

EARTHQUAKE RECOVERY COMMITTEE OF THE WHOLE 7. 8. 2014

9. LYTTTELTON PORT RECOVERY PLAN UPDATE

		Contact	Contact Details
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1. PURPOSE AND ORIGIN OF REPORT

- 1.1 On 19 June 2014 the Minister for Canterbury Earthquake Recovery (Minister CER) directed Environment Canterbury (ECan) and Lyttelton Port of Christchurch (LPC) to produce a draft Recovery Plan (herein 'the Recovery Plan') under the Canterbury Earthquake Recovery Act.
- 1.2 This report updates the Committee on process and developments regarding the Recovery Plan, including the Minister's Direction, the Port Lyttelton Plan, the Lyttelton Access Project, the Council Working Party, issues surrounding the re-opening of Sumner Road and the Lyttelton Access Project.

2. EXECUTIVE SUMMARY

- 2.1 The Minister's direction sets out the scope of the Recovery Plan and requirements for LPC to carry out consultation and provide information to ECan to feed into the development of the draft Recovery Plan.
- 2.2 LPC are currently carrying out consultation, which is centred around gathering stakeholder feedback on their 30-year vision for the Port's development, entitled "Port Lyttelton Plan: Our Future" (herein 'the Port Lyttelton Plan'). The Port Lyttelton Plan is the key component of LPC's consultation strategy.
- 2.3 Once ECan are satisfied they have received all the necessary technical and consultation information from LPC they will prepare a draft Recovery Plan.
- 2.4 The Council has established the Lyttelton Port Recovery Plan Working Party to be the key channel for Council input into the development of the Recovery Plan.
- 2.5 The report also updates the Committee on the Sumner Road access issues, as they interact with the Recovery Plan, and the Lyttelton Access Project draft report.

3. BACKGROUND

- 3.1 The Port suffered extensive damage as a result of the earthquakes. While the Port has been able to continue operations it has been working at constrained capacity. LPC is now in a position to commence recovery of damaged infrastructure. The work that LPC plans to do would likely require approximately 150 to 200 individual resource consents.
- 3.2 The scale of this recovery task was not envisaged by the planning framework set out in ECan's Regional Coastal Environment Plan, nor is ECan resourced to deal with such a number of complex consents. This number of individual consents would also place a substantial burden on the public who may wish to submit and be involved in shaping the process and outcomes. As a result ECan approached the Minister CER requesting assistance. The Minister CER directed the Canterbury Earthquake Recovery Authority (CERA) to work with LPC, ECan, the Council, the New Zealand Transport Authority (NZTA) and Ngāi Tahu to consider possible planning approaches. The preferred option identified through this process was the development of a Recovery Plan.

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- 3.3 Council staff and the Chief Executives Advisory Group contributed to the development of a draft direction and scope, and the Council endorsed the development of a Recovery Plan in principle, as reported to Council on 10 April 2014.
- 3.4 The Minister CER's direction to ECan and LPC, under section 16(4) of the Canterbury Earthquake Recovery Act, to prepare a Recovery Plan has now been released and the process is underway.

4. COMMENT

4.1 Lyttelton Port Recovery Plan – Ministerial Direction

4.1.1 On the 19 June the Minister CER issued a Direction for the preparation of a draft Recovery Plan for the Port of Lyttelton. The lead agencies are ECan and LPC. Key points of the Direction are bulleted below. The full Direction is provided in **Attachment 1**.

4.1.2 Extent of Recovery Plan:

- Lyttelton Port, the surrounding coastal marine area, Norwich Quay and other pockets of land within that geographic area under separate ownership (a map indicating the area covered by the Recovery Plan is included in **Attachment 2**).
- ECan may include other land if it is considered necessary after consultation with the Council, Selwyn and Waimakariri District Councils, DOC, NZTA and Ngāi Tahu.
- ECan must consider issues and effects that may occur outside the geographic boundary.

4.1.3 Matters to be dealt with include:

- The recovery needs of the port, the social, economic, cultural and environmental wellbeing of surrounding communities, including the economic sustainability of Lyttelton town centre.
- Connectivity to the town centre, freight access to the port, public access to the inner harbour and the location of the passenger ferry terminals and public transport stops.
- The needs of port users including iwi, commercial and recreational users and the public.
- Amendments to documents prepared under the Resource Management, Local Government and Land Transport Management Acts.
- LPC must provide ECan with all necessary information.
- ECan must prepare a draft Recovery Plan in consultation with the relevant councils, Ngāi Tahu, Department of Conservation (DOC), NZTA and CERA.
- LPC and ECan must ensure that public information is freely and easily available.

4.1.4 Matters outside of scope

The Recovery Plan *may not* direct or implement changes to:

- Lyttelton town centre and Lyttelton Suburban Centre Master Plan.
- Council-owned community facilities within Lyttelton town centre.
- Sumner Road re-opening (discussed in Section 4.4 below).

