

Memo

To: Rebecca Perrett - Senior Policy Analyst - Ministry for the Environment
From: Phil Wardale – Project Director – Whakatāne Boat Harbour
CC:
Date: September 23, 2020
Re: RFI No. 1 – Whakatane Boat Harbour Application for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

Dear Rebecca

Thank you for your call and subsequent email dated 22 September 2020. You have asked the following:

Clarity on the scope of the project, in particular:

1. *The location of the boat harbour facilities (including facilities on land, in the CMA and in Freshwater)*
2. *The proposed channel, including clarity on the location of the southern channel that is not shown on the diagram (if it is intended that the southern channel is proposed in the project as an alternative site or otherwise).*
3. *The intended project staging as noted in the application in relation to the diagram provided (i.e. Stage 2 appears to include the training centre but in the application is included in Stage 1).*

1. Location of the Boat Harbour Facilities:

Attached to this memo as Appendix A, is a version of the Boat Harbour concept plan layout as submitted with our application with numbering that identifies each of the primary components within the boat harbour.

The preliminary assessment of the location of the fresh water versus the CMA shows that the entire boat harbour would be in the freshwater upstream of the existing CMA boundary, with only the access channel from the Boat Harbour to the River being located within the CMA. This is an important feature of the Boat Harbour which is essentially an “off river” design.

2. Boat Harbour Access Channel:

You are correct in your reading, which is that we have two alternatives for the access channel, either a “northern” or “southern” location. As noted on the phone, for the purposes of the Provincial Growth Fund application process (primarily due to timing and a submission date of 10 September 2019) we elected to complete a concept design which located the channel entrance in the “southern” location. We did this on the basis that when we had additional time we would explore the preferred northern alternative. After some further investigations, and by the time the PGF Funding Announcement was made in March 2020, we had completed a concept design with a northern entrance, and had the visual simulation (shared with you) was then prepared on that basis.

Attached to this memo as Appendix B is the concept layout with southern channel alternative, which has the same “internal boat harbour” components but slightly different layout of those same internal elements. (Noting that there is also a commercial chandlery building shown in Appendix B, which could similarly be added within the trailer boat parking area of the northern concept plan in Appendix A)

Since the funding announcement we have engaged with the Bay of Plenty Regional Council over the location of the channel. Last week they shared with us a report which they commissioned to investigate historic contamination within the general vicinity of the northern entrance. We were interested in such a report as the Boat Harbour project and its partners have an interest in exploring opportunities as part of the development to remediate some of the contamination that exists in the actual or neighbouring areas (owned by the Regional Council and the Department of Conservation). Appendix C is the plan included within the Hail Contamination Ltd report, which identifies the approximate location of the northern channel as an area where contamination exists. Accordingly, if the project advanced its application with a northern entrance it would be the project's intention to look to fully remediate the channel and neighbouring areas (which would be explained the full application).

3. Boat Harbour Staging

As we discussed on the phone, and as you had identified, a line on each concept layout plan indicates the split between stages, though I note that this staging location is only an indication as during detailed design it is expected that some components within the Boat Harbour may be delivered over the line.

In regard to the Training Facility, you are correct, the [northern] concept plan [in Appendix A] shows the building rectangle within the stage 2 area. It was drawn this way in the concept plan as there was uncertainty regarding timing of this component. I can now confirm that the building will be delivered as part of the first stage development of the boat harbour, with detailed design confirming the building's exact location.

I hope the above is helpful and addresses your questions sufficiently, but if not please just ask.

Kind regards,
Wardale Ltd



Phil Wardale
Director

Appendix A: Whakatane Boat Harbour – Northern Channel (All Stages)



