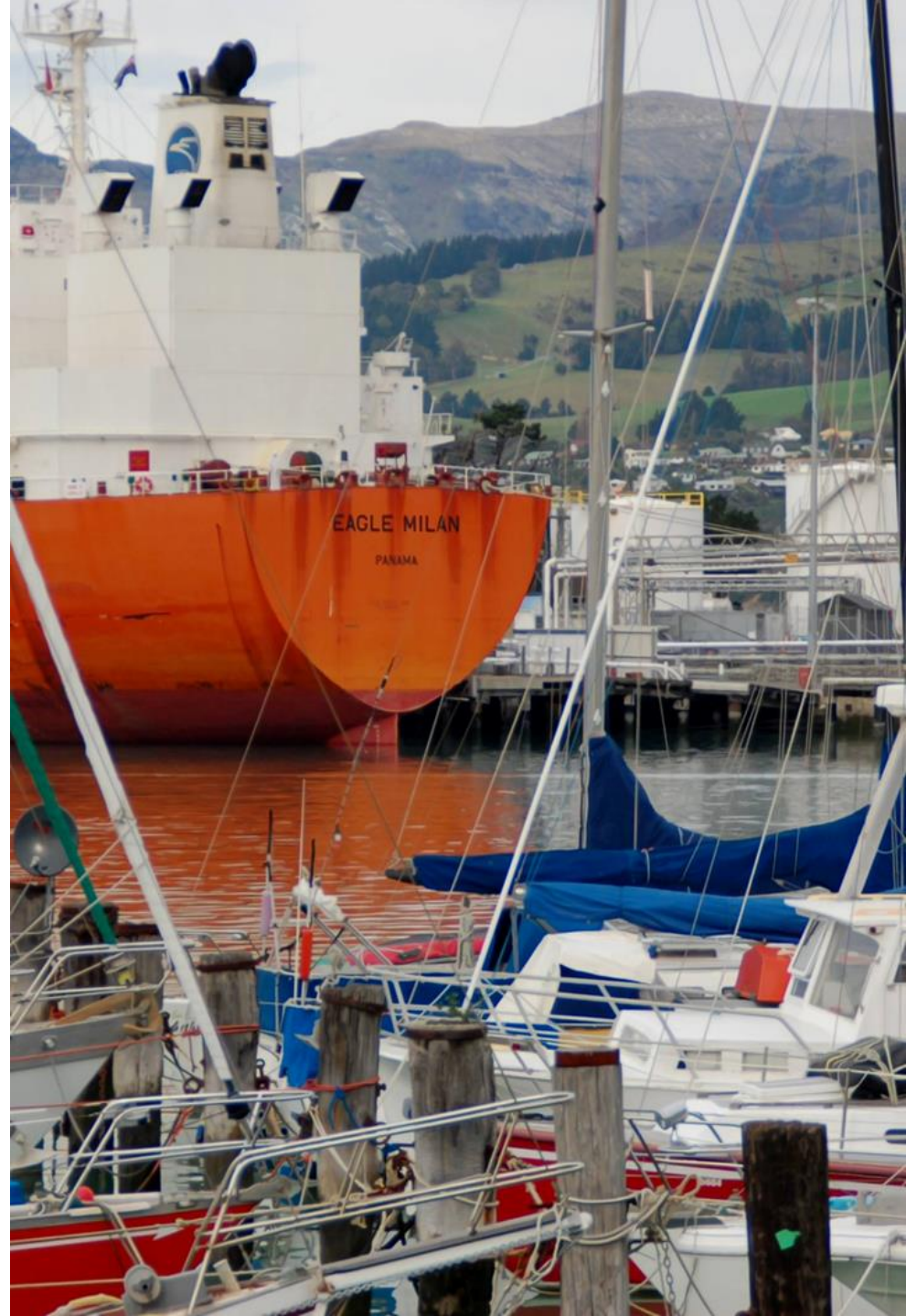
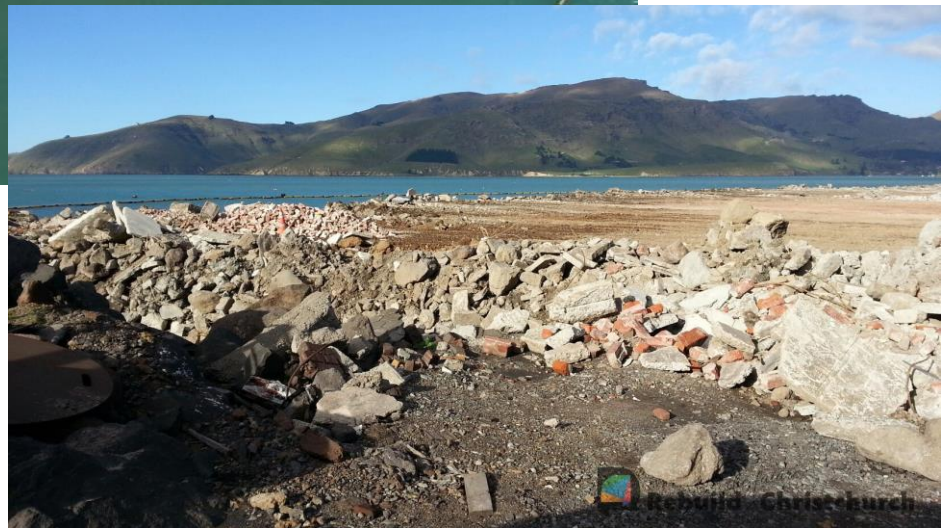


