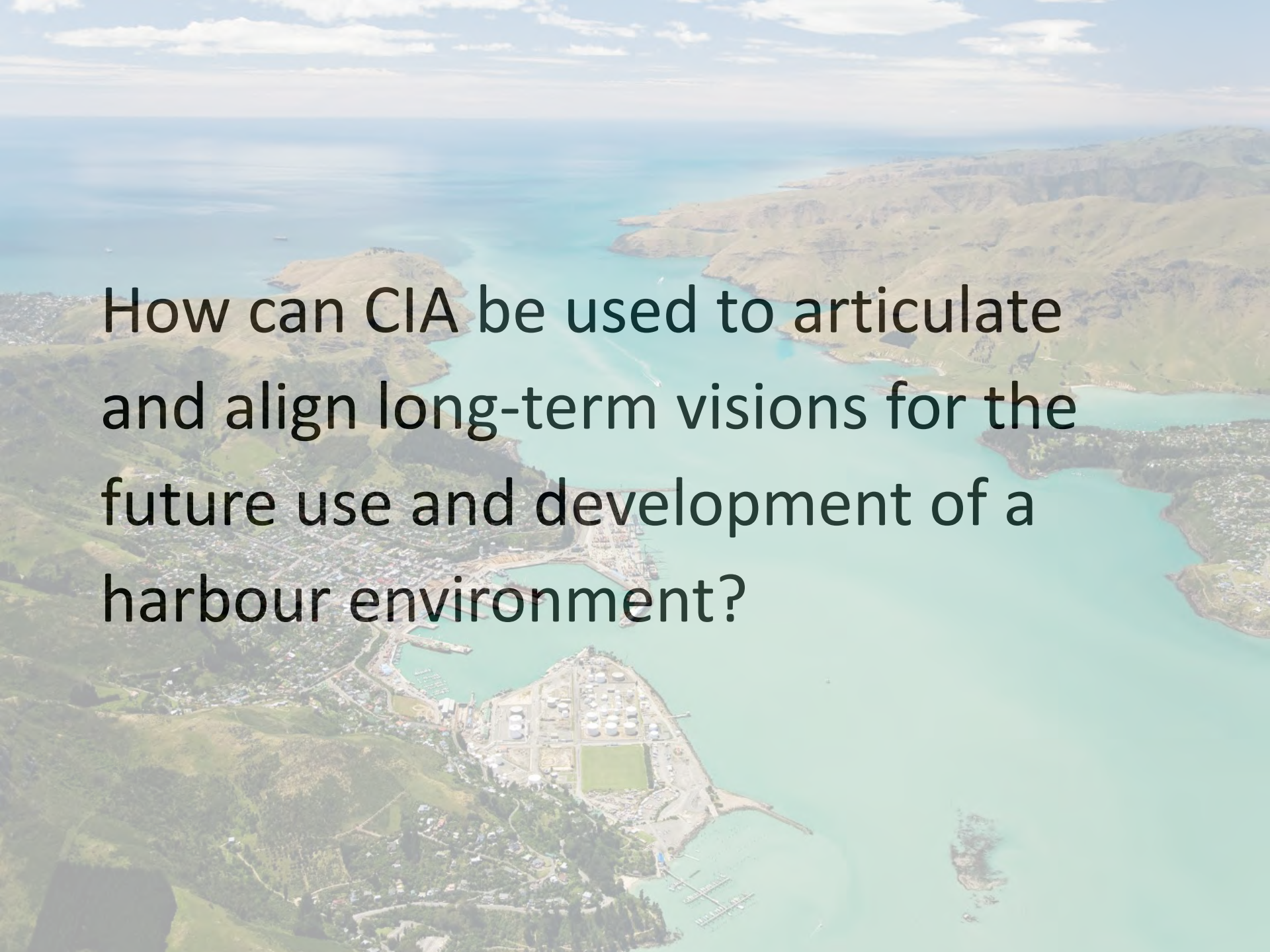
An aerial photograph of the Whakaraupō / Lyttelton Harbour. The image shows the harbour's turquoise waters, the surrounding green hills, and the port infrastructure including docks, piers, and industrial facilities. A semi-transparent text box is overlaid on the center of the image.