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4.1.5 Timelines and consultation

The Direction provides for three phases of Plan development and consultation:

Phase	Timeline
<p>1.LPC must undertake appropriate consultation with relevant communities and interested persons (see discussion under Section 4.2 below). They must also prepare a report on consultation undertaken and how it influenced the preparation of information and development plans.</p> <p>LPC must then provide ECan with all necessary information (both technical information and information resulting from consultation) to enable ECan to prepare a draft Recovery Plan.</p>	<p>LPC must provide information to ECan within four months of the Direction (i.e. 19 Oct 2014).</p>
<p>2.ECan must develop and consult on the draft Recovery Plan and provide for Hearings to inform decision making before finalising the draft Plan.</p> <p>The composition of the Hearings Panel is at ECan's discretion.</p> <p>The Hearings panel will decide on the final draft Recovery Plan to be presented to the Minister.</p>	<p>ECan must have a draft Lyttelton Port Recovery Plan ready for notification by the Minister within nine months of receiving all necessary information from LPC (by 19 July 2015, provided all necessary information is received by LPC by 19 Oct 2014).</p>
<p>3.The Minister CER intends to publicly notify the draft Recovery Plan once its received from ECan.</p> <p>Written comments will be invited from the public.</p> <p>The Minister CER will then make a final decision on the Recovery Plan.</p>	<p>Timeframe for Ministerial notification of the draft Recovery Plan and final decision on the Recovery Plan is at the Minister's discretion but must be in time for the Minister to notify his final decision before the expiry of the CER Act which is (currently) 18 April 2016.</p>

4.2 LPC's Port Lyttelton Plan

4.2.1 Following the release of the Minister CER's Direction, LPC released the Port Lyttelton Plan, their 30-year vision for the Port's development. The link to the Port Lyttelton Plan is as follows: www.portlytteltonplan.co.nz.

They have also launched a consultation programme to accompany this and support the preparation of the Lyttelton Port Recovery Plan. This forms the basis of Phase 1 in the table above.

4.2.2 Key matters of likely community interest in the Port Lyttelton Plan include:

- The intention that Norwich Quay will continue to be the primary heavy vehicle access to and from the port. The Port Lyttelton Plan is silent on Norwich Quay (though it is important to note that Norwich Quay is within scope of the Recovery Plan).
- The intention that the passenger ferry terminal be relocated from its current location to a new location in Dampier Bay (the western end of the inner harbour) in the near future.

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- A 30 hectare land reclamation in Te Awaparahi Bay (at the eastern end of the Port, in the outer harbour)
- Proposed provision for improved public access and commercial activity in the vicinity of Dampier Bay over time. The Port Lyttelton Plan also points out that this improved access is contingent on other aspects of the Plan going ahead (such as the land reclamation).

4.2.3 LPC has also set up 'Port Talk', a drop-in information centre on the corner of Oxford and London Streets in Lyttelton. Port Talk will have LPC staff available at advertised times throughout the week and will provide information displays and opportunities to ask questions, post feedback and ideas. In addition to a series of stakeholder workshops Port Talk is intended to be the focal point for the community to feed into LPC's consultation process.

4.3 Lyttelton Port Recovery Plan Working Party

4.3.1 The Council has established an internal Working Party of Councillors and Community Board members to receive information from and provide feedback to staff regarding the Lyttelton Port Recovery Plan. The Lyttelton Port Recovery Plan Working Party is the Council's primary channel for feeding into the Recovery Plan development.

The Working Party membership is:

Councillors:

Ward Councillor – Andrew Turner (Working Party Chair)
Deputy Chair Environmental Committee – Councillor Jimmy Chen
Deputy Chair Strategy and Planning – Councillor Paul Lonsdale

Lyttelton-Mt Herbert Community Board:

Community Board Chair – Paula Smith
Christine Wilson
Jane Broughton

The Working Party Terms of Reference are provided in **Attachment 3**.

4.3.2 The Working Party has met three times (19 June, 1 July, 16 July) and has set up a series of meetings through to the end of 2014 (these will be ongoing in 2015). The Working Party has been apprised of progress and has provided feedback to LPC and ECan on the Port Lyttelton Plan and LPC's proposed consultation programme.

The Working Party's key feedback to LPC and ECan on LPC's proposed consultation programme is that while LPC have proposed a good plan for engaging with stakeholder groups, and the Port Talk drop-in centre is also a good avenue for the public to feed into the process, the Working Party's view is that LPC should also provide an opportunity for the community to come together and provide feedback in more of an event-type format, such as that used for 'Share an Idea'.

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4.3.3 The Working Party has also been briefed on the Lyttelton Access Project (LAP). The LAP is an input to the development of a 'Lyttelton Access Statement' (an initiative that responds to the objectives of the Greater Christchurch Transport Statement and the Land Use Recovery Programme).

The LAP is an NZTA led project to identify options for:

- Establishing reliable, resilient 24/7 access to the port (catering for freight growth, cruise ships, commuter and recreational use)
- Identifying appropriate public access to the waterfront.