Assessing recreation in coastal plans – a case study of the Lyttelton Port Recovery Plan

Rob Greenaway







The Port Recovery Plan



Brief – assess:

- The effects (negative and positive) of the recovery proposals on existing and pre-quake recreation and tourism values in the study area,
- The ‘need’ for the developments to enable recovery of recreation and tourism,
- The potential for components of the recovery proposals to benefit recreation and tourism values, and how.

Not the RMA, totally

Canterbury Earthquake Recovery Act 2011

3 Purposes

- (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.*

Under 16(1) of the CER Act, the Minister for Canterbury Earthquake Recovery directed LPC and ECan to develop a Lyttelton Port Recovery Plan:

5.1 The matters to be addressed by the Lyttelton Port Recovery Plan must include, but are not limited to:

5.1.2 The social, economic, cultural and environmental well-being of surrounding communities and greater Christchurch, ...;

5.1.3 Implications for transport, supporting infrastructure and connectivity to the Lyttelton town centre...;

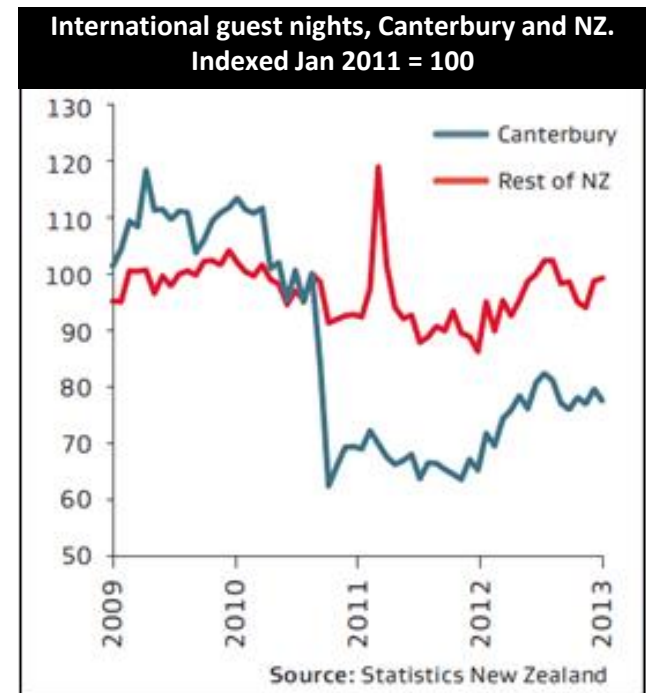
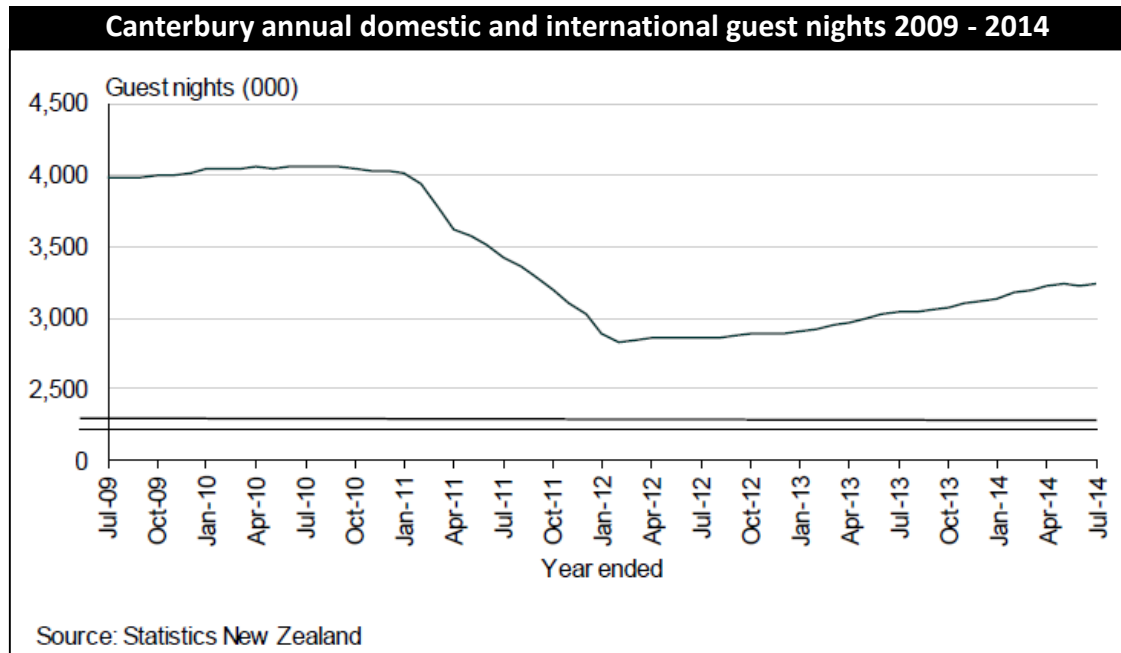
