

Community Forum

Private Bag 4999

Christchurch 8140

Meeting notes for the meeting of the Community Forum

16 July 2015, 6pm

Cambridge Room, Canterbury Club, Christchurch

Present:	Community Forum members: Richard Ballantyne, Betty Chapman, Weng Kei Chen, Deborah McCormick, Lesley Murdoch, Jocelyn Papprell, Faye Parfitt, John Peet, Emma Twaddell, Brian Vieceli, Siong Sah (John) Wong, Darren Wright
Apologies:	Community Forum members: Leah Carr Gill Cox Martin Evans Wendy Gilchrist Maria Godinet-Watts Ruth Jones Tom McBrearty (arrived at 6.30pm) Trevor McIntyre Patricia Siataga Rachel Vogan Amanda Williams
Absent:	Phil Clearwater
Chair:	Darren Wright
In Attendance:	Hon Nicky Wagner, Associate Minister for Canterbury Earthquake Recovery Jill Atkinson, Director, Strategy and Programmes, Environment Canterbury Bianca Sullivan, Principal Consents Advisor, Environment Canterbury §9(2)(a), Project Administrator, Environment Canterbury Andrew Hammond, Principal Advisor, Recovery Plans, CERA §9(2)(a), Graduate Advisor, Recovery Plans, CERA Emma Jacka, Manager, Built and Natural Policy, CERA Mike Scott, Manager, Ministerial and Executive Services, CERA §9(2)(a), Graduate Advisor, Ministerial and Executive Services, CERA

Agenda

Briefing on the draft Lyttelton Port Recovery Plan

Jill Atkinson and Bianca Sullivan, ECan

Discussion:

1. Bianca Sullivan explained that the Minister for Canterbury Earthquake Recovery had directed the Lyttelton Port Company (LPC) and Environment Canterbury (ECan) to prepare a draft Lyttelton Port Recovery Plan (LPRP). The first phase of developing a preliminary draft LPRP required LPC putting forward recovery proposals and supporting technical information to ECan in November 2014.
2. ECan is currently developing a draft LPRP to be forwarded to the Minister by 14 August 2015. The draft is being developed in consultation with strategic partner organisations; Canterbury Earthquake Recovery Authority, Te Rūnanga o Ngāi Tahu, Christchurch City Council, Selwyn District Council, Waimakariri District Council, New Zealand Transport Agency and the Department of Conservation.
3. Bianca noted that of particular importance in the preliminary draft LPRP is the provision for reclamation of up to an additional 24 hectares of land for a new container terminal within Te Awaparahi Bay. This is adjacent to the existing consented 10-hectare reclamation of Port operational land. Furthermore, dredging is proposed to be carried out alongside this to allow large ships into the terminal. Bianca showed the Forum a map of the area, as part of the presentation (**Attachment A**).
4. Bianca explained that in the preliminary draft LPRP, general Port activities will relocate away from the inner harbour which will allow public access to the waterfront of Dampier Bay.
5. Bianca noted another key component of the preliminary draft LPRP is a proposed purpose-built cruise ship berth. LPC has provided two options for the location of this; the inner harbour or by Naval Point.
6. The Forum was informed that a lot of wharf rebuilding and general reconstruction of the Port is needed, as the Port is currently in bad shape.
7. Bianca explained that there have been tight deadlines allocated to create the draft LPRP, and that there have been various public meetings and initiatives to allow the public to comment on the future of the Port.
8. The Forum was informed that public submission numbers for the preliminary draft LPRP were higher than expected. Submissions were received largely from users of the Port, and residents of the area. There were also a greater turnout than expected for the public hearings.
9. Bianca noted the Hearing Panel members were; The Honourable Sir Graham Panckhurst (chair), Peter Atkinson, and Tim Vial. The hearings commenced on 2 June 2015, and concluded 12 June 2015.
10. Bianca explained that multiple issues have been raised by the community regarding the contents of the preliminary draft LPRP. These include:
 - Developing a cruise berth in the Naval Point vicinity will affect yacht courses and windsurfing areas
 - the scope of recovery

- the poor state of the current ferry terminal, and a potential move to Dampier Bay
- increased traffic
- noise and visual pollution
- how to address the health of the harbour.

