

**PORT  
LYTTTELTON  
PLAN  
OUR  
FUTURE**

# A THRIVING PORT, VIBRANT WATERFRONT AND A HEALTHY HARBOUR

Following the devastating Canterbury earthquakes of 2010 and 2011 our port, like the rest of the city, has faced a series of unprecedented challenges. Our focus has been on staying operational while completing temporary repairs and dealing with continued growth in international trade. We have now started repair work and are ready to talk about our long-term vision for the rebuild and enhancement of the port.

The Port Lyttelton Plan is the first step in developing a 30-year vision for the port. This is the first point in our planning where we are seeking involvement from you, our stakeholders. The plan covers a range of projects, including our ideas around re-opening parts of the Inner Harbour for the community. We don't have all the answers and we welcome your help in further developing these ideas.

The road ahead is exciting, but it will take hard work and commitment for us to achieve our goals, with almost every structure within the port requiring rebuild or significant repair. Although the port is facing the largest development in its history, and one of the largest recovery projects ever faced in New Zealand, the earthquakes have provided a unique opportunity to reconfigure our facilities to deliver a modern thriving port that is well connected to its community and supports a healthy harbour environment for future generations.

We are excited about what lies ahead and are looking forward to your input on how we can move forward from here.

**Peter Davie**  
**Chief Executive**

Peter Davie  
Chief Executive





**THE EARTHQUAKES  
HAVE SIGNIFICANTLY  
DAMAGED 75% OF  
THE PORT'S WHARVES**

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# THE PORT LYTTTELTON PLAN IS OUR LONG TERM VISION FOR THE PORT

## OUR FUTURE

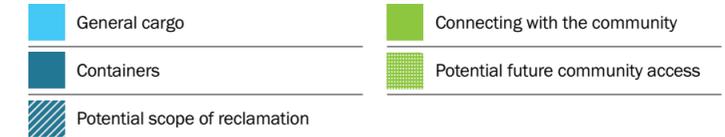
The Port Lyttelton Plan is our long term vision for the rebuild and enhancement of the port to allow us to cater for Canterbury's freight demands, now and into the future.

This fold out map briefly sets out the key projects that make up the Port Lyttelton Plan and their location on the port. As all of the projects are interrelated, the success of each project relies on the overall success of the entire Port Lyttelton Plan.

# MOVING PORT OPERATIONS TO THE EAST FREES UP SPACE FOR PUBLIC ACCESS



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



# 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 Urumau and Buckleys Bay Reserves be used for tramping and mountain bike trails.



### Key

#### Project type

Thriving Port

Connecting with the community

#### Land type

Land to be reclaimed

Non-operational Port land

Recreational land

Potential public access

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.





# THRIVING PORT

CHANCES ARE THAT THE COFFEE IN YOUR CUP, THE PHONE IN YOUR POCKET, THE JEANS YOU ARE WEARING AND THE CAR YOU DRIVE ALL CAME TO YOU THROUGH LYTTTELTON PORT

99%  
of all NZ imports and exports are by sea

## ESSENTIAL FOR CANTERBURY AND BEYOND

### What is the current state of the port?

The earthquakes significantly damaged the port's physical infrastructure and drastically reduced its ability to operate efficiently. We have completed emergency repairs to the critical infrastructure to enable us to operate, but these are only temporary solutions. On top of this, as Canterbury's economy grows, freight volumes are increasing every year, putting further pressure on our fragile infrastructure. It is critical that we advance our recovery quickly and effectively so that we can continue to support Canterbury's growing economy.

### Why is a Port important?

A thriving port impacts on everyone, everyday. 99% of world trade is moved by sea, including 99% of NZ imports and 99% of NZ exports. Additionally, 15% of domestic trade is by sea.

But what does this really mean? Chances are that the coffee in your cup, the phone in your pocket, the jeans you are wearing and the car you drive all came to you through Lyttelton Port.

Lyttelton is New Zealand's third largest port and has the largest container terminal in the South Island (almost 400,000 twenty-foot container equivalents per year). We are home to the South Island's only dry dock and the country's largest coal terminal. Over 500 people are employed by the port, making us one of the larger employers in Christchurch. We directly contribute millions in wages to the local economy.

Because of the global reliance on sea freight, Lyttelton Port is a critical part of the economic infrastructure in Canterbury and is crucial for the economic recovery of Christchurch. A strong, resilient port enables business to thrive, creating jobs and local growth.

Canterbury is one of the strongest regional economies, driven by primary industries, manufacturing and tourism. An efficient port is critical to the competitiveness of these industries, providing access to international markets for our exporters and a key gateway for imports. The port is also an essential part of the supply chain

for the raw materials needed to rebuild Christchurch.

A successful port does not just rely on waterfront facilities. Alongside the Port Lyttelton Plan, we are also improving the capacity of our inland port, CityDepot in Woolston and are planning another inland port at Rolleston. Both of these locations are part of our long-term planning to meet future freight demands. They offer improved levels of freight efficiency through the use of rail infrastructure to transfer cargo from truck to train for the final leg into Lyttelton.

The Port Lyttelton Plan is underpinned by strong trade forecasts, both in the short and long term. Container volumes have been rising at a steady rate of about 10% per year. Volumes are expected to double within a decade, and then double again by 2041.



**JAMES O'CALLAGHAN**  
**USED MACHINE IMPORT MANAGER, GOUGH CAT**

## “THE ABILITY OF THE PORT TO COPE WITH OUR GROWTH IS PRETTY IMPORTANT”

Gough Cat imports and exports new and used machinery and parts - anything from a one-and-a-half tonne digger to a hundred-tonne bulldozer. James manages the used machinery part of the business.