5.1.4 The needs of users of Lyttelton Port and its environs, including, but not limited to, iwi, importers and exporters, cruise ship passengers and crew, tourism operators and customers, commercial fishers, recreational users and public enjoyment of the harbour and well-being of communities...;

6.5.6 An assessment of the proposal against the Canterbury Earthquake Recovery Act 2011, relevant considerations of the Resource Management Act 1991, the New Zealand Coastal Policy Statement 2010, the Mahaanui Iwi Management Plan and other relevant statutory and non-statutory plans.

Method

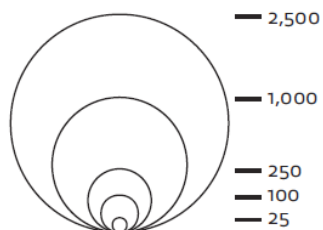
- Literature review
- On-line discourse
- Consultation by LPC
- Direct interviews with stakeholders
- Review of other technical reports:
 - Marine mammals impact assessment (University of Otago)
 - Assessments of marine ecological effects (Cawthron)
 - Mahinga kai (Tonkin & Taylor)
 - Waves and tidal currents (Derek Goring)
 - Landscape and visual assessment (Boffa Miskell)
 - Urban design assessment (Boffa Miskell)
 - Cultural Impact Assessment (Dyanna Jolly)
 - Social impact assessment (Taylor Baines & Associates)
 - Construction noise effects (URS)
 - Traffic assessment (Abley Transportation Consultants)