The LAP identified and analysed 5 key options for freight access to the Port:

- i. Retaining Norwich Quay as a freight route under its SH74 status (with improvements and implementation of safety, amenity and efficiency management measures).
- ii. A new local road link to the north of Norwich Quay to separate local traffic from freight traffic on existing SH74.
- iii. A new at-grade 500 metre Port access road that runs parallel to Norwich Quay within LPC's land holding on the northern side of the rail lines.
- iv. A new 900 metre access road that runs adjacent to the rail lines on their southern side next to the harbour. 'At grade' or bridging structure sub-options are possible.
- v. A variant of option iv. above, with an additional 100 metre of structure at the western end connecting directly to the Lyttelton tunnel.

These options were evaluated against their ability to deliver the study's two goals of 24/7 freight access to the Port and public access to the harbour. The study found significant impediments exist with all options.

Option i. was found to be feasible and cost-effective (and public waterfront access could be achieved via a pedestrian bridge), but this option does not deliver on the aspirations for the area set out in the Lyttelton Master Plan.

Option iii. was found to be most promising in terms of construction costs and compatibility with the Lyttelton Master Plan, however it faces three key obstacles: it would conflict with port operations and no viable alternatives for operations have been identified by the Port; LPC estimates the value of the port land required for the road at \$10 million, and overall cost (land and construction) would be in the vicinity of \$13 million plus ongoing maintenance.

The LAP recommended:

- Irrespective of which long-term option is pursued, a pedestrian over-bridge is recommended to connect Lyttelton to the waterfront.
- Irrespective of which long-term option is pursued; there are shorter-term measures (next 5 years) that should be implemented focussing on safety and amenity issues on Norwich Quay as per the CCC Lyttelton Master Plan.
- That the Council's Lyttelton Recovery Plan Working Party be briefed on the LAP report prior to it being released to the public (this briefing occurred on 16 July 2014).
- That the LAP report then be made available to the public to assist with input into LPC's consultation on the Port Lyttelton Plan, and ultimately ECan's development of a draft Recovery Plan.

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- That the report be circulated to the UDS strategic partner governors and officials.
- That the Lyttelton Access Project Steering Group considers how to progress the objectives sought for the Lyttelton Access Statement with the draft Lyttelton Recovery Plan process.

The LAP has now been publically released. The release of the LAP will provide the community with information on possible measures in relation to Norwich Quay and waterfront access to inform public input into LPC's Port Lyttelton Plan consultation and in turn ECan's draft Recovery Plan.

4.4 Sumner Road

The Ministerial Direction specifically excludes Sumner Road from the scope of the Recovery Plan but also makes provision for ECan to propose changes to the scope in order to include other matters if it deems necessary.

A report from the Council's Road Corridor Operations Manager to this Committee on 1 May 2014 outlined the proposed approach to the reopening of the Sumner Road corridor. The view of council staff is that there is little benefit to be gained by including Sumner Road in the Recovery Plan and to do so would potentially delay the project given the timeframe for the Recovery Plan's completion.

The key 'benefit' to the Sumner Road project of including it within the Recovery Plan would be the streamlining or removal of the normal resource consent requirements, i.e. a timelier or more certain outcome. However, Council has received legal advice that the proposed works are likely to be within the scope of the Canterbury Earthquake (Resource Management Act) Order 2011 (RMA OIC). If the project is within scope of the RMA OIC, the Council (as consent authority) is obliged to process it under the streamlined process of the RMA OIC. It should be noted that the RMA OIC streamlines process, not substantive outcome – the application may still be declined, or conditions imposed that are more limited than those sought by the applicant. However, the key point is that a streamlined process already exists for 'consenting' the Sumner Road project.

The key obstacle to the project proceeding is funding and this issue would still need to be resolved if the project was to be brought within the scope of the Recovery Plan. Bringing the Sumner Road into the Recovery Plan would also reduce the Council's control over the ultimate outcome in terms of the project and its funding. Therefore, it is the staff view that the Sumner Road project should remain outside the scope of the Recovery Plan and that the Council should continue to work with NZTA and other partners to resolve the funding issue. Assuming a resolution is reached the project can proceed as planned (as was reported to this Committee on 1 May 2014).

5. FINANCIAL IMPLICATIONS

- 5.1 The Recovery Plan may direct amendments to Council plans prepared under the RMA, LGA and Land Transport Management Act. This could include the Council's Long Term Plan and Annual Plan, and the Regional Land Transport Programme. Additionally, none of these plans may be inconsistent with the Recovery Plan.
- 5.2 The Recovery Plan must include a statement of the possible funding implications of its implementation and indicate the possible sources of funding. This may include the identification of options of different funding sources.
- 5.3 The bulk of the cost of preparing the Recovery Plan sits with ECan. The Council's primary contribution is through the staff resource required to support the Working Party and feed into the Recovery Plan development.

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6. STAFF RECOMMENDATION

That the Committee:

6.1 Receive the report, noting that:

- 6.1.1 The Minister for Canterbury Earthquake Recovery has issued a direction for the preparation of Lyttelton Port Recovery Plan.
- 6.1.2 The Lyttelton Port of Christchurch have released and are seeking feedback on the "Port Lyttelton Plan: Our Future", which is their 30-year vision for the Port's development.
- 6.1.3 The Lyttelton Port Recovery Working Party has been established and is providing input from the Council into the draft Lyttelton Port Recovery Plan development process.
- 6.1.4 The Working Party has been briefed on the draft Lyttelton Access Project report and this document has been publicly released.
- 6.1.5 The reopening of Sumner Road can continue to be pursued outside the scope of the Recovery Plan.