Cat machinery ends up on construction, demolition, mining, forestry, and infrastructure sites across New Zealand. The equipment that comes through Lyttelton could end up anywhere such as Marlborough Sounds, Stewart Island or Antarctica.

“We receive the machinery from the port, then assemble and customise it. For example, the machines and generators going to the Antarctic get winterised here and are then shipped out on an icebreaker.”

Gough Cat receives machinery through the port almost weekly. “We have more than 200 movements of machines in and out of Lyttelton each year and that’s growing. The gear we receive comes from all over the world: Japan, Europe, China, the US. The

ability of the port to cope with our growth is pretty important. For international trade imports the port is crucial to maintaining supply.”

James says that if the port wasn’t in Lyttelton it would mean extra costs and time as they’d have to use road more and “that’s just not as efficient. That’s a big thing to our customers”.

“We hear the odd quibble from transport operators about things getting backed up. They’re working in limited space, so I see the Port’s plans to expand as a positive thing. Having a greater capacity for coming and going would mean a quicker turn around.”

James also thinks that having the Sumner Road open would be helpful. “We have a lot of gear that’s too big to come through the tunnel. Recently we had a big digger that had to go over Gebbies Pass; this involves traffic management, additional costs and time.”

## REBUILDING FOR GROWTH

Simply put, we need to rebuild our port. But we cannot rebuild it the way it was, we need to reconfigure and enhance our port for the future.

This is a huge job. It will take decades to complete and will cost hundreds of millions of dollars. Freight volumes are expected to increase by 400% within 30 years. If we rebuilt the port the way it was, when finished we would not have the capacity to service demand.

To continue to support Canterbury's economy in the future, we need to rebuild and reconfigure the port in a way which increases capacity and we need to do it efficiently. We also need to design the port to handle the rapid growth in container-ship size. Without the facilities to handle these larger ships we won't be able to provide the most cost-effective freight options for exporters and importers.

The key to greater capacity is a new modern container terminal located on reclaimed land in Te Awaparahi Bay. Not only will this allow us to handle the future container freight volumes, it will also mean some of the general cargo operations can move from the Inner Harbour onto the current Container Terminal at Cashin Quay. We call this the Port to the East concept

and this underpins all aspects of the Port Lyttelton Plan.

The Port Lyttelton Plan is critical for us; it means we can provide certainty to our customers and continue to meet their future freight demands. It also opens up important areas within the Inner Harbour, giving us opportunities to deliver on long-held community desires for better connections with the waterfront and better recreational marine facilities.

**400%**

Projected increase in containerised cargo in 30 years

**24/7**

Work at the container terminal never stops

## REBUILDING OUR CONTAINER TERMINAL

Our long-term aim of a new modern container terminal at Te Awaparahi Bay will unlock the Port Lyttelton Plan and form the foundation of the Port to the East concept.

The new terminal will include a state-of-the-art container-handling yard connected to modern berths designed to handle the new larger ships. This facility will not only increase our capacity but also enable us to become the most efficient container port in New Zealand.

For us to realise the Port Lyttelton Plan, we need to add to our already permitted (and under construction) 10ha reclamation at Te Awaparahi Bay. While we are still at a concept phase, we estimate the container terminal will require an additional 20ha of newly reclaimed land at Te Awaparahi Bay.

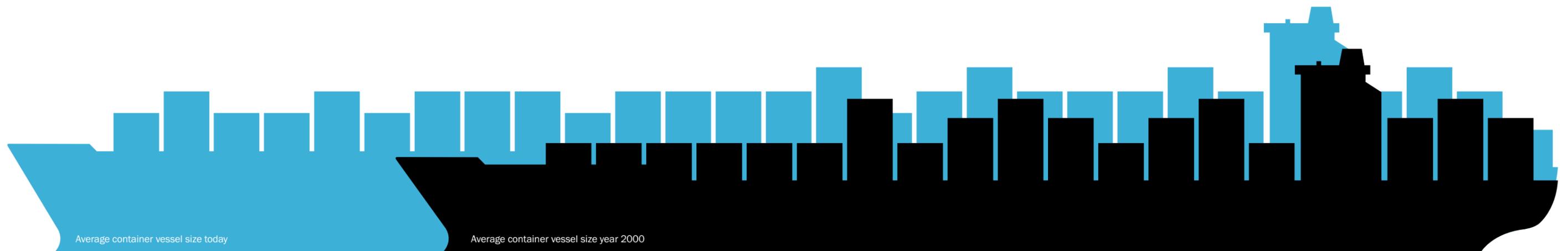
We are exploring a number of potential configurations and construction methods to create the land needed within Te Awaparahi Bay. The best option will depend

environmental impacts, the availability of reclamation fill, construction time frames and costs.

The reclamation will be the biggest physical change in the harbour for sixty years and we understand that many people will have concerns about this. While we must ensure that our port can continue to support the economy in the future, we are equally committed to developing the new Container Terminal in a way that minimises impacts on the wellbeing of the community and effects on the environmental, social and cultural values of the harbour.

**10ha**

Currently consented reclamation in Te Awaparahi Bay





# THE CHANGING USE OF THE INNER HARBOUR

Ngāi Tahu has a rich history in and around the Inner Harbour and the rest of Whakaraupō, extending over many centuries.

The Inner Harbour is where the port as we now know it was first established, where the first immigrant ships arrived in Canterbury and where the port's important role in the regional economy began.

This area continues to be a critical part of port operations, with more than 500 vessels calling into the Inner Harbour each year, and loading and unloading bulk cargo such as cars, fertiliser, fish, grain, fuel, oil, cement and logs. The Inner Harbour is also home to the fishing fleet, ferries, tug boats, the Dry Dock and the Dampier Bay Moorings.

