

Lyttelton Port Recovery Plan – amendments to regional planning documents:

- **Canterbury Regional Policy Statement**

Understanding the changes

Deletions are shown in strike-through and bold, while the new provisions are underlined and in bold.

Substantive changes have generally been shown in context, whereas consequential changes have generally been summarised and grouped. However, given the complexity of the changes, readers are encouraged to view these amendments alongside the regional planning document they apply to; the original documents are available on the Canterbury Regional Council's website [at www.ecan.govt.nz](http://www.ecan.govt.nz).

Amendments to the Canterbury Regional Policy Statement

Amend Policy 8.3.6 and renumber as follows:

In relation to regionally significant infrastructure in the coastal environment:

- (1) provide for its efficient and effective development, operation, maintenance and upgrade;
- (2) provide for a range of associated activities that have an operational requirement to be located in that environment;
- (3) recognise the potential of renewable resources in the coastal environment, such as energy from wind, waves, current and tides; ~~and~~
- (4) avoid development that may result in reverse sensitivity effects that constrain the ability of the infrastructure to be developed and used (because of the imposition of time or other operational constraints); and
- (5) provide for the expedited recovery of the Lyttelton Port, including its repair, rebuild and reconfiguration.**

Such provisions should avoid, remedy or mitigate the adverse effects on that environment and take into account:

- (a) the integrated management of Whakaraupō/Lyttelton Harbour in the recovery and future development of the Lyttelton Port, including provision for the many ecological, cultural, recreational and amenity values and uses of that area.**
- ~~(b)~~(b) that the ports of Lyttelton and Timaru need to dredge and deposit spoil in the coastal marine area outside the port areas to remain operational.
- ~~(b)~~(c) **that the recovery of the Lyttelton Port includes a container terminal being established in Te Awaparahi Bay on up to 34 hectares of reclaimed land.**
- ~~(b)~~(d) that regionally significant infrastructure may need to be further developed in response to commercial opportunities and community needs.
- ~~(e)~~(e) that the operators of regionally significant infrastructure need to have their own controls over access to operational areas, and that public access to such areas is not always appropriate.
- ~~(d)~~(f) national port noise standards.
- ~~(e)~~(g) the effects of coastal erosion, climate change and sea level rise.