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Canterbury Earthquake Recovery Act 2011

Direction to Develop a Lyttelton Port Recovery Plan

Pursuant to section 16(4) of the Canterbury Earthquake Recovery Act 2011, the Minister for Canterbury Earthquake Recovery gives the following notice.

Notice

1. **Title**—This notice is a direction to develop a Lyttelton Port Recovery Plan.
2. **Direction**—Pursuant to section 16(1) of the Act, I direct Lyttelton Port Company Limited and Canterbury Regional Council to develop a Lyttelton Port Recovery Plan in accordance with the process set out in this direction.
3. **Responsible Entities' Roles**
 - 3.1 Lyttelton Port Company Limited must provide Canterbury Regional Council with all necessary information to enable it to prepare a preliminary draft Lyttelton Port Recovery Plan.
 - 3.2 Canterbury Regional Council must develop a draft Lyttelton Port Recovery Plan for public notification by the Minister for Canterbury Earthquake Recovery.
4. **Geographic Extent**
 - 4.1 The Recovery Plan must focus on Lyttelton Port and the surrounding coastal marine area as illustrated generally on Map A. (Refer to the website cera.govt.nz/news for more detail and a copy of Map A). This area includes all land in the Lyttelton Port area owned, occupied or used by Lyttelton Port Company Limited at the date of this direction, pockets of land within that geographic area under separate ownership and the area of Norwich Quay.
 - 4.2 Canterbury Regional Council may include other land or areas within the geographic extent of the Lyttelton Port Recovery Plan, if it considers it necessary after consulting the following agencies: Christchurch City Council, Waimakariri District Council, Selwyn District Council, Department of Conservation, New Zealand Transport Agency and Te Runanga o Ngai Tahu.
 - 4.3 In developing the draft Lyttelton Port Recovery Plan, Canterbury Regional Council must consider issues and effects that may occur outside of the geographic extent of the Recovery Plan, including matters relating to land use and transport associated with the recovery of Lyttelton Port, the social, economic, cultural and environmental well-being and effects on surrounding communities and Lyttelton harbour, and wider transportation issues across greater Christchurch.
5. **Matters to be dealt with**
 - 5.1 The matters to be addressed by the Lyttelton Port Recovery Plan must include, but are not limited to:
 - 5.1.1 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;
 - 5.1.2 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;
 - 5.1.3 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;
 - 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.
 - 5.2 If Canterbury Regional Council considers that amendments to documents and instruments prepared under other legislation, including the Resource Management Act 1991, Local Government Act 2002 and the Land Transport Management Act 2003, may be necessary for implementation of the Lyttelton Port Recovery Plan it must state and describe the nature of those amendments. The Lyttelton Port Recovery Plan may identify programmes of further work to be undertaken before specific amendments are proposed.
 - 5.3 Canterbury Regional Council must ensure provisions of the Lyttelton Port Recovery Plan are consistent with the Land Use Recovery Plan and the Christchurch Central Recovery Plan, and must have regard to any other recovery plans that are in force or being developed. It must consult with the Canterbury Earthquake Recovery Authority to ensure that the Lyttelton Port Recovery Plan is consistent with and supports existing or developing Recovery Plans.
 - 5.4 The Lyttelton Port Recovery Plan must include a statement of the possible funding implications of its implementation and indicate the possible sources of funding. This may include the identification of options of different funding sources.
 - 5.5 The Lyttelton Port Recovery Plan may not direct or implement changes to documents or instruments prepared under other legislation in relation to the re-opening of Sumner Road/Evans Pass; Lyttelton Town Centre and the Lyttelton Suburban Centre Masterplan; and the provision of Christchurch City Council community facilities (for example libraries) within Lyttelton town centre.
6. **Development of Lyttelton Port Recovery Plan**
 - 6.1 Pursuant to section 19(1) of the Canterbury Earthquake Recovery Act 2011, and having regard to the matters in section 19(2) of the Act, I direct that the Lyttelton Port Recovery Plan is to be developed in the following manner, including the following consultation requirements:

