

Marine Navigation

Navigational safety is controlled by the Harbourmaster.

The Harbourmaster will continue to be consulted to ensure that the proposal satisfies all marine safety requirements.

Swing Mooring Users

23 existing swing moorings would be directly affected by the North West extension and 39 swing moorings would be directly affected by the North East extension.

Port Marlborough has investigated alternative options for these mooring and is consulting with affected mooring holders directly to find a solution.

Amenity Values

'Amenity values' relate to an individual's own appreciation of an area. They are entirely personal. Amenity can be affected by, for example, a change in landscape or view, noise, glare and odour.

The existing marina is already a key part of the area's existing amenity value and characteristics, and design criteria for the new parts of the marina have been carefully set to ensure that the extensions fit as seamlessly as possible into the existing environment of the Bay. The marina is a vital component of the Waikawa community and is extensively accessed by the public.

Marina activities in general emit relatively low noise levels. Noise consultants have monitored existing noise at the marina and have assessed that the extensions would be unlikely to introduce unreasonable noise or nuisance for neighbours.

Extension of marina facilities at Waikawa will improve public access to the coastal environment of the Marlborough Sounds by providing additional berths.

Feedback from consultation will help Port Marlborough to understand the viewpoints of those in Waikawa about the potential amenity affects.

Tangata Whenua

Tangata Whenua links with Waikawa Bay are very strong. In December 2007 an archaeological survey of the site was completed in consultation with Iwi.

No historical sites were found that would be affected by the proposal, and protocols will be established in case sites are accidentally discovered during construction.

A cultural impact assessment is being undertaken to document the cultural significance of the area, to identify specific effects on cultural values that may arise from the project, and to propose how any adverse effects can be avoided or remedied.

Economic Impact

Development can generate positive benefits to the local economy through creating business and employment opportunities.

The likely economic contribution that extension of the marina will make to the Picton and wider Marlborough economies has been broadly investigated. A large portion of the materials and labour for the development would be sourced from within Marlborough. Once operational, the larger marina will generate increased custom for existing businesses in Waikawa and Picton and the increased visitor numbers will lead to a larger 'visitor spend', with many downstream economic benefits.

Where to from Here?

Design details and environmental studies are currently being finalised. Consultation is underway with residents, marina tenants, Iwi, and many different stakeholders who live, work and / or play in the bay. Feedback will be incorporated into the resource consent process.

Port Marlborough is planning to lodge resource consent applications with the Marlborough District Council in April 2008. Council will then 'notify' the applications to the public, who will have one month to lodge submissions (in support or opposition) to the applications. A hearing will then be held by Marlborough District Council to decide whether resource consent will be granted, and what conditions may be imposed.

Port Marlborough will continue to consult with affected parties throughout the resource consent process. Your feedback and comments are welcome at any time.

Get in Touch

If you want to know more or would like to have your say, you can:

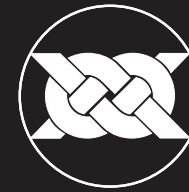
Talk to us: Jeannine Paul, 03 520 3306 *or*
Rose Prendeville 03 520 7513

Email us: jeannine@pmnz.co.nz *or*
rose@sphl.co.nz

Visit our website: www.portmarlborough.co.nz

Write to us: Jeannine Paul, Marinas Manager
Port Marlborough New Zealand Ltd *or*
Rose Prendeville, Executive Officer
Sounds Property Holdings Ltd
PO Box 111, Picton

Attend Open Days: Monday 24 March (Easter Monday)
11am - 6pm
Thursday 27 March, 3 - 7pm



PORT marlborough
NEW ZEALAND LTD

MARCH 2008

Waikawa Marina Consultation Update No.1

Introduction

Port Marlborough proposes to extend Waikawa Marina to meet the increasing demand pressures for marina berths in the Picton area. The proposal includes a 'North West' extension approximately 350 metres along The Snout coastline and a 'North East' extension seaward of the launching ramp breakwater.

The company is preparing an application for resource consents under the Resource Management Act to build and operate the marina extensions. A major part of that

work involves investigating what beneficial or adverse impacts the proposal will have on the natural, physical and social environments.

We now wish to share the latest information with the community. This document provides a summary of likely environmental effects of the proposal and also explores ways in which any adverse effects can be mitigated.

If you have questions or would like to express your views, you are welcome to call us or write to us. Project information will be continually updated on our website. See the final page for full contact details.

Why Develop Additional Marina Berths at Waikawa?