# Cultural impact assessment and port developments: a case study of Whakaraupō / Lyttelton Harbour

Dyanna Jolly  
University of Otago  
NZAIA November 2018



An aerial photograph of a coastal area. In the foreground, there's a large industrial facility with several large white storage tanks and a green field. To the left, a residential area with houses is visible. The facility is situated on a peninsula or a narrow strip of land that juts out into a large body of water. The water is a light blue-green color. In the background, there are rolling hills and mountains under a blue sky with some clouds. The overall scene suggests a coastal industrial and residential area.

How can CIA be used to articulate and align long-term visions for the future use and development of a harbour environment?



## Earthquake damage

- The earthquakes significantly damaged port infrastructure

## International shipping trends

- Over the last 10 years the size of container ships internationally has doubled.

## Regional economy

- Port vital to Canterbury economy, and to efficient transport services for the region.



# OUR LONG TERM VISION

1

## Dampier Bay

Development of Dampier Bay will create an engaging and vibrant waterfront with public access and connectivity between Lyttelton, the Inner Harbour and the recreational areas at Naval Point.



2

## Inner Harbour

The Inner Harbour is an important part of the port's operations and will remain so in the future. However the Port Lyttelton Plan will allow us to move some operational activities out of the Inner Harbour.



5

## Container terminal

Our long-term plan for a modern container terminal at Te Awaparahi Bay is key to the Port Lyttelton Plan as this enables the port to move Inner Harbour general cargo onto Cashin Quay. The new terminal will require approximately 30ha of reclaimed land at Te Awaparahi Bay.



## Recreation links

We are already working to identify opportunities for safe recreational links. For example, we are keen to see our land between the Uruma and Buckleys Bay Reserves be used for tramp and mountain bike trails.



3

## Naval Point

The bulk fuel berth is a critical part of the energy infrastructure of Canterbury. A number of options are being considered, including Inner and Outer Harbour options. We are also considering options for new wharves between the existing bulk fuel berth and the Dry Dock.



4

## General cargo

The movement east of the container terminal will allow some general cargo operations to move onto the current container terminal. This will mean the storage and loading of general cargo will predominantly occur on Cashin Quay.



## Cruise ships

Cruise ships are part of a growing tourism sector for Canterbury. We are considering how to cater for cruise ships in a commercially sustainable way. Part of this involves looking at Inner and Outer Harbour development options.



## Dredging

International trends are towards larger ships and to be competitive we need to deepen and lengthen the navigation channel. We have prepared a resource consent application and are focused on progressing this important development project. A number of rebuild and enhancement projects will also require capital dredging and disposal of spoil.