We understand that the Inner Harbour is on the front doorstep of Lyttelton Township, and some of the ports work can be a nuisance for the community. The Port to the East concept includes moving some activities out of the Inner Harbour to reduce impacts on the community.

While we are still in the planning stages, we do know that a number of the current activities will remain in the Inner Harbour as that is operationally where they are best located.

## General cargo wharves

The main wharves within the Inner Harbour (No. 2, 3 and 7) are used for general cargo. These wharves are under increasing pressure as Cashin Quay is no longer available for general cargo use following the earthquakes. Repair or rebuild of the Inner Harbour wharves are a priority for us as we will rely on these wharves for general cargo for some time.

Longer term, it is envisaged that most general cargo will migrate to Cashin Quay when container operations move east to Te Awaparahi Bay.

The bulk fuel berth is currently located at Naval Point. This berth facilitates most of Canterbury's fuel, gas, oil and bitumen imports, as well as providing a refuelling facility for vessels. The berth is a critical part of Canterbury's energy infrastructure.

Significant temporary repairs were immediately undertaken after the earthquakes to ensure fuel supplies were not disrupted, however the berth does need to be replaced. A number of options are being assessed, including a new berth at the same location and a new berth outside the Inner Harbour.

## Cement

The port provides a dedicated cement berth for Holcim cement imports, and is the primary gateway for cement into Christchurch. Cement is a critical raw material for the City's rebuild and recovery. The current facility suffered significant earthquake damage, and we are working with Holcim to develop the best solution, be it a new wharf or a repair of the existing wharf. Either way, this facility will remain in the eastern Inner Harbour.

## Ferries

The current Diamond Harbour ferry terminal is located within a busy industrial area of the port that will get busier during the rebuild. This location creates operational challenges for the port.

While we are still considering specific options, the Diamond Harbour ferry berth will be moved to a new location within the public access area at Dampier Bay.

This will consolidate public access in one area of the port. It also means new modern ferry facilities which directly link to the bus network and foot access to Lyttelton. We recognise this increase in distance is a concern for people and we are working with Environment Canterbury on public transport solutions.

## Fishing

The port services large offshore fishing vessels as well as a smaller coastal fishing fleet. This fleet is located near the current Inner Harbour moorings, with larger ships using the general wharves. While damaged, the facilities are still usable for the fishing fleet in the short term. Longer-term options are being investigated and these will likely remain within the Inner Harbour.

## Dry Dock

The Lyttelton Dry Dock was opened in January 1883 and is a Category 1 listed heritage feature. It is used almost every day to maintain ships and is the only one in the South Island.

The Dry Dock is an important part of the service that the port offers and supports a number of other Lyttelton businesses. It will remain operational and we are currently working to repair the damage to the dock and its associated structures.

## Marina facilities

We recognise that the community desires a range of recreational marina facilities. We are investigating a new walk-on floating marina facility as part of the Dampier Bay re-development. This will provide modern facilities and more berths.

## Cruise ships

Prior to the earthquake, large cruise ships were primarily serviced at Cashin Quay. This is not an option post-earthquake as we need full-time use of the remaining serviceable wharves for container ships. As a result, we have been able to provide services only to smaller cruise ships that can come into the Inner Harbour.

A dedicated cruise berth ideally will allow passengers to embark from and disembark to areas with unrestricted public access, will have access for service and emergency vehicles, and will be exclusively available up to eight months of the year.

We understand that cruise ships are part of a growing tourism sector for both Canterbury and the South Island that has a positive impact on the wider regional economy. We are considering how to cater for cruise ships in a commercially sustainable way that does not significantly impact on the port's core services. Part of this involves looking at Inner and Outer Harbour development options, and both are being investigated.

## "THE SUCCESS OF THE PORT HAS A FLOW-ON EFFECT FOR LOCAL BUSINESS"

Stark Bros is a specialist marine engineering and ship repairs company. It is a family-owned and operated business, and has been located in Lyttelton since 1958. Most of Stark's work happens in the port's Dry Dock.

Starks also builds boats at Dublin Street in Lyttelton and operates a fishing company out of the port. "Our businesses are inextricably tied to the port."

"The success of the port at the moment is causing us a few problems because of capacity and the damage to wharves. The port is often juggling where vessels are

unloaded as some wharves can't be used. This can impact on us and our ability to undertake repair work."

