



MARLBOROUGH
DISTRICT COUNCIL

RESOURCE CONSENT APPLICATION

U190474

Marlborough District Council

Te Mahia Bay, Kenepuru Sound

Submissions Close

5.00 pm Monday

26 August 2019

Bea Gregory-5252

From: Cath Hammond <cath@wilkesrm.co.nz>
Sent: Friday, 21 June 2019 6:22 PM
To: RCInbox
Cc: Steve Wilkes
Subject: Resource consent application - MDC Te Mahia Jetty & floating pontoon
Attachments: Appendix 1 - Location Plan.jpg; Appendix 3 - Te Mahia Jetty Engineering Inspection.pdf; Appendix 4 - Jetty and Pontoon Plans.pdf; Application AEE.pdf; Appendix 2 - Site Plan.JPG; Application for Resource Consent.pdf

Hello

I would like to lodge the attached resource consent application please.

Kind regards

Cath Hammond

m +64 274 281 847

Temple Chambers, 76 High Street, Blenheim 7201, New Zealand

cath@wilkesrm.co.nz

www.wilkesrm.co.nz



This e-mail message has been scanned by **SEG Cloud**

Resource Consent Application

This application is made under Section 88 of the Resource Management Act 1991



Please read and complete this form thoroughly and provide all details relevant to your proposal. Feel free to discuss any aspect of your proposal, the words used in this form or the application process with Council staff, who are here to help.

This application will be checked before formal acceptance. If further information is required, you will be notified accordingly. When this information is supplied, the application will be formally received and processed further.

You may apply for more than one consent that is needed to cover several aspects of the activity on this form.

For Office Use

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Document Number:
RAF0002-C11579

Lodgement Fee Paid \$

Receipt No.

Consent No.

Case Officer:

Date Received:

1. Applicant Details *(If a trust, list full names of all trustees.)*

Name:
(full legal name)

Marlborough District Council

Mailing Address:
(including post code)

C/- Marlborough Roads - Attn: Steve Murrin
P O Box 1031
Blenheim 7240

Email Address: steve.murrin@nzta.govt.nz

Phone: (Daytime) (03) 520 8333

Phone: (Mobile) 0274 340 253

2. Agent Details *(If your agent is dealing with the application, all communication regarding the application will be sent to the agent.)*

Name: Catherine Hammond - WilkesRM

Mailing Address:
(including post code)

Temple Chambers
76 High Street
Blenheim 7201

Email Address: cath@wilkesrm.co.nz

Phone: (Daytime) _____

Phone: (Mobile) 0274281847

3. Type of Resource Consent Applied For

- Coastal Permit Discharge Permit Land Use Subdivision Water Permit

4. Brief Description of the Activity

To allow for the continued occupation of the fixed timber Te Mahia jetty and to construct and occupy a new gangway and floating pontoon to the fixed jetty.

5. Supplementary Information Provided?

- Yes No

Council has supplementary forms for some activities, such as moorings, water permits, domestic wastewater, discharge permits, to assist applicants with providing the required information.

6. Property Details

The location to which the application relates is (address): Te Mahia Bay, Kenepuru Sound

Legal description (i.e. Lot 1 DP 1234): Coastal Marina Area Te Mahia Bay, adjacent to Sec 72 SO 5085

(Attach a sketch of the locality and activity points. Describe the location in a manner which will allow it to be readily identified, e.g. house number and street address, Grid Reference, the name of any relevant stream, river, or other water body to which application may relate, proximity to any well known landmark, DP number, Valuation Number, Property Number.)

Please attach a copy of the Certificate of Title that is less than 3 months old (except for coastal or water permits).

The names and addresses of the owner and occupier of the land (other than the applicant):

Please attach the written approval of affected parties/adjoining property owners and occupiers.

Note: As a matter of good practice and courtesy you should consult your neighbours about your proposal. If you have not consulted your neighbours, please give brief reasons on a separate sheet why you have not.

7. Assessment of Effects on the Environment (AEE) *(Attach separate sheet detailing AEE.)*

I attach, in accordance with Schedule Four of the Resource Management Act 1991, an assessment of environmental effects in a level of detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment. Applications also have to include consideration of the provisions of the Resource Management Act 1991 and other relevant planning documents.

Note: Failure to submit an AEE will result in return of this application.

8. Other Information

Are additional resource consents required in relation to this proposal? If so, please list and indicate if they have been obtained or applied for.

I attach any other information required to be included in the application by the relevant Resource Management Plan, Act or regulations. Yes No

9. Fees

1. The applicable lodgement (base) fee is to be paid at the time of lodging this application. If payment is made into Council's bank account 02-0600-0202861-02, please put Applicant Name and either U-number, property number or consent type as a reference. If you require a GST receipt for a bank payment, please tick
2. The final cost of processing the application will be based on actual time and costs in accordance with Council's charging policy. If actual costs exceed the lodgement fee an invoice will be issued (if actual costs are less, a refund will be made). Invoices are due for payment on the 20th of the month following invoice date. Council may stop processing an application until an overdue invoice is paid in full. Council charges interest on overdue invoices at 15% per annum from the date of issue to the date of payment. In the event of non-payment, legal and other costs of recovery will also be charged.
3. Please make invoice out to: Applicant Agent
(if neither is ticked the invoice will be made out to Applicant)

10. Declaration

I (please print name) Catherine Hammond

confirm that the information provided in this application and the attachments to it are accurate.

Signature of applicant or authorised agent:

Date:

Privacy Information

The information you have provided on this form is required so that your application can be processed and so that statistics can be collected by Council. The information will be stored on a public register and held by Council. Details may be made available to the public about consents that have been applied for and issued by Council. If you would like access to or make corrections to your details, please contact Council.

[Reset Form](#)



Marlborough District
Council

Application for Resource Consent

- Coastal Permit
-

June 2019

Table of Contents

1	Introduction	1
2	The Proposal	2
3	The Existing Environment	4
4	Statutory Framework.....	4
4.1	The Resource Management Act 1991.....	4
4.2	The Marlborough Sounds Resource Management Plan.....	5
4.3	The Proposed Marlborough Environment Plan.....	5
5	Consultation and Notification	5
6	Assessment of Effects	6
6.1	Positive Effects.....	6
6.2	Effects on Marine Ecology	6
6.3	Foreshore Dynamics	7
6.4	Effects on Recreational Values.....	7
6.5	Landscape Effects	8
6.6	Cultural Values.....	8
6.7	Utilities including subaqueous cable.....	8
6.8	Stability and Structural Integrity	8
6.9	Navigational Safety	9
6.10	Public Access to Coastal Marine Area	9
6.11	Consideration of Alternatives	9
6.12	Any Other Potential Effect	10
7	Various Planning Documents	10
7.1	Resource Management Act 1991.....	10
7.2	New Zealand Coastal Policy Statement.....	12
7.3	Marlborough Regional Policy Statement	14
7.4	The Marlborough Sounds Resource Management Plan.....	14
7.5	Proposed Marlborough Environment Plan	17
8	Proposed Monitoring.....	19
9	Conclusion.....	20
	Appendices	

1 Introduction

The applicant is the Marlborough District Council (the Council).