11. Bianca also noted that Oil Companies have raised concerns about locating a cruise berth at Naval Point near the tank farm, and that they have suggested a buffer zone around the tank farm. Bianca noted that the Oil Companies have requested a quantitative risk assessment is undertaken before there is further development of the Naval Point area.
12. The Forum asked what the closest recreation activity to the tank farm currently is. Bianca replied there is a sports field across the road.
13. The Forum asked if there is a best practice standard for recreational activities located near oil tank farms. Bianca noted that the Oil Companies have very thorough safety regulations in place for the tank farm in Lyttelton Port, but that the areas outside their site have not been included in this scope.
14. The Forum noted that years of construction and development will be hard on residents of the area, especially if there is no set deadline. Bianca explained that the Port desperately needs to be fixed, and that opportunities need to be created. Jill Atkinson noted that a key purpose of the LPRP is to create certainty for the Port.
15. The Forum asked what the term “controlled activity” means. Bianca explained that a “controlled activity” under the Resource Management Act is an activity for which a resource consent must be granted, but conditions can be imposed by the consenting authority. Bianca also noted that the Hearings Panel have provided for a cruise ship berth at Naval Point, but as a “discretionary activity” with notification. This means it would be an activity that may be consented at the discretion of the consenting authority and subject to public comment. Resource consent for discretionary activities are not guaranteed.
16. Bianca informed the Forum that Naval Point Club is open to discussions on potential cruise berth options.
17. The Forum noted that the location of a cruise berth by Naval Point is not a picturesque location for cruise ships. Bianca replied that at the Naval Point location cruise ship passengers will be able to walk to nearby Dampier Bay; whereas the other proposed location would require transportation for passengers to get to the township due to this option being located alongside areas of port operations.
18. Bianca noted that Naval Point is the cheapest option for cruise berth construction. She explained that LPC are prepared to contribute to the development, but will also require outside contribution.
19. The Forum asked if it is necessary to have a new cruise berth in Lyttelton. Jill replied that it is, and that it is not viable for increased cruise activity to remain in Akaroa.
20. The Forum inquired if the LPRP is for the Ports betterment. Bianca replied that the LPRP is for recovery and enhancement, and that there is no legal impediment to the proposals in the draft LPRP. She noted the outcome of the *Canterbury Regional Council versus Independent Fisheries Limited* in the Court of Appeal sets precedence and offers guidance on the issue of the scope of “recovery”.
21. The Forum asked if Sumner and the estuary will be monitored for contamination from

dredged spoil dumped in the sea. Bianca replied it will likely be, subject to the consenting process, and that some dredging will be deposited far out to sea.

22. The Associate Minister for Canterbury Earthquake Recovery, Nicky Wagner, asked if there was an opportunity for dredged spoil to be used for reclaimed land. Jill replied that this was being looked at.
23. Bianca noted that consent will be required for developments on Dampier Bay.
24. Bianca explained that a Memorandum of Understanding is being prepared regarding transport in the Port area. The Forum asked if traffic flow will change when the Sumner road is re-opened. Jill indicated that she believes that repair to the road will begin soon.
25. Bianca explained that the draft LPRP will direct the establishment of a committee to develop a harbour catchment management plan. While the structure of this was still being finalised, she explained that it was likely to be part of the Banks Peninsula Zone Committee or a subcommittee of this Zone Committee. The Forum asked who the Committee representatives would be. Bianca replied officials from ECan, Christchurch City Council, Te Rūnanga o Ngāi Tahu and Te Rūnanga O Ngāti Wheke.
26. The Forum asked why there were no representatives from the local area. The Forum was told that the Zone Committee has local representation, and that decisions will not be made without community engagement.
27. Bianca noted that the draft LPRP and decision making report will be forwarded to the Minister for Canterbury Earthquake Recovery by 14 August 2015. After he has considered these documents, he will notify the draft LPRP and call for written comments.
28. The Forum noted that consideration of residents is vital, alongside taking into account how long the construction process goes on for. The Forum also felt cruise berth options need to be reviewed. Bianca noted the LPC had looked at twelve berthing options, and that ECan required a lot of information from LPC regarding this.
29. Bianca noted the Draft South Island Freight Study has projected a large freight increase in the Port. The Forum asked for copies of this study.
30. The Forum asked how long coal and oil will be relevant, and should this be taken into consideration for developing the Port. Jill replied that a coal yard is already provided for.