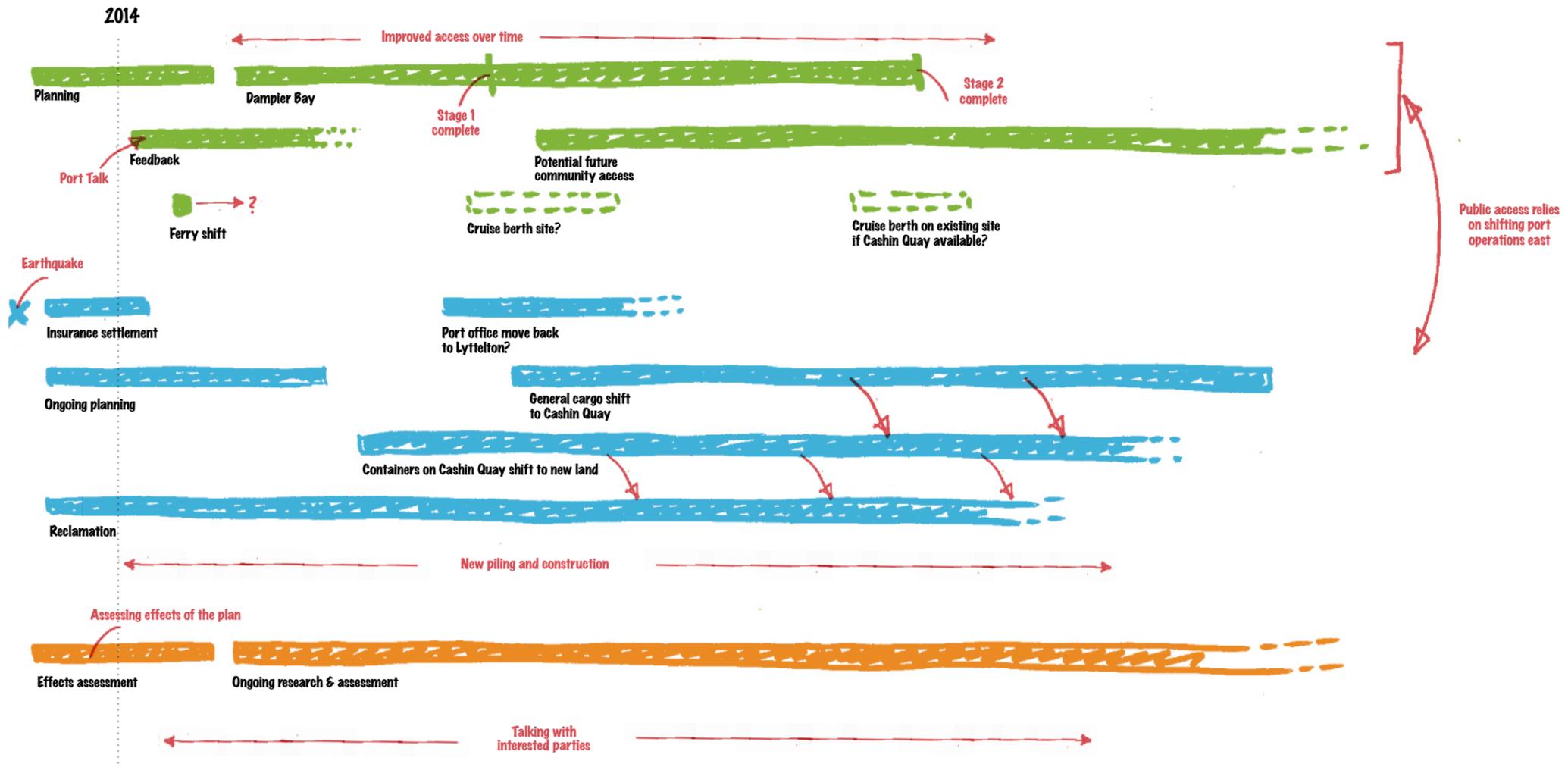
"I think plans for the port to grow are really exciting. As well as the direct benefits to us, the success of the port has a flow on effect for local business. Every ship that comes has someone on it that will patronise the local businesses, such as the dairy, the fish and chip shop, and the bakery."



CONNECTING WITH THE COMMUNITY

THRIVING PORT

HEALTHY HARBOUR



MAKING IT HAPPEN

**Detailed Planning**

Some work already consented is underway on Cashin Quay and in the Inner Harbour.

More detailed planning, assessment of effects, and feasibility studies are being undertaken at the moment on the separate sub-projects that make up the Port Lyttelton Plan. We are seeking your feedback on these projects and the reconfiguration and enhancement of the port.

It is during this planning stage that we will be actively seeking feedback on specific areas from the community and other interested parties.

Upon completion of the detailed work, the final locations of wharves and other assets will be decided and communicated.

**Dampier Bay**

Dampier Bay work will be completed in stages. The timing is heavily reliant on work being completed in other areas to allow port operations to shift east. However some changes could occur quite quickly. One of the early priorities would be the establishment of a marina.

**Inner Harbour**

Some repair work will be completed in this area in the short term. The final work here will begin only once the identified general cargo operations have moved to Cashin Quay. Therefore this will be one of the last areas to be finished.

The bulk fuel berth repair or rebuild would likely begin once planning, effects and feasibility work has been completed.

**General Cargo**

General cargo storage and operations will move onto Cashin Quay as space becomes available. This will be one of the last projects to be completed as work cannot begin until some of the Container Terminal moves onto the reclamation.

**Container Terminal**

The progress of the reclamation is critical to the overall timing of the project. It is only as new land is established and allowed to settle that port operations can begin to move east. The reclamation will be completed progressively and as fill is secured. The Container Terminal move will reflect this, with elements moving as space allows.

It is envisioned that the approximate 30ha reclamation could take up to 15 years to be completed.

**Recreational Links**

Work on recreational links above the township has been underway for some time and does not rely on the rest of the project to continue.

Rock stabilisation work required to reopen the Sumner Road (a Christchurch City Council project) may cause some delay to public access for safety reasons in this area.

Other opportunities around the waterfront require multiple party agreements so may take a bit longer but discussions are already underway.



# CONNECTING WITH THE COMMUNITY

# DAMPIER BAY NEEDS TO BE A VIBRANT WATERFRONT

## CREATING CONNECTIONS

The Port Lyttelton Plan will open up opportunities for increased public access to the waterfront. We know that public access has been a long-held desire of the community and we are excited to enable this through the development of Dampier Bay.

Once completed, Dampier Bay will provide a natural link between Lyttelton and the Inner Harbour. This area needs to be a vibrant waterfront that everyone can access and be proud of.

It is the port's vision that the Dampier Bay development will reflect Lyttelton's unique personality. While we are experts at port operations, we are not experts at designing public spaces. We recognise that there will be many in the wider community who will be able to provide valuable design input to ensure that Dampier Bay becomes all that it can be.



