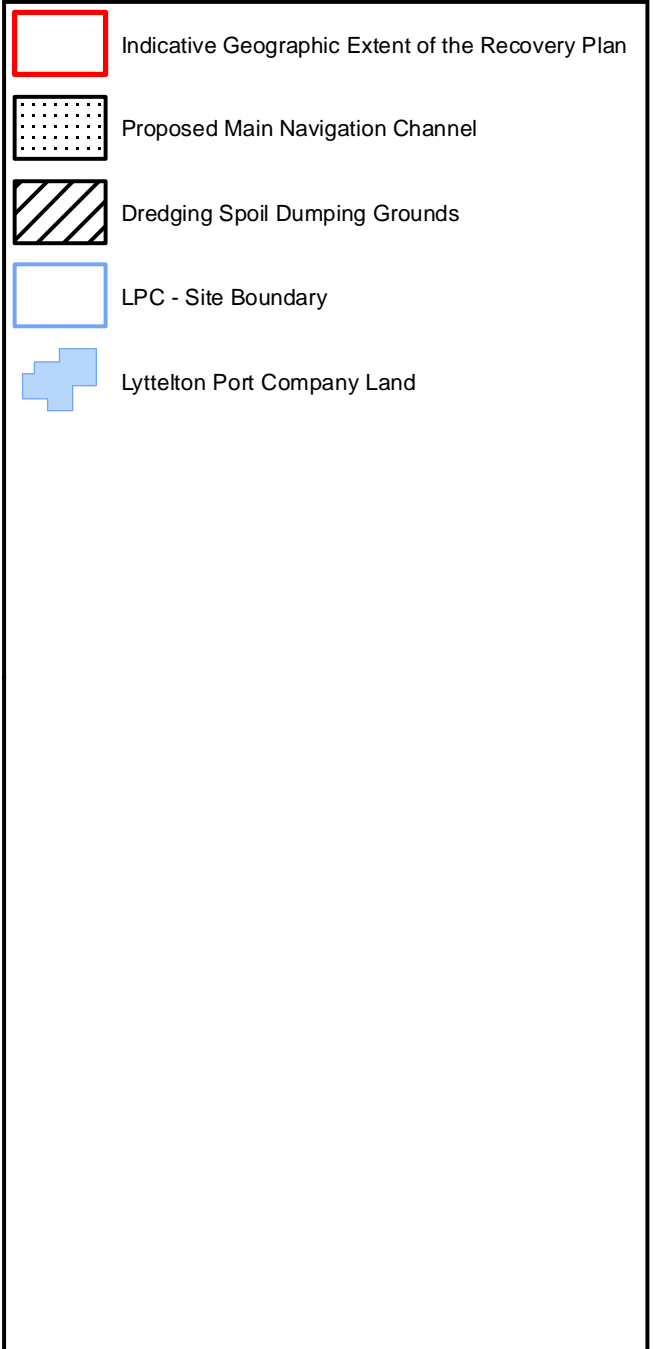
Zealand Transport Agency and Te Rūnanga o Ngāi Tahu. In consultation with these organisations, Canterbury Regional Council has considered it necessary to amend the geographical scope of the Recovery Plan to include the existing Main Navigational Channel, existing Spoil Dumping Grounds, and the area of LPC's proposed capital dredging. This amendment is to allow the Recovery Plan to include policy support for widening, deepening and extending the Main Navigational Channel to enable the Port to accommodate larger vessels (see sections 3.3 and 4.1.4) and include controls for deposition of seabed material at the existing Spoil Dumping Grounds.

1 Canterbury Earthquake Recovery Act 2011, section 24.

2 Canterbury Earthquake Recovery Act 2011, section 26.

Figure 1: Area covered by the Lyttelton Port Recovery Plan





In his Direction, the Minister for CER stated that the Recovery Plan must address the following matters:

- The recovery of the damaged Port, including the repair, rebuild and reconfiguration needs of the Port, and its restoration and enhancement, to ensure the safe, efficient and effective operation of Lyttelton Port and supporting transport networks.
- The social, economic, cultural and environmental well-being of surrounding communities and greater Christchurch, and any potential effects with regard to health, safety, noise, amenity, traffic, the coastal marine area, economic sustainability of Lyttelton town centre and the resilience and well-being of people and communities including the facilitation of a focused, timely and expedited recovery.
- Implications for transport, supporting infrastructure and connectivity to the Lyttelton town centre, including, but not limited to, freight access to the Port, public access to the Inner Harbour and the location of passenger ferry terminals and public transport stops.
- The needs of users of Lyttelton Port and its environs, including, but not limited to, iwi, importers and exporters, cruise ship passengers and crew, tourism operators and customers, commercial fishers, recreational users and public enjoyment of the harbour and well-being of communities.

2.3 WHAT IS RECOVERY FOR THE PORT?

HE AHA TĒNEI MEA TE WHAKAORANGA O TE PŪAHA

Under the CER Act, 'recovery' does not mean simply replacing what was there before the earthquakes, but includes 'enhancement' as well; likewise, the definition of 'rebuilding' includes improving land and infrastructure.³ These definitions are reflected in the objectives of the Recovery Strategy and in the Minister's Direction to develop this Recovery Plan.

This means that the recovery of Lyttelton Port is not simply a matter of repairing the direct damage to infrastructure

caused by the earthquakes. For Lyttelton Port, the process of reconstruction and repair of port infrastructure is a massive exercise in planning and engineering. Almost all parts of the Port will be repaired or rebuilt in some way. The scale of the project necessitates consideration of how port infrastructure and reconfiguration of the Port may enhance or enable the recovery of the Port, affected communities and greater Christchurch as a whole.

3 Canterbury Earthquake Recovery Act 2011, section 4(1).





The current configuration of the Port has come about through development from 1849 onwards. The Port's infrastructure was already under pressure before the earthquakes, and trends in international shipping and increasing freight demands mean that the pre-earthquake configuration will not be adequate now or in the future. Current port use also has detrimental effects on the community. Reconfiguration and improvement of port infrastructure will restore essential social, cultural, economic and environmental well-being, and contribute more effectively to the long-term recovery of the Lyttelton and greater Christchurch communities.

Recovery for the Port, therefore, encompasses the efficient repair, rebuild and reconfiguration of port assets to meet future needs, while maintaining levels of service and operating in a safe, efficient and effective way.

In exercising powers under the CER Act to approve the Recovery Plan, the Minister for CER will need to reasonably consider that doing so is consistent with the purposes of the CER Act, set out in section 3 of the Act. These include:

- (b) to enable community participation in the planning of the recovery of affected communities without impeding a focused, timely, and expedited recovery: ...*
- (d) to enable a focused, timely, and expedited recovery: ...*
- (f) to facilitate, co-ordinate, and direct the planning, rebuilding, and recovery of affected communities, including the repair and rebuilding of land, infrastructure, and other property:*
- (g) to restore the social, economic, cultural, and environmental well-being of greater Christchurch communities.*



2.4 TANGATA WHENUA ASSOCIATION WITH AND ASPIRATIONS FOR WHAKARAUPŌ/ LYTTTELTON HARBOUR

TE MANA WHENUA ME Ō RĀTOU WAWATA MŌ WHAKARAUPŌ

Whakaraupō/Lyttelton Harbour is within the takiwā of the iwi Ngāi Tahu. Whakaraupō has cultural, spiritual, historical and traditional importance for Ngāi Tahu; the harbour is part of the Te Tai o Mahaanui (Selwyn–Banks Peninsula Coastal Marine Area) Statutory Acknowledgement under the Ngāi Tahu Claims Settlement Act 1998.

While Te Rūnanga o Ngāi Tahu is the legal representative of Ngāi Tahu Whānui (the extended tribe of Ngāi Tahu),

Papatipu Rūnanga are kaitiaki (guardians) and rangatira (leaders) and have mana whenua (customary authority) of the natural resources within their takiwā boundaries. Te Hapū o Ngāti Wheke are the Papatipu Rūnanga who have mana whenua and mana moana (customary authority in relation to land and sea respectively) over Whakaraupō/Lyttelton Harbour and its catchment. Their takiwā centres on Rāpaki on the northern shore of Whakaraupō, to the west of Lyttelton township, where their marae is located.

Te Rūnanga o Koukourārata, representing the hapū Ngāti Huikai, also have an interest in the Lyttelton Port Recovery Plan, as some port redevelopment activities may affect Koukourārata/Port Levy, the harbour directly to the southeast of Whakaraupō.

The Cultural Impact Assessment for the Port's proposed recovery activities, prepared for LPC, clearly states Ngāti Wheke and Ngāi Tahu aspirations for Whakaraupō.⁴ Of particular interest for Ngāti Wheke is the status of Whakaraupō as mahinga kai. For them, Whakaraupō is a traditional fishing ground and a place of settlement, with a variety of shellfish and fish species gathered from the bays, coastlines and open water. The streams flowing into the harbour were also harvested for mahinga kai.

Ngāti Wheke require mahinga kai to be abundant and diverse, so that they can sustain customary mahinga kai use, and to be safe and healthy for consumption. Their long-term vision is for:

The restoration of the cultural health of Whakaraupō, including harbour water quality, to support mahinga kai abundance and diversity at levels where it can sustain customary use mō tātou, ā, mō kā uri ā muri ake nei.

The commitment of Ngāti Wheke to Whakaraupō, particularly in terms of mahinga kai, is shown by the existing Rāpaki Mātaitai, and the application made in 2011 for the larger proposed Whakaraupō Mātaitai. Mātaitai are customary protection areas, which are used to manage fisheries using customary knowledge and practice.

The Cultural Impact Assessment outlines a number of specific concerns related to the recovery of the Port. These include the effects of the proposed reclamation in Te Awaparahi Bay, in particular effects on mahinga kai species, visual effects, a reduced ability to contain fuel/oil spills from a bulk fuel berth outside the Inner Harbour, effects of the management of construction, increased traffic, biosecurity risks, effects of the removal of the eastern mole on containment of contaminants, and effects on mātaitai provisions. Many of these matters have been assessed by Environment Canterbury as part of preparing this Recovery Plan, or will be considered during future resource consent processes. Others will be addressed as part of the whole-of-harbour management approach that is proposed to follow from the development of this Recovery Plan (see Action 7).

4 Jolly, D., Te Rūnanga o Ngāti Wheke (Rāpaki), Te Rūnanga o Koukourārata and Te Rūnanga o Ngāi Tahu, 2014, Cultural Impact Assessment: An assessment of potential effects of the Port Lyttelton Plan and Lyttelton Port Recovery Plan on Ngāi Tahu values and interests.

2.5 ENVIRONMENTAL CONCERNS FOR WHAKARAUPŌ/ LYTTELTON HARBOUR

NGĀ ĀWANGAWANGA TAIAO MŌ WHAKARAUPŌ

Many people and groups in the communities associated with Whakaraupō/ Lyttelton Harbour have concerns about the current state of the harbour environment, and past human influences that may have had adverse effects.

In particular, Te Hapū o Ngāti Wheke have major concerns about increased sedimentation in the upper harbour, especially in the last 50 years, and its impact on the health of the harbour and, in particular, of mahinga kai species.

Many have linked the increase in sedimentation in recent decades to the development of Cashin Quay and its breakwater between 1957 and 1964. Although the scientific evidence available to date is inconclusive, LPC's recovery proposals have been carefully assessed by Environment Canterbury to ensure that these works do not worsen sedimentation problems. See section 4.1.

2.6 RELATIONSHIP BETWEEN THE PORT AND SURROUNDING COMMUNITIES

NGĀ HONONGA I TE PŪAHA ME NGĀ PĀ

Lyttelton Harbour has a number of settlements located around the edges of the harbour. The main settlement is the Lyttelton township; the other significant settlements are Cass Bay, Rāpaki, Governors Bay, Charteris Bay, Diamond Harbour and Purau. These settlements are located in the middle and upper harbour areas.

2.6.1 LYTTELTON

The Inner Harbour of Lyttelton Port is directly adjacent to the Lyttelton township, separated by Norwich Quay.

Many people enjoy the visual interest that a working port provides. As a working area, however, the Port can have negative effects on amenity values for the township, such as light, dust and noise, particularly given the volumes of freight traffic on Norwich Quay. The Port's repair and reconstruction activities are likely to have additional effects on the amenity values of the township during recovery. Port operations and security requirements have also led over time to the loss of public access to the waterfront.

Lyttelton township was badly affected by the earthquakes, with its town centre extensively damaged. A large proportion

of the commercial buildings within the town centre were consequently demolished, including buildings along much of the Norwich Quay frontage. Christchurch City Council adopted the Lyttelton Master Plan in 2012 to guide the redevelopment of Lyttelton's commercial area. Although the Master Plan has no statutory effect, under the Minister's Direction the Lyttelton Port Recovery Plan may not direct or implement changes to the Lyttelton Master Plan.

The goals of the Lyttelton Master Plan are:

1. A rebuilt and prosperous niche centre
2. Alternative Port access investigations and public access to the Inner Harbour waterfront
3. Well-managed access to the town centre
4. Route security
5. Accessible and social spaces
6. Tell the story of the place
7. Build the capacity of community facilities and services
8. Access to affordable business and creative spaces
9. Responsive planning and urban design

The Lyttelton Master Plan was part of the wider collection of documents that helped inform Environment Canterbury during the development of the Recovery Plan, particularly in relation to the needs and aspirations of the Lyttelton community, as expressed in the Master Plan.

Due to the limitations in geographic extent, not all the goals of the Lyttelton Master Plan could be addressed by the Lyttelton Port Recovery Plan. However,

where Master Plan goals are within scope of the Recovery Plan, the goals of the Master Plan were considered. Particular regard was given to not undermining the goals of the Master Plan through the Recovery Plan process.

This focus was specifically expressed in the amendments to the proposed Christchurch Replacement District Plan to provide for commercial development at Dampier Bay. The proposed amendments are intended to ensure this development complements rather than competes with the Lyttelton town centre, and therefore advances the Master Plan goals.

2.6.2 OTHER HARBOUR COMMUNITIES

The main effects of the Port on the other settlements around Lyttelton Harbour are the visual and noise effects of the Port facilities and ships.

The visual effects can be perceived to be both positive and negative. While some people may see the industrial character of the Port as providing visual interest, others may feel it detracts from the naturalness of the surrounding landscape.

One of the main visual effects the Port can have on these settlements is night-time light. As the Port operates 24 hours a day, a sufficient level of lighting is needed to ensure a safe working environment. These lights are able to be viewed from the other settlements around the harbour.

The noise created by port operations and recovery activities, particularly construction noise from pile driving, can travel significant distances over the harbour water.

2.7 CONSISTENCY WITH OTHER PLANNING DOCUMENTS

TE RITENGA O TĒNEI MAHERE KI ĒTAHI ATU MAHERE

2.7.1 OTHER RECOVERY PLANS

The Lyttelton Port Recovery Plan must be consistent with and support the other recovery plans already in effect.

The Christchurch Central Recovery Plan is the recovery plan for the central city and was approved by the Minister for CER in July 2012. Nothing in this Lyttelton Port Recovery Plan is inconsistent with the Christchurch Central Recovery Plan.

The Land Use Recovery Plan, which was approved by the Minister for CER in December 2013, provides direction for the recovery and rebuilding of residential and business land in greater Christchurch, and enables businesses in Lyttelton to rebuild in a cost-effective manner. The Land Use Recovery Plan recognises Lyttelton Port as strategic infrastructure of national significance and its importance for earthquake recovery, stating that:

[The] ability to operate efficiently 24 hours a day and to expand over time is essential for the full social, economic, cultural and environmental recovery of metropolitan greater Christchurch. It is essential that the transport and handling of freight to, from and within the ... port are efficient and reliable so that unnecessary transport costs and delays are avoided.

The Lyttelton Port Recovery Plan recognises and seeks to achieve these goals.

2.7.2 NEW ZEALAND COASTAL POLICY STATEMENT

The New Zealand Coastal Policy Statement 2010 (NZCPS) is a national policy statement that must be given effect to by regional policy statements, regional plans and district plans, although under section 24 of the CER Act changes may be made pursuant to a direction in a recovery plan without giving effect to the NZCPS. In this instance, Environment Canterbury considers the changes are consistent with the NZCPS. The Policy Statement sets out objectives and policies relating to the coastal environment of New Zealand.

Of particular importance for the Lyttelton Port Recovery Plan is Policy 9—Ports. This policy recognises the requirement for efficient and safe ports, which have efficient connections with other transport modes, and the need to consider their development for shipping and transport connections.

2.7.3 MAHAANUI IWI MANAGEMENT PLAN

The Mahaanui Iwi Management Plan 2013 is a collaborative plan prepared by six Papatipu Rūnanga, including Te Hapū o Ngāti Wheke and Te Rūnanga o Koukourārata. It identifies important issues regarding the use of natural and physical resources within the takiwā (tribal area) of the six Papatipu Rūnanga. It is an expression of rangatiratanga (leadership) to help iwi and hapū exercise their kaitiaki (guardianship) roles and responsibilities.

The following excerpt from the Mahaanui Iwi Management Plan summarises well the relationship of Ngāi Tahu with the harbour:

Whakaraupō has a rich history of Ngāi Tahu land use and occupancy, and strong tradition of mahinga kai. The harbour was named after the raupō reeds that were once plentiful at Ōhinetahi at the head of the harbour. Kaimoana such as pipi, tuaki, kutai, pāua, tio, kina and pūpū, and ika such as pātiki, pātiki rori, pīoki, hoka, aua, pāpaki, koiro and hokarari provided an abundant and reliable supply of mahinga kai for tāngata whenua and their manuhiri. The restoration of kaimoana values to the Whakaraupō is a key kaupapa for the kaitiaki Rūnanga in this catchment. (page 249)

The most relevant section of the Mahaanui Iwi Management Plan to the Lyttelton Port Recovery Plan is section 6.6. Eleven issues of significance are identified for Whakaraupō/Lyttelton Harbour, which are each supported by a number of policies. Issues WH1 (cultural health of the harbour) and WH2 (Lyttelton Port Company) are the most relevant to the Lyttelton Port Recovery Plan.

The policies supporting Issue WH1 recognise the harbour as a working port while focusing on the restoration of the cultural health of Whakaraupō/Lyttelton Harbour. Policy WH1.2 requires that the harbour is managed for mahinga kai (customary fishery) first and foremost. Issue WH2 addresses LPC activities and their effects on the cultural health of the harbour. Policy WH2.4 requires “that LPC recognise and provide for the relationship of Ngāi Tahu to Whakaraupō, and aspirations to manage the harbour as mahinga kai”.

The Cultural Impact Assessment prepared for LPC and provided as part of its information package assesses the effects of LPC’s recovery proposals against these policies. This has been a key consideration in preparing this Recovery Plan.

2.8 THE PROCESS FOR DEVELOPING THE LYTTELTON PORT RECOVERY PLAN

NGĀ TUKANGA MŌ TE WHAKAWHANAKE I TE MAHERE WHAKARAUORA O ŌHINEHOU

The Minister’s Direction sets out the process for the development of the Lyttelton Port Recovery Plan. This includes a number of opportunities for community participation, as Figure 2 indicates.

19 June 2014	Direction to Develop a Lyttelton Port Recovery Plan published in the New Zealand Gazette
June–Sept 2014	LPC's consultation on long-term vision
June–Nov 2014	Development of LPC's Information
13 Nov 2014	LPC delivered information to Environment Canterbury <ul style="list-style-type: none"> Information includes planned recovery works and assessment of their effects To read the information package, visit the LPC's 'Port Lyttelton Plan' website at: http://portlytteltonplan.co.nz/project-updates/document-library
Nov 2014 – April 2015	Development of preliminary draft Lyttelton Port Recovery Plan <ul style="list-style-type: none"> Reviews of the technical reports by Environment Canterbury experts Consideration of the recovery needs of Lyttelton Port, the well-being of surrounding communities, transport implications, and the needs of users of Lyttelton Port and its environment Inclusion of the necessary responses in the Recovery Plan with consideration of the requirements of sections 3 and 10 of the CER Act Consultation with recovery partners⁵ on the development of the preliminary draft Lyttelton Port Recovery Plan To read the reviews of the technical reports, visit our website at: www.ecan.govt.nz/port
13 April – 11 May 2015	Public consultation period on preliminary draft Lyttelton Port Recovery Plan Call for written submissions
2–12 June 2015	Hearing on preliminary draft Lyttelton Port Recovery Plan
Aug 2015	Environment Canterbury decision on draft Lyttelton Port Recovery Plan
14 August 2015	Delivery of draft Lyttelton Port Recovery Plan to Minister for CER
Post-14 Aug 2015	Minister for CER intends to publicly notify the draft Recovery Plan and invite written comments, before making a final decision on the Lyttelton Port Recovery Plan

Figure 2: Timeline for the development of the draft Lyttelton Port Recovery Plan

5 Christchurch City Council, Selwyn and Waimakariri District Councils, Te Rūnanga o Ngāi Tahu, New Zealand Transport Agency, Department of Conservation and Canterbury Earthquake Recovery Authority.

