

From: Mark Morris
Sent: Thu, 19 Sep 2024 00:29:06 +0000
To: Victoria Woodbridge
Cc: Mapua Boat Ramp;Nigel McFadden
Subject: Fw: [#DO42454] Mapua Boat Ramp RC Application RM230253 et al & additions to application.
Attachments: Figure1- Photo example of floating safety barrier..pdf, Final Safety report - Resource Consent for Māpua Boat Ramp- (004) 13 Sept 2024.pdf, Location of floating safety barrier for Mapua Boat Ramp..pdf

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Hi Victoria,

As discussed we are advising that the following items are being added to the Mapua Boat Ramp RC application RM230253 et al:

- Navigation Safety Assessment Report by Capt Jim Dilley and Dr VJ Muir dated 13 September 2024. This report addresses the navigational safety implications for a boat ramp at the site proposed.
- A floating safety barrier is described in Figure 9 of the above safety assessment report. The is a rope line of safety buoys that will be attached to stainless steel pole at the southernmost point of the Mapua Wharf and extend west to a pole on shore set in to a movable concrete base just north of the stormwater outlet. The location of the safety barrier is shown on the attached document "location of floating safety barrier for Mapua Boat Ramp". A photo of an example of a floating barrier from Whakatane is attached as "Figure 1- Photo example of a floating safety barrier. The purpose of the safety barrier is to prevent boats using the ramp that suffer engine failure, from drifting under the wharf. The safety rope will have stainless steel rings at each end which allow the barrier rope to rise and fall with the tide.

Rule Assessment of the floating barrier.

The rope barrier will occupy space in the Coastal Marine Area (CMA) and is considered to be a Discretionary Activity under **Rule 25.1.5.8**

Assessment of Effects (AEE)

Amenity Effects

The floating buoys will be colored black in order to minimise the visual effect of the barrier. The location is in a highly modified wharf environment and so it is considered that it will not adversely affect the existing coastal environment of the area.

Public Access to CMA.

The location of the floating barrier is in an area of foreshore that is generally not used by the public walking along the foreshore. The area south-west of the wharf is generally not used by "wharf jumper" swimmers. The safety barrier should not affect boats using the wharf.

Maintenance

After large scale storm events there may be debris caught up in the barrier, though this would be lessened by the actual boat ramp. The Trust maintaining the boat ramp will be responsible for clearing the boat ramp of debris and would also be responsible for clearing any debris from the safety barrier. The barrier rope could be released at one end to release debris.

Ecological Effects

The floating barrier does not have any discharge and should not affect tidal flows under the wharf. There should be no disturbance of marine sediment and the western pole should be on a movable concrete base and the eastern end should be attached to the existing wharf pile at the southern end of the wharf.

Council Infrastructure Services

The pole at the western end will be located on a movable concrete base away from any TDC water, sewer and stormwater infrastructure. No excavation of the foreshore will be required.

New Zealand Coastal Policy Statement (2010)

The NZCPS recognizes under Policy 6 (2) (c) that there are activities that have a functional need to be located in the coastal marine area, and a boat ramp and its associated infrastructure is one of those activities that needs to be in the coastal marine area and this safety barrier is one of those activities associated with the safe functioning of the boat ramp.

Policies and Objectives of the Tasman Resource Management Plan (TRMP)

The assessment of the boat ramp proposal against policies and objectives of the TRMP, that was part of the main application should be just as relevant to this safety barrier, particularly those relating to the coastal marine area.

Conclusion

Overall it is considered that adverse effects of the proposed safety barrier are less than minor and is in accordance with policies and objectives of the TRMP and NZCPS.

Regards

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