There is strong demand for marina berths at Waikawa and Picton and this is expected to continue. There are currently over 300 people waiting for berths.

Port Marlborough has been looking at ways to provide for this demand:

- Picton Marina has already been extended, and reconfiguration of the inner basin berths is planned.
- Extending Waikawa Marina has been investigated.
- New marina sites in Shakespeare Bay, Whatamonga Bay and Grove Arm have been considered.
- Alternative and more space-efficient mooring structures have been scoped.

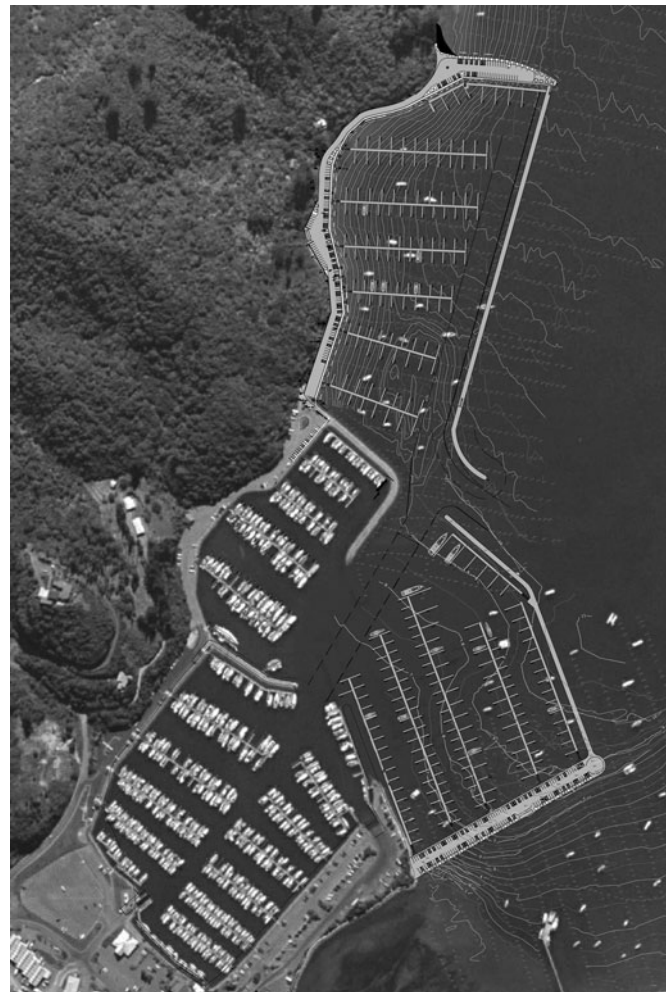
The Marlborough Sounds Resource Management Plan has identified Waikawa Bay as a suitable place for increased marina capacity by designation of a Marina Zone within the Bay.

We believe that the proposed Waikawa Marina expansion is the most efficient means currently available to provide additional wet boat storage while minimising potential adverse environmental effects.

Land-based storage options are suitable for some types of vessels, and the company continues to plan for greater capacity through provision of boatshed and secure trailer-boat compounds, and future development of a drystack.

What is the Proposal?

- Altogether approximately 500 new marina berths would be established in a two-stage development to increase the total capacity of the marina to around 1100 vessels.
- The North West extension would require a one hectare reclamation to provide access and parking along the existing coastline of the Snout, as well as a northern breakwater. The extension would occupy approximately six hectares of water space.
- The North East extension would also occupy around six hectares of water space. It would require extension of the existing mole with a reclamation of around half a hectare, and construction of a new breakwater.
- New carparking areas would be provided adjacent to the new berths.
- The launching ramp would be retained in its existing location with a minor realignment of vehicle access.
- Additional land area would be made available for servicing of boats and related businesses to support the increase in boat numbers.
- The beach at the northern end of Marina Drive would be replaced with an improved beach at the end of the new North West extension, and public access would be maintained.



The plan shows a preliminary design layout for the expanded marina. The North West extension lies alongside the coastline of The Snout, and the North East extension lies seaward of the existing launching ramp.

Resource Consents Required Under the Resource Management Act

A number of resource consents are required from the Marlborough District Council, including land use consents for minor alterations to the existing marina, a coastal permit for the new marinas and reclamations, and a discharge permit for stormwater. The applications will be publicly notified to give people and groups who may be affected an opportunity to provide input.

The proposal must also be assessed by the Minister of Conservation because of its location in the coastal marine area, and aspects of the project will require the Minister's approval.