The Need

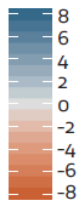


Compound annual growth rate in international tourism expenditure, 2009–2013

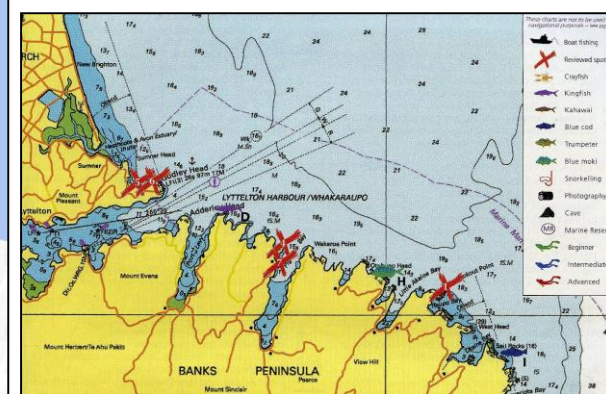
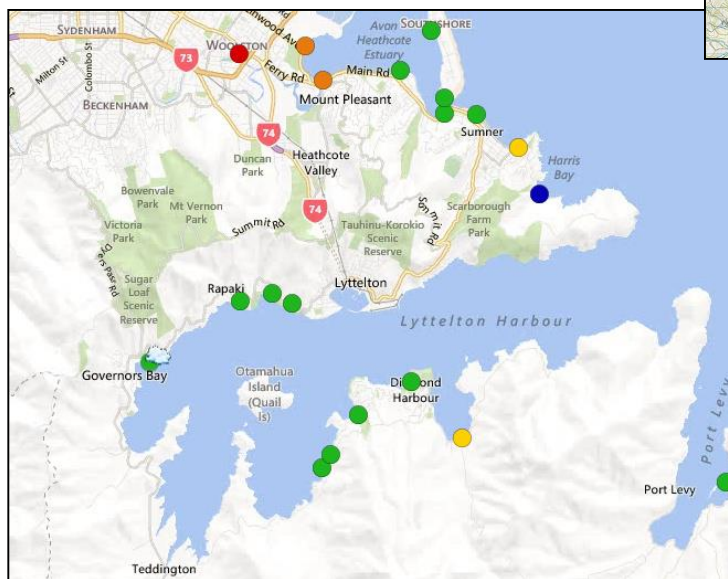
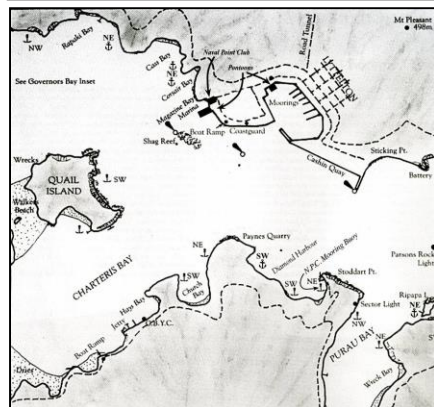
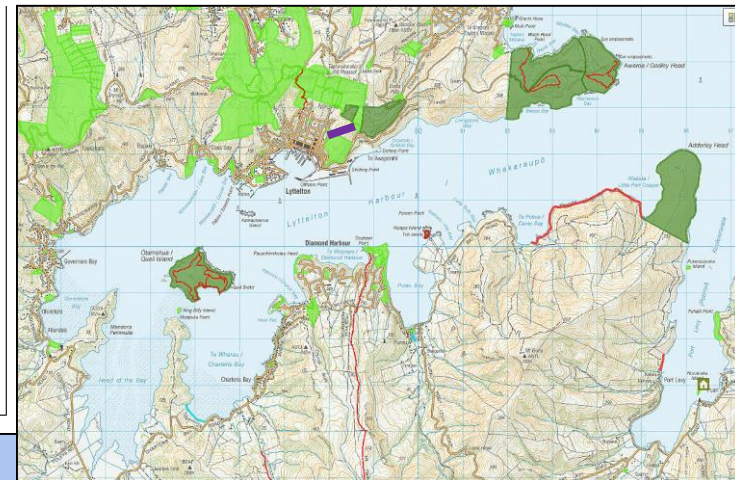
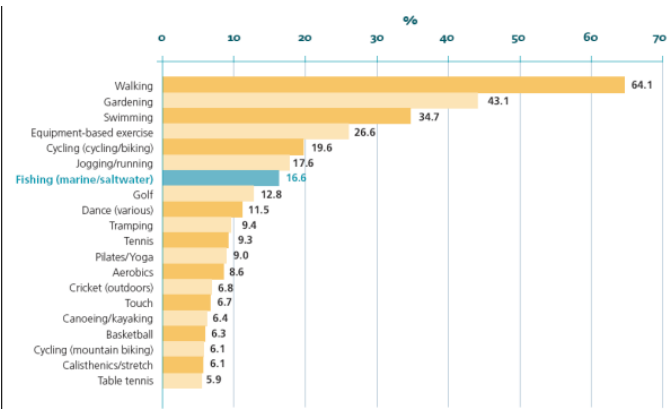
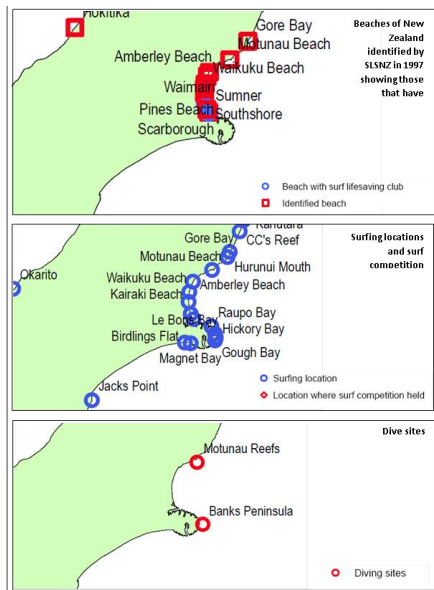
International tourism expenditure (million \$), 2013