The Council owns and maintains an existing fixed timber jetty located at Te Mahia Bay, at the end of Te Mahia Road, in the Kenepuru Sound

This facility is a highly utilised facility within the Marlborough Sounds transport network, serving a diverse range of recreational and commuter use. This jetty also has a very high level of commercial/tourist usage with very high demands at peak times. The jetty is a regular luggage and people servicing point for the Kenepuru Sound community and tourists visiting the area.

Due to the generally difficult terrain of the Sounds and the subsequent limits of the Sounds roading network, the waterways and jetties are an alternative to the roading assets in the area.

The construction of the current Te Mahia jetty was consented under U011194 and this consent was inadvertently allowed to expire on 1 November 2016 with no replacement application having been made. It is noteworthy that the subject consent file on the Council website indicates no notification of the pending expiry was provided to the consent holder.

The Te Mahia and wider Kenepuru Sound community have been requesting that a floating pontoon be added to the end of existing Te Mahia Bay jetty for a number of years. The Council now has the budget to be able to undertake this work.

This application has been lodged as a new resource consent is required for the continued occupation of the existing fixed jetty structure and to allow for the construction and occupation of the proposed new floating pontoon and connecting gangway.

The proposal will better meet public and safety requirements of this facility.

This report provides an assessment of effects on the environment in accordance with the Fourth Schedule of the Resource Management Act 1991 (RMA) for the following activities:

- Coastal Permit.

Attached to this application are the following:

- Appendix 1 – Location Plan;
- Appendix 2 – Site Plan;
- Appendix 3 – Te Mahia Jetty Engineering Inspection;
- Appendix 4 – Jetty and Pontoon Plans.

2 The Proposal

The applicant, the Marlborough District Council is seeking resource consent for the following specific activity:

- Coastal Permit
 - *To allow for the continued occupation of the fixed timber jetty and to construct and occupy a new gangway and floating pontoon to the fixed jetty located in Te Mahia Bay, at the end of Te Mahia Road, Kenepuru Sound.*

Te Mahia Bay Jetty

The applicant proposes to install a new 10.0m long by 3.0m wide concrete floating pontoon with connecting 12m long aluminium linkspan to the existing fixed timber Te Mahia jetty.

In order to do this applicant proposes to remove the last span of deck and attached wave barrier structure, including two piles, from the existing timber jetty to allow for the installation of the new linkspan and pontoon.

There are two wooden piles that will be removed from the wave break and the better of the two piles will be reused at the end of the fixed jetty replacing a shorter pile that will be withdrawn.

The overall intrusion of the structure is approximately 22m from mean low water springs.

The location and layout of the proposed jetty and connecting pontoon structure is shown on the Plans contained in Appendix 4.

The structure will meet modern standards for a jetty and is designed to allow all community activities related to jetty usage, including temporary berthing of commercial and pleasure vessels, dinghy access, safe swimming and promenading.

Safety barriers will be installed on the linkspan structure.

The pontoon will be anchored to the seabed using a proprietary chain anchoring system.

The jetty, linkspan and pontoon are normal features in the Marlborough Sounds environment.

3 The Existing Environment

Te Mahia Bay is located on the southern coastline of Kenepuru Sound.

The bay is backed by a mixture of bush-covered private and public land, low density residential development and the visitor accommodation business of Te Mahia Resort.

The existing fixed timber jetty on timber piles has a set of access steps serving each side of the jetty.

There are a number of moorings to the east and west of the jetty.

4 Statutory Framework

4.1 The Resource Management Act 1991

Section 12(1) of the RMA requires that no person may, in the coastal marine area,—...

- b) Erect, reconstruct, place, alter, extend, remove, or demolish any structure or any part of a structure that is fixed in, on, under, or over any foreshore or seabed; or
- c) Disturb any foreshore or seabed (including by excavating, drilling, or tunnelling) in a manner that has or is likely to have an adverse effect on the foreshore or seabed (other than for the purpose of lawfully harvesting any plant or animal); or

unless expressly allowed [by a rule in a regional coastal plan and in any relevant proposed regional coastal plan] or a resource consent.

4.2 The Marlborough Sounds Resource Management Plan

The jetty structure is located in the Coastal Marine Zone 1 within the Marlborough Sounds Resource Management Plan (MSRMP).

The occupation of the coastal marine area and structures within the coastal marine area which are oblique or perpendicular to mean high water springs (Rules 35.4.2.4 and 35.4.2.7 of the MSRMP) is a discretionary activity which requires resource consent under Rule 35.4 of the Plan.

4.3 The Proposed Marlborough Environment Plan

The jetty structure is located in the Coastal Marine Zone within the Proposed Marlborough Environment Plan (MEP).

The provisions of the MEP in relation to the Coastal Marine Zone applicable to this proposal have not been given legal effect.

5 Consultation and Notification

A key element of this project has been to consult with the public and key stakeholders so that workable options could be considered and assessed.

The Te Mahia and wider Kenepuru Sound community have been requesting that a floating pontoon be added to the end of existing Te Mahia Bay jetty for a number of years.

The outcome of this work has resulted in the preferred design this application is the subject of with the budge to do this work now available.

6 Assessment of Effects

Assessment of effects against relevant assessment criteria provided in Rule 35.4.2.4.1 of the MSRMP is provided below, including the positive effects:

6.1 Positive Effects

The upgrade option chosen is because Te Mahia jetty has a very high level of commercial and recreational usage with high demands at peak times.

This favoured the need for a pontoon positioned to the end of the jetty rather than blocking access to the main jetty if a pontoon was to be sited adjacent to the jetty. This option provides the ability for larger boats to load and unload directly onto the jetty and pontoon simultaneously. This option also provides enough room for smaller boats to tie up out of the way of the larger vessels.

6.2 Effects on Marine Ecology

The greater impact on marine ecology and foreshore dynamics can occur during the construction phase for structures. The general area where the existing jetty and new floating pontoon is proposed can be considered a modified marine environment that has to a degree undergone modification in the past.

With frequent use of the area by vessels the foreshore and seabed are constantly changing and regularly disturbed by boat wash and associated activities.