## Key

### Project type

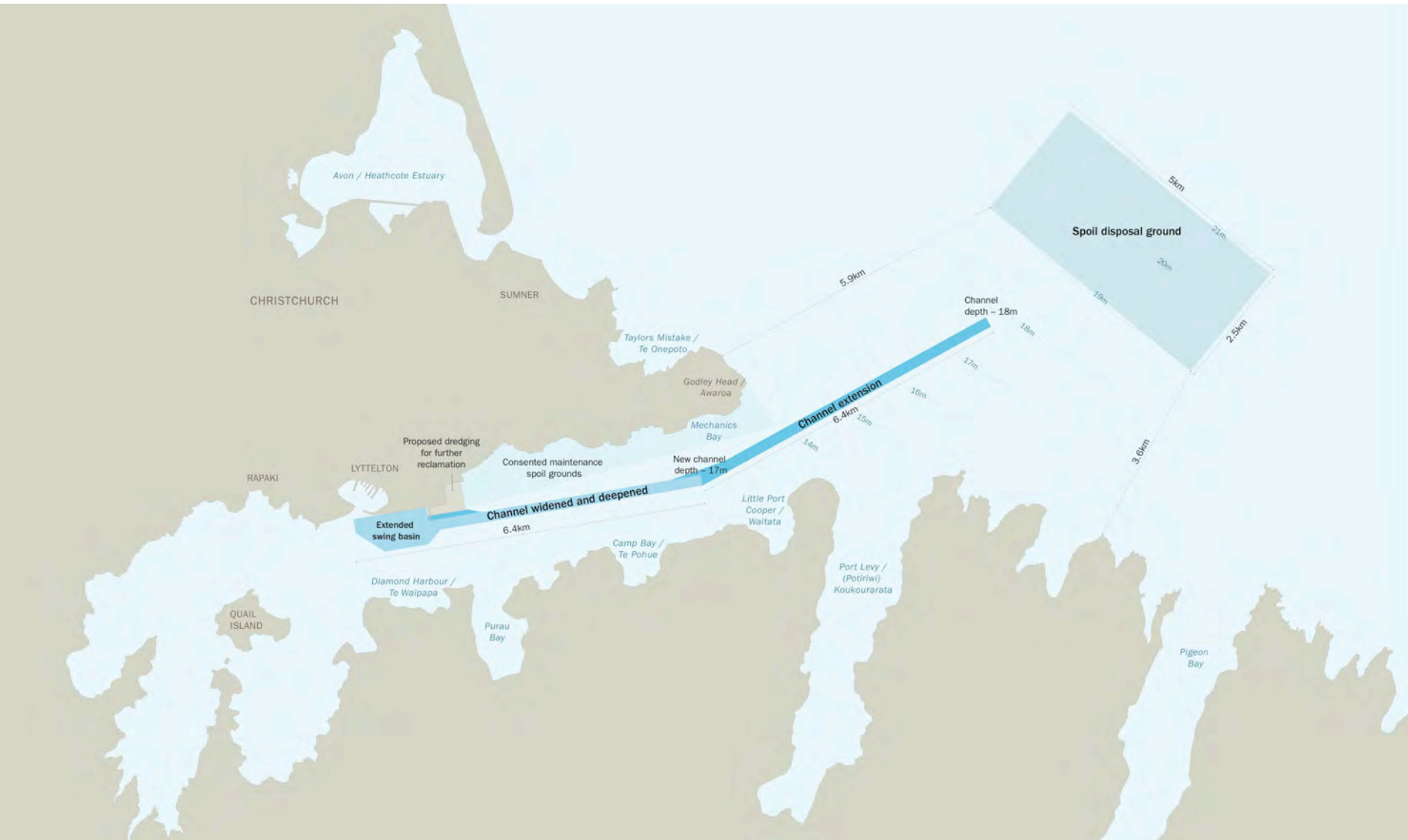
- Thriving Port
- Connecting with the community

### Land type

- Land to be reclaimed
- Non-operational Port land
- Recreational land
- Potential public access