Compound annual growth rate in international tourism expenditure (%)



Source: Ministry of Business, Innovation and Employment



13. Lyttelton Harbour

GPS: 43°36'708"S, 172°42'377"E

Target Species: Red cod

Other Species: Baitfish, sharks, stingrays, warehouse

Method: Wharf or jetty

Rig: Ledger

Bait: Squid

Berley: No

Tide: All tides

Season: Autumn, summer

Best time: All day

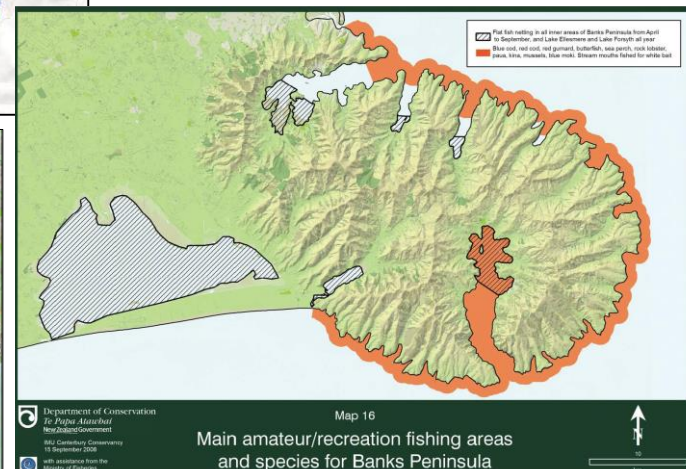
Best wind: NW

Experience: Beginner

Fitness: All fitness levels

Access: At Lyttelton, off Godley Quay. There is no access to the main port area anymore. Access is limited to the boating marina, breakwater and fishing platform in behind the oil tanks.