It is recognised that the proposed driving of piles will alter the existing seabed and is likely to lead to short-term localised effects namely sediment generation and discolouring of the water. Such disturbance will only be temporary and once the construction works are completed the site will rapidly return to a state similar to that which exists at present.

Other than the drilling of the piles and placement of the concrete block holding the pontoon in place, there will be no permanent change or disturbance of the profile or conditions of the seabed in the immediate vicinity.

It is recognised that structures in the coastal marine area provide variable amounts of attractive environments conducive to growth and propagation of shellfish and aquatic fauna and a refuge for fish. This will continue to be the case.

6.3 Foreshore Dynamics

The proposed works will add to an existing jetty that has in the past not been known to lead to any significant effect on foreshore dynamics and this is not expected to change to an extent that results in a more than minor adverse effect. Foreshore dynamics in the wider bay are considered as not being adversely affected by the proposal.

Overall it is considered that the proposal is an acceptable activity within the context of the site.

6.4 Effects on Recreational Values

The jetty and proposed pontoon will improve access to the recreational opportunities on the shore and in the marine area for visitors to the Te Mahia Bay area. The pontoon will increase the ease, safety and amount of berthing opportunities at the site.

The proposal will enhance recreational access and values by providing a safer and more practical multi user facility.

6.5 Landscape Effects

On a continuum from pristine state to that of urbanised environment it can be said that the natural character of the wider Te Mahia Bay area has been considerably modified by the presence of built structures i.e. the existing Te Mahia jetty, Te Mahia Bay Road, a mix of dwellings, the Te Mahia Bay Resort, and numerous moorings. On this basis the proposed works are located within an area that has already been modified by manmade structures.

The locality is not identified as an outstanding natural landscape.

The pontoon will add to an existing fixed structure in the coastal marine area which will minimise the effects it may have on the wider bay by locating it within an area of an existing developed character.

While overall there will be an increase in the intensity of development along the wider shoreline thereby changing the visual amenities presently available, this is balanced by the increased access amenity provided by the structure to the shoreline and coastal marine area.

The outcome will therefore reflect the existing amenities common to developed areas that exists in this area.

6.6 Cultural Values

No specific importance or values have been identified in the Marlborough Sounds Resource Management Plan as being attributed to or existing in the location of the application site.

6.7 Utilities including subaqueous cable

No cables or other utilities are known to exist in the vicinity of the jetty.

6.8 Stability and Structural Integrity

Engineering design will assure the facility is stable and structurally sound.

6.9 Navigational Safety

The jetty and pontoon will assist navigation associated with access to and from the Te Mahia Bay shoreline. The jetty will be easily seen from boats passing along and close to the shore line and is located on the eastern side of the embayment bay away from potential informal navigation routes.

No adverse navigational safety concerns or issues are anticipated given the location, size and design of the proposed pontoon, connecting linkspan and existing fixed jetty.

6.10 Public Access to Coastal Marine Area

The specific purpose of the proposal is to ensure that public access to the coastal environment and the adjacent shoreline continues to be provided in a safe and secure manner.

6.11 Consideration of Alternatives

The process undertaken to identify the final preferred option was extensive and involved consideration of a number of possibilities. These alternative options have been considered by the project team, and the Kenepuru Sound and Te Mahia Bay residents through pre-application consultation.

To do nothing was not considered consistent with the purpose and principles of the Act. To not upgrade the jetty facility would result in an insufficient sized structure given its growing use.

In summary, having considered all the alternatives and associated effects, the option this application is the subject of is considered the most effective solution and is the favoured option by the project team and those who contributed to the consultation.

6.12 Any Other Potential Effect

The proposal is not anticipated to have any adverse effects on those in the neighbourhood or wider community (including any socio-economic or cultural effects).

There are no known / recorded archaeological or recognised customary activities associated with the subject site. Consequently, it is considered that the proposed activities will not lead to the occurrence of adverse cultural effects.

There are no other potential effects anticipated.

7 Various Planning Documents

7.1 Resource Management Act 1991

Section 5, being the purpose of the Act, is to promote the sustainable management of natural and physical resources.

Section 5 expands to define sustainable management which means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety. Section 5(c) requires activities to be managed so that adverse effects on the environment are avoided, remedied or mitigated.

All the necessary steps will be undertaken to ensure that effects on the Coastal Marine Area are avoided, remedied or mitigated. The works are therefore considered as being supported by the purpose and principles of Section 5.

Section 6 of the Act refers to matters of national importance which must be recognised and provided for. Those listed that are of relevance to this application include:

(a) The preservation of the natural character of the coastal environment (including the coastal marine area), ... and the protection of them from inappropriate subdivision, use and development;

(d) The maintenance and enhancement of public access to and along the coastal marine area, ...;

The natural character of the coastal environment at the site has already been altered through the existence of the existing fixed jetty, and the numerous built structures that already exists in the Bay. The proposal will create a longer jetty facility in the Bay. However, the proposal will result in a character for the Bay consistent with that already existing.

Section 7 of the Act sets out other matters that Council is to have particular regard to in achieving the purpose of the Act. The matters of relevance to this application are outlined below:

Section 7(b) the efficient use and development of natural and physical resources;

Section 7(c) the maintenance and enhancement of amenity values;

Section 7(d) intrinsic values of ecosystems; and

Section 7(f) maintenance and enhancement of the quality of the environment.

The nature of the proposal, particularly in light of the existing environment, is considered as resulting in an efficient use of the physical resources, not adversely affecting amenity values or compromising the quality of the environment in Te Mahia Bay.

Section 8 requires that the principles of the Treaty of Waitangi be taken into account when exercising functions under the Act.

There are no known significant iwi sites or values placed in the area relevant to this application.

Summary

Based on the above assessment, it is considered that the proposal will meet the purpose and principles of the Act.

7.2 New Zealand Coastal Policy Statement

The subject area is adjacent to the coastal environment therefore the New Zealand Coastal Policy Statement (NZCPS) is relevant to this application.

The objectives and policies of the NZCPS expand on the matters contained in Section 6 of the Act.

The NZCPS supports development of the coastal environment particularly encouraging the protection and restoration of the coastal environment where adverse environmental effects are avoided, remedied or mitigated. In broad terms, the provisions of the NZCPS seek to enable people and communities to sustainably use the resources of the coastal environment while avoiding, remedying or mitigating adverse environmental effects.

Policy 6 considers Activities in the coastal environment

6(1)(a) expands to recognise that the provision of infrastructure,...are activities important to the social, economic and cultural well-being of people and communities;

Te Mahia jetty is an important asset providing a significant role in the safe and efficient movement of passengers and goods. These actions rely on appropriate interactions between land and the coast.