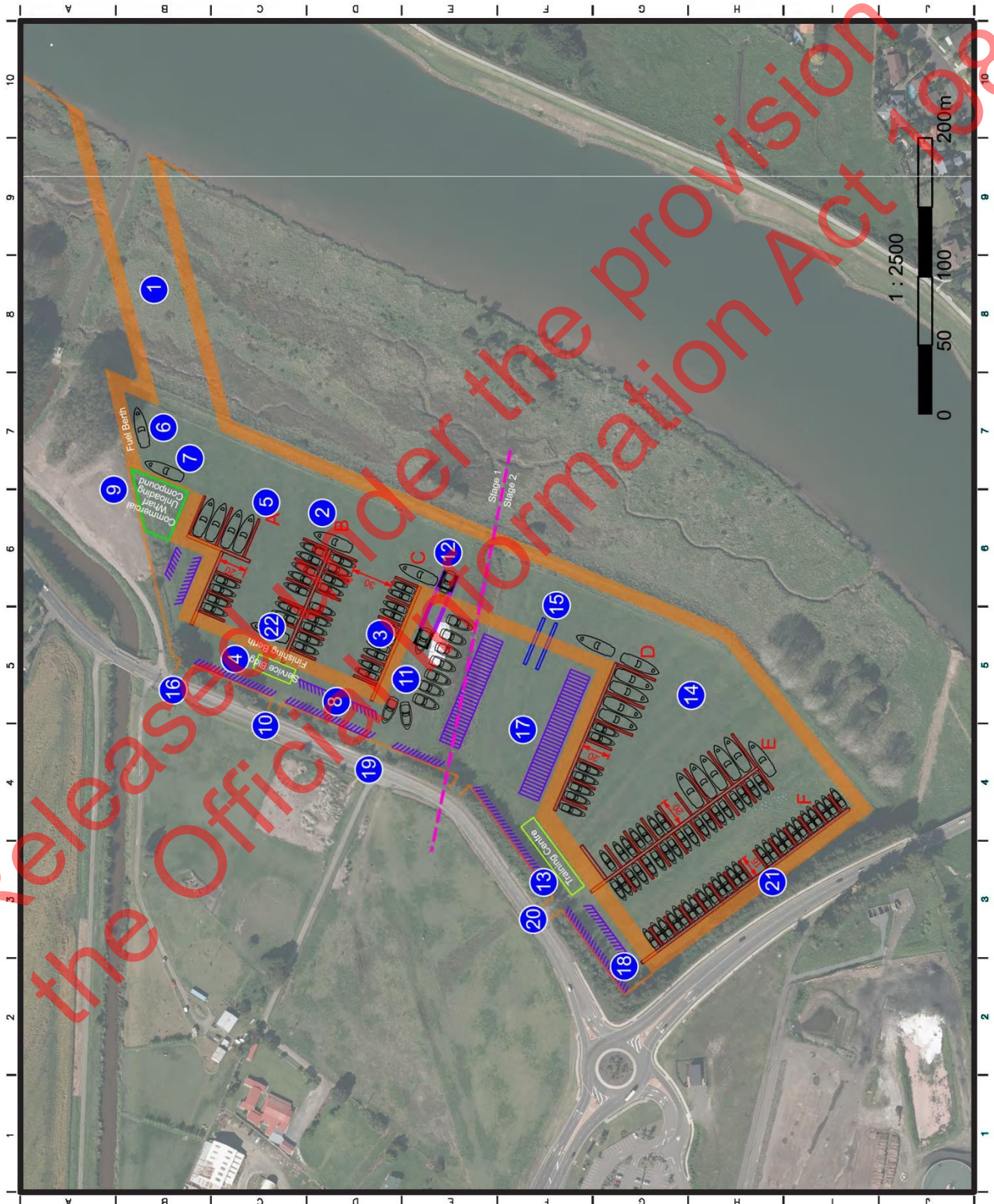
Client:	Whakatane District Council		
Location:	Whakatane Boat Harbour		
Title:	Wharf Replacement – Opt. 7A Stage 1 & 2		
Drawing:	WDC – 007A	Revision:	–
Scale:	1:2,500	Format:	A3
Date:	6 October 2019		
Revisions:			
ID	Date	Description	
1	5/5/19	Initial	
2	7/5/19	Concepts	
3	25/5/19	Inland Harbour	
4	29/5/19	Trawl Lift	
5	3/6/19	Northern Inland Harbour	
6	8/6/19	Opt. 4B Eastern Inland Harbour	
7	8/6/19	Opt. 4B Western Inland Harbour	
8	12/6/19	Opt. 8B Western Inland Harbour	
9	27/6/19	Opt. 8C Western Inland Harbour	
10	7/7/19	Opt. 8C, 8D Western Inland Harbour	
11	5/10/19	Opt. 7A Stage 1 Northern End	
Notes:			
1. All dimensions are in metres, unless otherwise stated			