Fishing Tips: Lyttelton Harbour is not a crash-hot fishing spot, but there is easy access to a harbour-type situation. Longer casts are required for red cod and other larger species. Small baited hooks fished around the wharf will account for a number of smaller species and can keep the kids pretty happy.



Effects

- Changes to water clarity
- Changes to wave and current activity
- Changes to demand for marine recreation facilities and services
- Effects on marine mammals
- Occupation of the marine environment by the reclamation
- Noise and traffic associated with construction effects
- The potential location of a cruise ship berth in the outer harbour

Waves

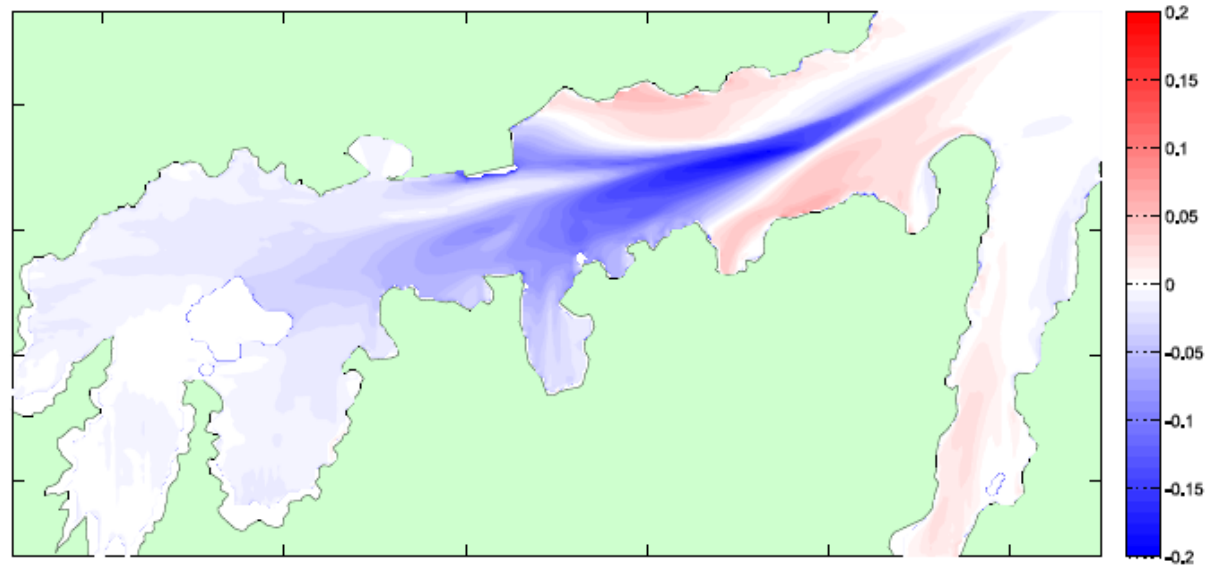


Figure 3.1.5a. Difference in mean wave height (m) for Scenario 1.

