

1. INTRODUCTION

Coal Stockyard at Lyttelton Port

- 1.1 The coal stockyard has been in operation since 1976. As shown on **Figure 1.1**, the coal stockyard is located at Te Awaparahi Bay, at the eastern end of Lyttelton Port.
- 1.2 Lyttelton Port Company ('LPC') holds a resource consent to discharge coal dust into air from the storing and handling of coal at the yard ready for export. The discharge permit expires on 19 February 2022 and so a replacement consent must be secured if the coal stockyard is to continue to operate.
- 1.3 The stockyard occupies approximately 10.5 ha of port land: dominated by the coal stockpiles with the balance used for offices and amenities, and equipment such as conveyor systems, roads, a rail track, and parking for bulldozers, front-end loaders and other vehicles. The drawing attached in **Appendix 1** shows the layout of the coal stockyard, and further details on how the coal stockyard operates is found in the project description set out in **Chapter 2**.



Figure 1.1: Coal stockyard located at the eastern end of Lyttelton. The land adjoining and seaward of the coal stockyard has been recently been reclaimed.

- 1.4 LPC is the owner and operator of Lyttelton Port, which includes the coal stockyard, and trades as "Lyttelton Port of Christchurch." LPC was formed in 1988 with the introduction of the Port Companies Act which separated the commercial role and the non-trading (recreational and safety) roles of the former Lyttelton Harbour Board.

- 1.5 The Port is the primary international gateway for the South Island with Christchurch being the major distribution centre for inbound goods. Export customers include a wide variety of dairy, meat, forestry, horticultural, and manufacturing businesses, as well as coal which is an important export for the west coast region.
- 1.6 Lyttelton Port is the most significant port in the South Island in terms of total tonnages of cargo and containers handled, as well as in the value of imports received and in the value of certain exports.
- 1.7 The importance of the Port is reflected in the various statutory documents prepared under the Resource Management Act. The New Zealand Coastal Policy Statement recognises that a sustainable transport system requires an efficient network of safe ports, servicing national and international shipping. Lyttelton Port is defined as a regionally significant infrastructure under the Canterbury Regional Policy Statement, and is also variously defined as a strategic, critical, and essential infrastructure in that document.

Replacement Consent to Discharge Coal Dust

- 1.8 The existing resource consent (CRC940431) was issued by the Canterbury Regional Council (*Environment Canterbury*) in 1997 and is attached in **Appendix 2**. Environment Canterbury continues to be the relevant consent authority and will hear and decide on this replacement consent.
- 1.9 The replacement consent, known as a discharge permit, is classified as a **discretionary activity** under the Canterbury Air Regional Plan, 2017. Further details of the consenting requirements are found in **Chapter 9** of the AEE.
- 1.10 An Assessment of Environmental Effects (*'AEE'*) must accompany an application for a resource consent. The purpose of this AEE document is to assess the actual or potential effects associated with the discharge of coal dust from the existing coal stockyard, which is detailed in **Chapter 5**.
- 1.11 **Chapter 6** of the AEE describes the measures used to mitigate and monitor the effects of coal dust on the receiving environment. A draft dust management plan has been prepared that includes the proposed mitigation and associated monitoring and is attached in **Appendix 3**. The mitigation and monitoring forms the basis of the proposed conditions of consent that are attached in **Appendix 4**.

1.12 The AEE contains nine chapters in total:

- a. Introduction (**Chapter 1**);
- b. Description of the proposed activity (**Chapter 2**);
- c. Rationale for the replacement consent (**Chapter 3**);
- d. Description of the existing environment (**Chapter 4**);
- e. Assessment of effects on the environment (**Chapter 5**);
- f. Description of measures to mitigate and monitor effects (**Chapter 6**);
- g. Assessment of alternatives (**Chapter 7**);
- h. Description of consultation undertaken (**Chapter 8**); and
- i. Assessment of the relevant statutory provisions (**Chapter 9**).

1.13 The following technical assessments support the AEE and are attached in the appendices described below:

| Topic | Company | Appendix Number |
|---|-----------------------|-----------------|
| Economic importance of the coal stockyard | Brown Copeland and Co | 5 |
| Effects of coal dust on the community | Tonkin & Taylor | 6 |
| Effects of coal dust on marine ecology | Cawthron Institute | 7 |
| Effects of coal dust on marine avifauna | Boffa Miskell | 8 |
| Effects of coal dust on terrestrial ecology | Tonkin & Taylor | 9 |

Table 1.1: Supporting technical reports appended to the AEE.

1.14 **Appendix 10** contains a report from Dyanna Jolly that describes the engagement process and an agreed position for this consent application between Te Hapū o Ngāti Wheke and LPC. **Appendix 11** contains the relevant Certificate of Titles.