2.8.1 NEXT STEPS

MINISTER FOR CER'S DECISION ON THE DRAFT LYTTTELTON PORT RECOVERY PLAN

After considering the draft Lyttelton Port Recovery Plan and any written comments, the Minister for CER will make a final decision on whether to approve the Recovery Plan, with or without changes, under section 21 of the CER Act.

2.9 EFFECT OF THE RECOVERY PLAN

NGĀ HUA O TE MAHERE WHAKARAUORA

The final Lyttelton Port Recovery Plan, once approved by the Minister for CER, will be a statutory document with legal weight under the CER Act. All amendments to documents and instruments directed by the Recovery Plan will have immediate effect.

KEY ISSUES FOR THE RECOVERY OF LYTTELTON PORT

NGĀ TAKE O TE MAHERE WHAKAORA I TE PŪAHA O ŌHINEHOU

3

Lyttelton Port faces the following key issues for its recovery:

- Earthquake damage to port facilities
- Increasing freight volumes
- Larger container ships
- Cruise ships
- Port operational requirements
- Transport network
- Effects of port activities and rebuilding on the natural environment and Ngāi Tahu values
- Community aspirations for the Port area
- Management of construction effects
- Need for a timely recovery

3.1 EARTHQUAKE DAMAGE TO PORT FACILITIES

NGĀ NGAU KINO A NGĀ RATONGA O TE PŪAHA O ŌHINEHOU

The 2010–2011 series of earthquakes, particularly the event of 22 February 2011, was hugely damaging to Lyttelton Port (Figure 3). This has important implications for the usability of port infrastructure, its lifespan and resilience, and the impact of repair work on continuing port operations.

Figure 3: Earthquake damage to Lyttelton Port

INNER HARBOUR

DAMPIER BAY

Parts of the **Low Level Breastwork** are permanently damaged and significant slumping has occurred. Some parts received temporary repairs but need ongoing work to keep them operative; these will need replacement. The **parking and seawalls** around Dampier Bay suffered substantial damage and need repair.

INNER HARBOUR

WHARVES AND JETTIES

All wharves / jetties, including the seawalls and supporting land, in the northern area of the Inner Harbour suffered significant damage. Some wharves / jetties are completely unusable while others are severely restricted in use and need repair or replacement.



NAVAL POINT

The deck, piles and seawall of the **Oil Berth** were significantly damaged. Temporary repairs made it usable within days of the earthquake at a limited capacity. The use of forklifts remains prohibited and deck loading remains restricted to pedestrians.

Dry Dock received damage to the water treatment plant and to the dock structure, with more significant damage to the slipway, and destruction of the pump house and administration facilities.

Earthquake damage to **publicly accessible areas of Naval Point**, including some rockfall from slopes in the area of the Naval Point Club.

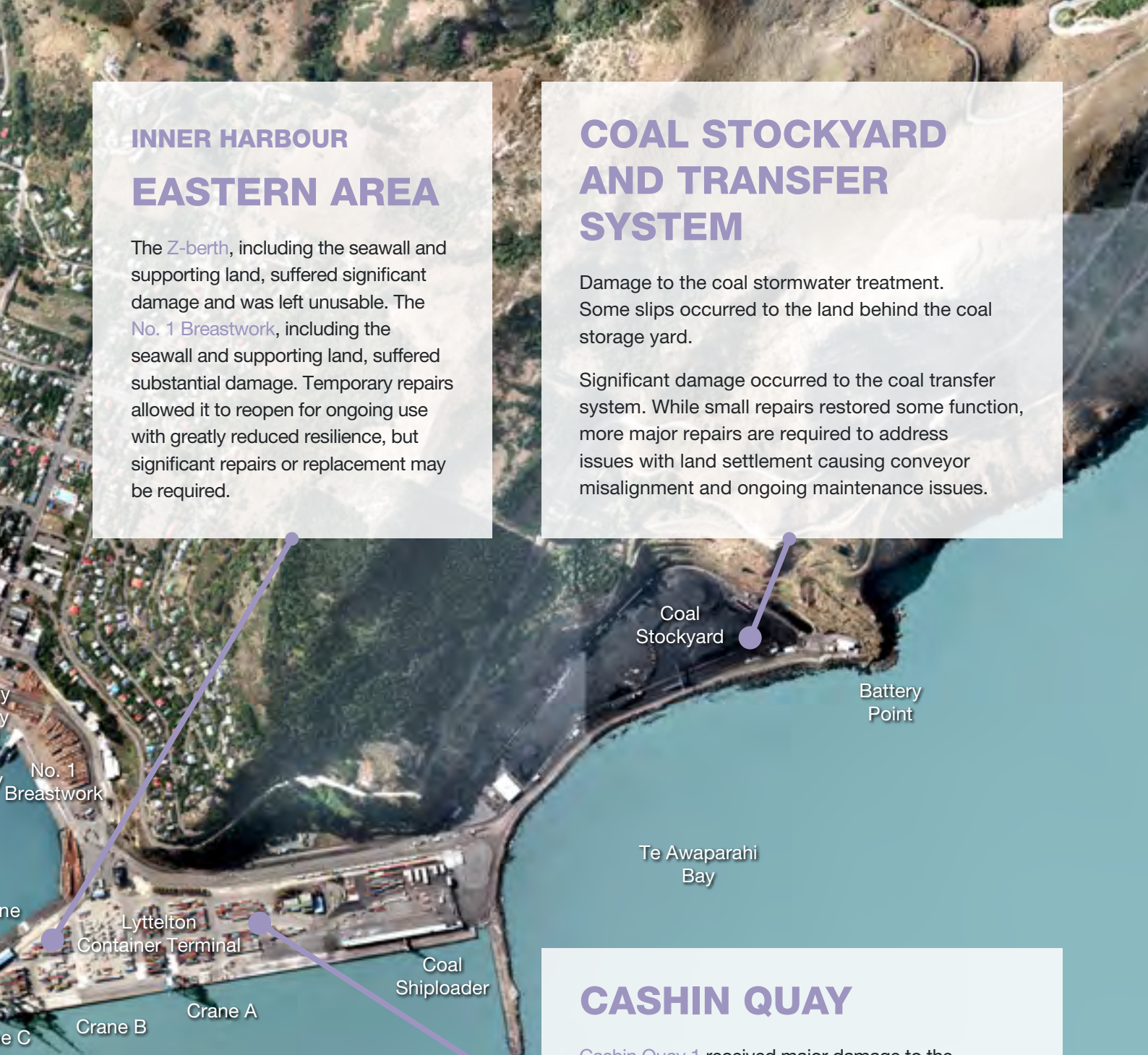
INNER HARBOUR EASTERN AREA

The Z-berth, including the seawall and supporting land, suffered significant damage and was left unusable. The No. 1 Breastwork, including the seawall and supporting land, suffered substantial damage. Temporary repairs allowed it to reopen for ongoing use with greatly reduced resilience, but significant repairs or replacement may be required.

COAL STOCKYARD AND TRANSFER SYSTEM

Damage to the coal stormwater treatment. Some slips occurred to the land behind the coal storage yard.

Significant damage occurred to the coal transfer system. While small repairs restored some function, more major repairs are required to address issues with land settlement causing conveyor misalignment and ongoing maintenance issues.



SEAWALLS AND PAVEMENTS

There is significant damage to the seawalls and pavements throughout the operating area. Work is needed on both to ensure they remain at a safe operating standard.

CASHIN QUAY

Cashin Quay 1 received major damage to the structure and seawall. Coal loader was damaged.

Cashin Quay 2 was destroyed and left unusable, with current work occurring to rebuild this asset.

Cashin Quays 3 and 4 received significant damage to structures and seawalls. Immediate repairs restored limited functionality. Asset life reduced by over 20 years.

Cashin Quay Breakwater experienced settlement following earthquakes.

Container Terminal services and pavements were damaged due to land movement. Immediate repairs restored functionality but ongoing maintenance and capital expenditure are needed.



3.1.1 LIMITED USABILITY OF INFRASTRUCTURE

Although much of the earthquake-damaged infrastructure at Lyttelton Port has continued to be used, there are restrictions on that use that significantly reduce the Port's operational efficiency and capacity. These assets also now have a greatly reduced life. For example, Cashin Quay 3, which was damaged in the earthquakes, is currently usable as a container berth, but with restrictions. The earthquake damage has shortened the life of this asset by over 20 years.

3.1.2 DECREASED RESILIENCE OF INFRASTRUCTURE

Resilience is the ability to recover from or absorb a shock or event. In the case of the Port, resilience relates to the ability of the infrastructure to continue to operate effectively following an event that may damage structures or facilities.

Some of Lyttelton Port's assets had limited resilience before the earthquakes because they were up to 150 years old. The resilience of much of the port infrastructure is now significantly reduced due to damage caused by the earthquakes. If another major event were to occur, damage to the port infrastructure would compound and the Port would be much less likely to resume operations as quickly as it did after the 2010–2011 earthquakes, if it could at all.


3.1.3 INTERDEPENDENCY OF REBUILD DECISIONS

Decisions on the timing and engineering requirements of the repair or rebuild of port infrastructure are interdependent. Decisions to repair or rebuild one area or structure to provide for particular port needs or certain users may consequently affect the decisions on another area or structure. Some areas or structures will also need to be repaired or rebuilt before others.

Of particular importance to the Port's sequencing and timing of infrastructure repair and rebuild is to have certainty that additional land for the development of a new container terminal will be available through reclamation. This certainty will allow further decisions to be made on the repurposing of other structures and, consequently, on their engineering requirements and repair or rebuild sequencing. For example, with such certainty Cashin Quay, which is the current location for the container terminal, could be redeveloped for a different purpose.

3.1.4 EFFECT OF REBUILDING ON AVAILABILITY OF LAND FOR PORT ACTIVITIES

Operating a port is a space-intensive task. The available landward space needs to provide not only for storage of goods being loaded onto or unloaded off berthed ships, but also for circulation space



for vehicles and staff, crane operation, workers' and office facilities, and transport links. The size of that space, its location and other attributes such as layout, shape and distances between facilities can affect operational efficiency.

Lyttelton Port has limited land available for port activities. Pressure on port space even before the earthquakes has meant that Lyttelton Port has been operating at over capacity, decreasing its efficiency (see section 3.5 below). Even with inland port facilities at Woolston and Rolleston, the Port needs significant space at its Lyttelton container terminal for short-term storage.

Repair and reconstruction activity will place additional demands on available space. It is therefore important that port operational space is protected through the rebuild process.

3.2 INCREASING FREIGHT VOLUMES

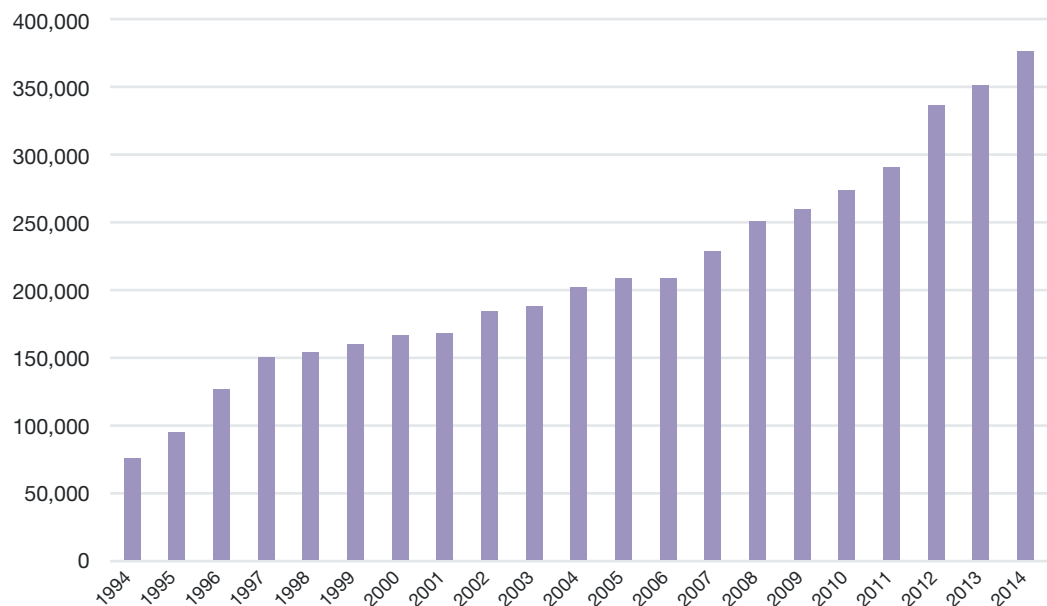
TE KAHA HAERE O NGĀ TONO UTANGA

Freight volumes have been increasing globally, driven by population growth, international trade liberalisation, and the rise of the emerging markets such as China and India.⁶ Lyttelton Port is at the forefront of this trend, as the fourth-largest port in New Zealand in terms of total freight and the second-largest in terms of exports.

6 Lyttelton Port Company Limited, 2014, Lyttelton Port Company's Information Package.



Figure 4: Lyttelton Port container volumes, 1994–2014 (TEU)



Container trade volumes through New Zealand ports have increased significantly in the last two decades. Lyttelton Port’s container trade has increased markedly, growing from 76,000 twenty-foot equivalent units (TEU) moved through the Port in 1994, to 376,567 TEU in 2014 (Figure 4).⁷

The rebuild of greater Christchurch has contributed to increases in freight volumes since 2010, particularly for cargo such as cement.

Freight volumes—and in particular, container trade volumes—through Lyttelton Port are projected to increase significantly in the next 25 years. A recent study on future freight demand estimates that container volumes will at least double, to 782,000 TEU, by 2041 and could reach 1,500,000 TEU (Table 1).⁸

Bulk and break bulk trade is also expected to increase. LPC’s expectations are for dry bulk to grow overall by around 2% per year, and bulk fuels by 4% per year.⁹

7 Lyttelton Port Company Limited, 2014, Lyttelton Port Company’s Information Package.

8 Aurecon, 2014, Christchurch Freight Demand Statement.

9 Lyttelton Port Company Limited, 2014, Lyttelton Port Company’s Information Package.

10 Canterbury Development Corporation, 2014, Background Paper to the Christchurch Economic Development Strategy.

11 Ministry of Transport, 2014, Future Freight Scenarios Study November 2014.

12 Ministry of Transport, 2014, Report - Transport and Trade June 2014.

13 Brown, Copeland and Co Ltd, 2014, Lyttelton Port Recovery Plan Assessment of Economic Effects.

14 Brown, Copeland and Co Ltd, 2014, Lyttelton Port Recovery Plan Assessment of Economic Effects.

15 Ministry of Transport, 2014, Future Freight Scenarios Study November 2014.

16 Lyttelton Port Company Limited, 2014, Lyttelton Port Company’s Information Package, p 43.

TABLE 1: CONTAINER VOLUME GROWTH SCENARIOS

Growth scenario		Forecast container volume in 2041
Linear growth	The Greater Christchurch Freight Demand Statement lower forecast is based on 5.5% linear growth.	782,000 TEU
Compound growth	LPC states that container volumes are expected to grow by 7–8% for the first three years, 6–7% for the three years, then to around 4.5%. The resulting figures take the range into account forming an upper and a lower scenario, with 2014 as the base year (376,567 TEU).	Lower 1,384,692 TEU
		Upper 1,464,559 TEU
	The Greater Christchurch Freight Demand Statement upper forecast is based on 5.3% compound growth.	1,500,000 TEU

3.3 LARGER CONTAINER SHIPS

NGĀ KAIPUKE IPU RAHI

Internationally, shipping companies are using larger ships, which lower the cost of transportation by offering economies of scale.¹⁰ As larger ships are introduced to higher-volume routes in other parts of the world, there is a redeployment or ‘cascade’ of larger ships to routes servicing New Zealand.¹¹ In 2009 the median ship size was 1,900 TEU, increasing to 2,750 TEU in 2014.¹² At present, the largest ship to visit New Zealand regularly has a capacity of approximately 4,100 TEU.¹³ It is expected that more ships in the 5,000–7,000 TEU range will be visiting New Zealand ports in the future,¹⁴ although the actual size of future ships and likely timing of this deployment are difficult to forecast.¹⁵

Lyttelton Port can currently accommodate ‘Post Panamax’ class ships, which are approximately 285m long and 40m wide,

and have a 13m draught and 4,000–5,000 TEU capacity. Providing the necessary infrastructure for larger ships would reduce the risk of Lyttelton Port only being serviced by relatively small, old and costly ships, which could disadvantage Christchurch and Canterbury in terms of economic efficiency and growth.

‘Post Panamax Plus’ class ships—the next size up—are approximately 300m long and 43m wide, and have a 14.5m draught and 6,000–8,000 TEU capacity.¹⁶ To accommodate these larger ships, Lyttelton Port would require deeper and longer shipping channels to be created by dredging, along with the associated dumping of spoil, longer wharves, deeper berths, and cranes big enough to reach and lift the containers.

3.4 CRUISE SHIPS

NGĀ KAIPUKE TANGATA

Cruise ships berthed in Lyttelton Port before the earthquakes but since then, due to damage to the Cashin Quay 2 wharf, only those ships small enough to berth within the Inner Harbour visit Lyttelton. The larger ships have been diverted to Akaroa Harbour, but it also has limits to the size of ships it can service. A new purpose-built facility will be needed if the larger cruise ships are to return to Lyttelton. It may also be beneficial to consider the viability of temporary or transitional facilities to enable larger cruise ships to berth at Lyttelton in the short term.

A recent report from Christchurch and Canterbury Tourism finds that the

provision of a cruise ship facility at Lyttelton has the potential to generate economic benefits for the region by increasing:

- The number of visiting cruise ships
- Visitor numbers and spending in Christchurch and Canterbury, compared with what is generated by arrivals through Akaroa¹⁷

The LPC has estimated that a new cruise ship facility would cost around \$35 million to \$40 million. It has also stated that it is not economic for it to spend this amount on the facility. No other funding sources have yet been identified.

3.5 PORT OPERATIONAL REQUIREMENTS

NGĀ TIKANGA WHAKAHAERE O TE PŪAHA O ŌHINEHOU

3.5.1 LAND

One of the major requirements for the Port to operate efficiently and effectively is the availability of easily accessible and functional land. Its requirements for land relate not just to its size, but also to its shape, dimensions and location.

The container terminal on Cashin Quay is already running above efficient capacity because of the limitations on surrounding container storage areas. The existing terminal has an optimal efficient capacity of approximately 250,000–300,000 TEU per year.¹⁸ In the 2014 financial year it

handled 376,576 TEU. While LPC has access to inland port space at the City Depot in Woolston, and at a new facility under development in Rolleston, the container terminal requires adjacent land sufficient to efficiently store containers being loaded onto ships for export and to provide empty space for containers from incoming ships.

Based on the projections for expected container volumes at the Port, and taking into account required minimum dimensions for efficiency, LPC estimates

that a terminal of 21–27 hectares will be needed in 2026, and 34–52 hectares in 2041.¹⁹

Other general cargo also has significant land demands.²⁰ For example, the export of logs requires sufficient space at or near the Port to store an entire shipload so that this cargo can be loaded efficiently. Having the storage space too far away, or having to handle cargo multiple times, slows the loading or unloading process, reducing efficiency and adding cost.

3.5.2 SECURITY AND SAFETY REQUIREMENTS

Although in the past the public had access to port land, access has now been restricted because of security and safety requirements.

The operation of the Port includes hazards such as the movement of cargo and vehicles. This makes operational areas potentially unsafe for the public.

Security at the Port became particularly important after the terrorist attacks in the United States of America on 11 September 2001. Thereafter, the public was excluded from all port operational

land to meet stricter requirements for ports linked to American ports.²¹

The Port therefore needs to be able to restrict access to its operational areas while also providing for other users of the Port or waterfront, such as ferry users.

3.5.3 NAVIGATION SAFETY

Navigation safety is a key matter that needs to be considered as a result of the reconfigured layout of the Port and Main Navigational Channel during construction of the recovery projects. Navigation safety is managed by the Environment Canterbury Navigation Safety Bylaws 2010, which are implemented by the Regional Harbourmaster. Environment Canterbury is satisfied that the existing mechanisms that are in place for dealing with navigation safety at the Port of Lyttelton are appropriate, however as the bylaws must be consistent with RMA planning documents, they will need amending to reflect the enlarged Main Navigational Channel in schedule 5.10.1 of the RCEP. As the bylaws are currently under review, and the commencement of the dredging is not proposed to start in this time, it is appropriate that this change is made under the normal review process.