Potential Environmental Effects

Construction Activities

Construction activities can have undesirable impacts on neighbours (marina users and local residents) from such things as dust and mud tracking, noise and vibration, traffic safety and road congestion, and the restriction of public access around the construction site for safety reasons.

For this reason, Environmental Management Plans will be put in place during construction which will make certain that all contractors follow specific protocols such as limiting working days and hours, keeping neighbours informed, imposing speed and route restrictions for vehicles, watering to prevent dust on windy days and other practical solutions to mitigate any undesirable effects.

Natural Character

Landscape architects have assessed how the marina extension may affect the natural character of Waikawa Bay. The degree of natural character of a landscape depends on:

- **The extent to which natural patterns and processes occur;**
- **The nature and extent of modifications to the landscape/ seascape and ecosystems.**

The existing natural character of Waikawa Bay ranges from low, in the highly modified area at the head of the bay (the urban settlement) to high levels of natural character on the northern parts of the Snout landform (regenerating native vegetation).

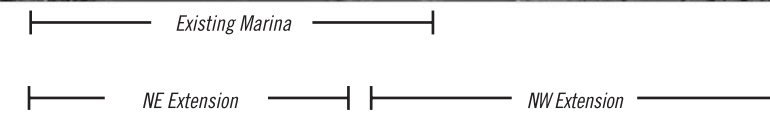
While the extension will be a noticeable change, a landscape assessment found that the existing marina and urban area provides a modified landscape that would assist to 'absorb' the proposed marina extensions without significant changes to the overall natural character of the bay.

Construction & Timing

- Construction of the North West extension would start soon after resource consents are obtained, and would be completed within around twelve months. Rubble and fill material would be sourced from existing quarries in Picton over a six month period. Armour rock would be brought from existing stockpiles in Shakespeare Bay and from Pukaka Valley quarry over a one month period.
- Construction of the North East extension would follow at some time following completion of the North West extension. The earthworks portion would take around 14 months with material sourced from Picton quarries. All armour rock would be sourced from Pukaka Valley, over a two month cartage period.
- All cartage would be undertaken under strict environmental management plans to minimise the impact of lorry movements.



Existing View



View showing both Marina Extensions

The photo montage shown above provides an indicative view of Waikawa Marina as it exists now, compared with a visualisation of how the larger Marina would appear with the North West and North East extensions in place. The view shown is from an elevation of approximately 40 metres, taken from Cooks Ridge, Port Underwood Road.

Waikawa Bay Marine Environment

During construction of the breakwaters and jetties, the marine environment can be affected by silt, and by the disturbance of the sea bed. Once built, breakwaters can change the way that sand and silt moves around a bay.

Detailed scientific investigations have shown that the soft sea bed underlying the marina sites has for decades been disturbed by chain-sweep from swing moorings and that the marina will not have any greater impact on the seabed. The marine species established in the area, including sea grass, cockles and other marine life well-established on the tidal flats and the Waikawa Stream delta, are well-adapted to disturbances and are anticipated to recover from any temporary disruption. During construction, water quality effects from silt disturbance will be local and temporary. The scientific investigation also considered that any changes in currents would have no more than minor adverse effects.

During operation, discharges from boats (oil, sewage, litter etc) can potentially impact on water quality and the health of marine life.

At Waikawa Marina discharges are – and will continue to be - very strictly controlled by protocols.

Use of Water Space

Space and water access in Waikawa Bay are finite resources. There are many different users of these resources and they generally have competing needs. It is therefore important to use water space efficiently.

Marinas are the most space-efficient method of storing boats on water. A marina can accommodate 80 boats per hectare, compared with traditional swing moorings at fewer than 14 boats per hectare.

Marina planning and design professionals have considered the various ways to use the available space in Waikawa Bay in terms of storage of boats to try to balance the needs of all users.

Flooding and Sea Level Rise

The marina, particularly the North East extension, has the potential to affect or be affected by flooding of the Waikawa Stream and future sea level rises.

In this regard, engineers and scientists have determined that the location of the extended mole will not have any adverse impact on flood behaviour of Waikawa Stream. Looking to the future, the marina has been designed to accommodate future rises in sea level.

Traffic and Parking

Extension of the Marina will generate additional vehicle movements in the area and increase parking demand.

Consequently, traffic planners have studied the traffic and parking demands of the existing marina and the performance of the local road network over the busiest period of the summer and have assessed the projected traffic generation created by the extended marina. The traffic planners assessed that sufficient parking for the new marina berths will be provided on the new reclamations and that the local road network has capacity to service the traffic movements of the expanded marina, even at the busiest times.