# EMPHASIS WILL BE ON ACTIVITIES THAT HAVE WIDE APPEAL

## DEVELOPING DAMPIER BAY

We are committed to developing Dampier Bay into a vibrant and engaging place for everyone. Emphasis will be on activities that have wide appeal. While we have only just begun the process of understanding what this might finally look like, we believe these are the key parts;

- Public access from Lyttelton to the waterfront at Dampier Bay
- A new modern ferry terminal with safer links to the bus network
- An engaging and vibrant public place that people can use and enjoy everyday of the week, all year round
- Better marina facilities including a walk-on marina.

While Dampier Bay will be a place for recreation, sympathetic commercial use will still be needed to make it economically viable. What this is and where it is located is not yet known. However, it is essential that any new commercial development fits with our vision for Dampier Bay and compliments the economic success of the Lyttelton Town Centre.

As some of Dampier Bay will be needed for port operations in the short term, the development will occur in stages. We haven't completed our planning for this area but the first stage will be focused on the western end adjacent to the current Inner Harbour moorings. This will largely comprise of a new marina and the associated on-land improvements including better public access, and parking. The later stages will extend eastwards to, and possibly beyond, the No.7 wharf, and incorporate public access directly off Norwich Quay.

We are in the very early stages of the design for stage one and expect to have this completed early within the wider project timeline. The remaining stages of Dampier Bay rely on the successful implementation of other aspects of the Port Lyttelton Plan, particularly the movement of the Container Terminal to Te Awaparahi Bay.



## A VIBRANT AND ENGAGING PLACE FOR EVERYONE



**JOANNE LAING  
PILOT, LYTTTELTON PORT**

# “I DEFINITELY THINK THAT LYTTTELTON’S GOT A BRIGHT FUTURE”

Born and raised in Lyttelton, and living and working in Lyttelton still—you don’t get much more local than Joanne Laing.

“Growing up in Lyttelton was great. It never used to be trendy, but it was a lot of fun. We used to go out on the harbour and play down at the wharves.”

Jo feels that Lyttelton is still a great community. “It’s a little bit cooler to live in Lyttelton now. There are a lot of wonderful different things happening but it’d be great if the community could have safe access to the water like before.”

Jo works as a pilot at the port and was the first female pilot in New Zealand. This role involves bringing ships into the port – anything over 40 metres in length requires a pilot who has local knowledge of the area and extensive ship-handling experience.

Since 1997 when she started at Lyttelton Port she has seen a few changes. Then the ships were a lot smaller, and there were a lot more fishing boats.

“It’s a great job. Every day is different and every ship is different. The damage the earthquakes caused forced the pilots and the Port to adapt the way they operate. We all learned a lot.”

Looking forward Joanne’s excited about the future of the port and for Lyttelton. “I probably know more than most about what could happen with the port’s upgrade as the pilots have been testing different options in a simulator. I definitely think that Lyttelton’s got a bright future.”



# LYTTELTON IS THE START POINT FOR MANY ADVENTURES



## LINKING TO LYTTELTON AND BEYOND

The Port Lyttelton Plan provides an exciting opportunity to increase community connections with the port.

As the port moves east, land will be freed up in Dampier Bay, providing opportunities for increased public access to the waterfront. We are keen to hear what you want from this area of the port and hope these conversations will strengthen the connections between the port and community.

### Safe, accessible pathways

The traffic on Norwich Quay is an important issue to the community but it's not an area that the port has jurisdiction over. Norwich Quay is part of State Highway 74 and is managed by the New Zealand Transport Agency (NZTA).

We understand that Norwich Quay still has sufficient capacity for future growth and significant changes are not proposed by NZTA at this stage.

It is our intention that the main vehicle entrance to the port is to remain at the eastern end of Norwich Quay, with the western entrance (Sutton Quay) eventually being opened up as a public access route to the waterfront.

Public safety is important to us and we will work collaboratively with the community, NZTA and Christchurch City Council.

### A better ferry terminal with simpler access

The current Diamond Harbour ferry terminal is located within a busy operational area of the port, which will get busier during the rebuild. This location is complicated for passengers, challenging for the bus connection and is operationally challenging for the port.

The Diamond Harbour ferry terminal will remain in the Inner Harbour but will be relocated to the public access area in Dampier Bay.

This will consolidate public access to one area and mean the port can provide modern ferry facilities that directly link to the bus network and pedestrian/cycle access to Lyttelton. We have heard that there are concerns about additional walking distances to London Street from Dampier Bay.

Depending on the staging of the other Inner Harbour projects, an interim ferry terminal may be needed within Dampier Bay prior to the final location becoming available.

### Recreational connections

Through the development of Dampier Bay and collaborative work with Christchurch City Council, Environment Canterbury, Department of Conservation and local clubs, the port supports initiatives that will deliver easier and safer access to the recreational opportunities that Lyttelton, the Harbour and the Port Hills provide.

To increase access to the Port Hills we are keen to see the port land between the Urumau and Buckleys Bay Reserves used for tramping and mountain bike trails that link to the existing Council and Department of Conservation tracks.

We hope that these connections will become part of the Head to Head walkway.

We have identified other potential recreational and walkway connections. As the port company does not own all the land in and around the port, we will need to work closely with the councils and the community to see if we can collectively develop some additional safe pedestrian linkages to and from the waterfront.

### Recognising our past

The port and Lyttelton are of great historical importance to Canterbury and New Zealand. It has always been a place that people have been drawn to, and is the start and end point for many adventures. Every part of Lyttelton and the port has a story to tell.

Dampier Bay will provide a wonderful place to celebrate our history. Being able to better celebrate the heritage and cultural elements of Lyttelton and the port along the waterfront is an exciting prospect.