17 Christchurch and Canterbury Tourism, 2014, Tourism Sector Case for Lyttelton Cruise Wharf Development.

18 Lyttelton Port Company Limited, 2014, Lyttelton Port Company's Information Package.

19 Lyttelton Port Company Limited, 2014, Lyttelton Port Company's Information Package.

20 This includes logs, fuel, oil, gas, fish, steel, vehicles and cement.

21 Lyttelton Port Company Limited, 2014, Lyttelton Port Company's Information Package.



3.6 TRANSPORT NETWORK

NGĀ WAKA HUARAHI KŌTUI

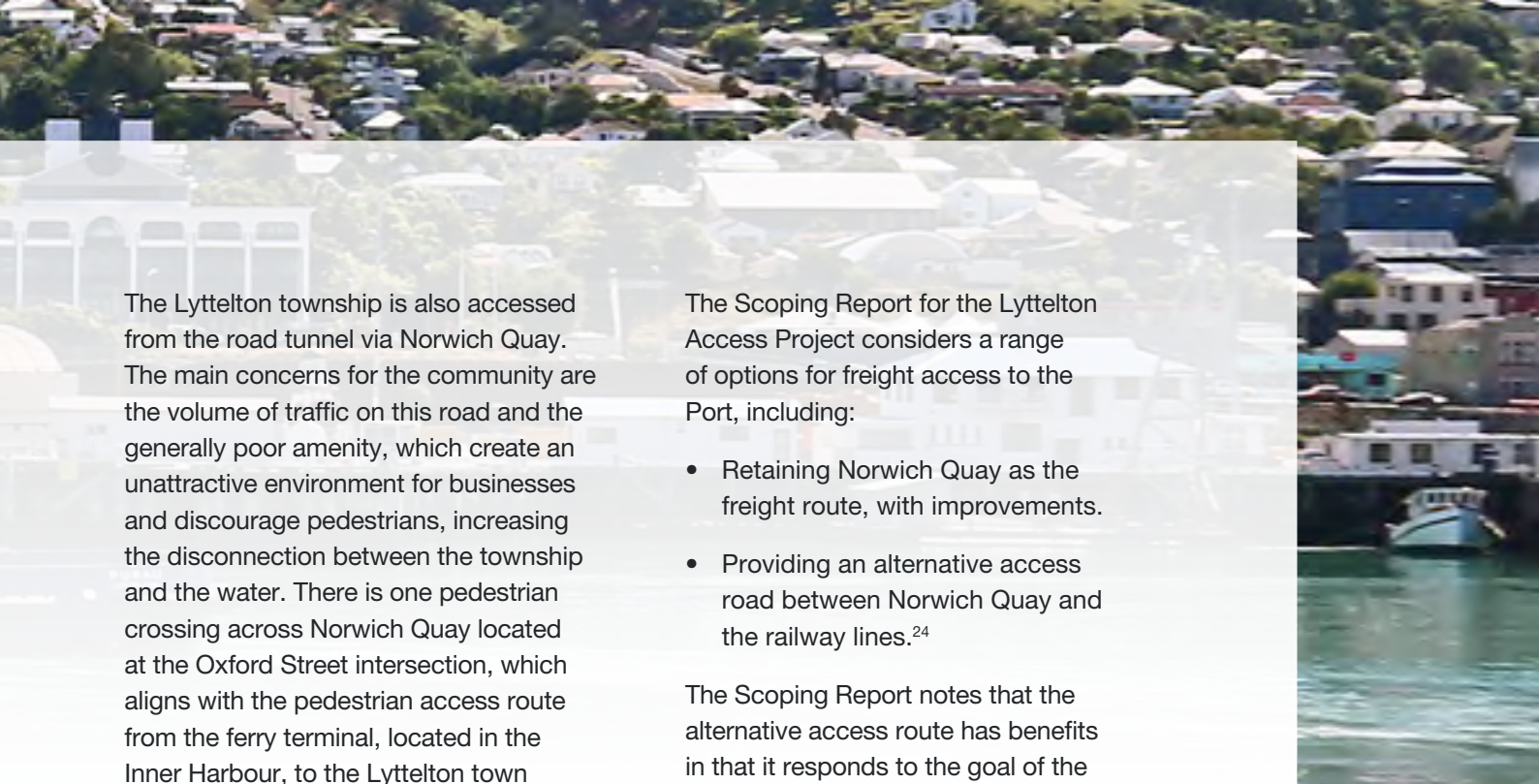
The Port must be able to safely and efficiently move the freight being handled to the wider transport network, including road and rail. This requires internal loading and movement areas, and efficient and reliable connections from the Port to the road and rail networks. For the Port to be effective, the wider land transport infrastructure also needs to operate reliably, efficiently and effectively.

Lyttelton Port is defined as the start point of KiwiRail's Main South Line, which runs to Invercargill. On departing Lyttelton, trains pass under the Port Hills via the Lyttelton rail tunnel. At Addington, 12.6km from Lyttelton, the Main North Line (to Picton) branches off the Main South Line. Currently rail brings all of the coal, 20% of containers and 20% of the logs to the Port.²² The volume of freight coming to the Port by rail is projected to increase, and there is no capacity constraint on the rail network that would prevent this. LPC will need to ensure it has sufficient capacity for rail freight within the rebuilt and reconfigured port.

Norwich Quay (State Highway 74) is an important transport link for the Port and the Lyttelton community as it provides access to the road tunnel through to Christchurch and the State Highway network beyond. The Port, port users and the Lyttelton community have competing interests and aspirations for Norwich Quay.

Norwich Quay provides road freight access to the Port, with multiple access points from Norwich Quay into the Port via the Gladstone Quay, Oxford Street overbridge and Sutton Quay gates. While the western area of the Port is accessible from Godley Quay via Simeon Quay, the main security gate is located at the eastern end of Norwich Quay as this provides effective access to the container terminal and the coal storage area. The Port, therefore, places high importance on Norwich Quay to continue to provide efficient road freight access in the future.

22 Abley Transportation Consultants, 2014, Lyttelton Port Recovery Plan Integrated Transport Assessment, p 43.



The Lyttelton township is also accessed from the road tunnel via Norwich Quay. The main concerns for the community are the volume of traffic on this road and the generally poor amenity, which create an unattractive environment for businesses and discourage pedestrians, increasing the disconnection between the township and the water. There is one pedestrian crossing across Norwich Quay located at the Oxford Street intersection, which aligns with the pedestrian access route from the ferry terminal, located in the Inner Harbour, to the Lyttelton town centre. Many in the community would like to see trucks re-routed off Norwich Quay onto an alternative route.

Projected increases in freight throughput at the Port will increase heavy traffic volumes along Norwich Quay. During construction periods, more vehicles will need to access the Port. At the same time, the development at Dampier Bay will create greater demand from the community for safe pedestrian and cycle access across, and vehicle access on and off, this road.

The projected increase in freight volumes through the Port will place additional pressure on the wider transport network providing freight access to the Port. This has been recognised through the Greater Christchurch Transport Statement, and a freight action plan is being developed in that forum to address issues for the wider network.

Christchurch City Council, New Zealand Transport Agency, LPC and KiwiRail have commissioned a joint study with two main areas of focus:

- How to achieve reliable and resilient access to the Port on a 24/7 basis that will meet the predicted growth in freight to 2040.
- Appropriate public access to the waterfront.²³

The Scoping Report for the Lyttelton Access Project considers a range of options for freight access to the Port, including:

- Retaining Norwich Quay as the freight route, with improvements.
- Providing an alternative access road between Norwich Quay and the railway lines.²⁴

The Scoping Report notes that the alternative access route has benefits in that it responds to the goal of the Lyttelton Master Plan to improve amenity on Norwich Quay, but notes the Port's need to use this land for port operations in the short to medium term (primarily for log storage and handling). It finds that the most cost-effective option for road freight access to the Port at present is to retain Norwich Quay. The Scoping Report notes that an overbridge for pedestrian and cycle access to the waterfront could be provided.

While the competing needs on Norwich Quay are long standing and well documented, Godley Quay has competing needs on a lesser scale with its mix of activities including Port and tank farm traffic, recreational users from Naval Point and Dampier Bay, and with access adjacent to a Residential Conservation Zone. With development at Dampier Bay, there is potential to add to traffic and demand for safe pedestrian and cycling access, particularly prior to the opening of Sutton Quay.

23 Beca Ltd, 2014, Scoping Report Lyttelton Access Project. Environment Canterbury and the Canterbury Earthquake Recovery Authority are to be consulted as necessary.

24 Beca Ltd, 2014, Scoping Report Lyttelton Access Project.





3.7 EFFECTS OF PORT ACTIVITIES AND REBUILDING ON THE NATURAL ENVIRONMENT AND ON NGĀI TAHU VALUES

NGĀ HUA O NGĀ MAHI O TE HANGANGA A TE PŪAHA KI TE TAI AO ME NGĀ UARA O NGĀI TAHU WHĀNUI

Lyttelton Port sits within a coastal environment that has been modified by human influences, but still retains a high degree of natural value. As noted in section 2.4, Whakaraupō/Lyttelton Harbour has significant cultural value to Ngāi Tahu.

The development of port structures can have permanent effects on the coastal environment, in particular by changing tidal flows and waves. As noted in section 2.5, concerns have been expressed for some decades about the impact of current port structures—in particular, Cashin Quay and its breakwater—and port activities such as dredging on the health of the harbour. Of specific concern has been sedimentation in the upper harbour and consequent effects on mahinga kai species. Although the link is not proven, it is important to ensure that the Port's rebuild and reconfiguration do not worsen sedimentation problems in the harbour.

Development at the Port will also have effects on the harbour landscape. Such development includes both any expansion of port areas and the use of land by port facilities, such as cranes. There will also be cumulative effects arising from the Recovery Plan proposals and the proposed Sumner Road reopening works. The effects on landscape will predominantly be experienced by those people who live in the surrounding

harbour communities and people using the harbour and its surrounds for recreation.

The other main environmental effect of port activities is contamination, both through historic port activity and through stormwater entering the harbour. There is potential for contaminants to be released as a result of rebuilding work, such as piling and dredging.

Construction activities during the rebuild of the Port could have other negative environmental effects if not properly managed. Of particular concern are any potential effects on water quality through discharges to coastal water, rivers or streams, or on land where contaminants may enter water. Adverse effects on water quality can have consequent effects on natural organisms and human values for the coastal environment. Other effects could include noise or vibration, which can adversely affect wildlife, and discharges to air such as dust.

Upgrades to the Port's infrastructure as part of the recovery will have positive environmental effects. For example, repair work to paved surfaces provides the opportunity to upgrade to modern stormwater treatment, including the installation of gross pollutant and hydrocarbon interceptors, which would reduce the level of contaminants being discharged into the coastal environment.



3.8 COMMUNITY ASPIRATIONS FOR THE PORT AREA

NGĀ TŪMANAKO A TE HĀPORI MO TE PŪAHA

3.8.1 IMPACT OF PORT ACTIVITIES ON LYTTELTON TOWNSHIP

Many people in Lyttelton would like a reduction in the negative effects of port operations, such as noise, dust and traffic, on the township. These aspirations are discussed in the Lyttelton Master Plan. The desire for trucks to be re-routed off Norwich Quay is discussed in section 3.6. Other community concerns and aspirations related to the recovery of the Port are set out below.

3.8.2 ACCESS TO THE WATERFRONT

The Port operates within almost all of the Inner Harbour area, with only a small area of land in Dampier Bay open for public access to the existing marina. There is a strong desire from the community for safe and convenient public access to the waterfront from the Lyttelton town centre and a publicly accessible waterfront with a high level of amenity. Achieving such access would require some significant challenges to be addressed, including



the operational safety and security requirements discussed in section 3.5.2 above, and the need to maintain an efficient freight route to the Port.

3.8.3 RECOVERY OF LYTTELTON TOWNSHIP

As discussed in section 2.6.1, Lyttelton township was also severely damaged in the earthquakes and is still in the process of recovering. Many in Lyttelton are concerned that the Port's recovery plans, including the redevelopment of Dampier Bay to include some commercial development, could undermine the recovery of the town centre.

3.8.4 FERRY TERMINAL

Lyttelton Port provides berths for the ferry service to Diamond Harbour and Quail Island. The ferry service is essential for Lyttelton town centre and the Diamond Harbour community and forms a part of the wider public transport network of Christchurch.

The ferry terminal is currently located at the end of the Oxford Street overbridge and links with a public bus stop, which

provides public transport access to Christchurch. The operation of the ferry terminal in the current location requires public access through operational port land. Current access is by a fenced-in walkway, creating a poor pedestrian environment.

In consultation on LPC's Port Lyttelton Plan, the community has indicated a desire to ensure the terminal is located in close proximity to Lyttelton town centre, with direct and convenient access. The general preference is to retain the current berth location.²⁵ This preference is consistent with the results of research undertaken prior to the earthquakes. LPC has proposed to relocate the ferry terminal adjacent to Dampier Bay because of physical constraints on redeveloping and upgrading the existing terminal location due to port operational activities nearby, ferry operator preference,²⁶ and opportunities to improve functionality of the terminal.

²⁵ Mene Solutions Ltd, 2014, Consultation Report for Lyttelton Port Company.

²⁶ Rob Greenway and Associates, 2014, Effects on Recreation and Tourism.

3.8.5 RECREATIONAL USERS

Lyttelton Harbour is popular for recreational activities, including swimming, sailing, fishing, waka ama and other boating activities. The area around the harbour also contains popular walking tracks and heritage features. Quail Island is accessible for visitors via a ferry service from Lyttelton Port.

Christchurch City Council owns land at Naval Point including a recreational reserve and boat slipway. The Naval Point Club is currently located at the southern end of Naval Point. Naval Point received some damage from the earthquakes, including rockfall near the Naval Point Club.

The Naval Point recreation area is managed by Christchurch City Council and is currently the subject of a development plan process. Christchurch City Council is still in the early stages of this process. The objectives of the development plan are likely to provide for:

- Better access to the water
- Public boat ramp and launching facilities
- Recreation facilities, including access to the water's edge for water sports users and the general public
- Sports fields
- Public facilities
- Vehicle access and improved car parking
- Safe pedestrian connections
- Safe access to, and safety on, the water

Christchurch City Council has identified a number of constraints on future site development, including cliff hazard,

coastal erosion and contaminated land. It is working to address these issues as part of the Naval Point development plan process. The Council's intention is to provide the opportunity for community participation in the development plan process, with consultation to occur once a more detailed plan has been produced.

The existing bulk liquid storage facilities at Naval Point pose a potential hazard risk. To avoid increasing this risk to an unacceptable level through adjacent development, the existing risk needs to be assessed and appropriate controls included in the district planning framework.

The recovery of the Port is needed so that it can continue to provide for recreational users, and potentially enhance access to and connectivity between recreational assets.

3.8.6 MARINA FACILITIES

There is demand for a larger, more modern marina near Lyttelton. A newly built marina in Magazine Bay was destroyed by a storm in 2001, and no replacement has been built since due to the cost of providing adequate protection from future storms. As a result, people are only able to use small pile or swing moorings located around the harbour, limiting access to boating and related recreational activities.

Recovery of the port area could provide improved facilities for these users. Reconfiguration of the Port in a more efficient way, as a result of the damage that has occurred, will enable these community needs to be met. Marina and boating facilities at Naval Point are complementary to any development at Dampier Bay and provide for different needs, including boat ramp facilities.



3.9 MANAGEMENT OF CONSTRUCTION EFFECTS

TE WHAKAHAERE O NGĀ HUA O TE WAIHANGAHANGA

Significant construction activities, possibly for the next 10–15 years, are needed for the recovery of the Port. Construction activities can have adverse effects on the natural environment and on the surrounding community.

Construction activities affect the community mainly through noise, vibration, discharges to air and disruption caused by construction traffic. These effects are not easily contained on site and therefore can reduce amenity values of surrounding areas.

The Cultural Impact Assessment²⁷ outlined the potential effects of construction on mana whenua values and interests. It covered potential effects on archaeological values, water quality, fisheries and marine mammals, and incident management and communication.

For Lyttelton Port, the proximity of Lyttelton township, the location of construction activities in a coastal environment and the long timeframes for recovery activities amplify the importance of managing construction effects.

3.10 NEED FOR A TIMELY RECOVERY

ME TERE TE WHAKARAUORA

The timely recovery of the Port is important to ensure that it can support the recovery of greater Christchurch and its longer-term economic growth.

LPC's repair and rebuilding programme was delayed by the need to reach a settlement with its insurer, which was only completed in December 2013. There is now some urgency in confirming how the Port will be able to rebuild—in particular, whether it will be able to undertake a further reclamation in Te Awaparahi Bay—and getting the recovery programme underway.

3.10.1 REGULATORY FRAMEWORK

The Resource Management Act 1991 establishes the legislative framework for controlling resource use and development within New Zealand. It requires territorial authorities and regional councils to have regulatory documents that set out the policy framework and methods for managing resources at the local level. This requirement includes determining when resource consents are required.

The repair, rebuild and reconfiguration work required for the Port will involve activities in the coastal marine area and on port land that may affect the surrounding environment. These activities will be subject to the provisions of a number of RMA planning documents, including both regional and district plans, to control the adverse effects on the environment.

For Lyttelton Port, the relevant plans include the Banks Peninsula District Plan and the proposed Christchurch Replacement District Plan, which control the use of land around Whakaraupō/Lyttelton Harbour, and the Regional Coastal Environment Plan for the Canterbury Region (RCEP), which manages the use of resources in the coastal marine area.²⁸ Other relevant RMA documents include the Regional Policy Statement and other regional plans.

These documents, in particular the RCEP, did not anticipate the scale of repair and rebuilding activity that is now required at the Port due to the effects of the earthquakes. Under the status quo, it is estimated that LPC would potentially have to apply for approximately 100 individual resource consents in order to carry out its proposed programme of recovery works. This would result in a slow and complex recovery process, with projects considered in isolation from each other and with the potential for multiple hearings. The nature of this process may also be detrimental to the community.

RELATIONSHIP BETWEEN THE LYTTTELTON PORT RECOVERY PLAN AND THE PROPOSED CHRISTCHURCH REPLACEMENT DISTRICT PLAN

Decisions on the Specific Purpose (Lyttelton Port) Zone provisions will be made through the Lyttelton Port Recovery Plan process. Any decisions made in relation to the proposed Christchurch Replacement District Plan, and in any associated hearing process, cannot be inconsistent with the content of this Recovery Plan once it is approved by the Minister. If you wish your views on these provisions to be heard, you should provide written comments to the Minister for CER on the draft Lyttelton Port Recovery Plan.

27 Jolly, D., Te Rūnanga o Ngāti Wheke (Rāpaki), Te Rūnanga o Koukourārata and Te Rūnanga o Ngāi Tahu, 2014, Cultural Impact Assessment: An assessment of potential effects of the Port Lyttelton Plan and Lyttelton Port Recovery Plan on Ngāi Tahu values and interests.

28 The coastal marine area is the foreshore, seabed, coastal water and the air space above the water between Mean High Water Springs (MHWS) and 12 nautical miles offshore.



4

THE PLAN

TE MAHERE

The Lyttelton Port Recovery Plan provides for the repair, rebuild and reconfiguration of Lyttelton Port and the redevelopment of Dampier Bay, and establishes how transport issues and construction effects will be managed. It also includes an Action for Environment Canterbury, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu, Christchurch City Council and LPC to work together to improve the wider health of Whakaraupō/Lyttelton Harbour. Figure 5 outlines the context and the content of the Recovery Plan.

The Recovery Plan will be implemented by statutory directions and non-statutory agreed actions set out in section 5. The statutory directions include amendments to RMA documents and instruments to make changes to the regulatory framework for Lyttelton Port.

The amendments to RMA documents directed through this Recovery Plan generally create a more enabling framework for the recovery of Lyttelton Port. This is possible because LPC has provided information to Environment Canterbury on its proposals and their effects. The RMA documents can therefore be amended to provide more certainty for the proposals where the effects are considered to be acceptable.

The Lyttelton Port Recovery Plan does not permit all of the recovery activities to be undertaken without further planning processes. While the amendments made to the existing RMA documents and instruments generally make these more enabling, and in some cases do allow certain activities to be undertaken without gaining any further approval, significant activities such as reclamation and capital dredging will still require resource consent applications.