Lyttelton Port Company Limited

- 6.2 Lyttelton Port Company Limited must undertake appropriate consultation with relevant communities and interested persons to inform and seek feedback on its proposals, including but not limited to:
- 6.2.1 Lyttelton Port Company Limited's long-term vision for the efficient, timely and effective repair, rebuild and restoration and enhancement of Lyttelton Port; and
- 6.2.2 The scope of, and matters to be addressed in, technical reports necessary to explain and justify the long-term vision, proposed activities and any amendments to existing instruments and strategies for recovery purposes.
- 6.3 Canterbury Regional Council may require Lyttelton Port Company Limited to undertake further consultation or engagement if it considers the process to be inadequate to properly inform the preparation of the draft Lyttelton Port Recovery Plan.
- 6.4 Lyttelton Port Company Limited's consultation must include, as a minimum, targeted stakeholder workshops. It must also undertake consultation in an appropriate manner with Te Rununga o Ngāi Tahu. A consultation strategy should be prepared with advice from Canterbury Regional Council, Christchurch City Council, Department of Conservation, Te Rununga o Ngāi Tahu and New Zealand Transport Agency.
- 6.5 Lyttelton Port Company Limited must provide Canterbury Regional Council with all necessary information to enable preparation of a preliminary draft Lyttelton Port Recovery Plan, commensurate with the scale and significance of the recovery task and the complexity and interrelated nature of the recovery. This must include information to address the matters in clause 5 of this direction, and must also include, but is not limited to:
- 6.5.1 A port redevelopment plan, clearly illustrating and describing the necessary repair, rebuild, reconfiguration, restoration and enhancement proposals to facilitate recovery, including timing and sequencing of recovery activity;
- 6.5.2 Amendments to relevant instruments considered necessary to facilitate recovery;
- 6.5.3 All relevant technical reports to support proposed amendments to relevant instruments, to the satisfaction of Canterbury Regional Council;
- 6.5.4 A Cultural Impact Assessment;
- 6.5.5 The first phase of an "Impact Assessment", as required by section 7.1 of the Recovery Strategy for Greater Christchurch – Mahere Haumanatunga o Waitaha;
- 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;
- 6.5.7 A report on consultation undertaken. That report must list the parties consulted, state how consultation was undertaken, and summarise the information received and how it influenced the preparation of information and redevelopment plans; and
- 6.5.8 A statement on staging and funding of the restoration and enhancement of Lyttelton Port, including implementation of relevant actions to effect recovery.
- 6.6 This information must be provided to Canterbury Regional Council within four months after the date of this direction. If the necessary and sufficient information is not provided in accordance with clause 6.5 of this direction to the satisfaction of Canterbury Regional Council within the specified time period, Canterbury Regional Council may request further information from Lyttelton Port Company Limited.

Canterbury Regional Council

- 6.7 Canterbury Regional Council must develop a draft Lyttelton Port Recovery Plan for public notification by the Minister for Canterbury Earthquake Recovery within nine months after receiving all necessary information from the Lyttelton Port Company Limited. This time period does not commence until all information required by Canterbury Regional Council is received from Lyttelton Port Company Limited.
- 6.8 Canterbury Regional Council must develop the draft Lyttelton Port Recovery Plan in consultation with Christchurch City Council, Selwyn and Waimakariri District Councils, Te Rununga o Ngāi Tahu, New Zealand Transport Agency, Department of Conservation and Canterbury Earthquake Recovery Authority.
- 6.9 Canterbury Regional Council may consult to the extent it considers necessary with Lyttelton Port Company Limited and any central government department.

Hearing on preliminary draft Lyttelton Port Recovery Plan

- 6.10 Canterbury Regional Council must consult on a preliminary draft Lyttelton Port Recovery Plan before providing the draft Lyttelton Port Recovery Plan to the Minister for Canterbury Earthquake Recovery. Canterbury Regional Council must provide for an appropriate hearing process to inform decision making before finalising the draft Lyttelton Port Recovery Plan. In particular:
- 6.10.1 Canterbury Regional Council must call for written submissions (such written submissions may include or attach expert opinion, technical information and any other relevant information) and must provide an opportunity to be heard in support of any submissions.
- 6.10.2 The composition of any hearing panel and any matters not prescribed by this direction shall be at the discretion of Canterbury Regional Council.
- 6.10.3 Any allocation of time to those parties being heard by a hearing panel (either personally or through representatives) on their written submissions shall be at the discretion of the hearing panel and must take into account the need for a focused, timely and expedited recovery.
- 6.10.4 In conducting a hearing, the hearing panel must:
- 6.10.4.1 Avoid unnecessary formality;
- 6.10.4.2 Not permit any person other than a member of the hearing panel to question any person being heard; and
- 6.10.4.3 Have regard to tikanga Māori and the New Zealand Disability Strategy.
- 6.10.5 The hearing panel shall not make a decision but must make a report and provide recommendations to Canterbury Regional Council on the matters heard and considered. Canterbury Regional Council must consider these

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recommendations but is not bound by them.

- 6.11 Canterbury Regional Council must satisfy itself that a sufficient assessment of technical information and the views of the public have been undertaken, and provide a report to the Minister on how it informed its decision making on the content of the draft Lyttelton Port Recovery Plan, and the reasons for reaching its decisions.
7. **Making Information available**
- 7.1 At all stages during the development of the preliminary and draft Lyttelton Port Recovery Plan, Lyttelton Port Company Limited and Canterbury Regional Council must ensure that public information relevant to the preparation of the draft Lyttelton Port Recovery Plan is freely and easily available.
8. **Other Recovery Plans**
- 8.1 The Christchurch Central Recovery Plan and the Land Use Recovery Plan are the other Recovery Plans in force.
9. **Minister for Canterbury Earthquake Recovery**
- 9.1 Upon receipt of the draft Lyttelton Port Recovery Plan from Canterbury Regional Council, the Minister for Canterbury Earthquake Recovery intends to publicly notify it, in accordance with section 20 of the Canterbury Earthquake Recovery Act 2011. Written comments will be invited from the public.