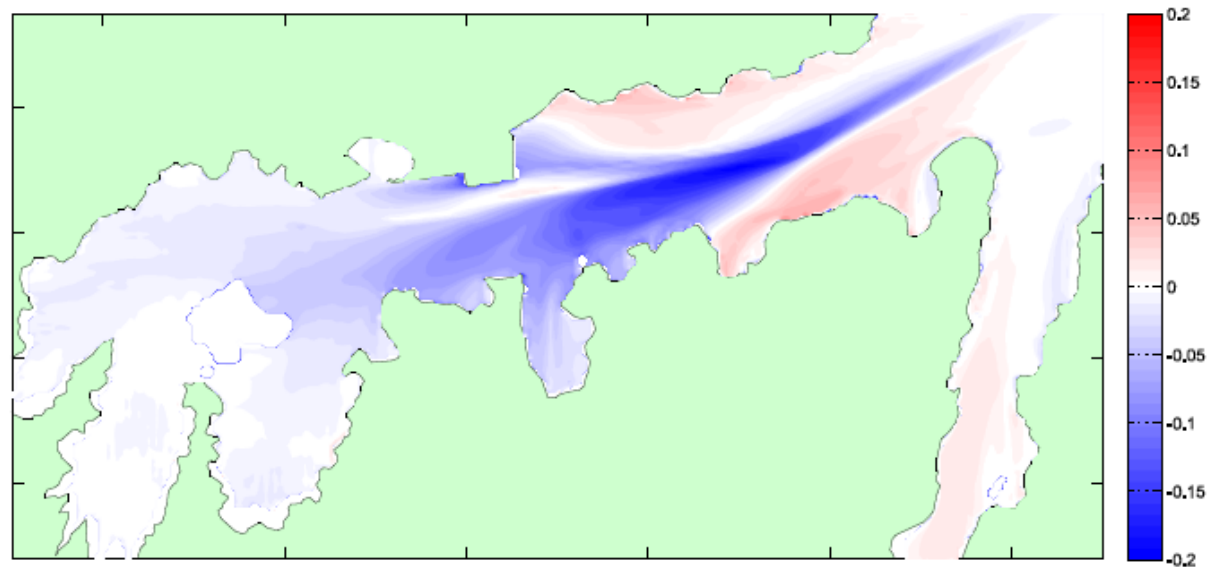
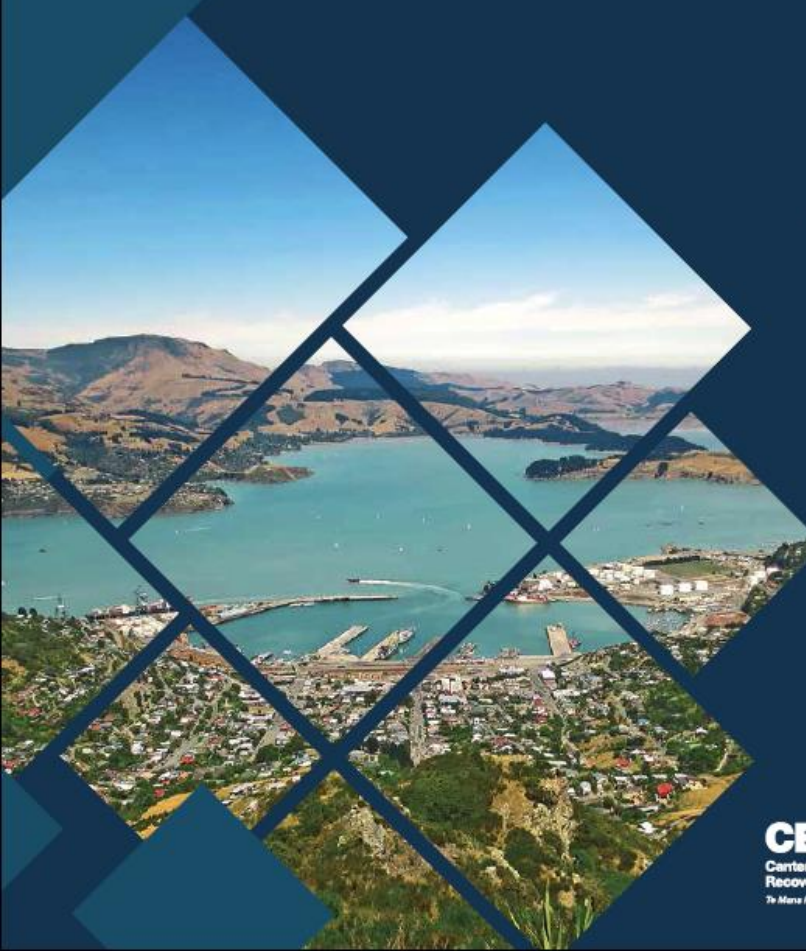


Figure 3.1.5b. Difference in mean wave height (m) for Scenario 2.