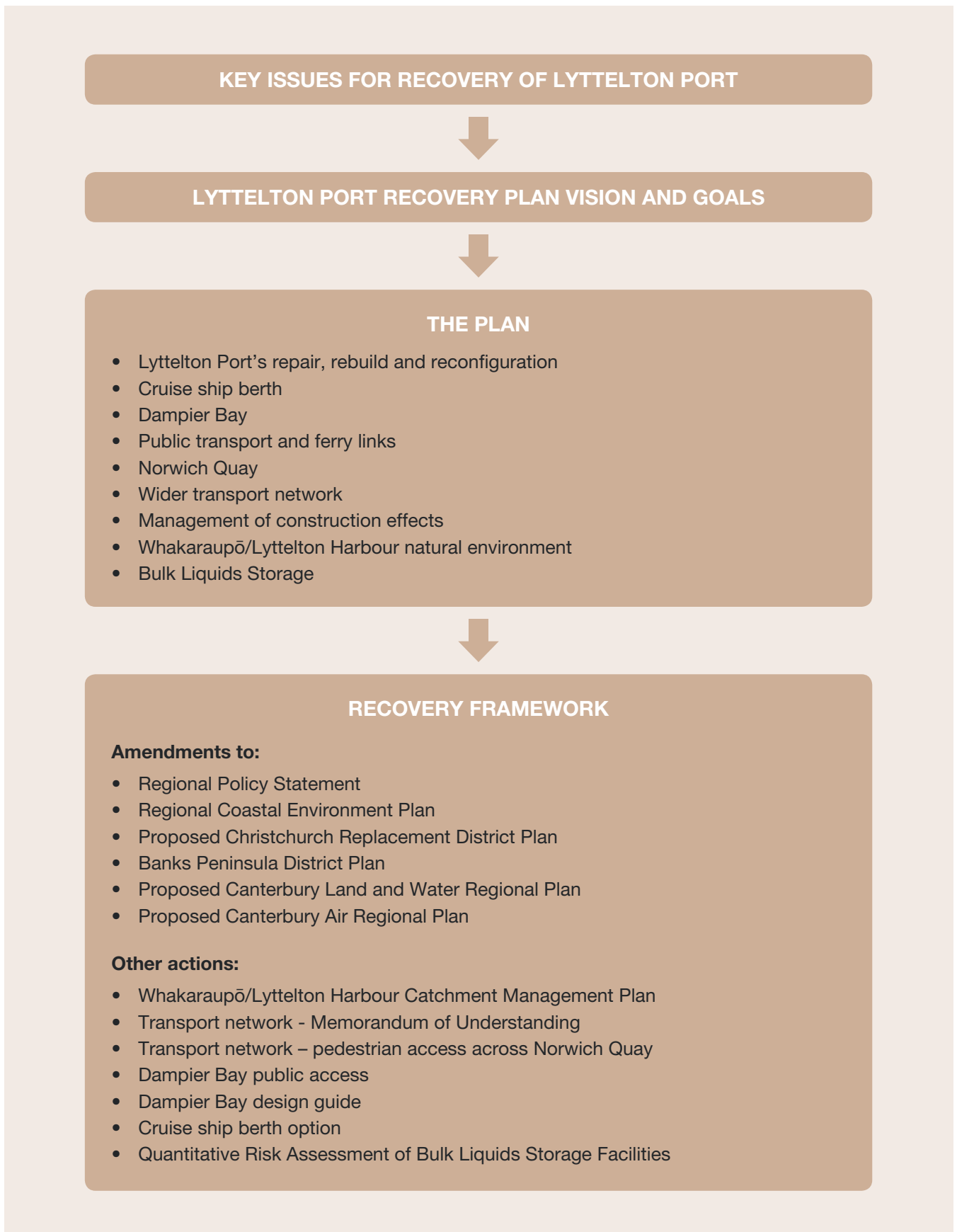


Figure 5: Outline of the Lyttelton Port Recovery Plan

Figure 6: Proposed rebuild, repair and reconfiguration of Lyttelton Port



Commercial development,
public access and marina

Dampier Bay

General
cargo

Dry Dock
operations

Naval Point

Oil terminal
and oil berth

INNER HARBOUR

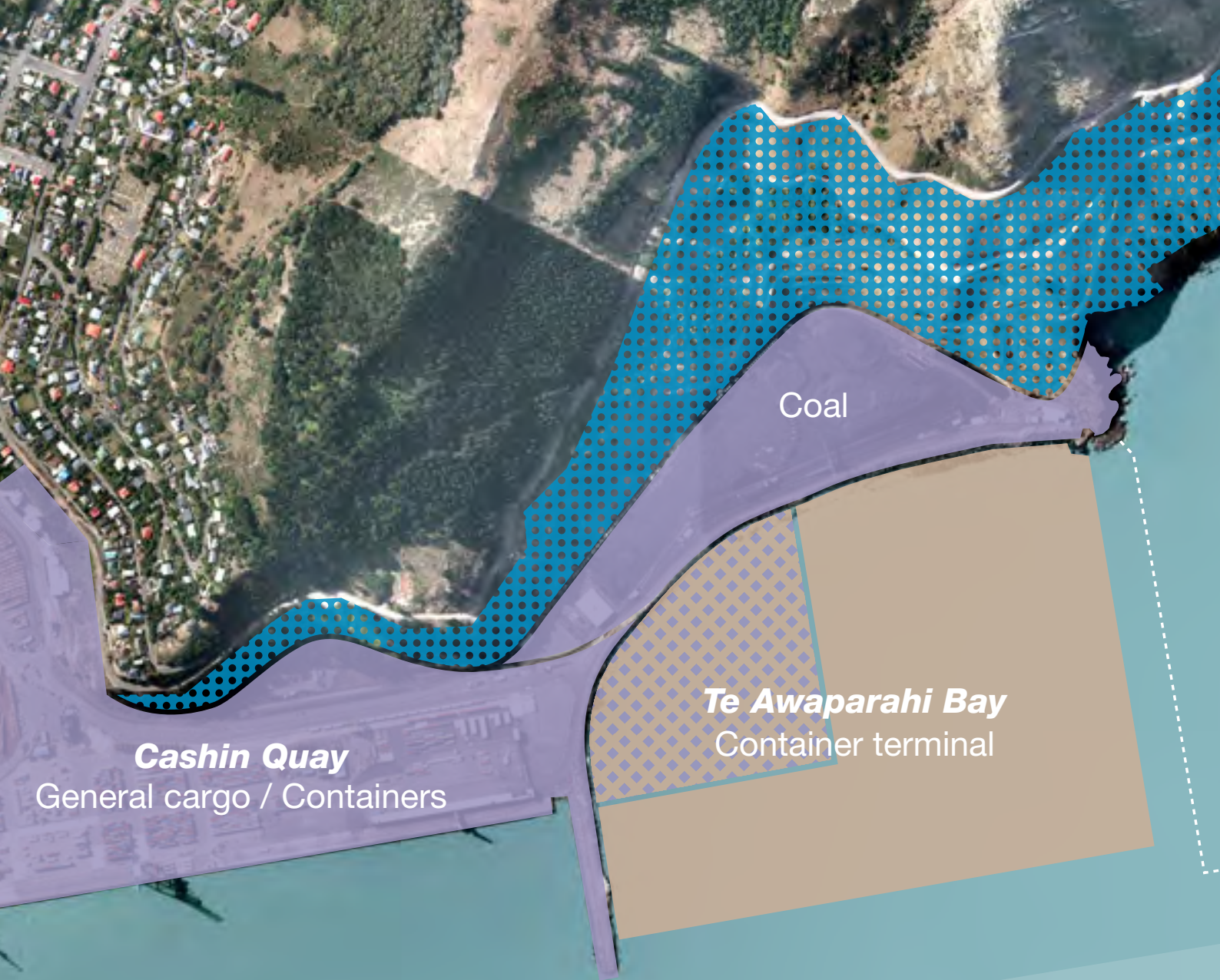
Port-related
use

WHAKARAUPŌ / LYTTTELTON HARBOUR

Operational area of the Port of Lyttelton

KEY

- Potential reclamation area
- Consented reclamation
- Port land use
- Potential future public access
- Mixed-use with public access
- Quarry access area



OUR



4.1 LYTTTELTON PORT REPAIR, REBUILD AND RECONFIGURATION TE HANGANGA HOU A TE PŪAHA O ŌHINEHOU

The recovery of the Port requires extensive repair, rebuild and reconfiguration activities to be undertaken (Figure 6). These activities will support the recovery of greater Christchurch by:

- Replacing damaged port assets with modern, fit-for-purpose infrastructure needed for the safe, efficient and effective operation of the Port.
- Reconfiguring the Port to improve efficiency, ensure capacity to meet future freight demand and provide benefits for the amenity of the community.
- Increasing the resilience of the Port and the greater Christchurch community more generally.

4.1.1 NEW CONTAINER TERMINAL – TE AWAPARAHI BAY RECLAMATION

Timing: Stage 1 of the proposed reclamation could commence in mid 2016, with 2022 as the earliest date for completion of the first berth.

In achieving a recovery programme that delivers infrastructure to meet future needs, the main challenge for the Port is to get sufficient flat land that is accessible and functional. The Port's location within the steep-sided Whakaraupō/Lyttelton Harbour creates a barrier to its expansion landward. To overcome this issue in the past, the Port has reclaimed land within the harbour, including to the south of

Norwich Quay, Naval Point and Cashin Quay. This process of reclamation has continued with the current development of an additional 10-hectare reclamation in Te Awaparahi Bay east of Cashin Quay, which was consented in 2011.

As discussed above, Lyttelton's existing container terminal is already over capacity. LPC proposes to develop a new container terminal on additional reclaimed land within Te Awaparahi Bay, which will be big enough to deal efficiently with forecast container volumes out to 2041. This will include the existing consented 10 hectares as well as an additional 24-hectare reclamation provided for by the Recovery Plan. The total 34-hectare reclamation area, which includes the associated wharf structures, will be located within the area defined by the extent of the current Cashin Quay breakwater and Battery Point, as shown in Figure 7.

The reclamation will enable the Port to meet existing and future demands. It will enable the container terminal to be moved from the existing Cashin Quay, which has suffered significant damage, and allow the Port to move some general cargo operations out of the Inner Harbour onto Cashin Quay once repair work is undertaken. This will change the types of trades handled in the Inner Harbour, and allow the repurposing of the western Inner Harbour for recreational use and public access, contributing significantly to recovery. It will also enable infrastructure to be built that is resilient to natural hazards and the future needs of the Port.

At present, the Port is only able to accommodate ships up to the 'Post Panamax' class, holding approximately 4,000–5,000 TEU. The present container terminal is operating over its optimal efficiency with existing demand.

The additional 24-hectare reclamation will enable a new container terminal to service and accommodate 'Post Panamax Plus' class ships holding 6,000-8,000 TEU. It will also enable other recovery outcomes that can only be achieved with reconfiguration of port operations.

Without the ability to handle larger ships, there is a risk that greater Christchurch will only be serviced by less efficient container ship fleets in the future. The flow-on effects to importers and exporters will be at a cost to the region. The capital cost required to achieve recovery at the Port is significant. The funds available

to achieve recovery, which will include insurance funds derived from existing damaged infrastructure, will be limited and must be used in a way that enables repair of those damaged structures, as well as reconfiguration and development of the Port to meet its ongoing needs.

To accommodate larger ships, the Port needs to provide: a Main Navigational Channel of sufficient width and depth; longer wharves designed with deeper berths; and container/freight handling equipment that is sized to handle these larger ships and that is able to transfer cargo with high efficiency. With a smaller reclamation, the Port will be unable to accommodate two larger berths sufficient for larger ships and their cargo.

Based on the expected growth of the container trade and the need to provide for a larger class of ship, a reclamation



Figure 7: Te Awaparahi Bay proposed reclamation area

of less than the additional 24 hectares may mean the container terminal is inefficient or unable to meet the increased demand when the rebuild is complete (or shortly afterwards). It would also not enable other recovery outcomes seen as necessary for the Port, community and greater Christchurch.

Environment Canterbury considers that the location of the proposed reclamation is necessary for the following reasons:

- The container terminal can be efficiently integrated into existing port infrastructure, particularly transportation links
- Locations to the west of the Port are not suitable as this would affect important community recreation spaces
- The landward side of Te Awaparahi Bay is already owned by LPC and is being used for port operations (coal storage)
- The current consented reclamation under development can be incorporated into the development of the new container terminal
- Te Awaparahi Bay is separated geographically from Lyttelton township by a headland and therefore relocation of the container terminal will reduce the adverse effects on that community

The Lyttelton Port Recovery Plan provides for the development of an additional 24 hectare reclamation in Te Awaparahi Bay. The reclamation will require resource consent, but will be a controlled activity under the RCEP. Environment Canterbury must grant consent for a controlled activity but reserves control over a number of matters, including the

design of the finished seaward faces, methods of construction and material used, preparation of a Construction Environmental Management Plan, methods to manage marine biosecurity risks, visual changes, cultural matters, stormwater management, and effects on marine ecology, as well as methods to implement any offset mitigation or environmental compensation package which has been offered by LPC.

In addition, controlled activity status is conditional upon a Ngāi Tahu Cultural Impact Assessment being prepared and submitted with the resource consent application, and the reclamation or batter slope not extending into an exclusion zone around Battery Point, established to protect mahinga kai values in that area. If these two conditions are not met, the reclamation will be a discretionary activity.

The provision of controlled activity status will give LPC the certainty to proceed with other aspects of its proposed redevelopments that are dependent on the reclamation proceeding, before consent is granted for the proposed reclamation. A resource consent application to reclaim land in Te Awaparahi Bay will be publicly notified, which will enable affected parties to submit and speak in support of their submission.

A number of other activities associated with the construction of the reclamation and berthing areas will also be controlled activities. These include the erection of wharf structures, the disturbance and deposition of material in, on, under or over the foreshore or seabed, and dredging to create a berth pocket adjacent to wharf structures.

TE AWAPARAHI BAY RECLAMATION

Location: Te Awaparahi Bay, Whakaraupō / Lyttelton Harbour

Size: Up to 24 hectares

Activity status: Controlled—a resource consent is required but cannot be declined

Notification: A resource consent application will be publicly notified

Summary of conditions for applications as a controlled activity:

- A Cultural Impact Assessment accompanies the application
- The reclamation or batter slope do not extend within the Battery Point Exclusion Zone

Summary of matters for control:

- Design of seaward faces
- Methods and material for construction
- A Construction Environmental Management Plan
- Biosecurity risks
- Sediment plumes
- Stormwater management
- Management of visual changes
- Cultural matters, including a Kaimoana Management Plan
- Methods to implement any offset mitigation or environmental compensation package which has been offered by the applicant

The reclamation and associated terminal development will take a number of years to complete, with timeframes influenced by the completion of earlier projects, construction methodology and availability of material. It is expected that the final stage of terminal development will not be able to start before 2022.

This timeframe has been considered in the context of whether it falls within the definition of recovery under the CER Act. Timing for the recovery of the Port needs to be considered in light of the extent of the damage to the Port, what is needed for the Port to properly recover and respond to the damage from the earthquakes, and the time required for a rebuild programme of this scale. Therefore recovery for the Port needs to be viewed over a longer period than might be necessary in other circumstances.

The Marine and Coastal Area (Takutai Moana) Act 2011 sets out in Subpart 3—Reclaimed Land a process through which interests in reclaimed land which has been vested in the Crown can be granted. This process is in addition to the process required for the granting of resource consent for the formation of the reclaimed land. The Lyttelton Port Recovery Plan does not alter any requirements under the Marine and Coastal Area (Takutai Moana) Act 2011.

4.1.2 REPAIR AND REBUILD OF EXISTING STRUCTURES

The Lyttelton Port Recovery Plan provides for the repair, rebuild or demolition of existing port structures in the operational area of Lyttelton Port through amendments to the RCEP. The repair, rebuild and demolition of wharf structures that were used for port activities at the time of the 2010–2011 earthquakes will

be permitted. This means that resource consent is not required, provided that the activities comply with the relevant rules. The occupation of these structures for port activities is also permitted.

Lyttelton was officially gazetted as a port of entry in 1849.²⁹ A number of wharves in Lyttelton pre-date 1900. Such structures are considered to be archaeological sites and are protected by the Heritage New Zealand Pouhere Taonga Act 2014. This Act prohibits the modification or destruction of an archaeological site, unless an authority is obtained from Heritage New Zealand Pouhere Taonga.

The Recovery Plan does not affect the statutory requirements to gain authority under the Heritage New Zealand Pouhere Taonga Act 2014 in relation to archaeological sites during the repair, rebuild or demolition of historic wharf structures at Lyttelton Port. This Act provides an appropriate mechanism to consider the removal or repair of these structures. For this reason, the Recovery Plan does not further consider archaeological sites.

CASHIN QUAY

Timing: The repair/rebuild of Cashin Quay 2 has commenced. The repair/rebuild of Cashin Quay 3 and 4 is expected to start in late 2015 and 2016 respectively, with the work on each wharf taking 18 months to complete. The repair/rebuild of Cashin Quay 1 is expected to start in 2015, with its duration unknown.

Following the development of the new container terminal, Cashin Quay will be repurposed for the handling of general cargo currently dealt with in the Inner Harbour.

Work on Cashin Quay has already started with the current rebuild of Cashin Quay 2. This includes the repair of adjacent land, demolition of the existing wharves, the removal of supporting piles, repairing of the batter slopes, and the replacement of the piles, wharves and services. The repair or rebuild of the adjacent Cashin Quay 1, 3 and 4 wharves will be determined by future requirements, but is likely to involve similar work to Cashin Quay 2. As mentioned above, the Lyttelton Port Recovery Plan provides for the repair or replacement of structures at Cashin Quay as a permitted activity in the RCEP. Also permitted is any associated disturbance or deposition on the foreshore or seabed during construction work.

Lyttelton Harbour is within the Banks Peninsula Marine Mammal Sanctuary; of particular concern are the effects of piling on the endangered Hector's dolphins. The Lyttelton Port Recovery Plan directs that changes to the rules relating to the erection, replacement or repair of wharf structures, where piling will occur, will require the preparation and implementation of a Marine Piling Management Plan that will ensure the presence of marine mammals is monitored during piling activities, and appropriate methods are adopted to avoid any effects on marine mammals.

Additional work will occur to repair or replace the Cashin Quay breakwater, maintenance building and container terminal administration building.

29 Carter, M., Underground Overground Archaeology Ltd, 2014, Lyttelton Port of Christchurch (LPC) Reconstruction: an Archaeological Assessment.

INNER HARBOUR

Timing: Work on port assets within the Inner Harbour will start at various times. Repair of No. 2 and 3 Wharves is expected to start in the third quarter of 2017 and take nine months. No. 7 Wharf could start after this and take nine months. In some cases the timing is unknown or dependent on other decisions, such as the No. 1 Breastwork, Dry Dock, Z-berth, and No. 4, 5 and 6 Wharves. Repair of landside pavements and storage has started and will be staged over a number of years.

A number of port assets will require repair or replacement within the Inner Harbour, including:

- No. 1 Breastwork
- Dry Dock pump house and wastewater treatment
- Oil berth
- No. 2, 3 and 7 Wharves
- Z-berth (Eastern Mole breakwater)
- Landside pavements, storage and buildings

The Lyttelton Port Recovery Plan provides for the repair or replacement of structures in the Inner Harbour by giving them permitted activity status.

The construction of the reclamation for the new container terminal and shifting of general cargo to Cashin Quay allow for other port activities that occur within the Inner Harbour, such as fishing vessels, to shift away from Dampier Bay towards the east of the Inner Harbour.

Demolition of No. 4, 5 and 6 Wharves and Gladstone Pier is expected. These structures are no longer usable for the Port. Wharves 4, 5 and 6 can no longer sustain useful loads, while Gladstone Pier was not in use prior to the earthquakes.

While the Dampier Bay Marina did not suffer earthquake damage, LPC will construct a larger, more modern, floating marina within the area between Wharf No. 3 and the Dry Dock. The Lyttelton Port Recovery Plan directs changes to be made to the RCEP to allow the erection of new wharf structures in the Inner Harbour for a new marina as a permitted activity. The proposed amendments follow Environment Canterbury's consideration of the importance of a new floating marina to the local community, as well as its consideration of the technical information provided by LPC and of any potential adverse effects.

4.1.3 GOLLANS BAY QUARRY AND HAUL ROAD

Timing: Work on the lower haul road could start in mid-2015, taking six months. Work on the upper haul road could start in early 2016 and take five months. The operation of the quarry is dependent on other projects.

The Port requires the Gollans Bay Quarry to provide fill and seawall armouring rock for a range of projects for port recovery. Quarry activity within an identified footprint within Gollans Bay and work to repair, realign and extend the quarry haul road are already consented. However, the quarry consent contains a restriction on the use of the quarried material to the current 10-hectare Te Awaparahi Bay reclamation. To meet the demand of the wider port recovery for rock, the Port needs to be able to use the Gollans Bay Quarry material over a wider area within the Port. This work will be aligned with that being undertaken by Christchurch City Council to reopen Sumner Road.

The Lyttelton Port Recovery Plan provides for the continued use of the Gollans Bay Quarry, the use of the quarry material

for projects other than the current Te Awaparahi Bay reclamation (such as fill for the larger reclamation area and seawall rock armouring in other parts of the Port), and the repair, realignment and extension of the haul road. This is to be achieved by directing amendments to the relevant planning documents, in particular the proposed Christchurch Replacement District Plan and proposed Canterbury Land and Water Regional Plan.