### Port Talk

Unfortunately we were forced to move out of our offices in Lyttelton due to earthquake damage to the building.

We are acutely aware that we have lost the ability for the community to drop in and talk to us and this is something we want to address.

The port has established an information centre, called Port Talk, in the Lyttelton Township. This will be a place where the community can come and ask questions about the Port Lyttelton Plan, provide feedback, and get updates about what's happening at the port.

Port Talk will have someone present to answer questions at advertised times throughout the week so members of the public can come and have a chat, so please check local newspapers for times. However, some parts of the display will be accessible at any time so the community can get information.

**WILL LOMAX  
CHAIR OF THE LYTTELTON  
HARBOUR BUSINESS ASSOCIATION**

# “IF THE PORT’S DOING WELL, THE TOWN’S DOING WELL”

Will Lomax is Chair of the Lyttelton Harbour Business Association. His structural engineering consultancy overlooks the port.

The Association was started in 2001 by a group of businesses down at the port that wanted to support economic development within the harbour.

Will sees a direct link between the success of the port and the majority of the businesses based in the harbour.

“The provedoring and stevedoring businesses are dependent on the port, as well as many marine businesses. A substantial number of local businesses are directly affected by the port.”

Will believes that other businesses in the township feel the trickle down effect from the port, which isn’t always recognised.

“When you consider that the population of Lyttelton is around 3000 and the port employs 500 people, many of whom live in Lyttelton, you are talking about a huge chunk of the population. The people of Lyttelton are parochial and shopping locally is important. They buy their bits and pieces, their coffees and beer here. Given that, if the port’s doing well, the town’s doing well.”

Will is personally a fan of the port (it’s one of the reasons why he lives and works here) but he sees some opportunities to enhance the relationship between the port and the township.

“People want to have access to the waterfront. A lot of that might be historical; when they were kids they could go and fish off the end of the wharf. In most port towns around the world you can go and wander down around a wharf and be surrounded by quality amenities. Having a more public-friendly face to the operations here can only be a good thing.”

Will thinks having a more attractive waterfront will encourage more people to come to Lyttelton and make it a destination for tourists and Cantabrians and “that can only be good for business.”





# HEALTHY HARBOUR



# A UNIQUE HARBOUR ENVIRONMENT WITH A RICH HERITAGE

## A SPECIAL PLACE

Lyttelton Harbour is a shared natural resource that has sustained human life for centuries, providing a source of food, a place to live and access to Canterbury and the rest of New Zealand.

Whakaraupō, the harbour of bullrush reeds, was initially settled by Ngāi Tahu who were then followed by European whalers and migrants.

Christchurch's founding settlers landed at Lyttelton; Pilgrim Rock just off Norwich Quay still marks the spot where they came ashore.

Despite now being a suburb of metropolitan Christchurch, Lyttelton retains its distinctive, maritime character.

The history of the port and township (population 2,859) is intertwined, and about a third of the port's workers still live in Lyttelton or the adjacent suburbs of Heathcote, Woolston and Sumner.

Having forged a unique local identity and sense of community, Lyttelton is a destination for local and international visitors. It is a gateway to recreational opportunities on the harbour and Port Hills. It is a service centre for the settlements around the harbour and the staging post for Antarctic missions.

The sheltered, deep-water port has been the cornerstone of the region's trade infrastructure since the 1800s.

It's a special place, a harbour that deserves to be cared for so it is a resource for future generations to enjoy.

# WORKING TOGETHER

Whakaraupō is of immense cultural significance to Ngāi Tahu. Tangata Whenua associations with Whakaraupō extend over many centuries, and include three major streams of Māori – Waitaha, Ngāti Mamoe and in later generations, Ngāti Tahu. The rich resources of the harbour brought Māori to settle in this area, and today the harbour remains highly valued for mahinga kai. The mana moana (traditional authority) of Rāpaki Ngāi Tahu over this special place is inherited from the ancestors.

Just as the harbour drew Ngāi Tahu to settle in this place, its attractiveness as a port was recognised by 1849, with the first four ships of immigrants to the Canterbury settlement following shortly thereafter. Whakaraupō is now the largest deep water port in the South Island, providing significant economic benefit for the community and the region.

Lyttelton Port Company (LPC) and Te Hapū o Ngāti Wheke share a long term interest in the future of Whakaraupō. We place a high level of importance on working together to fulfil our common responsibility as custodians and kaitiaki of the harbour.

We are committed to strengthening the partnership that already exists between us, and to enable future generations to realise the benefits of this partnership through the protection of Whakaraupō and its ability to provide for cultural, social and economic well-being.

LPC is entering a critical phase of port recovery and development. The Port Lyttelton Plan sets out the long term plans for the rebuild and expansion of the port. Our ability to work together to promote and protect the unique value of Whakaraupō as both a mahinga kai and a working port is critical to the success of these endeavours.