Dated at Wellington this 18th day of June 2014.







HON GERRY BROWNLEE, Minister for Canterbury Earthquake Recovery.

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Indicative Geographic Scope of Lyttleton Port Recovery Plan

Legend

Lyttleton Port - Boundary Information

-  Indicative Geographic Scope of Recovery Plan (Note - Boundary falls downslope of Summer Road)
-  ECan - Coastal Marine Area Boundary
-  LPC - Operational Area Boundary
-  LPC - Site Boundary
-  NZTA - Lyttelton Tunnel
-  CERA - Residential Red Zone as of 04/12/2013

Lyttleton Port Company - Existing Infrastructure

-  Existing Quarry
-  10 Ha Consented Reclamation
-  Existing Port Roads

Categorised Land Ownership

-  Lyttleton Port Company
-  DOC - Public Conservation Areas
-  Central Government
-  Local Government
-  LINZ Primary Road Parcels

Map Purpose:
Display indicated future plans related to the Port of Lyttelton for internal CERA discussion.

Please note -
Map supplied 'In Confidence' according to State Services Commission guidelines. For more information see: <http://www.gcsb.govt.nz/newsroom/reports-publications.html>

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3/06/2014

Scale:
1:5,250
(Original sheet size A0)

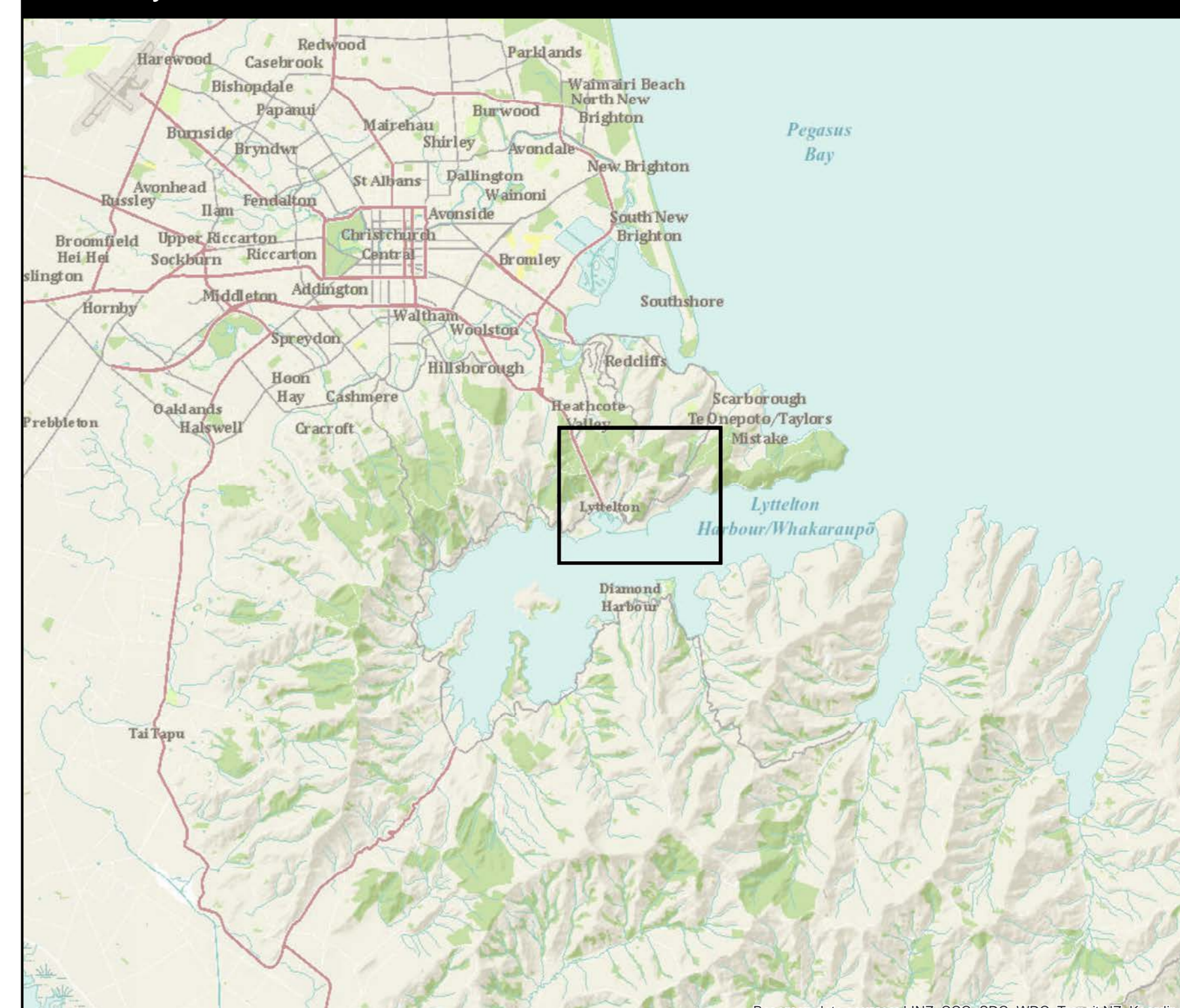
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Coordinate System:
NZGD 2000 New Zealand Transverse Mercator