Excavations within the Gollans Bay Quarry to get material for recovery projects other than the 10-hectare Te Awaparahi Bay reclamation will be a controlled activity under the proposed Christchurch Replacement District Plan. Christchurch City Council must grant consent, but will have control over matters such as slope stability, natural hazards, ecology and rehabilitation. An application for quarrying within the Gollans Bay Quarry will not be publicly notified.

The Gollans Bay Quarry and haul road are provided for as a permitted activity under the proposed Canterbury Land and Water Regional Plan, subject to conditions managing effects on erosion and sediment discharges.

4.1.4 DREDGING

Timing: Dependent on other processes.

Since 1876 dredging has occurred within Whakaraupō/Lyttelton Harbour to provide for safe navigation. LPC currently maintains the navigation channel and other areas within the operational area of the Port (ship-turning basins and berth pockets adjacent to wharf structures) to accommodate ships with draughts up to 12.4m. Maintenance dredging is currently enabled as a permitted activity and this will continue. The dredged seabed material from maintenance dredging is

currently deposited at the Spoil Dumping Grounds on the northern side of the outer harbour. This will also continue as a restricted discretionary activity.

Larger ships with deeper draughts will be accommodated at Lyttelton Port as part of the Port's recovery. The Lyttelton Port Recovery Plan directs changes to the RCEP to enable dredging, but the extent to which it is enabled depends on location:

- Dredging to deepen berth pockets adjacent to wharf structures in the Inner Harbour and Cashin Quay will be permitted.
- Maintenance dredging will be a permitted activity.
- Dredging to create a berth pocket adjacent to the Te Awaparahi Bay reclamation will be a controlled activity: consent must be granted, but control is reserved to matters including methods to manage the propagation of sediment, effects on marine ecology and monitoring requirements.
- Dredging to deepen and widen the Main Navigational Channel to a maximum depth of 17.85 metres and width of 220 metres, and to create and deepen ship-turning basins adjacent to the Te Awaparahi Bay and Cashin Quay reclamations, will be included in the Port's capital dredging programme, and will be a restricted discretionary activity. Consent can be granted or declined, and matters for discretion are restricted to effects on harbour hydrodynamics and sediment transport in Lyttelton Harbour, methods of dredging, and effects on marine ecology, particularly mahinga kai. This reflects the potential effects of capital dredging on the wider harbour environment.

To enable access by larger vessels, the boundary of the operational area of Lyttelton Port in the RCEP is expanded.

Of particular concern is how seabed material dredged from the Inner Harbour is handled and where it is disposed. The Inner Harbour contains known areas of contaminated sediment. Contaminated sediment is currently dealt with by LPC in an appropriate manner, by undertaking pre-characterisation surveys, sediment analysis of material to determine a suitable method of disposal (land or sea disposal) and monitoring of water quality at the Spoil Dumping Grounds in Whakaraupō/Lyttelton Harbour.

The Lyttelton Port Recovery Plan addresses the disposal of contaminated material by requiring any seabed material removed from the Inner Harbour during maintenance dredging or the repair of structures to be assessed for contamination. An appropriate method of disposal is then determined, which may mean that disposal at the Spoil Dumping Grounds in Whakaraupō/Lyttelton Harbour is not appropriate. In addition, LPC will be required to monitor the receiving environment at the Spoil Dumping Grounds to ensure that the effects on marine ecology and cultural values, particularly mahinga kai, are managed appropriately.

The deposition of seabed material removed from within the operational area

of the Port during the repair of structures, maintenance dredging, or dredging to deepen berth pockets is provided for at the Spoil Dumping Grounds in the outer Lyttelton Harbour, provided that the material is suitable for open sea disposal. Any limits on the capacity of the existing Spoil Dumping Grounds are a matter to be addressed through the resource consenting processes.

The deposition of seabed material removed during dredging to deepen and widen the Main Navigational Channel and ship-turning basins adjacent to the Te Awaparahi Bay and Cashin Quay reclamations (capital dredging) is not provided for by the Lyttelton Port Recovery Plan. LPC proposes to deposit this material further offshore out of Whakaraupō /Lyttelton Harbour, outside the geographical area covered by this Recovery Plan, and the existing RCEP provisions will apply.

The dumping of dredge material is controlled under section 4 of the Resource Management (Marine Pollution) Regulations 1998. The Lyttelton Port Recovery Plan cannot make changes to these regulations. Any resource consent application to dump material from dredging operations to deepen and extend the shipping channel will therefore continue to be processed as a discretionary activity in accordance with these regulations.



4.2 CRUISE SHIP BERTH

NGĀ PŪAHA WĀTEA

Timing: Unknown.

To provide adequately for cruise ships at Lyttelton Port, a new wharf and landside infrastructure will need to be constructed.

LPC has completed scoping work for a cruise ship berth at Lyttelton. Two options have been identified that would provide appropriate facilities for both the waterside and landside requirements of the cruise industry. The options take into account berth requirements, transport connections and port operational constraints as well as servicing needs.

The Lyttelton Port Recovery Plan does not determine whether a cruise ship berth and terminal will be developed

at Lyttelton Port, or where they will be located as this is a decision to be made by LPC and will depend on the availability of funding. However, amendments are directed to the RCEP to provide for the development of a cruise ship berth in the Inner Harbour and at Cashin Quay as a permitted activity. Outside of these areas, it will be a discretionary activity.

A non-statutory action is included in this Recovery Plan under which Christchurch City Council and the Lyttelton Port Company will agree on a collaborative approach to progress and create a fit-for-purpose cruise berth facility in Lyttelton (Action 12).

4.3 DAMPIER BAY ŌHINEHOU

Timing: As shown in Figure 8, Phases 1 and 2 are to be completed by 2018. The timing of Phases 3 and 4 is dependent on space being created in other areas of the Port through reclamation activity.

The reclamation within Te Awaparahi Bay and the shifting of port activities to the east enable reconfiguration of the Port, the expansion of the publicly accessible areas at Dampier Bay and the development of associated public amenities together with some commercial activity (Figure 9).

This expansion and enhancement of the Dampier Bay area will have positive social benefits through providing for the reconnection of the Lyttelton community to the harbour waterfront.

4.3.1 MARINA

In the first phase of the Dampier Bay redevelopment and expansion, the existing Dampier Bay Marina is to be removed and a new, modern, floating marina will be erected. The initial development will provide approximately 150–200 berths, compared with 70 berths at the existing marina.

The new marina will allow upgraded facilities to be provided, such as access from land via floating pontoons, and power and water infrastructure. Associated landside infrastructure such as parking, a marina office, and toilets will be provided as part of Phase 1 of the redevelopment of Dampier Bay.

The marina could be expanded further following the demolition of Wharves 4, 5 and 6, providing up to 400 additional berths.

As outlined in section 4.1.2, the Lyttelton Port Recovery Plan directs changes to

the RCEP to enable the erection of new wharf structures and associated activities for the new marina as a permitted activity. Changes are also directed to the proposed Christchurch Replacement District Plan to require car parking in association with the new marina berths.

4.3.2 LANDSIDE REDEVELOPMENT

Currently Dampier Bay provides some limited access to Whakaraupō/Lyttelton Harbour, including the small Dampier Bay Marina which is accessed off Godley Quay. The publicly accessible area of Dampier Bay has poor amenity and is not well connected to Lyttelton township.

In Phases 2, 3 and 4 of the Dampier Bay development, LPC will develop the landside area at Dampier Bay to provide an accessible and attractive commercial development with high-quality public space. This space will provide much better public access to this part of the Whakaraupō/Lyttelton Harbour waterfront than is currently provided. Figure 8 shows its phases of development.

To progress the expansion and development of the publicly accessible space at Dampier Bay in a way that enhances the public access to the waterfront and achieves a well-integrated, safe, pleasant and accessible area, an Outline Development Plan has been developed for the area, as shown in Figure 9.

Figure 8: Dampier Bay phases of development

Source: Boffa Miskell, 2014, Lyttelton Port Recovery Plan Urban Design Assessment

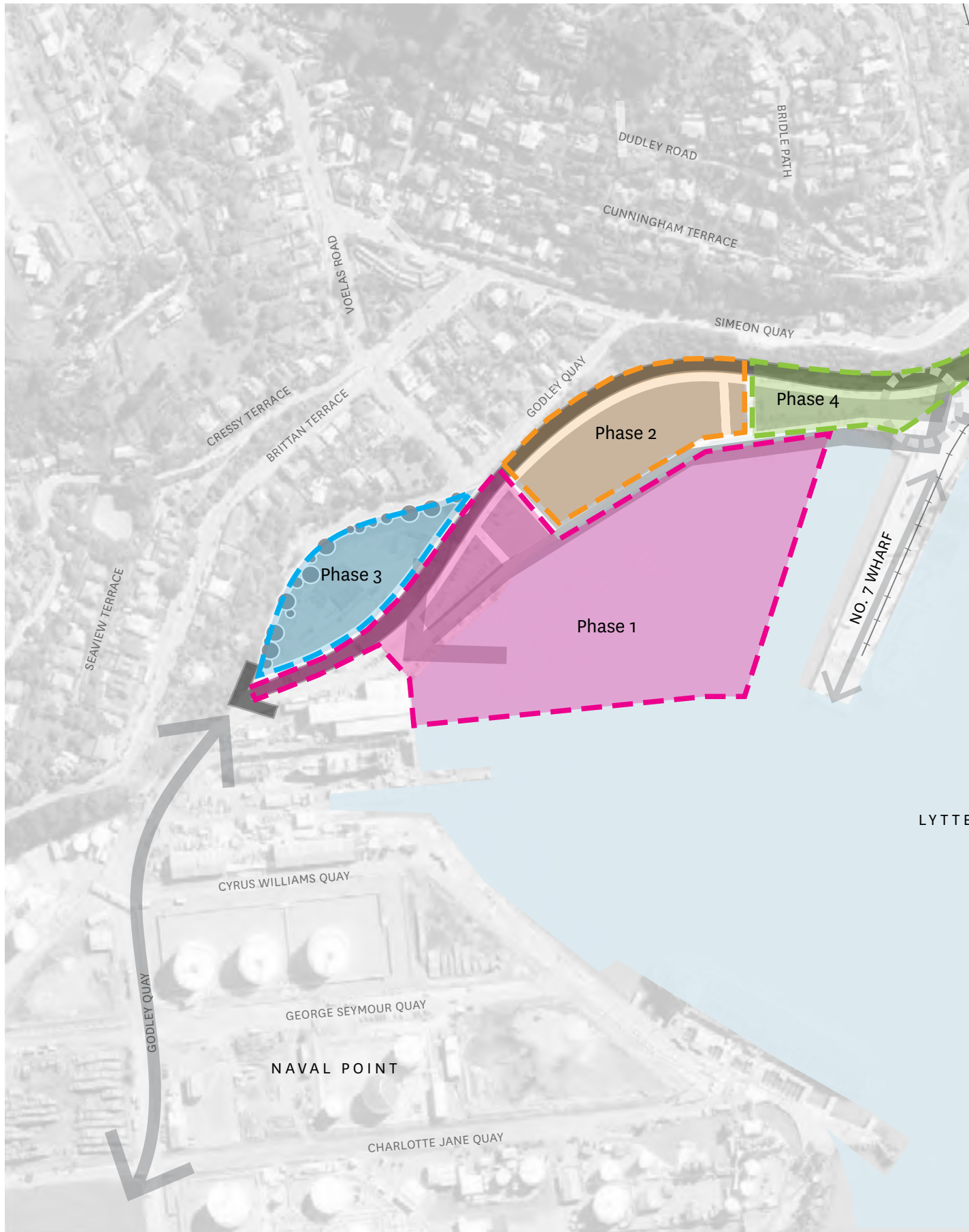
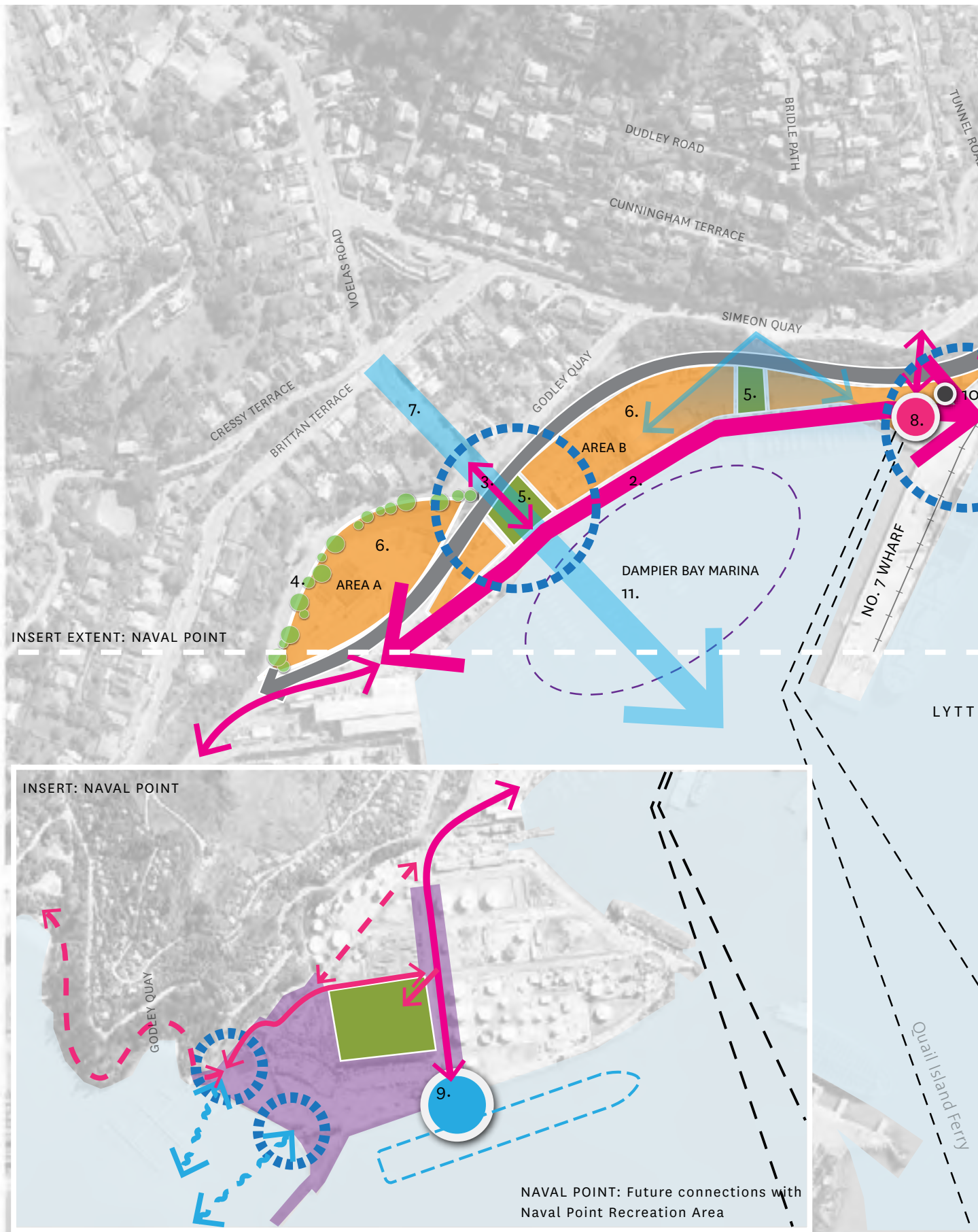
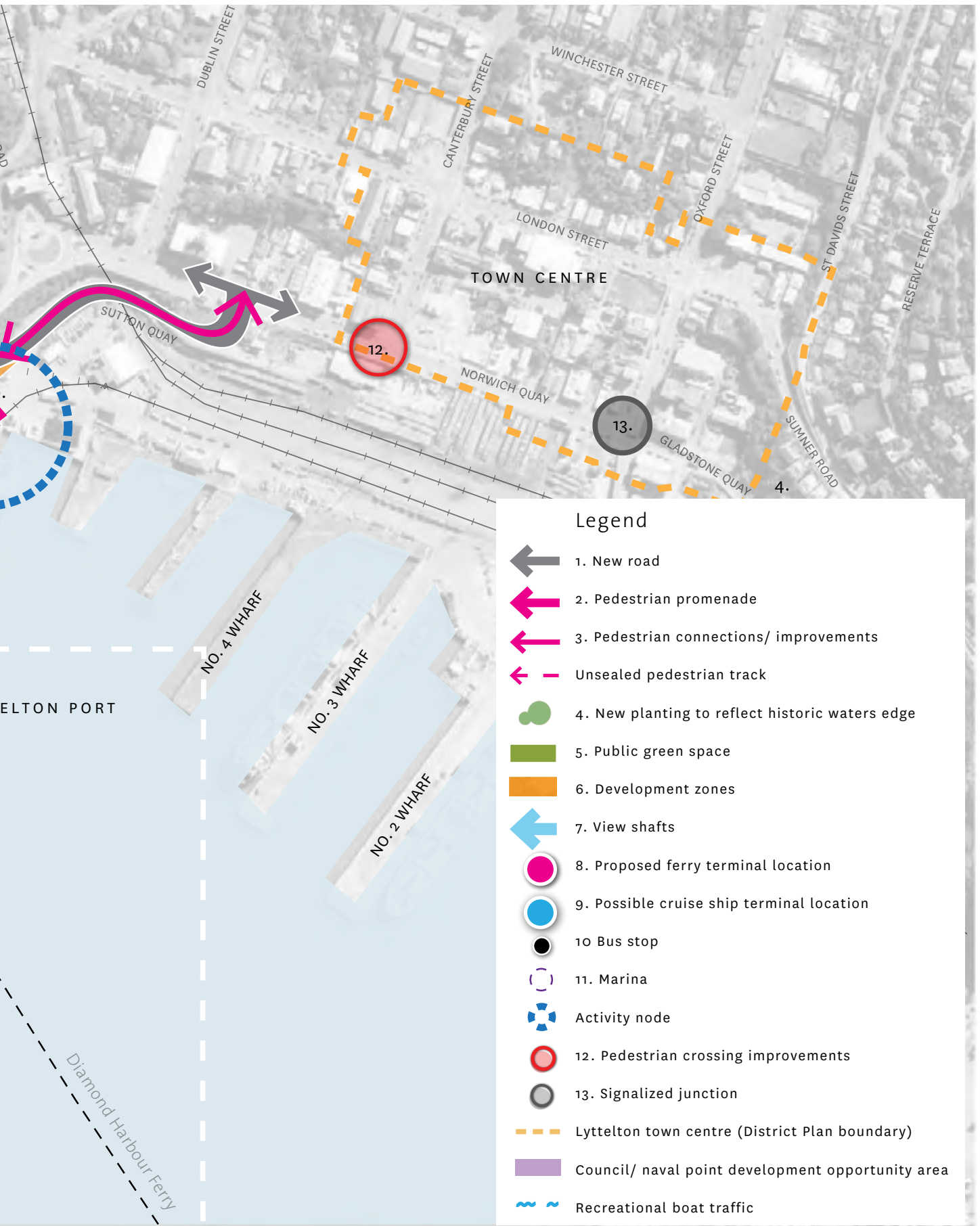




Figure 9: Indicative Outline Development Plan: Dampier Bay

Source: Boffa Miskell, 2014, Lyttelton Port Recovery Plan Urban Design Assessment





The Outline Development Plan sets out the general areas for public open space and commercial development, incorporates a pedestrian promenade along the waterfront and identifies important view shafts to be protected from encroachment. These provisions support the integration of the Dampier Bay development into the surrounding area, including the adjacent land uses and transport network.

A simplified version of the Outline Development Plan has been integrated into the amendments to the proposed Christchurch Replacement District Plan.

Currently LPC owns the land at Dampier Bay, and there is no legal requirement to provide public access. The specific form of the redevelopment of Dampier Bay is dependent on commercial viability; LPC is currently seeking development partners for the project. However, LPC is committed to providing safe, convenient and high-quality public access to the waterfront at Dampier Bay in perpetuity.

See Actions 10 and 11.

4.3.3 COMMERCIAL ACTIVITY

The future development of Dampier Bay is proposed to include some commercial activity, such as limited food and beverage, retail and office space. This is expected to attract people to the area and add to its vibrancy. However, there is also a risk that commercial development at Dampier Bay may compete with the Lyttelton town centre and undermine its recovery if appropriate controls are not in place.

The development at Dampier Bay therefore needs to complement and support the overall economic recovery of Lyttelton township. The District Plan will provide for restrictions on the type

and size of commercial space permitted to be developed at Dampier Bay within the next 10 years.