6(2)(c) recognises that there are activities that have a functional need for location in the coastal marine area, and provide for those activities in appropriate places;

The purpose of jetties is to provide a landing stage where boats can dock, as such there is little option but to be located in the coastal marine area. It is considered the works proposed are consistent with Policy 6(2)(c).

Policy 13 considers the Preservation of natural character

13(1) expands to preserve the natural character of the coastal environment and to protect it from inappropriate ...use...

The works proposed are not considered an inappropriate use of the coastal environment due to the presence of the existing Te Mahia jetty.

Policy 19 relates to walking access.

The existing jetty and proposed pontoon and gangway will improve access to outdoor recreation and access for people to the coastal marine area.

Policy 27 relates to strategies for protecting significant existing development from coastal hazard risk. Of particular relevance to this proposal is Policy 27(1)(c) and 27(3) which state:

“recognising that hard protection structures may be the only practical means to protect existing infrastructure of national or regional importance, to sustain the potential of built physical resources to meet the reasonable foreseeable needs of future generations”

“Where hard protection structures are considered to be necessary, ensure that the form and location of any structures are designed to minimise adverse effects on the coastal environment”

In summary, within the context of the site it is considered that the proposal would not be inconsistent with the objectives and policies of the NZCPS.

7.3 Marlborough Regional Policy Statement

The RPS and the Plan have been developed under the RMA and are generally considered the local implementation of the purpose and principles. As such any matters raised through the policies and objectives of the Plan are the same matters raised in the RPS.

7.4 The Marlborough Sounds Resource Management Plan

The relevant sections of the Marlborough Sounds Resource Management Plan include:

- Chapter 2 – Natural Character;
- Chapter 8 – Public Access;
- Chapter 9 – Coastal Environment; and
- Chapter 19 – Water Transportation.

Chapter 2 - Natural Character.

The Natural Character chapter, through Objective 2.2.1, seeks to preserve the character of the coastal environment from inappropriate development. The supporting policies qualify that adverse effects of development be avoided within those areas that are predominantly in their natural state and have natural character which has not been compromised (Policy 2.2.1.1). However, the MSRMP further qualifies that development may be accepted where the natural character has already been compromised (Policy 2.2.1.2).

Te Mahia Bay including the coastline of the bay has already been developed. Within this context, and taking into account the existing jetty structure which has been an established part of the Te Mahia Bay shoreline environment for a considerable length of time, it is considered that the proposal is an appropriate development that would not unduly detract from the visual amenities or existing character of the locality.

Chapter 8 - Public Access

The Public Access chapter acknowledges that foreshore structures facilitate access to land yet in doing so can detract from the use and enjoyment of the public domain by other people.

Objective 8.3.1 states that public access to the coastal marine area is to be maintained and enhanced, as opposed to be reduced. The supporting policies seek to avoid or reduce adverse effects on public access (Policy 8.3.1.1, Policy 8.3.1.2) and to prevent the erection of structures that restrict access to areas of high public usage (Policy 8.3.1.3). The MSRMP expects that the implementation of the policies will result in public access being maintained to at least current levels and minimum interference on the foreshore from structures (section 8.5).

In this case, the activities proposed will improve access to outdoor recreation and access to the coastal marine area.

In addition, safe public access will be provided as a result of this proposal. No impediment on existing public access means arises as a result of the proposal, with linkages specifically to Te Mahia Road and adjacent foreshore areas.

Chapter 9 – Coastal Environment

The Coastal Environment chapter of the Plan, through Objective 9.2.1.1, seeks to accommodate appropriate activities in the coastal marine area whilst avoiding, remedying or mitigating the adverse effects of those activities. In particular, effects are to be avoided, remedied, or mitigated where they impact on recreational values (Policy 9.2.1.1.1(k)).

- Conservation and ecological values (Policy 9.2.1.1.1(a));
- Amenity values (Policy 9.2.1.1.1(c));
- Landscape, seascape and aesthetic values (Policy 9.2.1.1.1(d));
- Natural character (Policy 9.2.1.1.1(f));

- Public access (Policy 9.2.1.1.1(i)).

As already discussed above it is considered that the jetty and proposed gangway and pontoon are appropriate developments within the context of the site that will have no more than minor adverse effects on the above values.

This chapter recognises that the occupation of public space, such as that which arises with a jetty or access structure in the coastal marine area, is a privilege and not a right. The applicant is the Council with the jetty a public facility which everyone has a right of access, use and benefit, rather than just for a single party in private ownership.

Chapter 19 - Water Transport

Objective 19.3.1 seeks to manage water transport in a safe, efficient and sustainable way and in a manner that avoids, remedies and mitigates adverse effects. Specifically, the Plan seeks to avoid adverse effects on navigational safety (Policy 19.3.1.1) and natural and physical resources (Policy 19.3.1.3).

No adverse navigational safety concerns or issues are anticipated given the location, size and design of the proposed pontoon and gangway connecting to the existing Te Mahia jetty.

Summary

The proposal is considered as not conflicting with the intentions expressed in the MSRMP.

7.5 Proposed Marlborough Environment Plan

The proposed Marlborough Environment Plan (MEP) includes the following relevant provisions.

Chapter 4 – Marlborough’s Natural and Physical Resources

Objective 4.1 ***Marlborough’s primary production sector and tourism sector continue to be successful and thrive whilst ensuring the sustainability of natural resources.***

Policy 4.1.3 ***Maintain and enhance the quality of natural resources.***

The proposed activities will enhance the access to tourists and sounds users in general whilst being in keeping with the surrounding environment.

Chapter 6 – Natural Character

Objective 6.2 ***Preserve the natural character of the coastal environment, and lakes and rivers and their margins, and protect them from inappropriate subdivision, use and development.***

The proposed works will be of a scale that is in keeping with the surrounding environment.

Chapter 9 – Public Access

Objective 9.1 ***The public are able to enjoy the amenity and recreational opportunities of Marlborough’s coastline environment, rivers, lakes, high country and areas of historic interest.***

The jetty and proposed pontoon will enhance public access to the coastal marine area.

Chapter 13 – Use of the Coastal Environment

Objective 13.1 *Areas of the coastal environment where the adverse effects from particular activities and/or forms of subdivision, use or development are to be avoided are clearly identified.*

The proposed activities will be constructed using appropriate materials and are of a scale that is in keeping with the surrounding environment.

Objective 13.3 *Recreation continues to make a significant contribution to people's health and wellbeing and to Marlborough's tourism industry, whilst avoiding adverse effects on the environment.*

The proposal increases safe access to and from the coastal marine area.