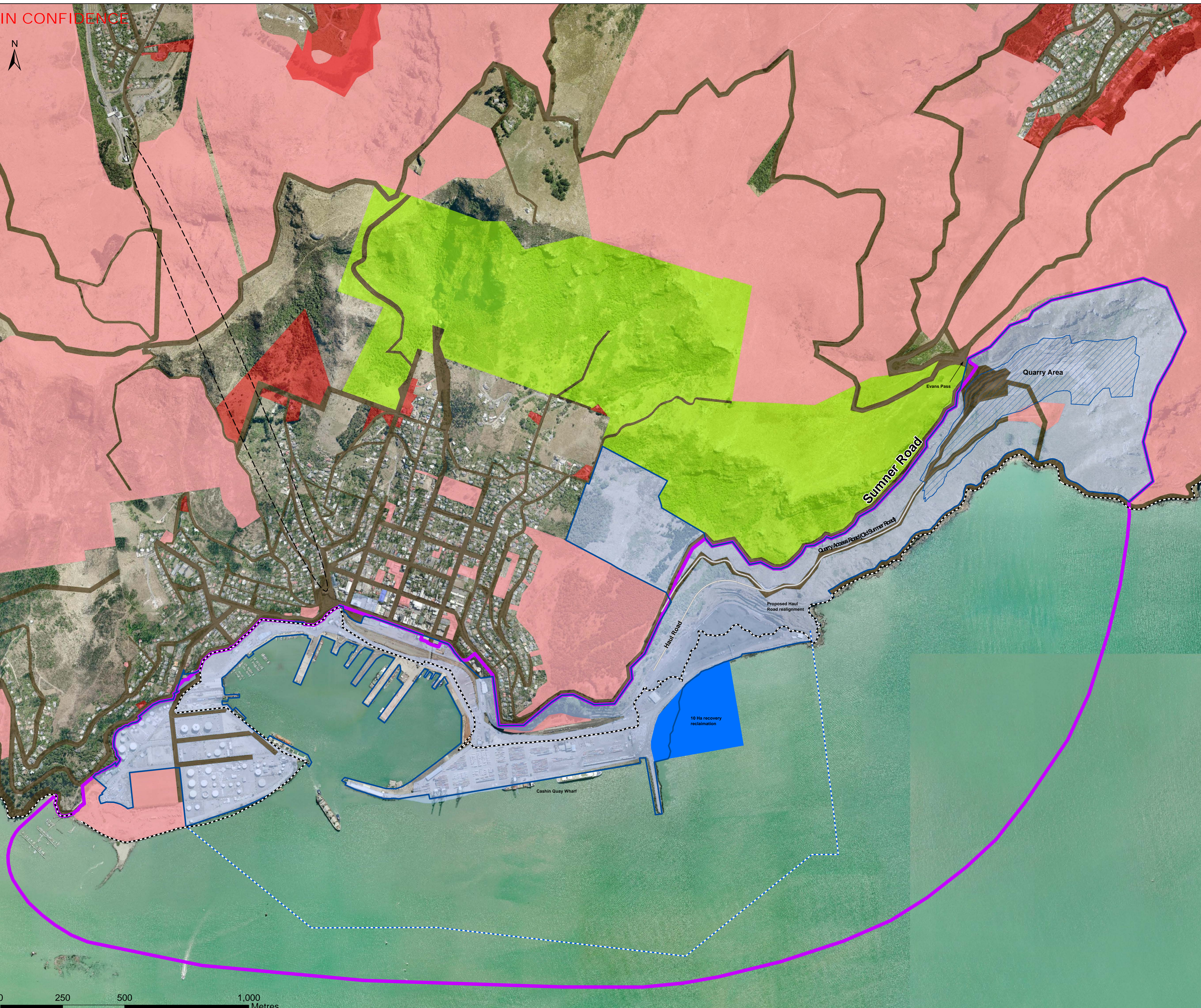
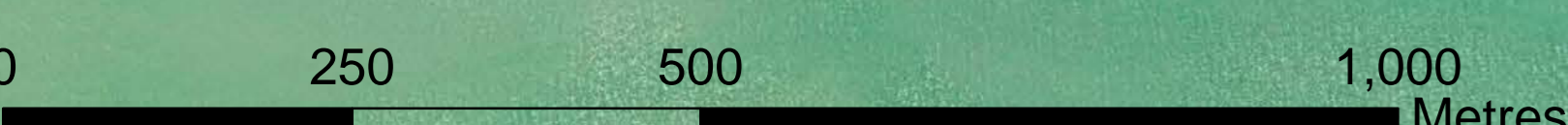
Map Document:
6319 - LPC Future Planning Map A0 v2.mxd