4.3.4 NGĀI TAHU VALUES

NGĀ WHAI PAINGA O NGĀI TAHU

The development of Dampier Bay, particularly the public open spaces and pedestrian promenade, will provide opportunities to recognise and articulate the history of and relationship between the local tangata whenua and Whakaraupō/Lyttelton Harbour. These opportunities could be realised in a number of ways, including through displays of art or information signs, or in the overall design of the spaces or materials used. Ngāi Tahu values are recognised within the amendments to the proposed Christchurch Replacement District Plan at a policy level, and through rules and assessment matters for Dampier Bay development.

4.3.5 POTENTIAL PUBLIC ACCESS TO LAND ADJOINING NORWICH QUAY

The Inner Harbour land adjoining Norwich Quay is required in the short to medium term for the Port's general cargo activities. When the new container terminal at Te Awaparahi Bay is operational, general cargo activities have migrated east and repairs on other parts of the Port are completed, the land adjoining Norwich Quay is expected to become available for commercial activity and public access. This would exclude the rail corridor and sidings that are owned by KiwiRail.

LPC has indicated that the timing of the development of public access and non-port activities on Port Zoned land adjoining Norwich Quay is uncertain, but is not expected prior to 2031. As this timeframe is beyond the life

of the proposed Christchurch Replacement District Plan, potential development of the future public access area will be addressed in the next District Plan review, in 10 years' time.

4.4 PUBLIC TRANSPORT AND FERRY LINKS

NGĀ WAKA HUARAHI TANGATA ME NGĀ TAUHERE WAKA TERE

LPC is proposing to move the harbour ferry terminal to within or immediately adjoining Dampier Bay to co-locate with other publicly accessible facilities. The potential new location is adjacent to No. 7 Wharf. This would provide the opportunity to develop higher-quality public amenities in association with the ferry terminal, as well as to provide more pleasant and safe pedestrian and cycle access, and park and ride facilities.

From LPC's consultation with users of the ferry terminal, it is clear that while some support the move of the terminal, others are concerned that the proposed location is further away from the Lyttelton town centre than the current location. Relocation would also require changes to the current bus service route and possibly access improvements to link with the ferry terminal.

Analysis of LPC's proposed location shows that it is approximately 630m from London Street in the Lyttelton town centre, compared with the current

location which is approximately 500m away. These distances correspond to a walk duration of approximately 8 minutes 20 seconds to the proposed location, compared with approximately 6 minutes 40 seconds to the current location.

The provisions inserted into the proposed Christchurch Replacement District Plan by the Lyttelton Port Recovery Plan provide for the potential relocation of the ferry terminal to Dampier Bay. However, the Recovery Plan does not direct this outcome. LPC will need to gain resource consent for any shore-based facilities associated with a new ferry terminal, including any public transport interchange. This will enable thorough consideration of details such as site layout, pedestrian and cycle access, bus access and parking. Any resource consent required under the proposed Christchurch Replacement District Plan for a new public transport facility associated with a ferry terminal will be publicly notified.

4.5 NORWICH QUAY

ŌHINEHO

Timing: Pedestrian facility across Norwich Quay to be completed by December 2018. Other actions to be agreed via Memorandum of Understanding process.

As discussed in section 3.6, there are competing considerations for Norwich Quay.

An Integrated Transport Assessment of these matters was provided as part of LPC's information and was reviewed by Environment Canterbury's independent expert.³⁰ While the effects of the Port's recovery and increasing freight volumes on the transport network will need to be monitored, it is anticipated that the network within Lyttelton, including Norwich Quay, will continue to function effectively, and provide adequate levels of service for freight transport, up to 2026.

Environment Canterbury has accepted the conclusions of the Integrated Transport Assessment that an alternative port access may have merit in the long term, but would not assist in recovery of the Port in the next 10–15 years, when space for port operations and construction activity will be at a premium.

This Recovery Plan therefore does not change Norwich Quay's function as

the freight route for the Port, while not precluding a change in this route in the future. Town centre/commercial zoning has been retained on the south side of Norwich Quay, with the exception of a small area of land owned by LPC to the east of the Signal Box site. There is provision for port activities to occur within the commercial zone southwest of Oxford Street for the next 10 years. Upgrades to improve pedestrian and cycling access, safety and amenity along and across Norwich Quay, especially to access Dampier Bay, will need to be addressed appropriately as the development in Dampier Bay becomes more certain. This Recovery Plan includes a commitment from the New Zealand Transport Agency, Christchurch City Council, Environment Canterbury, LPC and KiwiRail to sign a Memorandum of Understanding setting out how they will work together to resolve transport issues in Lyttelton relating to the Port's recovery. The Memorandum of Understanding will guide the development of a programme of short- and longer-term actions, and agreement on how these will be funded. A non-signalised pedestrian facility across Norwich Quay in the vicinity of Sutton Quay will be completed by the end of 2018.

30 Abley Transportation Consultants Limited, 2014, Lyttelton Port Recovery Plan Integrated Transport Assessment.

4.6 WIDER TRANSPORT NETWORK

NGĀ WAKA WHĀNUI

The expected increases in freight demand, public access to Dampier Bay and other factors, such as the potential increase in employment at the Port, will all have effects on the wider transport network beyond Lyttelton.

The Integrated Transport Assessment considered the effect of the Port's recovery on the local network in Lyttelton and on the wider strategic road network.

The Integrated Transport Assessment concluded that the wider transport

network will operate within acceptable levels of service until 2026, except for the Port Hills Road / Chapmans Road intersection. The wider transport network is being addressed through the Greater Christchurch Transport Statement partnership, consistent with the Land Use Recovery Plan and other transport planning processes (in particular the three-yearly Regional Land Transport Plan).

Therefore, no action is required through the Lyttelton Port Recovery Plan.

4.7 MANAGEMENT OF CONSTRUCTION EFFECTS

TE WHAKAHAERE O NGĀ HUA O TE WAIHANGAHANGA

The repair, rebuild and reconfiguration activities for the recovery of the Port will involve substantial construction activities to remove or repair existing damaged infrastructure, and build replacement or new facilities. Because of the large scale of the project, the construction of this infrastructure will take many years to complete.

Construction activities can have a range of adverse effects, on both surrounding communities and the natural environment. Construction effects commonly include discharges to air, land and water, and traffic and noise effects.

The information supplied by LPC included an assessment of the anticipated effects of construction activities at the Port. Among these are effects on heritage, traffic, sedimentation and turbidity, and marine ecology, including tangata whenua values, marine mammals, marine biosecurity, stormwater, noise, and air quality.

Generally, it is anticipated that the effects of construction activities at the Port can be adequately controlled or mitigated. To assist in this, LPC has produced a detailed Construction and Environmental Management Plan (CEMP) guideline.



Contractors carrying out construction activity will use the guideline to produce a CEMP for their projects, in which they outline the work being undertaken, the environmental effects, and the way in which these effects will be controlled or mitigated. LPC approves and oversees implementation of these plans. The CEMPs will be valuable in planning, applying for resource consent and implementing the construction projects, and will promote good environmental practices.

Environment Canterbury wants to ensure that good-quality CEMPs are prepared and implemented for repair and rebuild construction activities at the Port. Provisions relating to Environmental Management Plans are therefore included within the amendments to the RCEP directed by this Recovery Plan. These amendments specifically identify Environmental Management Plans as a matter for control or discretion where resource consent applications are being made for controlled or restricted discretionary activities.

Another potentially significant effect of the repair and rebuild of the Port is the effect of construction noise on the surrounding environment. Noise will be generated from within the coastal marine area during repair and rebuilding of wharf structures and the reclamation of land at Te Awaparahi Bay.

The Lyttelton Port Recovery Plan directs the removal of provisions in the RCEP dealing with the emission of noise from within the operational area of the Port. Noise that is generated within the coastal marine area is more of an issue for landward residential areas, but can also affect harbour users and marine ecosystems. Noise will be dealt with under the existing framework established by the Banks Peninsula District Plan, and continued through the Lyttelton Port Recovery Plan in the proposed Christchurch Replacement District Plan. This framework involves LPC working through a Port Liaison Committee to ensure noise is managed appropriately. Section 16 of the RMA can be used to manage excessive noise in the coastal marine area.


4.8 HEALTH OF WHAKARAUPŌ/ LYTTELTON HARBOUR NATURAL ENVIRONMENT

TE HAUORA O WHAKARAUPŌ/ŌHINEHOU ME TE TAIAO

The protection and enhancement of the natural environment of Whakaraupō/
Lyttelton Harbour is important to many

people in the community: tangata
whenua, residents and visitors. Many of
the environmental issues in the harbour





require a whole-of-harbour approach but, as noted above, the geographical area covered by the Lyttelton Port Recovery Plan is limited to the Lyttelton Port and the surrounding coastal marine area, including the Main Navigational Channel and the existing Spoil Dumping Grounds. This means that this Recovery Plan cannot direct changes to RMA and other documents to change the way that Whakaraupō/Lyttelton Harbour and its catchment are managed.

This Recovery Plan does record the commitment of Environment Canterbury, LPC, Christchurch City Council, Te Hapū o Ngāti Wheke, and Te Rūnanga o Ngāi Tahu with Tangata Tiaki representation to work together to develop an integrated management plan for Whakaraupō/Lyttelton Harbour and its catchment. Other organisations with an interest in the

health of the harbour will also be invited to participate. This initiative will focus on:

- Bringing together existing knowledge—both traditional and scientific—about Whakaraupō/Lyttelton Harbour and its catchment
- Coordinating monitoring, reporting and other work programmes
- Identifying critical gaps in knowledge and filling these through a coordinated research programme
- Prioritising and implementing actions to improve the health of the harbour and its catchment.

A key objective will be the restoration of Whakaraupō/Lyttelton Harbour as mahinga kai.

See Action 7.

4.9 BULK LIQUIDS STORAGE

KURA KŪTERE

The bulk liquids storage facilities at Naval Point present a potential hazard risk to the surrounding area. Development in proximity to these facilities which increases the duration or level of people-orientated activity has the potential to increase this risk. This risk includes development related to the location of any cruise ship berth facility.

To ensure that the planning framework in this area takes account of any such risk,

a Quantitative Risk Assessment of those facilities needs to be undertaken to inform the need for any changes to the land use planning framework in the area.

The Recovery Plan includes a non-statutory action under which Christchurch City Council, LPC and the lessees of the bulk liquids storage facilities will work together to complete a Quantitative Risk Assessment within six months of Gazettal of this Recovery Plan.

5

IMPLEMENTATION

WHAKAMAHINGA

5.1 STATUTORY DIRECTIONS

NGĀ ARONGA Ā-TURE

To provide a planning framework that recognises the recovery needs of the Port and enables the necessary activities to occur in an integrated, timely and efficient manner, amendments to existing statutory documents are necessary.

The Lyttelton Port Recovery Plan addresses this need through amendments to the following Resource Management Act 1991 documents:

- Canterbury Regional Policy Statement
- Regional Coastal Environment Plan for the Canterbury Region
- Proposed Christchurch Replacement District Plan
- Banks Peninsula District Plan
- Proposed Canterbury Land and Water Regional Plan
- Proposed Canterbury Air Regional Plan

In developing the amendments to these RMA documents, Environment Canterbury has focused on the Port's recovery in the immediate to medium term (up to 10 years, as the approximate life of a RMA plan). It is recognised that the Port's recovery will extend beyond this timeframe and further consideration of the Port's recovery needs is likely to be necessary during the preparation of the next generation of plans.

To the extent that any direction refers to amendments to the proposed Christchurch Replacement District Plan, that direction shall be deemed to apply to the operative Christchurch Replacement District Plan if the status of that document changes to become operative.

REQUEST TO MINISTER FOR CER TO EXERCISE POWERS UNDER SECTION 27 OF THE CER ACT

Under section 24(1)(a) and (b) of the CER Act, a recovery plan can only direct amendments to a RMA document to include or remove any objectives, policies and methods. It may also amend an RMA document to change or vary any objectives, policies or methods to give effect to provisions of the recovery plan but this must be done in accordance with a public process determined by the Minister under section 24(3).

In some of the RMA documents that are being amended, there are existing explanations and reasons, or explanations and reasons are required. Where necessary, Appendices 1 to 6 include proposed amendments to explanations and reasons in addition to objectives, policies and methods.

A request will therefore be made for the Minister for CER to exercise powers under section 27 of the CER Act to insert any explanations and reasons included in

the appendices because these changes are necessary as a result of the other changes directed by the Recovery Plan.

5.1.1 CANTERBURY REGIONAL POLICY STATEMENT

A Regional Policy Statement is the highest-order local planning document prepared under the RMA. District and regional plans must give effect to the relevant Regional Policy Statement. The Canterbury Regional Policy Statement became operative on 15 January 2013.

The Port of Lyttelton is recognised as strategic infrastructure under the Canterbury Regional Policy Statement.

In December 2013 the Minister for CER directed that Chapter 6—Recovery and Rebuilding of Greater Christchurch be inserted into the Canterbury Regional Policy Statement. Chapter 6 uses an RMA

framework to enable recovery of greater Christchurch by providing a clear policy framework to guide the rebuilding and development of the area. This framework includes the integration of land use with infrastructure and recognises the strategic infrastructure role of Lyttelton Port in supporting greater Christchurch’s recovery and economy. No amendments are necessary to this chapter.

Chapter 8—The Coastal Environment will be amended to adequately recognise the importance of the recovery of Lyttelton Port in the context of the coastal environment. This amendment adds a clause to Policy 8.3.6 to explicitly include the recovery of the Port as a consideration for regionally significant infrastructure in the coastal environment, as well as recognising that the recovery of Lyttelton Port includes the development of a container terminal on up to 34 hectares of reclaimed land in Te Awaparahi Bay. This is consistent with the New Zealand Coastal Policy Statement Policy 9.

ACTION 1: RECOVERY FRAMEWORK – CANTERBURY REGIONAL POLICY STATEMENT

<p>Environment Canterbury is directed, pursuant to sections 24(1)(a) and 24(1)(b) of the CER Act, to amend the objectives, policies and methods of the Canterbury Regional Policy Statement in accordance with Appendix 1.</p>	<p>To be completed within two weeks of Gazettal of this Recovery Plan</p>
<p>Goals: 1, 4, 5, 6</p>	



5.1.2 REGIONAL COASTAL ENVIRONMENT PLAN FOR THE CANTERBURY REGION

The use and development of land in the coastal marine area is managed by the provisions of the RCEP, prepared under the RMA. The coastal marine area is the foreshore, seabed and coastal water, and the air space above the water between the outer limits of the territorial sea (12 nautical miles) and the line of Mean High Water Springs (MHWS). Under section 24 of the CER Act, this Recovery Plan may direct Environment Canterbury to make amendments to the RCEP (among other statutory documents).

The complete set of amendments to the RCEP that will be directed by this Recovery Plan is contained in Appendix 2.

NEW CHAPTER: LYTTELTON PORT OF CHRISTCHURCH

To create a recovery framework that enables the repair, rebuild and reconfiguration of Lyttelton Port while appropriately managing adverse effects on the environment, a new chapter will be inserted into the RCEP entitled Part 2—Issue Resolution, Chapter 10—Lyttelton Port of Christchurch. Chapter 10 provides certainty and clarity in the planning framework by addressing the recovery of Lyttelton Port in a single chapter. There will also be changes to the boundary of the operational area of Lyttelton Port, planning maps,



definitions and some of the existing chapters of the RCEP.

The objectives, policies and methods in the new chapter will deal with the erection, maintenance or demolition of structures; the disturbance or deposition of sediment in, on or under the foreshore or seabed; the reclamation of land; occupation and use; and the discharge of contaminants during recovery activities. These provisions apply to the following specific recovery projects within the operational area of Lyttelton Port:


1. The repair of structures, including wharf structures in the Inner Harbour and Cashin Quay, and dredging to deepen berth pockets adjacent to those structures.
2. The reclamation of land in Te Awaparahi Bay for a new container terminal, including the erection of wharf structures and any associated disturbance and deposition in, on, under or over the bed of the foreshore or seabed during construction, as well as dredging to create berth pockets for ships.

3. Dredging to deepen the Main Navigational Channel and ship-turning basins to allow access for larger vessels with deeper draughts.
4. Maintenance dredging.
5. The deposition of dredged seabed material at the Spoil Dumping Grounds.
6. A new cruise ship berth and associated activities.
7. The erection of a new floating marina in Dampier Bay.

WHARF STRUCTURES IN THE INNER HARBOUR AND CASHIN QUAY

The Lyttelton Port Recovery Plan directs amendments to the RCEP to retain the current enabling rule framework within the Inner Harbour and Cashin Quay with respect to the repair, rebuild or demolition of wharf structures. These activities will be permitted activities. The construction of a new floating marina in Dampier Bay will be permitted. Dredging to deepen the berth pockets adjacent to these wharf structures will be permitted.





RECLAMATION

The construction of a reclamation of up to 24 hectares—in addition to the 10 hectares already being reclaimed—in Te Awaparahi Bay will be enabled as a controlled activity, with public notification. Other activities associated with the reclamation, including the erection of wharf structures, dredging to create a berth pocket adjacent to any wharves and any disturbance of the foreshore or seabed during construction of the reclamation, will also be controlled activities with public notification.

MAINTENANCE DREDGING

Maintenance dredging, undertaken to maintain the existing depth and width of the Main Navigational Channel and other areas within the Operational Area of Lyttelton Port will continue to be a permitted activity.

CAPITAL DREDGING

Dredging to deepen and widen the Main Navigational Channel, and to create and deepen ship-turning basins adjacent to the Te Awaparahi Bay and Cashin Quay reclamations, to accommodate larger vessels with deeper draughts, is provided for as a restricted discretionary activity.

DEPOSITION OF DREDGED SPOIL AT THE SPOIL DUMPING GROUNDS

Of particular concern to the community is how and where dredged spoil is disposed. The Recovery Plan addresses the disposal of seabed material at the Spoil Dumping Grounds in the following way:

- The deposition of seabed material removed from the Inner Harbour and Cashin Quay during repair of structures or to deepen berth pockets is a controlled activity.
- The deposition of seabed material removed during construction of the Te Awaparahi Bay reclamation, wharf structures and creation of a berth pocket is a controlled activity.
- The deposition of seabed material removed during maintenance dredging is a restricted discretionary activity.
- The deposition of any other seabed material removed from within the Operational Area of Lyttelton Port to be deposited at the Spoil Dumping Grounds is a discretionary activity.

The rules provide for material dredged from the Inner Harbour to be assessed to ensure that contaminated material is not disposed of at the Spoil Dumping Grounds, as well as to consider the volume of dredged spoil to be deposited at the Spoil Dumping Grounds.

The deposition of seabed material dredged as part of the capital dredging programme to deepen and widen the Main Navigational Channel and to create and deepen ship-turning basins will continue to be a discretionary activity under the existing RCEP provisions.

CRUISE SHIP BERTH

The development of a cruise ship in the Inner Harbour and at Cashin Quay is provided for as a permitted activity. Outside of these areas, this will be a discretionary activity.

OPERATIONAL AREA OF LYTTTELTON PORT

The boundary of the operational area of Lyttelton Port is to be enlarged to enable access by larger vessels with deeper draughts. The map coordinates of the new boundary are outlined in the proposed amendments to Schedule 5.11.1 and are shown on Planning Map 10.1 in Appendix 2.

MAIN NAVIGATIONAL CHANNEL

The Main Navigational Channel defined in Schedule 5.10 will be widened and lengthened to enable access by larger vessels with deeper draughts.

DAMPIER BAY MARINA

The Lyttelton Port Recovery Plan directs that the erection of new wharf structures in the Inner Harbour, which includes a new floating marina in Dampier Bay, will be provided for as a permitted activity.

AMENDMENTS TO CHAPTER 7

Chapter 7 deals with coastal water quality. While the Lyttelton Port Recovery Plan directs that the new Chapter 10 of the RCEP is to include rules that deal specifically with water quality during the construction phase of the Port's recovery, the existing objectives, policies and rules in Chapter 7 will continue to apply unless explicitly excluded from applying within the

operational area of Lyttelton Port. Minor amendments to the rules in this chapter are proposed so that it is clear what does and does not apply to Lyttelton Port.

AMENDMENTS TO CHAPTER 8

Chapter 8 deals with activities and occupation in the coastal marine area. The Lyttelton Port Recovery Plan directs changes to Chapter 8 as well as new rules in the proposed Chapter 10 that deal with the erection, placement, reconstruction, alteration, extension, removal or demolition of wharf structures on the foreshore or seabed, and any associated disturbance or deposition for activities required for the recovery of Lyttelton Port. Minor amendments are proposed to the existing rules in Chapter 8 to ensure that rules covering those activities do not apply within the operational area of Lyttelton Port. For activities that are not for recovery purposes, the existing rules will apply. The objectives and policies of this chapter are still applicable, unless specifically excluded.

The Lyttelton Port Recovery Plan directs new definitions to be inserted into the RCEP that provide clarity for interpretation, especially in regard to port activities, wharf structures, dredge spoil and dredging. Amendments are proposed to the existing definitions of pile mooring area and structure.