Objective 13.6 *A range of options is available to accommodate mooring/berthage.*

While the jetty and proposed pontoon will not be full time berthage for boats, the facilities will enable short term berthage for safe loading and unloading from the site.

Objective 13.10 *Structures in the coastal environment including jetties,...are appropriately located and within appropriate forms and limits to protect the values of the coastal environment.*

The jetty and pontoon structure will not impede access of the coastal marine area, rather, will enhance safe access to and from the coastal marine area.

8 Proposed Monitoring

The Fourth Schedule of the Act, requires that 'where the scale or significance of the activity's effect are such that monitoring is required, a description of how, once the proposal is approved, effects will be monitored and by whom'.

There will be engineering supervision during construction to ensure that the appropriate protocols are followed and that the work is carried out as per the proposal and meeting any applicable resource consent conditions.

Subject to regular inspections being carried out as to the integrity structure, no on-going monitoring is proposed or considered as being required.

Due to the lack of on-going anticipated effects, no ongoing resource consent monitoring is proposed. However, all Council jetties are inspected on a regular basis by a suitably qualified engineer to ensure structural integrity, safety and to note any environmental changes in the vicinity.

9 Conclusion

The applicant, the Marlborough District Council is seeking resource consent for the following specific activity:

- Coastal Permit
 - *To allow for the continued occupation of the fixed timber jetty and to construct and occupy a new gangway and floating pontoon to the fixed jetty located in Te Mahia Bay, at the end of Te Mahia Road, Kenepuru Sound.*

Any associated potential effects on the environment can be appropriately avoided, remedied or mitigated through the imposition of conditions of consent.

The proposal is consistent with the relevant provisions of Part 2 of the Act, the New Zealand Coastal Policy Statement 2010, the Marlborough Regional Policy Statement, the Marlborough Sounds Resource Management Plan, and the Proposed Marlborough Environment Plan.

Accordingly, resource consent should be granted to this proposal.

Appendix 1 – Location Plan

Appendix 1 - Location Plan



Te Mahia Jetty

Appendix 1 - Location Plan

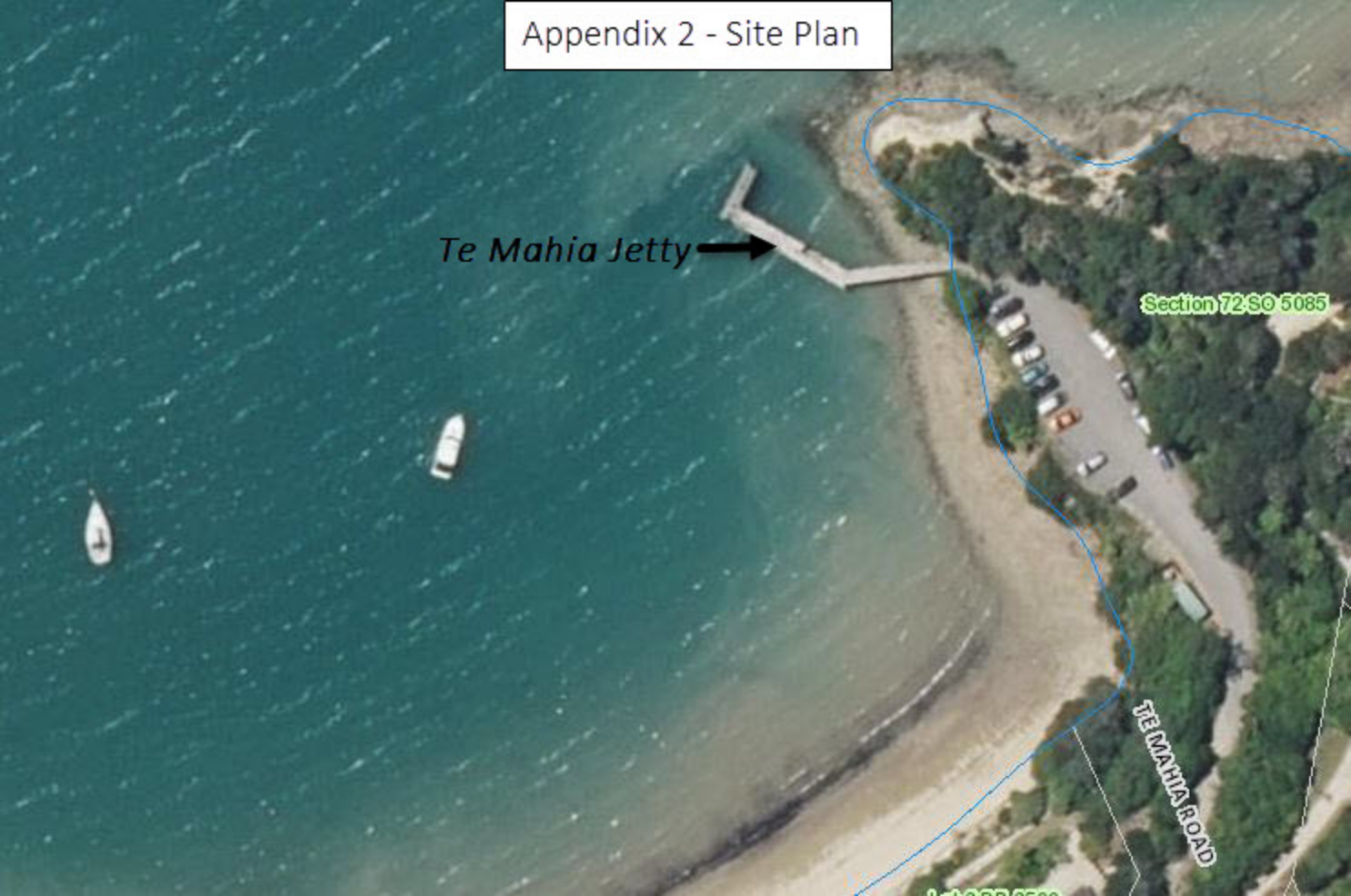
Appendix 2 – Site Plan

Appendix 2 - Site Plan

Te Mahia Jetty →

Section 72 SO 5085

TE MAHIA ROAD



Appendix 3 – Te Mahia Jetty Engineering Inspection

Road Name:	Jetty
Road ID:	2943
Waterway Name:	kenepuru sound
Structure Type:	Footbridge
Displ:	(km)
Date Built:	2002
Age:	17
Remaining Life:	30 Years
Inspected By:	Sara Escribano
Inspected Date:	21/01/2019

Cross Section Of Superstructure:	
Long Section Of Superstructure:	
Deck type:	
Beam type:	
Material:	
Length:	metres
Spans (No./Length or diameter(m)):	
Reviewed By:	Frank Westergard
Reviewed Date:	12/02/2019

