

Te Ana Marina

Briefing notes



Te Ana
LYTTELTON MARINA

Background

Twenty years after the first plans to develop a marina at Lyttelton were unveiled, Lyttelton Port of Christchurch (LPC) will build a marina at the sheltered site of the existing Dampier Bay inner harbour pile moorings, commencing February 2017.

Since 1996 there have been plans to build a marina at Lyttelton, however a number of failed developments and the Canterbury earthquakes in 2010 and 2011 stalled all plans.

A fundamental theme of the Lyttelton Port Recovery Plan (LPRP), following the Canterbury earthquakes, which had Ministerial approval in November 2015, is to shift port operations east. Key to this shift is the construction of a new Container Terminal on reclaimed land in Te Awaparihi Bay. Moving container operations east will allow some activities in the inner harbour to move to Cashin Quay. This will free up space in the inner harbour to build a marina. A modern marina capable of accommodating more of Canterbury's recreational boating community is overdue.

Community consultation undertaken as part of the LPRP revealed a strong message from local residents that they supported development in the inner harbour and wanted safe access to the waterfront – the new marina and landside development will satisfy an important community desire.

Naming the new marina

In the past LPC has used the name Dampier Bay when referring to the existing inner harbour pile moorings and landside area. Working closely with Te Hapū o Ngāti Wheke Runanga, LPC had the opportunity to rename the area to reflect iwi cultural values. The area is to be formally renamed Te Ana, reflecting the significance of Te Ana o Huikai, a cultural site closely associated with Dampier Bay.

The new marina will be called Te Ana and its development will incorporate mana whenua landscape values and history. Te Ana o Huikai was traditionally known as a sheltered rest area for safe anchorage, with bountiful fish and shell fisheries.

Stakeholder information

The Te Ana development is important to a number of individuals, groups and organisations. LPC has embarked on a programme of regularly communicating and informing them as the project advances.

LPC has specific obligations relating to communicating project information to its neighbours when there is going to be noise generated from construction. LPC is aware that it must carefully manage noise during the building of the marina. For example pile driving in the inner harbour for the Te Ana development will be noisy so strict environmental noise control measures will be enforced and communicated to the community.

LPC will liaise with the community to inform them of the construction methodology of the marina, the overall timeframe and timing of specific noisy methods. LPC also has specific requirements to protect marine mammals from piling effects.

The new marina

On the water, Te Ana Marina will feature Christchurch's only walk on floating berth marina. On completion of stages 1 and 2 up to 200 floating berths with lengths of 10m or more will provide shelter for yachts and powerboats. All berths will be supplied with water and power services and supported landside with carparks, lighting, security, a new marina office and washroom facilities.

In the first stage of the Te Ana development, the existing inner harbour pile moorings will be removed and a new modern floating marina will be built. This stage 1 development will provide in excess of 130 berths, and will be subject to demand.

A promenade linking the marina to the Lyttelton town centre, via existing accessways will be developed, along with access to the marina from Voelas Road. Associated landside infrastructure such as parking, a marina office, washrooms and other facilities will be provided as part of stage 1 which will be progressively completed through 2017 and early 2018.

Stage 2 will see the marina expanded and development of the landside area to provide an accessible and attractive commercial precinct. This subsequent development will be subject to commercial demand and port operations.

A Registration of Interest (ROI) document with indicative prices and terms and conditions will be sent to the current berth holders in the inner harbour pile moorings in October. Current berth holders in the inner harbour pile moorings will receive priority in securing a license on a new berth.

People who are not existing inner harbour pile mooring berth holders may go into a ballot (if required) to secure a berth.

For existing inner harbour pile mooring berth holders who sign up to a new lease agreement and pay a deposit their boat will be accommodated in the existing pile moorings while the new marina is built.

LPC appreciates for some existing berth holders the closing of the inner harbour pile moorings at the end of March 2017 will be disappointing and some may not choose to licence a berth in the new marina. LPC will work with existing berth holders where possible, to identify alternative mooring options.



Questions and answers

What is the ownership and operating model for the marina?

LPC will own and operate the marina and associated facilities.

What land ownership model will be used?

LPC will continue to own all land in the project area.

Who is designing the new marina?

Total Marine Services (TMS), a specialist marine contracting company based in Auckland and the Bay of Islands, is designing the marina after being selected via a competitive process.

What is the target number of marina berths?

On completion up to 200 berths with a final number to be determined during the design process.

Will construction of the marina be noisy?

LPC has successfully worked with the community to reduce noise effects from operational port noise over many years. Effective stakeholder engagement will be a critical part of managing noise during the marina construction. Strict environmental noise control measures will be enforced and communicated to the community.

Will any of the existing marina's timber piles be retained?

All existing timber piles will be removed.

What will happen to the boats currently berthed in the inner harbour pile moorings?

All existing berth holders in the inner harbour pile moorings have first priority. They have first right to berths in the new marina once they are assigned and leases offered. LPC is working closely with these berth holders to keep them fully informed.

How much will the new berths be?

Commercial rates will apply in the new marina, with fees being similar to other New Zealand marinas of this size. These berths will be owned and managed by LPC. The facilities will be superior to the current inner harbour pile moorings. A Registration of Interest (ROI) document will be available to anyone interested in leasing a berth in October – it will contain prices, terms and conditions.

What about current berth holders who cannot afford a berth in the new marina?

We appreciate for some existing berth holders the closing of the inner harbour pile moorings will be disappointing and they may not choose to lease a berth in the new marina. LPC will assist berth holders where possible to identify alternative mooring options.

How do other people obtain a berth in the new marina?

People who are not existing inner harbour pile mooring berth holders may need to go into a ballot to secure a berth, if there are not enough berths to meet demand. Registration information is contained within the Registration of Interest (ROI) document.

How will the public access Te Ana?

Vehicle access for the initial stages of the marina development will be from Godley Quay. Vehicle access from Norwich / Sutton Quay is planned for future development.

Is the Diamond Harbour Ferry moving to the marina?

The Diamond Harbour Ferry terminal will eventually be relocated from its current location at A and B Jetty to the eastern end of the marina.

Will planning for the return of cruise ships to Lyttelton Port impact on the new marina?

The planning and execution of the Te Ana development project is independent of the cruise berth project.