Decisions taken:

- Community Forum members to receive a copy of Draft South Island Freight Study

Update on the draft Residential Red Zone Offer Recovery Plan

Emma Jacka, CERA

Discussion:

31. The Chair of the Community Forum, Darren Wright, noted he has a conflict of interest in regards to residential red zone land, and would not be participating in the discussion.
32. Emma Jacka reiterated Caroline Hart's (CERA) comments made during the previous Community Forum (refer 2 July 2015), that on 25 June 2015 the Acting Chief Executive of CERA publicly notified his views on a draft Residential Red Zone Offer Recovery Plan

(RRZORP). The draft RRZORP sets out the Acting Chief Executive's assessment that new Crown offers need to be made, and as soon as possible. The preliminary views are:

- For all vacant red zone land: a new Crown offer at 100% of the 2007/08 rateable land value.
- For all insured commercial red zone properties: a new Crown offer at 100% of the 2007/08 rateable land value and 100% of the 2007/08 rateable improvements value for the insured improvements, if the insurance benefits are transferred to the Crown. Alternatively the owners may choose not to accept any payment for the improvements and keep the benefits of their insurance claims.
- For all uninsured improved red zone properties: a new Crown offer at 80% of the 2007/08 rateable land value. No payment should be made for uninsured improvements. The owners could choose to relocate, salvage or sell any uninsured improvements, or they could elect for the Crown to demolish the improvements. The Crown would meet the demolition costs

33. The public was invited to comment on the RRZORP until 9 July 2015. Feedback would soon be sent to the Minister for Canterbury Earthquake Recovery for his consideration.

34. Emma noted that the public comments received on the offer showed a strong support for the CERA Chief Executive's preliminary views on the quantum of new offers for owners of vacant land and insured commercial properties.

35. She also noted comments showed a strong disagreement about the quantum of new offers for uninsured improved properties. Reasons for disagreement were varied, but the main themes were;

- Some respondents thought uninsured improved properties should be at least 100% of the rateable land value
- Others suggested included an offer that includes both the rateable value of the land and improvements and/or additional compensation
- Other respondents thought that an offer at 80% of the land's rateable value was too high, and not fair to those who pay insurance

36. Emma asked the Forum for feedback on the draft RRZORP, on behalf of the Minister for Canterbury Earthquake Recovery, particularly in regards to the proposed new offers for vacant, commercial and uninsured properties.

37. The Forum inquired if CERA had taken into account that the majority of comments submitted on the draft RRZORP will have been from affected parties. Emma noted it is generally the case with any public consultation process and was something that had been taken into consideration.

38. The Forum discussed the difficult living conditions experienced by those still living in the residential red zone, and that irrespective of their insurance status at the time of the earthquakes, they did not create the red zone area that surrounds their properties.

39. The Forum noted the significant rise in the price of properties since the 2007/08 rateable land values were released.

40. The Forum noted that the proposed new offers could set a precedent for future disasters, and expectations of Government assistance.

41. The Forum asked Emma what the difference in opinion is between the Insurance Council of New Zealand, and the Human Rights Council in regards to the RRZORP. Emma remarked that their views lie on different sides of the spectrum. She also said that CERA had

consulted with the Insurance Council of New Zealand on the draft RRZORP, but not individual insurers.

42. The Forum recognised that the proposed new offers were more generous than the original September 2012 offers.

43. Generally, the Forum supported the Recovery Plan process as a way of enabling community participation. The Forum also acknowledged the complexities involved, and that there could never be a perfect solution in such a situation.

Community Forum member's discussion

Discussion:

44. The Community Forum has requested the project team for the Metro Sports Facility present at the Forum as soon as possible.

45. The Forum noted the importance of having clarity regarding the development of the Metro Sports Facility, and that local sporting bodies also need to have clarity around their inclusion in the development.

46. The Forum discussed the current needs of netball in Christchurch, and the lack of court space for the sport since the Canterbury earthquakes. The Forum noted that netball has a high player participation rate, and is a particularly important sport for women.

47. The Forum noted that a lack of facilities for netball has hugely affected local player development. The Forum also noted that sports such as netball are a key component to the health and wellbeing of greater Christchurch.

48. The Forum discussed the need for netball sporting bodies in Christchurch to have clarification around the inclusion of netball facilities in the Metro Sports Facility, particularly as the development will not be completed for some time.