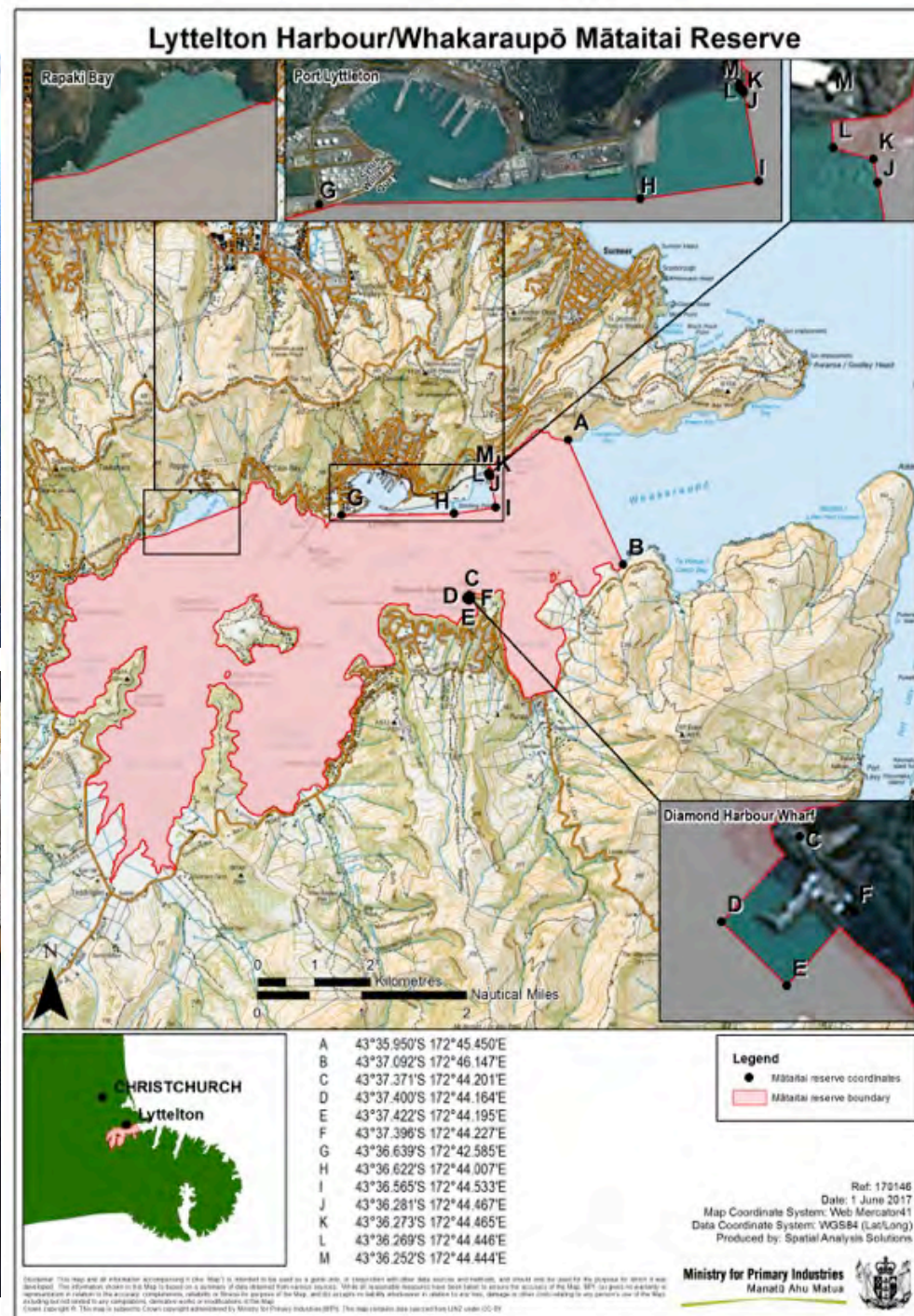
# Capital dredging project













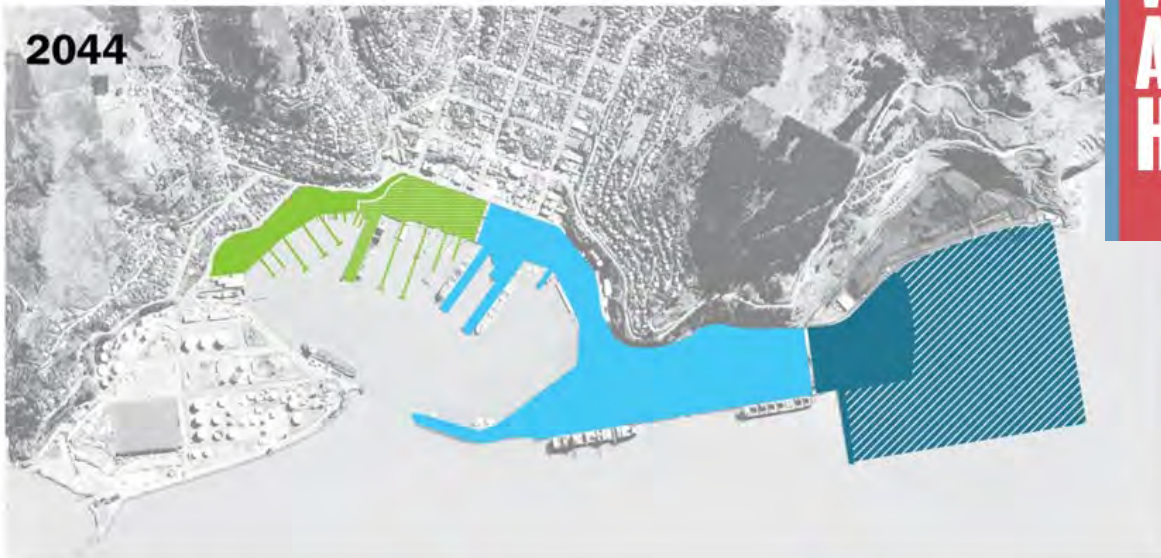




2014



2044



# A THRIVING PORT, VIBRANT WATERFRONT AND A HEALTHY HARBOUR

The images above illustrate the evolution of the port from the present day until completion of the Port Lyttelton Plan.

	General cargo		Connecting with the community
	Containers		Potential future community access
	Potential scope of reclamation		

***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.***







***“We all know that there has to be progress. But we have to address the existing problems before we look at more development, so that things get any worse.” – H.Couch, Tangata Tiaki, Te Hapū o Ngāti Wheke.***

*Port Recovery Plan CIA 2015*





How do we have a harbour that is  
both a port and mahinga kai?



# Cultural impact assessments

## Port Recovery Plan 2015

- Articulate the long term vision of for Whakaraupō.
- Identify key issues/effects.
- Identify the outcomes required from a Recovery Plan to ensure consistency with vision.





# CIA – Port Recovery Plan

## Expectations

- Balance port requirements with the value of the harbour as mahinga kai
- Provide both parties with the certainty required to achieve their respective aspirations for the harbour.

## Opportunities

- Deliver a net gain to the harbour environment
- Whole of harbour plan



# CIA – Projects

Channel Deepening Project 2014

Channel Deepening Project 2016

Te Awaparahi Bay Reclamation Project  
2017

Dredging and reclamation projects  
very different CIA stories





To what extent did CIA deliver outcomes that aligned Lyttelton Port Company and manawhenua visions for a sustainable future for the harbour environment?



# Plan goals (of 8)

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 mahinga kai are recognised and advanced through port recovery activities.



OU



Te Hapū o Ngāti Wheke, Canterbury Regional Council (Environment Canterbury), Lyttelton Port Company Limited, Christchurch City Council, and Te Rūnanga o Ngāi Tahu with Tāngata Tiaki present:



**WHAKA-ORA**  
Healthy Harbour, Kī Uta Kī Tai

Whakaraupō/Lyttelton  
Harbour Catchment  
Management Plan

March 2018

A Catchment Management Plan to restore the ecological and cultural health of Whakaraupō/Lyttelton Harbour as mahinga kai – wrapping our environment in a protective korowai for us, and our children after us