ACTION 2: RECOVERY FRAMEWORK – REGIONAL COASTAL ENVIRONMENT PLAN FOR THE CANTERBURY REGION

Environment Canterbury is directed, pursuant to sections 24(1)(a) and 24(1)(b) of the CER Act, to amend the objectives, policies and methods of the Regional Coastal Environment Plan for the Canterbury Region in accordance with Appendix 2 .	To be completed within two weeks of Gazettal of this Recovery Plan
Goals: 1, 2, 3d, 4, 5, 8	

5.1.3 PROPOSED CHRISTCHURCH REPLACEMENT DISTRICT PLAN

The use and development of land within and adjoining Lyttelton Port is currently managed by the provisions of Christchurch City Council's Banks Peninsula District Plan, prepared under the Resource Management Act 1991. The Banks Peninsula District Plan is currently under review and in future the use and development of land within and adjoining the Port will be managed by the provisions of the proposed Christchurch Replacement District Plan. Under section 24 of the CER Act, this Recovery Plan may direct Christchurch City Council to make amendments to both the existing Banks Peninsula District Plan and the proposed Christchurch Replacement District Plan.

The complete set of amendments to be made operative is contained in Appendices 3 and 4.

Further consideration of the Port's recovery needs is likely to be necessary during the preparation of the next District Plan, anticipated to occur around 2026.

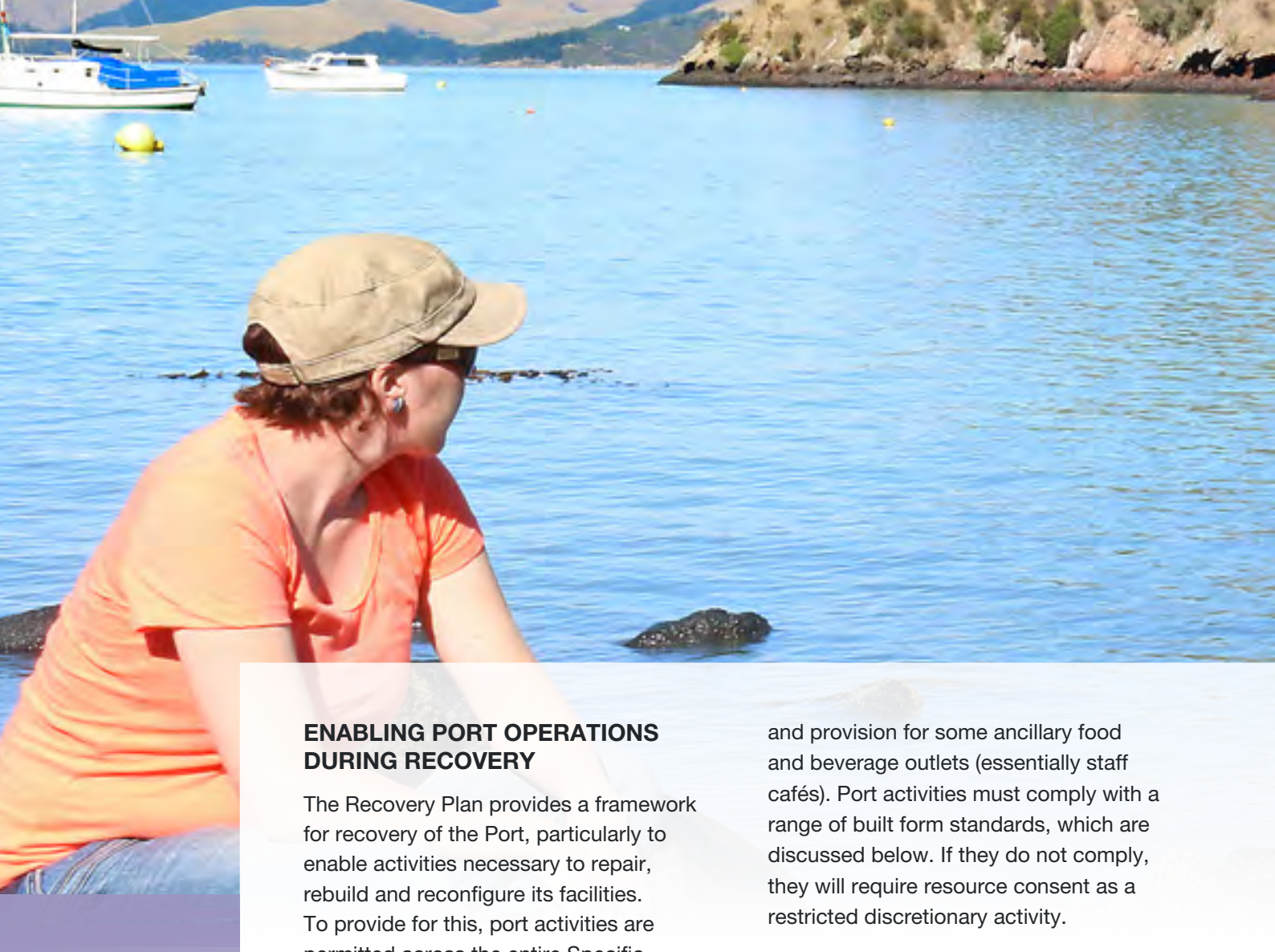
The Recovery Plan sets out the statutory directions considered necessary to enable recovery of the Port's operations, as well as the realisation of opportunities to enhance public access to the waterfront and to activate and vitalise the Dampier Bay area.

The intention in preparing these amendments has been to retain the relatively enabling rule framework of the current Banks Peninsula District Plan, as far as appropriate. To that end, many

port operational activities are permitted within the Specific Purpose (Lyttelton Port) Zone. Permitted activities comply with the rules in the District Plan and do not require resource consents. A number of controlled activities are also provided for. Consent must be granted for these activities but Christchurch City Council is entitled to impose conditions.

A number of new restricted discretionary activities are also identified. These activities require some assessment by Christchurch City Council before it grants consent. In most instances, that assessment is restricted to specific matters identified in the District Plan. Restricted discretionary status has been applied to activities including any new public transport facilities and the connection of Sutton Quay to the Dampier Bay development. Two non-complying activities are established by these amendments:

1. Helicopter facilities activity during night-time hours and landing areas close to adjoining zones. This provision is identical to the existing helicopter facilities rule in the Banks Peninsula District Plan and is transferred into the new Specific Purpose (Lyttelton Port) Zone provisions for consistency.
2. The location (or relocation) of any public transport facilities associated with a passenger ferry terminal in the western part of the Inner Harbour, prior to the connection to Sutton Quay for public pedestrian and vehicle access. This provision is neither enabling nor disabling of the ferry terminal's relocation, but seeks to discourage its relocation before an appropriate public access route is provided.



ENABLING PORT OPERATIONS DURING RECOVERY

The Recovery Plan provides a framework for recovery of the Port, particularly to enable activities necessary to repair, rebuild and reconfigure its facilities. To provide for this, port activities are permitted across the entire Specific Purpose (Lyttelton Port) Zone, with the exception of an identified Quarry Area and an area of land adjoining the Naval Point area. This is consistent with the existing provisions of the Banks Peninsula District Plan and the approach is essential to support the Port's recovery. The area of the zone generally coincides with the existing Port Zone, except that the Gollans Bay Quarry Area owned by LPC is now included in the zone, as is Lot 1 80599, adjoining the Naval Point recreational area.

The definition of port activities provided is similar to that currently contained in the Banks Peninsula District Plan. Port activities are defined as including a wide range of cargo- and passenger-related matters, maintenance and repair, marine-related trade, industry, warehousing and distribution facilities. The definition also includes recreational boating and associated facilities, as well as ancillary administration, parking, landscaping etc.

and provision for some ancillary food and beverage outlets (essentially staff cafés). Port activities must comply with a range of built form standards, which are discussed below. If they do not comply, they will require resource consent as a restricted discretionary activity.

In the Quarry Area, some earthworks are permitted to allow for minor sediment control and stabilisation works. Quarry activities themselves are a controlled activity, to provide the Port with certainty that it can obtain the material it needs for reclamation works, while ensuring that the Council can impose conditions in regard to slope stability, natural hazards, ecological management and site rehabilitation.

As outlined in the Recovery Plan, maximising available flat land within the Port for port operational activities is critical to recovery, particularly within the next 10 years as existing land and wharf areas are temporarily (for repair or rebuild) or permanently retired from use, in advance of reclamation areas becoming operational. An area of Commercial Banks Peninsula Zone is located on the south side of Norwich Quay, between Norwich Quay and the Specific Purpose (Lyttelton Port) Zone.



The Lyttelton Master Plan indicates that this land is envisaged to remain as town centre zone, with provision for commercial land uses. To reflect the community's desire to retain town centre zoning over this land, as expressed in the Master Plan, while also acknowledging the Port's need to maximise available flat land through the recovery period, the Recovery Plan retains the existing proposed Christchurch Replacement District Plan's Commercial zoning south of Norwich Quay, with the exception of a small piece of land owned by LPC to the east of the Signal Box site. However, it introduces new rules into the commercial zone, providing for port activities as a permitted activity until 2026, southwest of Oxford Street. It is envisaged that the next District Plan review will reconsider these provisions, including the Port's flat land needs and recovery progress, and the town centre's recovery.

With the scale of repair and rebuild activities anticipated in the Port over the next 10–20 years, one of the key effects on the community will be construction noise. The Recovery Plan acknowledges that construction noise is an inevitable and necessary effect if recovery is to occur. Rather than requiring resource consents for construction noise, the Recovery Plan seeks to manage it through a framework of Construction Noise Management and Noise Mitigation plans. These methods will involve the existing Port Liaison Committee structure.

MANAGING ADVERSE EFFECTS OF THE PORT ON THE ENVIRONMENT

The Recovery Plan seeks to address this goal by continuing to implement built environment standards that manage environmental effects, including operational noise and light spill. Existing light spill rules have been carried through

into the Specific Purpose (Lyttelton Port) Zone. Existing noise management provisions have been strengthened so that noise management plans and mitigation plans are now required by a rule, and annual reporting requirements have been introduced to improve the transparency of noise management and mitigation processes. In respect of the Dampier Bay area, all non-port activities, including any bars and restaurants, will be subject to compliance with noise standards that are measured at residential and commercial zone boundaries.

Existing height limits across the zone have generally been retained as per existing Banks Peninsula District Plan rules, except that it has been clarified that height limits generally do not apply to container storage across much of the Port. A limit on container height has been applied for any containers fronting Norwich Quay, consistent with height limits applied to buildings in that location. Provision is also made for temporary container storage for construction or noise mitigation purposes or where containers are in transit. The stacking height for containers in other parts of the Port is otherwise constrained in practical terms by the height of machinery available for manoeuvring them, wind loadings and operational efficiency requirements.

The Port stores, uses and transports large amounts of hazardous substances as part of its day-to-day operations, including storage within the 'tank farm'. Some damage has occurred to the Port's oil berth, transfer infrastructure and some bulk storage that will require permanent repairs or replacement as part of the Port's recovery. These uses are governed by compliance with the Building Act 2004 and the Hazardous Substances and New Organisms Act 1996, in addition to any

District Plan provisions. The Recovery Plan generally retains the existing enabling rule framework for hazardous substances. The storage and handling of fuels and bulk liquids within the 'tank farm' area, for example, is a controlled activity regardless of the scale of storage.

TRANSPORT

A new rule has been introduced requiring an integrated transport assessment to be provided as part of a resource consent process prior to the opening of Sutton Quay to public pedestrian and vehicle use. Sutton Quay is intended to become the key access point for Dampier Bay when port operational constraints on public access are removed. The new rule, which will require written approval from the New Zealand Transport Agency, will allow full consideration of the possible traffic effects, including pedestrian and cycle safety, public transport and effects on Norwich Quay, before access to Dampier Bay via Sutton Quay opens.

A requirement has also been introduced for a resource consent, as a restricted discretionary activity, for any new public transport facilities. This rule is primarily aimed at capturing any new ferry terminal transport interchange, with discretion reserved for matters related to site layout, building design (if relevant) and transport. Any application for a new passenger ferry terminal requires public notification. If a new public transport facility is established in the western part of the Inner Harbour before Sutton Quay is opened to public vehicular access, a resource consent for a non-complying activity is required. The purpose of this rule is to strongly discourage the relocation of the passenger ferry terminal before safe and direct public access (vehicular, cycle and pedestrian) via Sutton Quay is provided.

DAMPIER BAY

The key community benefit enabled by the Recovery Plan is provision of a framework to enable improved public access to the Dampier Bay area. A suite of new rules will govern the development of non-port activity in this area. Resource consents will be required as a controlled activity for every new or relocated building in the Dampier Bay area and for any new public amenities such as public open space and walkways. These rules will enable incremental development in Dampier Bay to be considered for its design merit, adequacy of parking and quality of public space. The resource consents will not require written approvals and will be processed as non-notified applications, to expedite processing and in recognition of the analysis and assessments that have already been undertaken in support of the Dampier Bay development, through the Recovery Plan process.

The Recovery Plan provides a general framework for the development of Dampier Bay by introducing an Outline Development Plan for the Bay and requiring development to comply with it. It includes requirements for new or retained landscaping, location of key pedestrian and vehicle routes and identification of a pedestrian promenade on the waterfront and key view shafts. Non-compliance with the Outline Development Plan is a restricted discretionary activity.

In respect of new non-port commercial development, provision is made within the Dampier Bay area of the zone. Careful consideration has been given to how much of this development is necessary to enable recovery, in the sense of enhancing recovery effects for the whole community without undermining the recovery of Lyttelton town centre. The Recovery Plan enables some non-port commercial development to occur, but imposes limits on the type and scale of that development until 2026. At that point, the rules will need to be reconsidered in light of Dampier Bay development and the pace of town centre recovery. Museum and visitor information facilities are permitted without restriction within the Dampier Bay area, as are port activities.

RECOGNITION AND ADVANCEMENT OF NGĀI TAHU VALUES

The Recovery Plan introduces specific recognition of Ngāi Tahu cultural values into the Specific Purpose (Lyttelton Port) Zone chapter. This includes a requirement for consideration at a policy level of mana whenua cultural values and similar considerations through rules and assessment matters applying to Dampier Bay development. This will allow consideration of matters such as whether sufficient land is provided within the Dampier Bay landscaping areas to treat stormwater runoff before it enters the coastal marine area.

ACTION 3: RECOVERY FRAMEWORK – PROPOSED CHRISTCHURCH REPLACEMENT DISTRICT PLAN

<p>Christchurch City Council is directed, pursuant to section 24(1)(a) and 24(1)(b) of the CER Act, to amend the objectives, policies and methods of the proposed Christchurch Replacement District Plan (whether proposed or operative) in accordance with Appendix 3.</p>	<p>To be completed within two weeks of Gazettal of this Recovery Plan</p>
<p>Goals: 1, 2, 3a, 3b, 3c, 5, 6, 7b, 8</p>	

5.1.4 BANKS PENINSULA DISTRICT PLAN

Amendments are required to the Banks Peninsula District Plan to provide consistency with the new Specific Purpose (Lyttelton Port) Zone provisions. This will include removing most existing rules applying to the Port Zone, except, for example, heritage rules, which will continue to apply.

Rules that apply outside the Port Zone but that address reverse sensitivity effects on the Port Zone, such as the Port Influences

Overlay Area, will remain operative in the Banks Peninsula District Plan as these rules are not being changed by the Specific Purpose (Lyttelton Port) Zone provisions.

Amendments will also be required to the Banks Peninsula District Plan maps to amend the Port Zone boundaries so that they are consistent with the boundaries of the Specific Purpose (Lyttelton Port) Zone.

The complete set of amendments to be made operative is contained in Appendix 4.

ACTION 4: RECOVERY FRAMEWORK – BANKS PENINSULA DISTRICT PLAN

Christchurch City Council is directed, pursuant to section 24(1)(a) and 24(1)(b) of the CER Act, to amend the objectives, policies, and methods, of the Banks Peninsula District Plan in accordance with Appendix 4 .	To be completed within two weeks of Gazettal of this Recovery Plan
Goal: 1	

5.1.5 PROPOSED CANTERBURY LAND AND WATER REGIONAL PLAN

Amendments are required to the proposed Canterbury Land and Water Regional Plan to provide for the operation of the existing Gollans Bay Quarry and for earthworks on the Port's flat operational land. The complete set of amendments to be made operative is contained in Appendix 5.

LPC has a current resource consent to extract rock from a larger area at the Gollans Bay Quarry for use in the existing 10-hectare reclamation. It intends to use this larger area for wider recovery projects, including the larger reclamation, and for the rebuilding of seawalls. The existing haul road from the Port's operational area to the Gollans Bay Quarry requires minor realignment and widening so that rock can be carried from the quarry to the Te Awaparahi Bay reclamation.

Construction and repair projects in the Port's operational area will often require excavation and/or deposition of material. Discharges of stormwater will result and dewatering may be required to complete some projects.

Resource consents are likely to be required under the proposed Canterbury Land and Water Regional Plan for activities associated with these projects, as they can arguably be considered as semi-confined or unconfined aquifers. The intent of these provisions in the proposed Canterbury Land and Water Regional Plan is to protect potable groundwater supplies. These values are absent from groundwater in the vicinity of the Port.

This Recovery Plan provides for earthworks and associated discharges as permitted activities, with appropriate conditions, in all areas except the liquid fuel storage area at Naval Point. This latter area is known to have subsurface hydrocarbon contamination, and there

is the potential for contaminants to be mobilised by earthworks or associated discharges. Earthworks and discharge activities in this area are therefore classified as restricted discretionary activities.

ACTION 5: RECOVERY FRAMEWORK – PROPOSED CANTERBURY LAND AND WATER REGIONAL PLAN

<p>Environment Canterbury is directed, pursuant to section 24(1)(a) and 24(1)(b) of the CER Act, to amend the objectives, policies and methods, of the proposed Canterbury Land and Water Regional Plan (whether proposed or operative) in accordance with Appendix 5.</p>	<p>To be completed within two weeks of Gazettal of this Recovery Plan</p>
<p>Goals: 1, 5, 8</p>	

5.1.6 PROPOSED CANTERBURY AIR REGIONAL PLAN

Amendments are required to the proposed Canterbury Air Regional Plan to provide for dust emissions associated with the recovery of Lyttelton Port. Without the proposed amendments, the discharge of dust from industrial or trade premises would be a restricted discretionary activity under Rule 7.29, with discretion limited to the contents

of a dust management plan, the factors used to assess dust impacts, and the matters for control set out in General Rule 7.2. A new controlled activity rule is proposed to deal specifically with the discharge of dust associated with the recovery of Lyttelton Port. The complete set of amendments to be made operative is contained in Appendix 6.

ACTION 6: RECOVERY FRAMEWORK – PROPOSED CANTERBURY AIR REGIONAL PLAN

<p>Environment Canterbury is directed, pursuant to section 24(1)(a) and 24(1)(b) of the CER Act, to amend methods in the proposed Canterbury Air Regional Plan in accordance with Appendix 6.</p>	<p>To be completed within two weeks of Gazettal of this Recovery Plan</p>
<p>Goals: 1, 3d, 5</p>	

5.2 OTHER ACTIONS

ĒTAHI ATU MAHI

These actions are not statutory directions, but record the commitment of the parties named in the actions, reached as part of the development of this Recovery Plan.