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Locality



IN CONFIDENCE



Lyttelton Recovery Plan – CCC Working Party Terms of Reference - 5 June 2014

1. Background

- 1.1 The Minister CER is considering making a direction that a formal Recovery Plan be prepared for Lyttelton. Council has endorsed, in principle, a Recovery Plan for Lyttelton Port which focuses on land owned by Lyttelton Port of Christchurch (LPC) and the surrounding Coastal Marine Area.
- 1.2 The development of a Recovery Plan will be undertaken under the provisions of the Canterbury Earthquake Recovery Act 2011 (CER Act) and direction from the Minister CER. As a significant amount of the repair and rebuild issues for the port lie within the Coastal Marine Area it is likely that the Minister will direct Ecan to be the lead agency, and that the plan should be developed in consultation with Council, similar to the process used for the Land Use Recovery Plan (LURP). If this situation changes these Terms of Reference (TOR) may need to be reviewed.
- 1.3 On 10 April 2014 Council resolved to establish an internal Working Party (including representation from Councillors and Lyttelton-Mt Herbert Community Board members) to consider issues raised in the development of the Recovery Plan.

2. Purpose

- 2.1 To enable elected members and staff to work collaboratively in the preparation, consultation and recommendations for a Lyttelton Recovery Plan.

3. Objectives

- 3.1 To ensure that the Lyttelton community through the Community Board are actively engaged in the Recovery Plan and its development.
- 3.2 To ensure that the Council is able to support CCC staff in their engagement on the Recovery Plan with the strategic partners.
- 3.3 To enable Council to make informed decisions and provide timely advice to the Recovery Plan lead agency, CERA and the Minister CER.

4. Scope

- 4.1 This Working Party has been established to assist Council in its role in contributing to the Recovery Plan process for Lyttelton.
- 4.2 Neither the Working Party, nor Council will be the formal decision makers on either the draft or final Recovery Plan.
- 4.3 Depending on the extent of the plan (to be determined by the Minister CER) there could be significant implications for Council in respect of the District Plan, transport infrastructure and the interface with the township of Lyttelton.
- 4.4 As Council has responsibilities in these areas and knowledge of the local conditions, other projects within the area and the community, it is critical that it plays a significant role in contributing to the development of the draft Recovery Plan. The Working Party's role in helping to achieve this is as follows:

- a) Receive information from staff, the lead agency and CERA regarding development of a Recovery Plan.
- b) Consideration of issues:
 - Scope – physical extent and range of matters to be addressed within Recovery Plan
 - Consultation and community engagement – advising the Minister CER, CERA and Ecan on who, when and how to engage on the draft Recovery Plan
 - Resourcing – CCC staff time, cost sharing arrangements for plan production and financial implications arising from the Recovery Plan
 - Liaison with LPC & Christchurch City Holdings Limited (CCHL).
- c) Report back to Council via Earthquake Recovery Committee of the Whole (ERCOW) on issues for information and matters requiring formal decision.
- d) Prepare formal comments for Council on the draft Recovery Plan.

5. Membership

5.1 Councillors:

Ward Councillor – Andrew Turner
Deputy Chair Environmental Committee – Jimmy Chen
Deputy Chair Strategy and Planning – Paul Lonsdale

5.2 Lyttelton-Mt Herbert Community Board:

Community Board Chair – Paula Smith
2x Board members to be determined by the Community Board
(Christine Wilson and Jane Broughton)

- 5.3 The Working Party will be supported by staff including:
Unit Manager, Transport & Research – Richard Osborne
Senior Planner, City Planning – Mark Rushworth
Policy Planner, Transport – Emerson Yeoman
Community Board Adviser, Governance & Civic Services – Liz Beaven
Other technical advisors as necessary.

6. Responsibilities

6.1 Elected members:

- a) Nominate a Chair for the Working Party members.
- b) Provide their perspective on matters being discussed.
- c) Make decisions on behalf of the Working Party.
- d) Recommend the output of the Working Party to Council consideration through the ERCOW.

6.2 Staff:

- a) Provide information to the Working Party in a timely manner.
- b) Circulate the agenda and minutes in advance of each meeting.
- c) Facilitate discussion and debate and provide professional advice to the Working Party on matters to be considered.

(Note: for the avoidance of doubt staff do not have any voting rights, in terms of any decisions or recommendations to be made by the Working Party.)

7. Organisation arrangements

- 7.1 It is intended that the Working Party will meet monthly. Dates will be determined around elected members availability. It may be necessary to vary the frequency of meetings to respond to peaks of activity or priority issues as and when they arise.
- 7.2 Three Working Party members will form a quorum, with a minimum of one Councillor and one Community Board member.
- 7.3 The Working Party is not a 'meeting' for the purpose of the Local Government Official Information and Meetings Act 1987 (LGOIMA).attachment to clause 4
- 7.4 The Working Party may invite external parties to attend meetings. External guests do not have any voting rights.
- 7.5 The Working Party Chair does not have a casting vote.

8. Confidentiality and Respect:

- 8.1 To maintain strict confidentiality on all commercial issues and sensitive material and respect the views of others in accordance with normal Council protocols.