**June Swindells**  
Chair, Te Hapū o Ngāti Wheke



**Peter Davie**  
Chief Executive, Port of Lyttelton



# WE SHARE A COMMON GOAL TO IMPROVE THE ECOLOGICAL HEALTH OF THE HARBOUR

## ECOLOGICAL RESTORATION PARTNERSHIP

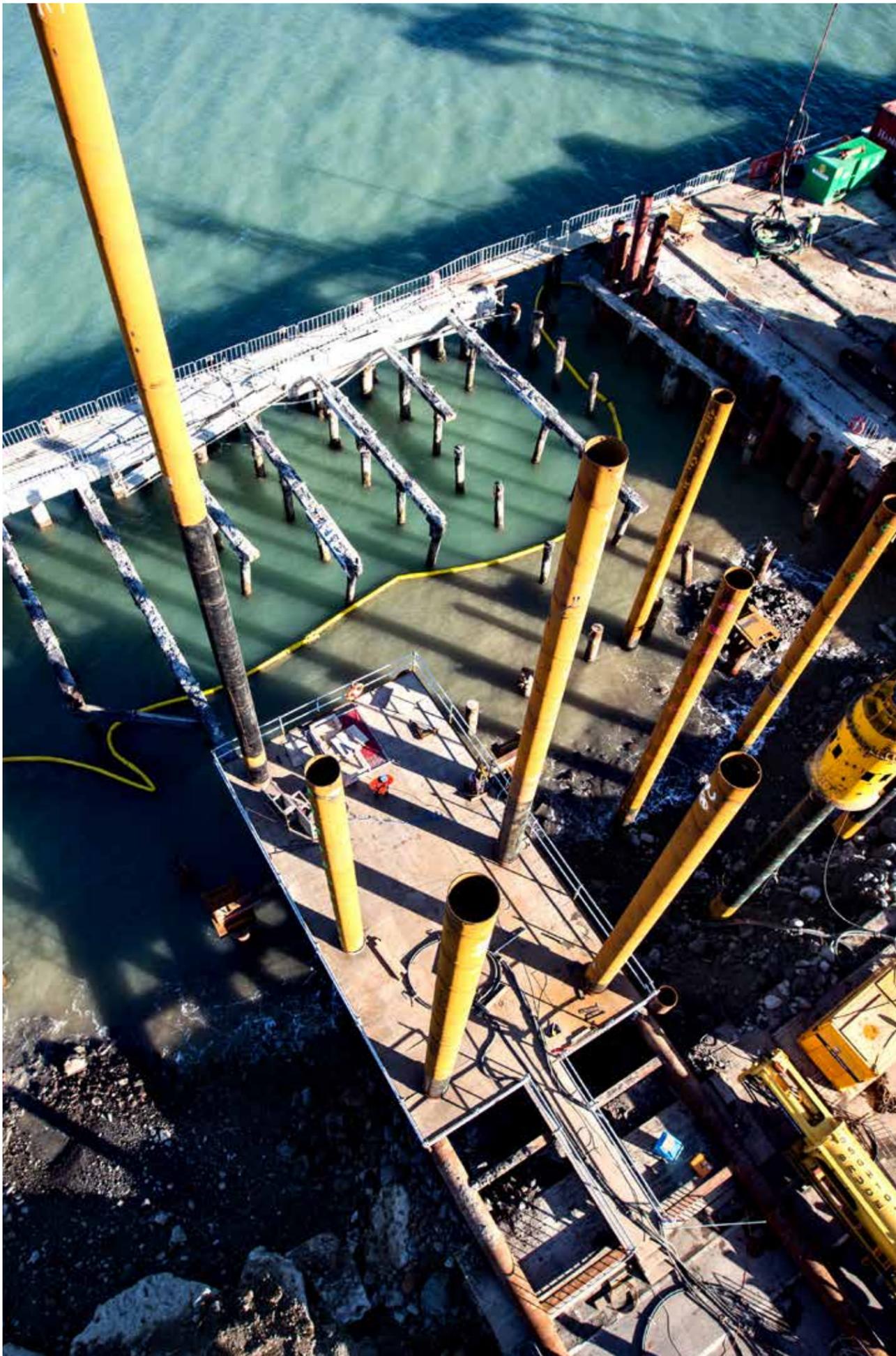
The port is proud of our partnership with the Otamahua/Quail Island Ecological Restoration Trust.

We have supported the Trust since 1999 in its work to restore the island's biodiversity through an extensive replanting programme. To date the Trust has planted more than 79,500 plants as part of a planned 20-year eco-restoration project in partnership with the Department of Conservation and Ngati Wheke of Rapaki. They are also involved with extensive predator control, weeding and a project to protect the endangered Korora, or white flippered penguin – a subspecies found only in Canterbury.

The port also offers practical assistance by donating the services of marine staff and LPC Rescue to transport plants to the island for the annual planting programme.

Otamahua /Quail Island and the port are prominent features in the harbour. We have chosen to partner with the Trust as we share a common goal to improve the ecological health of the harbour.





## HEALTHY HARBOUR

# UNDERSTANDING OUR IMPACT

### Healthy Harbour

We take a holistic view to achieving a healthy harbour. To us, a healthy harbour includes the social, cultural and environmental aspects.

For over 20 years the port has been working with some of New Zealand's leading scientists to help us better understand the natural environment of Lyttelton Harbour/Whakaraupō and how to minimise the impacts of port operations on the environment.

This scientific knowledge needs to be combined with community and cultural perspectives so that the port and other parties see the whole picture to ensure the best outcome for the harbour.

In the future we will work more in partnership with iwi, the community, councils and Government towards achieving our shared vision of a healthy Lyttelton Harbour.

### Better environmental performance through better design

The port's current facilities were built in a time when protection of the environment was not as high a priority as it is today. In designing new facilities we have the opportunity to build in modern environmental protection features. This will be achieved by incorporating pollution prevention features into the infrastructure, for example storm water treatment systems, and by relocating less compatible activities further from residential areas.

### Investigating our effects

The Lyttelton Port Plan involves repair, rebuild and enhancement of almost all of our infrastructure, some of which will result in long term changes to the harbour. We are very aware that both the construction work and the reconfiguration of the port have the potential to affect both the environment and the community.

We have begun the process of working to understand these effects and identifying how they can best be managed. In some

instances, we may be able to address these impacts through design, and in others through managing how we undertake construction.