49. The Forum noted that representatives from Christchurch Netball have previously been invited to speak at the Community Forum, and that this should be further pursued.

Decisions taken:

- Metro Sports Facility project team to be asked to speak at the Forum as soon as possible.
- Follow up with Christchurch Netball to speak at the Forum.

Meeting closed:

7.25pm

Next meeting:

6 August 2015

Attachment A
ECan Lyttelton Port Recovery Plan presentation

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Lyttelton Port Recovery Plan

CERA Community Forum

16 July 2015

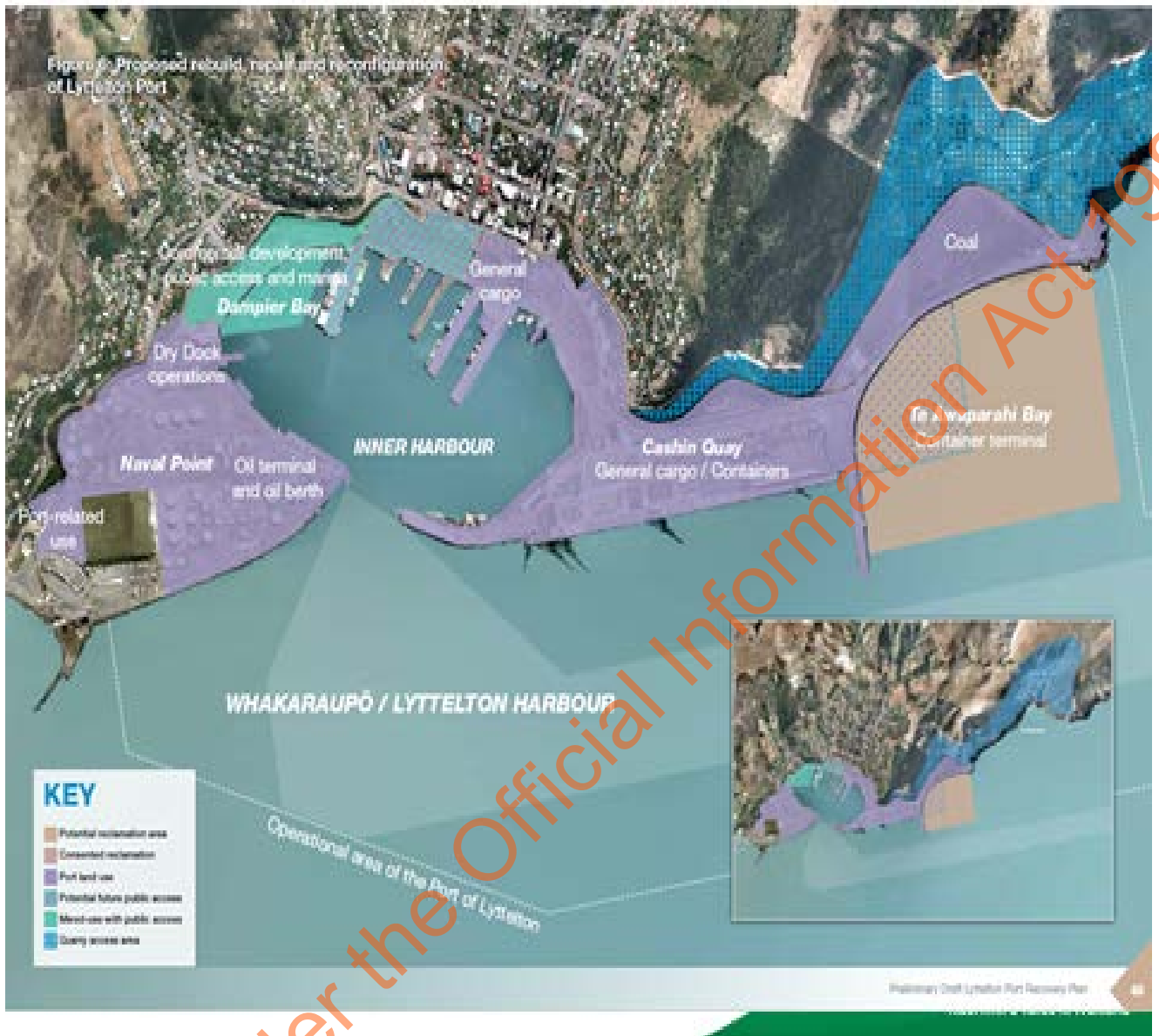


Background

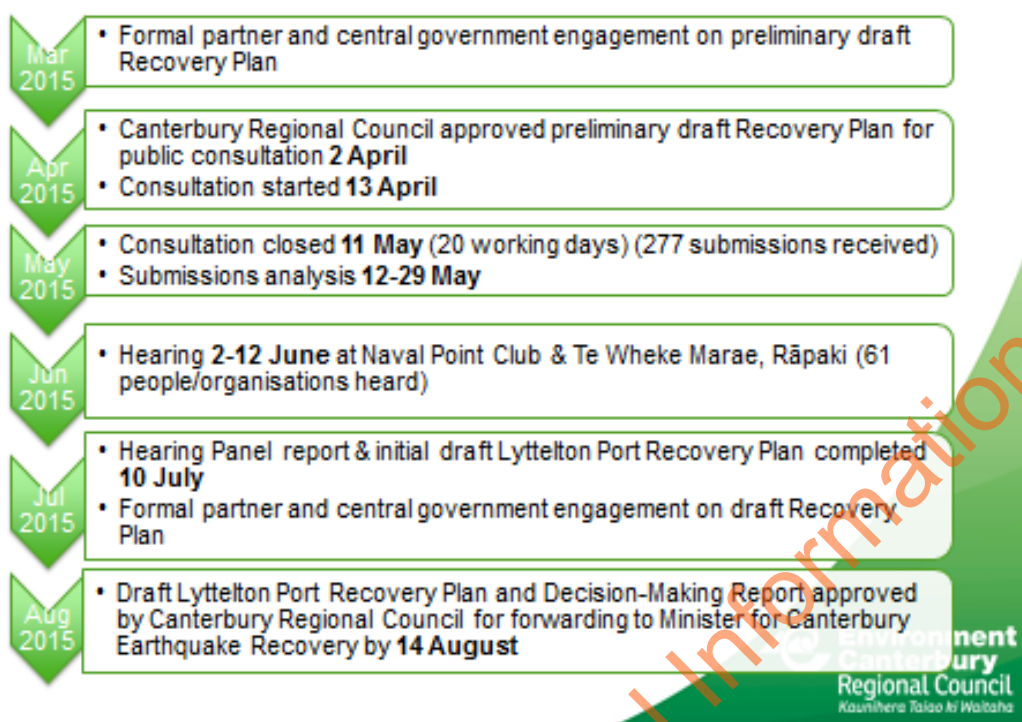
- Minister for Canterbury Earthquake Recovery (CER) directed LPC and CRC to prepare a draft Lyttelton Port Recovery Plan (LPRP)
- ECan must, within 9 months of LPC providing their information package, deliver a draft Recovery Plan to the Minister having undertaken a consultative process that includes notifying a preliminary draft Recovery Plan and holding a hearing
- The draft is being developed in consultation with partner organisations