CONDITION ASSESSMENT

GENERAL

G1	Appearance	✓
G2	Approach adequacy	R
G3	Special approach signs	N/A
G4	Bridge reflector signs	N/A
G5	Vibration	N/A
G6	Bearings	N/A
G7	HD bolts and linkages	N/A
G8	Expansion joints	N/A
G9	Footways	R
G10	Handrail or guardrail	R
G11	Deck drainage	✓

FOUNDATIONS AND SUBSTRUCTURES

F1	Settlement	✓
F2	Cracking	✓
F3	Spalling	✓
F4	Abrasion	✓
F5	Corrosion of steel	S
F6	Decay	✓
F7	Date of last boring	N/A
F8	Other defects	S

WATERWAY

W1	Waterway adequate	N/A
W2	Erosion of abutments	N/A
W3	Erosion of piers	N/A
W4	Other defects	N/A

SCOUR AND RIVER

S1	River aggrading	N/A
S2	River degrading	N/A
S3	Channel meander	N/A
S4	Trees and tree roots	N/A

SUPERSTRUCTURE TIMBER

	Deck	Beams
ST1	Decay	✓
ST2	Warping and cracking	✓
ST3	Deck wear	✓
ST4	Bolts and spikes	✓
ST5	Other defects	R
ST6	Date of last boring	N/A
ST7	Broken timbers	✓

SUPERSTRUCTURE CONCRETE

	Deck	Beams
SC1	Cracking	N/A
SC2	Spalling	N/A
SC3	Reinforcement corrosion	N/A
SC4	Other defects	N/A

SUPERSTRUCTURE STEEL

	Deck	Beams
SS1	Condition of paint	N/A
SS2	Corrosion	N/A
SS3	Joints	N/A
SS4	Rivets or bolts	N/A
SS5	Other defects	N/A

CONDITION RATING

Element	Score
General	2
Foundations/Substructure	2
Waterway and Scour	1
Superstructure	2
Overall Rating*	2

Condition Rating Notes:

- Excellent:** Cyclic maintenance only
- Very Good:** Minor and cyclic maintenance only
- Good:** Significant maintenance required
- Average:** Significant renewal/upgrade required
- Poor:** Unserviceable

MARKING CODE

DESCRIPTION	MARKING CODE
Not Inspected	-
Satisfactory	✓
Routine Maintenance	R
Structural Maintenance	S
Investigate	I
Not Applicable	N/A

COMMENTS AND RECOMMENDATIONS

Ref	Brief description of faults and recommendations for repair.	Priority	W/E	Cost Estimate	Completed
F8 - Other defects	Investigate movement on wave barrier (see video from inspection). 2018: remove wave barrier from structure - users have advised it does not achieve its intended function, and it is potentially damaging to the main structure.	High	S	2000	
F8 - Other defects	Fracture on steel light post and corroded steel plates attaching it to pile.	Medium	S	2500	
G9 - Footways	Extend octo plate to the outside of stair tread, still a slip hazard on the outside edge.	Medium	R	500	
ST5 - Other defects	1 loose plank at the end of pontoon. - Refix	Low	R	100	
F8 - Other defects	Loose cables. - Attach with the structure.	Low	R	50	
G10 - Handrail or guardrail	Loose bolt on the stair handrail - Reinstate	Low	R	50	
G10 - Handrail or guardrail	Missing nuts on first ladder from land. - Reinstate	Low	R	50	
G2 - Approach adequacy	Erosion of Abutments. Some erosion beside abut into rock	Monitor	R		
F5 - Corrosion of steel	Minor rusting of bolts, although seems new. Monitor	Monitor	S		
F8 - Other defects	Wave barrier moves a lot with the waves	Monitor	S		

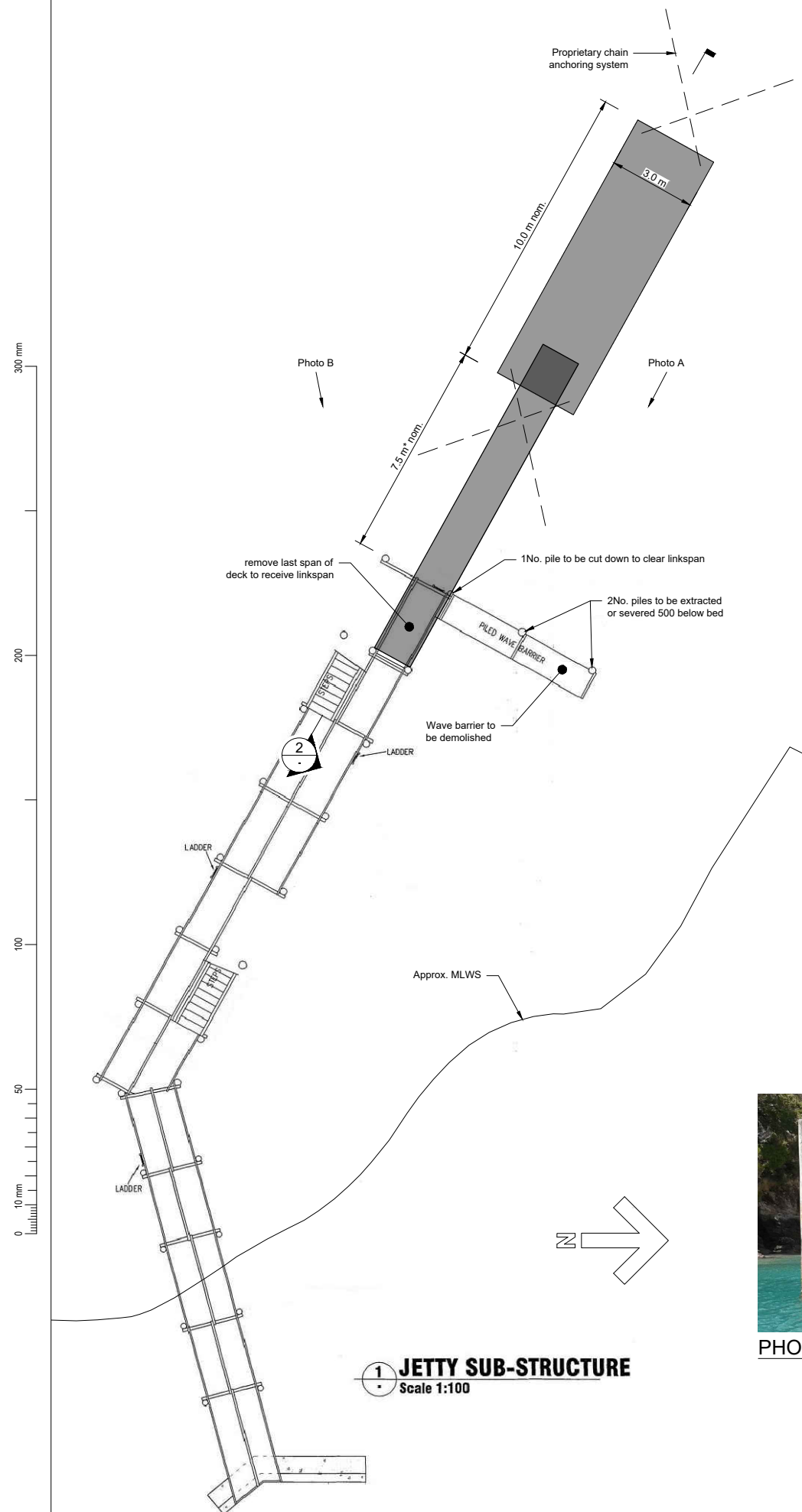
TOTAL COST ESTIMATE:

5250

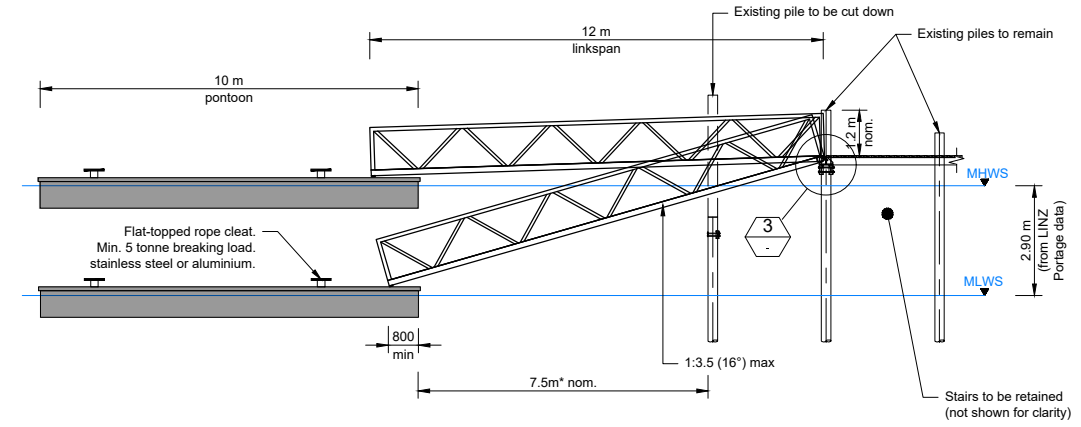
ENGINEERS COMMENTS

Comment	Engineer Name	Date
Overall, jetty looks in good condition. It consists of timber piles driven into seabed with timber cross bracings. The timber plank decking is supported on timber joists and horizontal bearers. At the end of the jetty, there is a wave barrier with raked timber piles. There are two stairs, 2 steel ladders and 1 light post.	Juan Taborga	20/07/2017