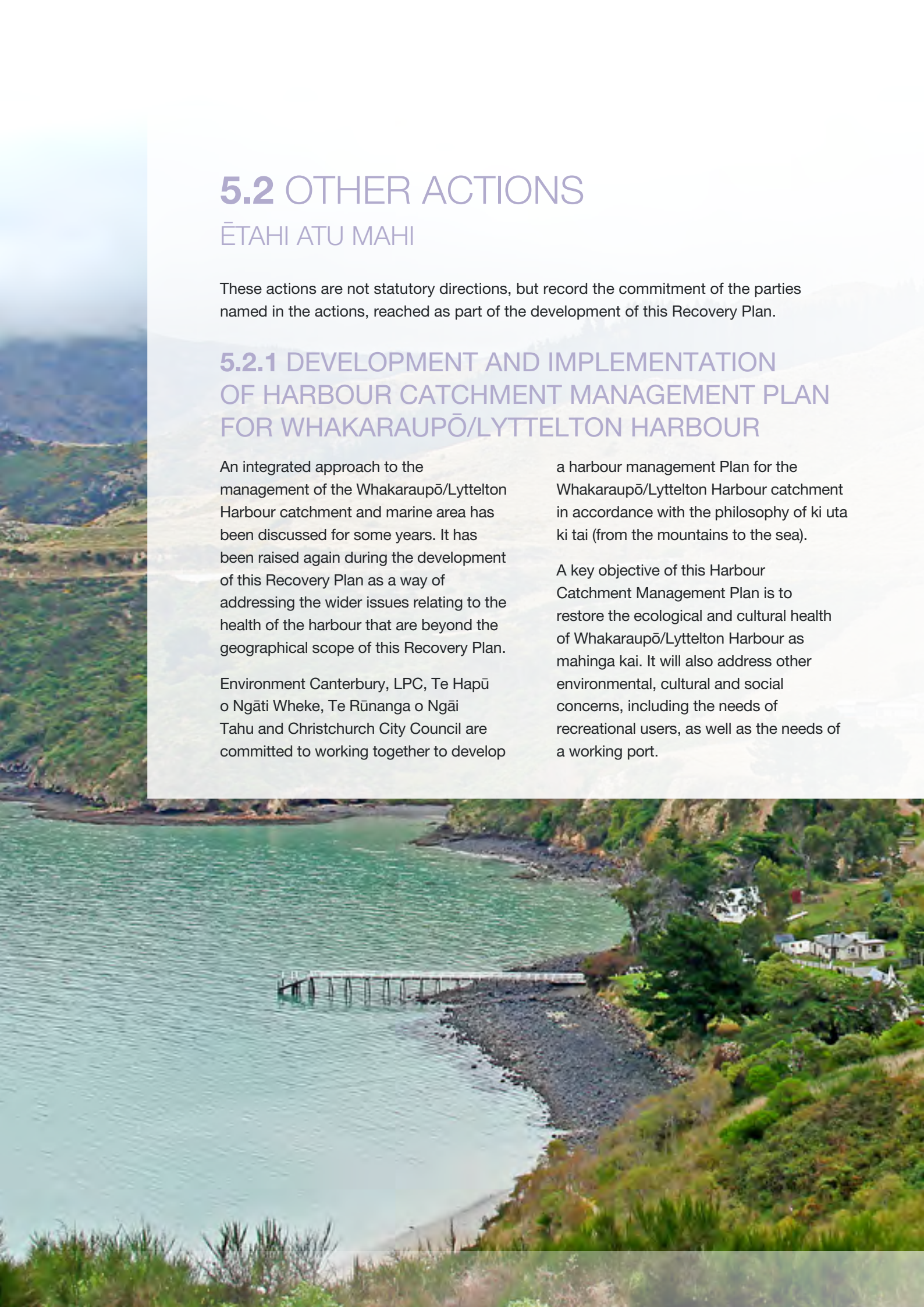
5.2.1 DEVELOPMENT AND IMPLEMENTATION OF HARBOUR CATCHMENT MANAGEMENT PLAN FOR WHAKARAUPŌ/LYTTELTON HARBOUR

An integrated approach to the management of the Whakaraupō/Lyttelton Harbour catchment and marine area has been discussed for some years. It has been raised again during the development of this Recovery Plan as a way of addressing the wider issues relating to the health of the harbour that are beyond the geographical scope of this Recovery Plan.

Environment Canterbury, LPC, Te Hapū o Ngāti Wheke, Te Rūnanga o Ngāi Tahu and Christchurch City Council are committed to working together to develop

a harbour management Plan for the Whakaraupō/Lyttelton Harbour catchment in accordance with the philosophy of ki uta ki tai (from the mountains to the sea).

A key objective of this Harbour Catchment Management Plan is to restore the ecological and cultural health of Whakaraupō/Lyttelton Harbour as mahinga kai. It will also address other environmental, cultural and social concerns, including the needs of recreational users, as well as the needs of a working port.



The Harbour Catchment Management Plan will be a long-term commitment. In its early stages, it is envisaged that it will focus on:

- Bringing together existing knowledge—both traditional and scientific—about Whakaraupō/Lyttelton Harbour and its catchment to develop a common understanding of the ecological and cultural health of the harbour.
- Coordinating monitoring, reporting and other work programmes.
- Identifying critical gaps in knowledge, and filling these through a coordinated research programme.
- Prioritising and implementing actions to improve the health of the harbour and its catchment.

The Management Plan will draw on work that has already been done, and priorities identified, in existing documents, including the Banks Peninsula Zone Implementation Programme and the Mahaanui Iwi Management Plan.

Te Hapū o Ngāti Wheke, as mana whenua and mana moana for Whakaraupō/Lyttelton Harbour, wish to take a leadership role in the development and implementation of the Management Plan; the specifics of this role are still being worked through. Details of the structure and process for developing and implementing the Management Plan also need to be discussed and agreed. This process will continue in parallel with the finalisation of the Lyttelton Port Recovery Plan. It is envisaged that other organisations, including community and research organisations, with an interest in the health of the harbour will be involved.

Environment Canterbury has made funding available for the development of the Whakaraupō/Lyttelton Harbour Catchment Management plan through its 2015–25 Long-Term Plan. LPC has also committed to provide funding, and funding from other organisations will be identified.

ACTION 7: WHAKARAUPŌ/LYTTTELTON HARBOUR CATCHMENT MANAGEMENT PLAN

Environment Canterbury, Lyttelton Port Company, Christchurch City Council, Te Hapū o Ngāti Wheke, and Te Rūnanga o Ngāi Tahu with Tangata Tiaki representation, will consult with other stakeholders and agree on an organisational and governance structure, and process, for developing and implementing a catchment management plan for Whakaraupō/Lyttelton Harbour.	By December 2015
Funding parties and their contributions are agreed.	By December 2015
Stocktake of existing traditional and scientific knowledge is completed.	By June 2016
Harbour Catchment Management Plan is developed.	By December 2017
Lead agency: Environment Canterbury will facilitate initial discussions on structure and process. Longer-term leadership is to be agreed.	
Goal: 2	

5.2.2 TRANSPORT NETWORK

The agencies involved have agreed to the development of a Memorandum of Understanding to formally set out the principles of how Christchurch City Council, Environment Canterbury, the New Zealand Transport Agency, LPC and KiwiRail will work together to ensure the provision of a transport network that supports recovery while maintaining safe and efficient transport solutions for users.

The purpose of the Memorandum of Understanding is managing transport issues in Lyttelton relating to the Lyttelton Port Recovery Plan. The partners will use the context information in the Integrated Transport Assessment supplied with the LPC information package, monitoring information on the State Highway and local networks, and any new and relevant integrated traffic assessment, to identify issues that must be addressed. They will then work together to agree on solutions and to identify and secure the funding required.

Matters to be addressed will include:

- Provision of quality connections from the redeveloped Dampier Bay onto the road network while not compromising the function of the State Highway and freight access to the Port

- Access to Dampier Bay via Simeon and Godley Quays
- Parking provision and network performance
- Provision of infrastructure to support freight optimisation by road and rail
- Requirements for parking and access in support of any new cruise facilities
- Scope and content of the future Integrated Transport Assessment
- Access to the new passenger ferry terminal and links to the public transport network
- Pedestrian and cycle connectivity
- Opportunities to improve the amenity of the streetscape and adjacent publicly accessible space.

Action 8 provides for the identification of short-term works ahead of a more comprehensive programme of works to be developed in the longer term as the Dampier Bay development, and its transportation effects, become more certain.

ACTION 8: TRANSPORT NETWORK – MEMORANDUM OF UNDERSTANDING

<p>New Zealand Transport Agency, Environment Canterbury, Christchurch City Council, KiwiRail and Lyttelton Port Company will sign a Memorandum of Understanding stating how the parties will work together to ensure the provision of a transport network that supports recovery while maintaining safe and efficient transport solutions for users.</p> <p>The Memorandum of Understanding will:</p> <ul style="list-style-type: none"> • Have a clear scope, purpose and principles governing the relationship between the parties. • Direct the parties in the development of an implementation plan, including supporting funding agreements, containing both short- and longer-term actions to address transport issues in Lyttelton related to the Port’s recovery. <p>The Memorandum of Understanding will be reviewed and amended annually as agreed by the parties to ensure it remains relevant for the next 10 years, or longer as required.</p> <p>Lead agency: New Zealand Transport Agency</p>	<p>Memorandum of Understanding to be signed within three months of Gazettal of the Lyttelton Port Recovery Plan, or sooner as agreed by the partners</p> <p>Short-term actions to be confirmed by December 2016</p> <p>Longer-term actions to be agreed as more detailed information becomes available</p>
<p>Goals: 3a, 5, 7a, 7b</p>	

A safe, convenient non-signalised pedestrian facility across Norwich Quay in the vicinity of Sutton Quay is needed to provide for school children to cross safely and for improved public access to Dampier Bay. Action 9 sets out how the New Zealand Transport Agency

will provide this upgrade, under the Agency’s minor improvements (safety) programme, in consultation with Christchurch City Council and LPC. Further pedestrian improvements will be considered through the Memorandum of Understanding process.

ACTION 9: TRANSPORT NETWORK – PEDESTRIAN ACCESS ACROSS NORWICH QUAY

<p>New Zealand Transport Agency, in consultation with Christchurch City Council and Lyttelton Port Company, will provide, under the Agency’s minor improvements (safety) programme, a new non-signalised pedestrian facility across Norwich Quay.</p> <p>Lead agency: New Zealand Transport Agency</p>	<p>Pedestrian facility across Norwich Quay to be completed by December 2018</p>
<p>Goals: 3a, 5, 7a, 7b</p>	

5.2.3 DAMPIER BAY PUBLIC ACCESS

Improved public access to the waterfront at Dampier Bay is to be secured in perpetuity through an agreement between LPC, Christchurch City Council and Environment Canterbury.

ACTION 10: DAMPIER BAY PUBLIC ACCESS

<p>Lyttelton Port Company will enter into a legally binding agreement with Christchurch City Council and Environment Canterbury to: (1) provide safe, convenient, high-amenity public access in perpetuity to and along the waterfront at Dampier Bay; and (2) ensure access along the waterfront at Dampier Bay will connect to Norwich Quay at the northeastern end and Godley Quay at the southwestern end.</p> <p>This arrangement shall ensure provision of a legally-binding instrument such as an esplanade strip, access strip or equivalent, with an easement, right-of-way or equivalent linking the waterfront to public roads.</p> <p>This arrangement shall include the likely staging of implementation of the public promenade, access to Norwich Quay from Dampier Bay and the indicative location and dimensions of public access, including the promenade.</p> <p>This arrangement shall also include provision for community input into the design process for the promenade.</p> <p>Lead agency: Environment Canterbury</p>	<p>Access agreement to be signed by all parties within three months of Gazettal of the Lyttelton Port Recovery Plan</p> <p>The legally binding instrument shall be implemented by July 2021, unless a variation is agreed between the parties</p>
<p>Goals: 3a, 3b, 3c, 7b</p>	

5.2.4 DAMPIER BAY URBAN DESIGN GUIDE

Design guidance is to be prepared by LPC to guide the development of new buildings and public space in the Dampier Bay area. The design guidance will be a non-statutory method to complement new rules to be introduced into the proposed Christchurch Replacement

District Plan requiring resource consents for new buildings and public amenity areas in Dampier Bay. LPC intends that the preparation of the design guidance will be a collaborative process, including with members of the community, local rūnanga, and Christchurch City Council.

ACTION 11: DAMPIER BAY URBAN DESIGN GUIDE

<p>Lyttelton Port Company will prepare an urban design guide for the Dampier Bay area (Lyttelton Port Design Guide). The guide will address how the development of new buildings and public spaces will maintain and enhance the historic, maritime and industrial character of the Port and will include consideration of Ngāi Tahu cultural landscape values.</p> <p>A copy of the urban design guide, and any future amendments to the guide, will be provided to Christchurch City Council.</p> <p>Lead agency: Lyttelton Port Company</p>	<p>To be completed within six months of Gazettal of this Recovery Plan</p>
<p>Goals: 2, 3a, 3c</p>	

5.2.5 CRUISE SHIP BERTH

Earthquake damage to the Port's infrastructure has meant cruise ships have been unable to berth in Lyttelton.

Action 12 records the agreement between Christchurch City Council and LPC to look at options for short-term and long-

term solutions to providing for a dedicated cruise ship berth facility at Lyttelton Port. What cruise berth facilities are provided at Lyttelton will ultimately depend upon their financial and technical viability.

ACTION 12: CRUISE SHIP BERTH

<p>Christchurch City Council and Lyttelton Port Company will agree on a collaborative approach to progress a fit for purpose cruise ship berth facility in Lyttelton to achieve a timely return as a cruise destination. The parties may agree to involve other interested parties.</p> <p>The parties will consider the preferred location of the cruise berth facility taking into account the landside and waterside requirements of the cruise industry and the needs of other users, and transport and servicing needs. This will include assessment of risk in relation to hazardous facilities in the vicinity and their ability to meet future demands, including the results of the quantitative risk assessment to be undertaken under Action 13.</p> <p>The parties will consider options for berths in the short term as well as permanent solutions, and funding for these.</p> <p>Lead agency: Christchurch City Council</p>	<p>Agreement of all parties to approach within three months of Gazettal of this Recovery Plan</p>
<p>Goals: 1, 3c, 4, 6</p>	

5.2.6 BULK LIQUIDS STORAGE FACILITIES

The bulk liquids storage facilities at Naval Point present a potential hazard risk to the surrounding area. Development in proximity to these facilities which increases the duration or level of activity may increase this risk. The planning framework therefore needs to balance the ability to undertake activities and development at Naval Point, particularly Christchurch City Council's recreation and boating areas, with the safe operation and reasonable future development of the bulk liquids storage facilities.

To inform any changes that might be required to planning framework provisions, a Quantitative Risk Assessment must be undertaken. Action 13 requires Christchurch City Council, LPC and lessees of the bulk liquids storage facilities to undertake a Quantitative Risk Assessment, to be completed within six months of the Recovery Plan's Gazettal.

ACTION 13: QUANTITATIVE RISK ASSESSMENT OF BULK LIQUIDS STORAGE FACILITIES

<p>The Christchurch City Council, Lyttelton Port Company and the lessees of the bulk liquids storage facilities will work together to define the scope of, and commission, a Quantitative Risk Assessment of the bulk liquids storage facilities at Naval Point.</p> <p>Lead agency: Christchurch City Council</p>	<p>Quantitative Risk Assessment to be completed within six months of Gazettal of this Recovery Plan</p>
<p>Goals: 1, 3a, 3b, 4, 5</p>	



6

FUNDING TAHUA

The Minister's Direction for the development of the Lyttelton Port Recovery Plan requires that a statement on possible funding implications and sources of funding is provided. Table 2 below sets out the expected funding implications and indicative sources of funding for the Lyttelton Port Recovery Plan. It includes some potential projects that require further investigation before decisions are made.

Any funding indicated for the New Zealand Transport Agency in support of projects will be determined through the Regional Land Transport Plan and National Land Transport Fund.

Any funding indicated for Environment Canterbury and Christchurch City Council in support of projects will be determined through the Long Term Plan process under the Local Government Act 2002.

TABLE 2: EXPECTED FUNDING IMPLICATIONS AND SOURCES OF FUNDING

Activity requiring funding		Source of funding	Level of funding required, where known
1.	The rebuild, repair and reconfiguration of Lyttelton Port within the operational area of LPC	LPC	Approximately \$900m.
2.	Dampier Bay		
	a. Dampier Bay Marina upgrade, potential expansion and associated onshore facilities	LPC	
	b. Publicly accessible waterfront promenade	LPC	
	c. Potential relocated ferry terminal	LPC	
	d. Potential relocated public transport infrastructure, including berthing facility	LPC, Environment Canterbury and CCC	
	e. Commercial development	LPC and private development partner	
	f. Adequate parking	LPC	
3.	Naval Point recreational assets	CCC	

Activity requiring funding		Source of funding	Level of funding required, where known
4. Transport network upgrades (within Lyttelton)	a. To ensure that pedestrians, cyclists, buses and private vehicles can easily and safely access the redeveloped, publicly accessible area at Dampier Bay	NZTA, CCC, LPC	
	b. To ensure that road and rail freight continues to have safe, effective and efficient access to Lyttelton Port	NZTA, CCC, LPC, KiwiRail	
5. Cruise ship berth Infrastructure and facilities for cruise ships		LPC and development partners	Approximately \$40m total. LPC seeking approximately half from third party.
6. Whakaraupō / Lyttelton Harbour Catchment Management Plan		Environment Canterbury, LPC and other parties to be confirmed	Environment Canterbury committed \$95,000 per annum for three years to support the development and implementation of the Management Plan in its Long-Term Plan for 2015–25. LPC has committed \$100,000 per annum for three years, subject to conditions. Further funding will be sought from other parties.

Note: CCC = Christchurch City Council; LPC = Lyttelton Port Company;
NZTA = New Zealand Transport Agency



7

MONITORING

AROTURUKI

The statutory directions in the Lyttelton Port Recovery Plan insert provisions into Resource Management Act 1991 documents necessary to ensure the recovery of Lyttelton Port, in accordance with the purposes of the CER Act, and to achieve the vision and goals of the Recovery Plan.

Under section 35 of the RMA, every local authority has a duty to monitor the efficiency and effectiveness of policies, rules or other methods in its policy statement or its plan, and the exercise of resource consents that have effect in its region or district.

The provisions inserted into the RMA documents by the Lyttelton Port Recovery Plan will be subject to these requirements, and therefore will be monitored for their efficiency and effectiveness in line with normal practice. The exercise of any resource consents granted under these provisions will also be monitored.

In addition, Environment Canterbury will liaise with the agencies with responsibilities for actions under this Recovery Plan, and report every six months to the Urban Development Strategy Implementation Committee on progress with the implementation of the Lyttelton Port Recovery Plan.

A major focus of Action 7—the Whakaraupō / Lyttelton Harbour Catchment Management Plan—is monitoring and reporting on the health of the harbour. How this is to be done will be confirmed as the approach to the development of this plan is agreed.

GLOSSARY OF TERMS AND ABBREVIATIONS

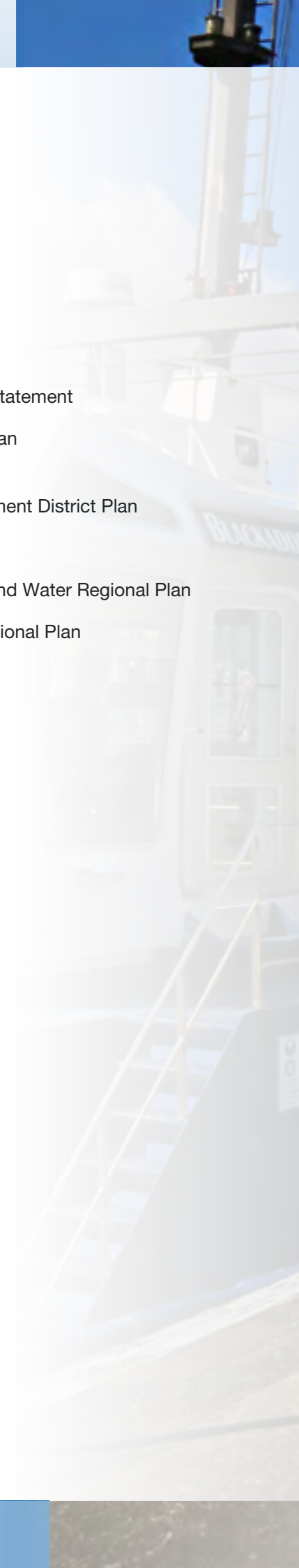
HE RĀRANGI

CCC	Christchurch City Council
CEMP	Construction Environmental Management Plan
CER Act	Canterbury Earthquake Recovery Act 2011
CERA	Canterbury Earthquake Recovery Authority
hapū	Sub tribe, clan, section of a large tribe
LPC	Lyttelton Port Company Limited
mahinga kai	Food and places for obtaining natural foods and resources. The work (mahi), methods and cultural activities involved in obtaining foods and resources
mana moana	Traditional authority over the sea and lakes
mana whenua	Traditional/customary authority or title over land and the rights of ownership and control of usage on the land, forests rivers etc. Also the land area (and boundaries - rohe) within which such authority is held
mātaitai	Traditional fishing area
Minister for CER	Minister for Canterbury Earthquake Recovery
NZCPS	New Zealand Coastal Policy Statement 2010
RCEP	Regional Coastal Environment Plan for the Canterbury Region
RMA	Resource Management Act 1991
takiwā	Tribal or hapū district, or area
tangata whenua	In relation to a particular area, means the iwi, or hapū that holds mana whenua over that area. Local people of the land
TEU	Twenty-foot Equivalent Units
waka ama	Outrigger canoe



APPENDICES

HE ĀPITIHANGA

- Appendix 1** Amendments to the Canterbury Regional Policy Statement
 - Appendix 2** Amendments to Regional Coastal Environment Plan for the Canterbury Region
 - Appendix 3** Amendments to Proposed Christchurch Replacement District Plan
 - Appendix 4** Amendments to the Banks Peninsula District Plan
 - Appendix 5** Amendments to the proposed Canterbury Land and Water Regional Plan
 - Appendix 6** Amendments to the proposed Canterbury Air Regional Plan
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*Facilitating sustainable development
in the Canterbury region*

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