Figure 6: Proposed rebuild, repair and re-configuration of Lyttelton Port



Timeline



Key community issues

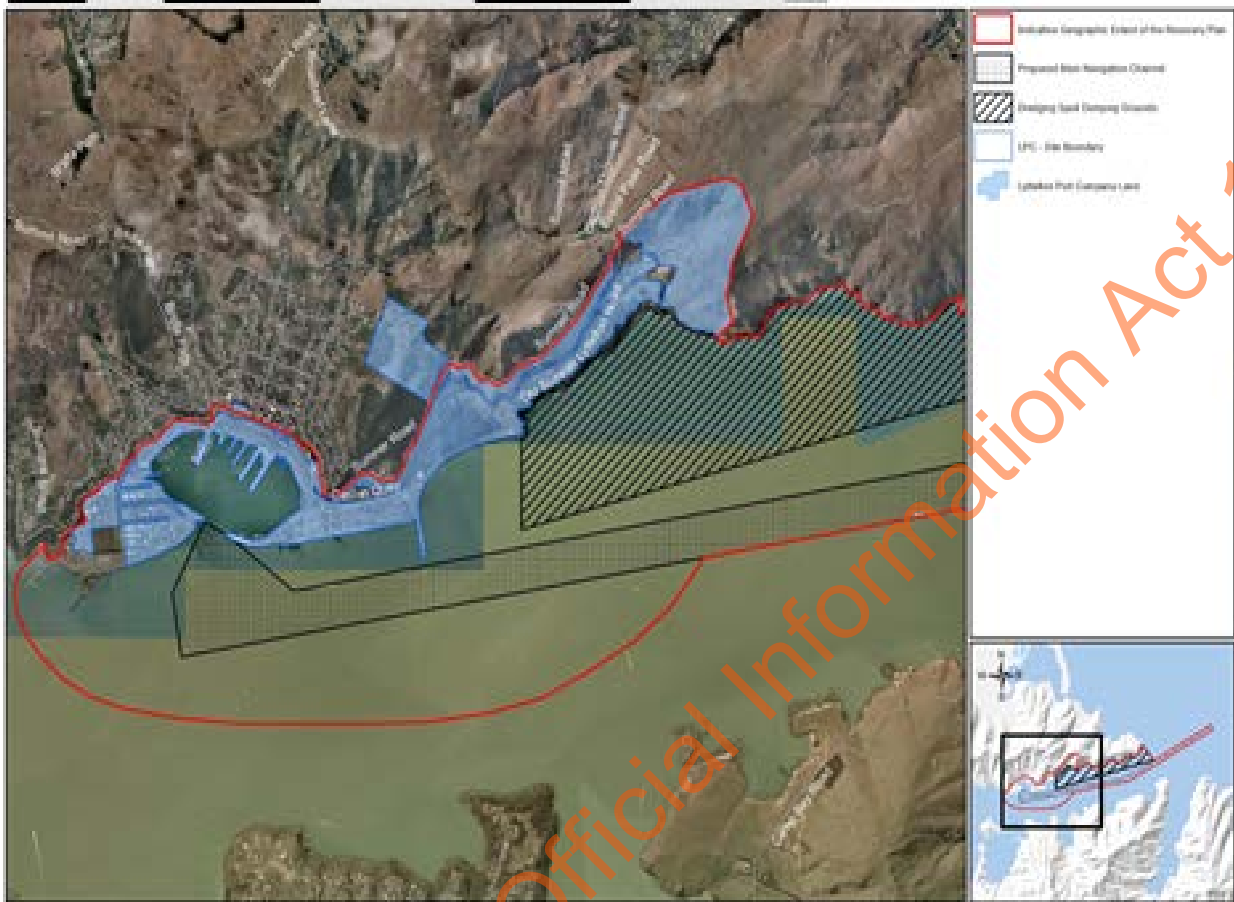
- **Naval Point area, including cruise berth**
 - Effects on recreational boating activities and facilities
 - Oil companies concerned about sensitive activities close to tank farm
- **Reclamation: rule status, size and wider harbor effects**
- **Scope of “recovery” — especially in relation to reclamation & capital dredging**

Key community issues (continued)

- Interface with township, including traffic on Norwich Quay, & Dampier Bay development
- Ferry Terminal - poor state of current terminal and concern about move to Dampier Bay
- Impact on wider harbour communities – light, noise & visual effects
- How to address health of the wider harbour, especially sedimentation & mahinga kai

Hearing Panel recommendations

- Largely supports the preliminary draft LPRP
- The proposed 34 ha reclamation is recovery – controlled activity with full public notification
- More information needed to determine if cruise berth appropriate at Naval Point – controlled activity status to be removed
- Recommend an action to progress a replacement cruise berth, and risk assessment for tank farm to be undertaken as matter of urgency



Geographic Extent of Lyttelton Port Recovery Plan



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Hearing Panel recommendations (continued)

- Recommend a limit on the volume of dredge spoil deposited in Spoil Dumping Grounds
- Dampier Bay planning provisions largely upheld
- Norwich Quay accepted as main freight route
 - Support for transport MoU (NZTA, CCC, LPC, ECan & Kiwirail) & provision of pedestrian access across Norwich Quay
- ECan to be directed to establish committee to develop harbour catchment management plan



Next steps – ECan

- Finalisation of draft LPRP and Decision-Making Report
- Approval by Canterbury Regional Council for forwarding to Minister for Canterbury Earthquake Recovery by **14 August**



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Next steps – CERA

- The Minister will notify the draft Recovery Plan and call for written comments
- The Minister will consider the written comments received
- The Minister will then make a decision on the Recovery Plan



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