We are taking a holistic approach to the effects assessment, investigating the potential implications of the Port Lyttelton Plan as a whole, rather than on a project by project basis. However, for the big projects and those that result in long term changes to the harbour (such as the reclamation and Dampier Bay) we are assessing the implications to a greater level of detail. Of particular importance is understanding the potential effects of future reclamation on the waves, currents, sediment transport and marine ecologies of the whole harbour.

Clearly understanding the implication of construction activities, in particular the impacts on the community, is a key focus for us. The rebuild and reconfiguration of the port is a significant construction project and will take many years to complete. It is critical that we understand the potential construction effects so we can plan for and mitigate these.

To help the port's staff and contractors manage the construction activities, we are preparing a port-wide Construction Environmental Management Plan. This plan will be used to set our environmental standards and ensure that our staff and contractors know how to achieve them.

To help us understand and assess the potential effects of the Port Lyttelton Plan, we have brought together a team of technical specialists. All are experts in assessing large infrastructure projects and most have significant experience with the port and Lyttelton Harbour.

As a preliminary step to determine the scope and range of impacts that we need to investigate, we have reviewed the rebuild and reconfiguration plans for the projects in the Port Lyttelton Plan with our experts. As a result of our experts' advice, we are beginning to assess effects under these main categories.

- Noise and vibration – construction activities and changes to operational noise

- Air quality – construction activities and operational dust
- Marine flora and fauna (ecology) – including the effects on the wider harbour due to reclamation
- Traffic and transport – traffic generation, the function and safety of supporting road networks, connections to public transport, as well as walking and cycling opportunities
- Social and economic wellbeing, including changes to the use of community activities, access to goods and services, employment opportunities and ability to cater for increased trade
- Landscape character and visual effects, including the character and visual amenity of the port in the context of Lyttelton village and the wider harbour
- Waves, currents and sediment movement
- Cultural values and heritage, including those values advocated for by Ngāi Tahu, such as the protection of the mauri (life principle) of lands and waters
- Recreation and tourism values
- Contaminated land and hazardous substances
- Water quality
- Land based flora and fauna (ecology)

Within these categories, these experts will also be assessing how the Port Lyttelton Plan will impact on the coastal marine area, and on the ability for communities to restore and enhance their social, economic, cultural and environmental wellbeing as part of the wider recovery of Christchurch.

We want to make sure we have covered everything and would like to get your feedback on the range of assessments set out above. If you think we have missed something, or if there is anything in particular within these categories which concerns you and think our experts should assess please let us know.

# “IT’S A PORT TOWN AND IT’S NOT AFRAID OF BEING JUST THAT”

Viki is a Governors Bay kid who learnt to sail an opti at Charteris Bay Yacht Club. She owns a yacht, moored in Corsair Bay, and spends as much time as possible with her extended family and friends on the water in and around Lyttelton Harbour.

“Lyttelton is a key stepping stone for accessing Banks Peninsula for me – it’s a beautiful and vastly underrated part of New Zealand. It amazes me that so few Cantabrians make the most of what we have here right on our back doorstep. Stunning scenery, amazing wildlife and compared to most places in the world it’s so accessible. Anyone with a boat can launch, at any tide, and it’s only a quick trip through the tunnel.

“Lyttelton has such a fun, creative and edgy vibe. It’s a port town and it’s not afraid of being that. I love coming to the markets and eating and drinking here. However given that it’s a port town, the way the township relates to the port is really poor. There is no clear link between the two.”

When asked about what would make it better- she’s got a list.

“Not too much polish. It needs to be still Lyttelton but some landscaping would go a long way. I’d love to see a café right on the water and the boat suppliers located here rather than in the city. So some sort of precinct would be great. Christchurch also desperately needs a safe boat ramp that doesn’t get hit by the southerly and a marina so that the bigger yachts can return!”



**WE ARE EXCITED  
ABOUT WHAT LIES  
AHEAD, AND ARE  
LOOKING FORWARD  
TO YOUR INPUT  
ON OUR FUTURE**



# TALK TO US

We are optimistic that the Port Lyttelton Plan will mark a new era of partnership and contribute to making the port an asset the people of Christchurch can be proud of.

Our planning is now at a point that we are able to seek involvement from our stakeholders and the Port Lyttelton Plan is designed to clearly articulate our thinking so far.

The plan covers a range of projects, including our ideas around re-opening parts of the Inner Harbour/Dampier Bay.

We don't have all the answers and are proactively seeking assistance to further develop our ideas. We are particularly interested to hear what people think about access to the waterfront in Dampier Bay and what amenities you would like to see.

To do this we have established a few different ways in which you can ask questions and share your ideas.



## Port Talk

Port Talk on the corner of Oxford and London Street will have LPC staff at advertised times throughout the week to answer questions.

Some parts of the Port Talk display will be open access so you can get information at anytime.

You will also be able to post questions, feedback and ideas in a drop box.



## Website

Portlytteltonplan.co.nz has been established. Information about the Port Lyttelton Plan is on the site and there are interactive components where we will be asking and answering questions.

Assessment of effects reports and other information that may be of interest will be posted here, as well as updates on progress.

A full copy of the Port Lyttelton Plan can be downloaded from the site along with other supporting documents.



## Send us your thoughts

Feedback forms can be downloaded from the website and are available to be picked up from Port Talk and from our Chapmans Road reception.

Please send the forms (and any supporting information) to:

Port Lyttelton Plan Feedback  
Lyttelton Port Company  
Private Bag 501  
Lyttelton 8841



## Other Communication

Given the scale and importance of the Port Lyttelton Plan to a wide range of stakeholders, the port will also be providing regular updates via different mediums including but not limited to:

- A hardcopy quarterly publication
- A subscriber digital newsletter. Please register on the Port Lyttelton Plan website or at Port Talk.