LYTTELTON PORT RECOVERY PLAN

TE MAHERE WHAKARAUORA | TE PŪAHA O ŌHINEHOU



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Christchurch: Canterbury Earthquake Recovery
Authority.



STATUTORY DIRECTIONS

NGĀ ARONGA Ā-TURE

To provide a planning framework that recognises the recovery need the necessary activities to occur in an integrated, timely and efficient manner. Resource Management Act 1991 documents are considered read as amended by the Recovery Plan. Amendments directed by this Recovery Plan are set out below and full amendments provided in the appendices.

4.1. CANTERBURY REGIONAL POLICY STATEMENT

Chapter 8—The Coastal Environment is amended to recognise the Port in the context of the coastal environment. This amendment adds recovery of Lyttelton Port as regionally significant infrastructure with recognising that the recovery of Lyttelton Port includes the development of 34 hectares of reclaimed land in Te Awaparahi Bay.

Action 1: Recovery framework—Canterbury Regional Policy Statement

Canterbury Regional Council is directed, pursuant to sections 24(1) (a) and (b) of the Canterbury Earthquake Recovery Act 2011, to amend the objectives, policies and methods of the **Canterbury Regional Policy Statement** in accordance with **Appendix 1**.

Goals: 1, 4, 5, 6

To be completed within **two weeks** of Gazetted of this Recovery Plan

4.2. REGIONAL COASTAL ENVIRONMENT PLAN FOR THE CANTERBURY REGION

NEW CHAPTER: LYTTTELTON PORT OF CHRISTCHURCH

A new chapter is inserted into the Regional Coastal Environment Plan entitled *Part 2—Issue Resolution, Chapter 10—Lyttelton Port of Christchurch*. There are also amendments to the boundary of the operational area of Lyttelton Port, planning maps, definitions and some of the existing chapters of the Regional Coastal Environment Plan.

The objectives, policies and methods in the new chapter will deal with the erection, maintenance and/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. The provisions:

- Permit the repair of structures, including wharf structures in the inner harbour and Cashin Quay, and dredging to deepen berth pockets adjacent to those structures
- Make it a controlled activity to reclaim an additional 24 hectares of land in Te Awaparahi Bay for a new container terminal. This includes providing for 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
- Make it a restricted discretionary activity to conduct dredging to deepen the main navigational channel and ship-turning basins, for the purpose of allowing access for larger vessels with deeper draughts
- Permit maintenance dredging

- Make it a controlled activity to deposit seabed material, from construction activities and dredging, at the spoil dumping grounds
- Permit the development of a cruise ship berth in the inner harbour and at Cashin Quay. Outside of these areas, it will be a discretionary activity
- Permit the erection of a new floating marina in Dampier Bay.

The Recovery Plan further directs the following amendments to the Regional Coastal Environment Plan.

- The boundary of the operational area of Lyttelton Port is to be extended to enable access by larger vessels with deeper draughts. The map coordinates of the new boundary are outlined in the amendments to Schedule 5.11.1 and are shown on Planning Map 10.1 in Appendix 2.
- The main navigational channel defined in Schedule 5.10.1 is widened and lengthened to enable access by larger vessels with deeper draughts.
- The erection of new wharf structures in the inner harbour, which includes a new floating marina in Dampier Bay, is provided for as a permitted activity.

Proposed Marina Development

Te Ana
LYTTELTON MARINA

lpc Lyttelton
Port of
Christchurch



SEA?

- Defined and adequate scope? ✓
- State of the environment defined? ✓
- Non-marginal impacts identified? ✓
- Public informed and consulted? ✓
- Influenced decision making? ✓
- Monitoring of effects? ✓