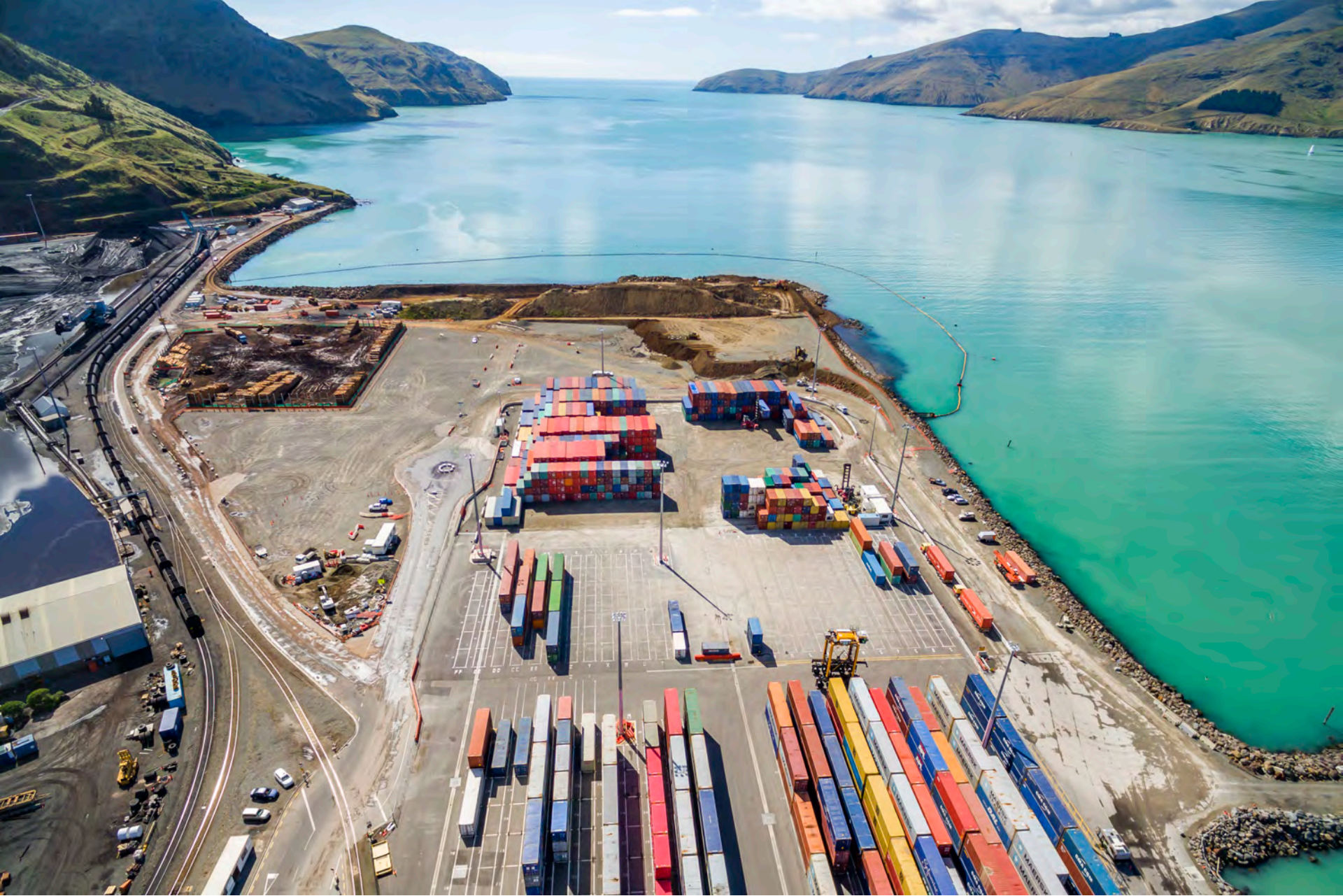


PURPOSE – to “restore the ecological and cultural health of Whakaraupō as mahinga kai” LPRP 5.1

Acknowledges that “Ngāti Wheke play an important leadership role in ensuring a sustainable future for the Harbour.”

p.9



















### **Photo credits**

Lyttelton Port Company

Te Hapū o Ngāti Wheke (photos from Port  
Recovery Plan CIA)

Ngāi Tahu State of the Takiwā Monitoring/Te  
Tiaki Mahinga Kai and Tangata Tiaki (slide 7)