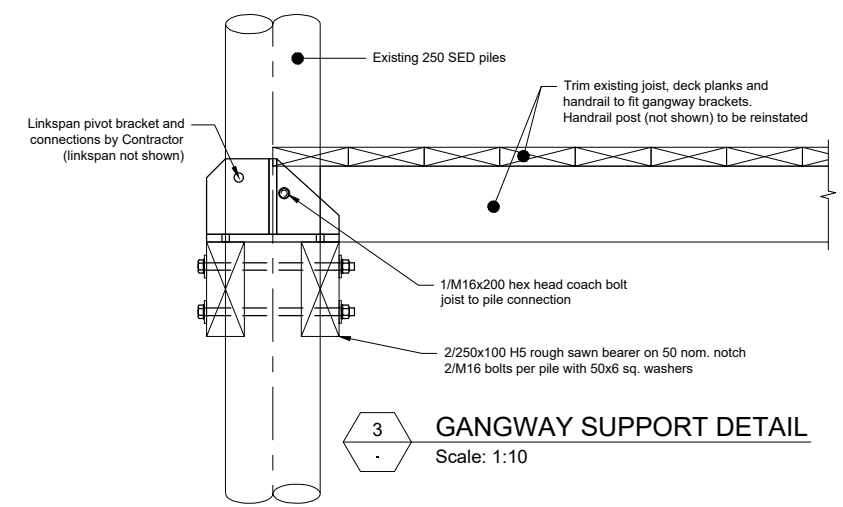
Appendix 4 – Jetty and Pontoon Plans



1 JETTY SUB-STRUCTURE
Scale 1:100



2 SECTION
Scale: 1:100



3 GANGWAY SUPPORT DETAIL
Scale: 1:10



PHOTO A



PHOTO B

SPECIFICATION

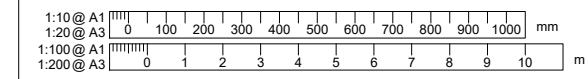
- Scope of Work**
- The Contractor shall design and build the gangway/linkspan, pontoon and anchoring system to the specific requirements listed in this specification sheet.
 - The Contractor shall modify the existing jetty to the requirements on the drawing provided. Any discrepancies between the drawing and the Contractors design shall be notified to the Engineer for instruction before proceeding.
- Existing Features/ Services**
- The Contractor shall confirm location of all services prior to commencing works and notify the Engineer of any conflicts and obtain instruction before proceeding.
 - The Contractor shall check and verify existing dimensions and levels on site before commencing construction or off-site fabrication.
 - The Contractor shall temporarily support and reinstate existing features (stairs, handrails, ladders, services, etc) as necessary to permit construction of new work.
- Methodology**
- One week prior to establishing on site the contractor shall provide detailed methodologies for the following items:
 - site establishment and environmental controls including control of erosion and sediment
 - traffic management, incl. vessels and pedestrians
 - demolition
 - jetty construction
 - gangway and pontoon installation
- Demolition**
- Existing wave barrier and the last jetty span to be demolished.
 - Demolition shall be to the minimum extent necessary to construct new work. Temporary propping / bracing of existing shall be provided by the Contractor as necessary.
 - All surplus demolished materials shall become the property of the Contractor. No materials shall be left on site.
 - Piles to be extracted or cut off 500mm below existing seabed level.
- Timber and Steelwork**
- All timber to be No.1 Framing or SG6 grade Radiata Pine complying with NZS3602 and graded to NZS3631.
 - All sawn timber H5 treated. Timber treatment shall comply with the requirements of NZS3640 Chemical Preservation of Round and Sawn Timber.
 - All steelwork to be stainless steel Grade 316 including nails, nuts, bolts and washers.
 - Bolts exceeding 200mm length may be substituted with equivalent threaded rod.
 - Unless shown otherwise general construction details shall comply with requirements of NZS3604.
 - Min edge distance to be 50mm for M16 and 80mm for M20
 - Provide washers for bolted connections in locations and to sizes required by NZS3603. Re-tighten nuts prior to enclosure of joints.
 - All notches, cuts and holes shall be treated with 2 coats of Copper Naphthenate timber preservative (Metalex Green or similar approved). In addition, notches, cuts and holes in piles are to have a topcoat of bitumen paint.
- Pontoon and Anchoring System**
- Reinforced concrete pontoon structure from approved supplier to comply with AS3600 Concrete Structures, or equivalent
 - Minimum design life of 25 years
 - Plan dimensions and details as shown in the jetty modifications drawings.
 - Design to comply with AS4997:2005 Guidelines for the Design of Maritime Structures and AS3962:2001 Guidelines for Design of Marinas, in particular meeting the requirements for strength, serviceability, durability, stability, and freeboard.
 - Design ultimate storm and wave height based on annual exceedance probability of 1/200.
 - Overtopping of the pontoon is acceptable for storm events exceeding 'significant wave height' of 0.3m.
 - Design documentation to demonstrate how refracted and reflected waves are accommodated specifically for this site.
 - Contractor's design to allow for no breakwater being provided in the scope.
 - Timber rubbing strip to be fitted. Fender cushions not permitted.
 - Contractor's design to evaluate the site's wave, current, tidal, and wind actions, in particular the frequent strong north westerlies at the site.
 - Maximum of 1 floating unit to make up the pontoon
 - Design to be compatible with the loading and serviceability requirements of the gangway and existing pontoons
 - All connection details are to be included in the contractor's design including between the pontoon and the new gangway.
 - The Contractor shall provide documentation necessary for building consent, in particular, details of the connection to the seabed (piled or anchored) and to other fixed structures
 - The Contractor is to supply all documentation relating to the pontoon and anchoring system necessary for Building Consent such as drawings, design calculations and Design Producer Statements (PS1), Design Review Producer Statement (PS2) and Construction Producer Statement (PS3).
 - Maintenance requirements to be documented including inspection procedures.
- Gangway/Linkspan**
- All aluminium construction from approved supplier.
 - Design life of 50 years.
 - 12m long.
 - 1.2m clear width.
 - Design to comply with AS3962 - 2001 Guidelines for Design of Marinas.
 - Design to comply with AS4586 Slip Resistance Classification of New Pedestrian Surface Materials.
 - Design to comply with AS/NZS1664 Aluminium Structures.
 - Welding to comply with AS/NZS1665 Welding of Aluminium Structures
 - Connection details to jetty and floating pontoon are to be included in the Contractor's design and build.
 - Gangway connection details are to accommodate the full range of tidal movement, wind conditions and wave conditions for the 50-year design life.
 - The contractor is to supply all documentation relating to the linkspan necessary for Building Consent such as drawings, design calculations and Design Producer Statements (PS1), Design Review Producer Statement (PS2) and Construction Producer Statement (PS3).

FOR TENDER

Revision	Amendment	Approved	Revision Date



Project		MARLBOROUGH DISTRICT COUNCIL TE MAHIA JETTY FLOATING PONTOON ADDITION	
Designed		Approved	
F Westergard			
Drawn		Approved Date	
F Westergard			
Scales		Project No.	
As shown @ A1			
Sheet No.	Revision		
1	A		



To: Marlborough District Council
PO Box 443
Blenheim 7240



ISO 9001:2008
Document Number:
RAF0010-CI1921

SUBMISSION ON APPLICATION FOR A RESOURCE CONSENT

1. Submitter Details

Name of Submitter(s) in full _____

Electronic Address for Service (*email address*) _____

Postal Address for Service (*or alternative method of service under section 352 of the Act*) _____

Primary Address for Service (*must tick one*)

Electronic Address (*email, as above*)

or, Postal Address (*as above*)

Telephone (*day*) _____ Mobile _____ Facsimile _____

Contact Person (*name and designation, if applicable*) _____

2. Application Details

Application Number _____ U _____

Name of Applicant (*state full name*) _____

Application Site Address _____

Description of Proposal _____

3. Submission Details (*please tick one*)

I/we support all or part of the application

I/we oppose all or part of the application

I/we are neutral to all or part of the application

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991
- I am directly affected by an effect of the subject matter of the submission that:
 - a) adversely affects the environment; and
 - b) does not relate to trade competition or the effects of trade competition
- I am NOT directly affected by an effect of the subject matter of the submission that:
 - a) adversely affects the environment; and
 - b) does not relate to trade competition or the effects of trade competition
- I am NOT a trade competitor for the purposes of section 308B of the Resource Management Act 1991

The specific parts of the application that my/our submission relates to are *(give details, using additional pages if required)*

.....

.....

.....

The reasons for my/our submission are *(use additional pages if required)*

.....

.....

.....

The decision I/we would like the Council to make is *(give details including, if relevant, the parts of the application you wish to have amended and the general nature of any conditions sought. Use additional pages if required)*

.....

.....

.....

4. Heard in Support of Submission at the Hearing

- I/we wish to speak in support of my/our submission
- I/we do not wish to speak in support of my/our submission

OPTIONAL: Pursuant to section 100A of the Resource Management Act 1991 I/we request that the Council delegate its functions, powers, and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Council. *(Please note that if you make such a request you may be liable to meet or contribute to the costs of commissioner(s). Requests can also be made separately in writing no later than 5 working days after the close of submissions.)*

5. Signature

Signature _____ Date _____

Signature _____ Date _____

6. Important Information

- Council must receive this completed submission before the closing date and time for receiving submissions for this application. The completed submission may be emailed to mdc@marlborough.govt.nz.
- The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.
- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
- Only those submitters who indicate that they wish to speak at the hearing will be sent a copy of the section 42A hearing report.
- If you are making a submission to the Environmental Protection Authority, you should use form 16B.
- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.
- If you make a request under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners. You may not make a request under section 100A of the Resource Management Act 1991 in relation to an application for a coastal permit to carry out an activity that a regional coastal plan describes as a restricted coastal activity.
- Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):
 - it is frivolous or vexatious;
 - it discloses no reasonable or relevant case;
 - it would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
 - it contains offensive language;
 - it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

7. Privacy Information

The information you have provided on this form is required so that your submission can be processed under the Resource Management Act 1991. The information will be stored on a public file held by Council. The details may also be available to the public on Council's website. If you wish to request access to, or correction of, your details, please contact Council.