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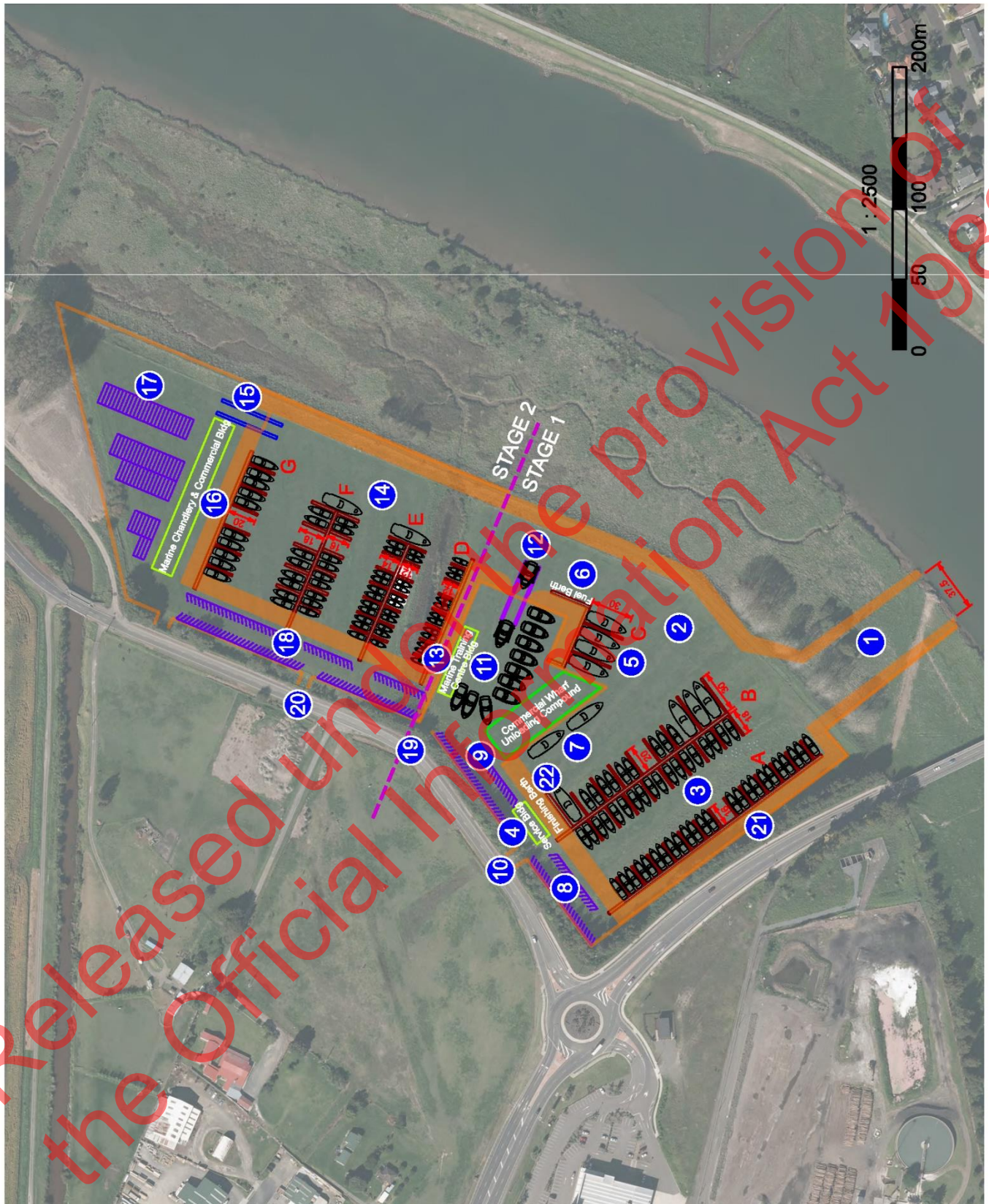


Key to Appendix A:

1. Boat Harbour Entrance Channel	2. Boat Harbour Fairway	3. Commercial Vessel Berthage
4. Large Boat Service Building, Vessel Support Storage	5. Larger Berths (up to 30m Vessels)	6. Fuel Berth (for vessels without in berth supply)
7. Fin Fish and Shell Fish Unloading Wharf	8. Commercial Berth Car Parking	9. Commercial Wharf Unloading Compound
10. Entrance to Commercial Boat Harbour	11. Vessel Hardstand & Maintenance Facility	12. Mobile Boat Hoist Machine
13. Marine Training Centre & Boat Harbour Office	14. Recreational Vessel Berths	15. Boat Launching / Retrieval Ramp
16. Entrance to Commercial Unloading Area	17. Car and Trailer Parking (optional trailer boat storage area)	18. Recreational Berth Car Parking
19. Entrance to Hardstand	20. Entrance to Recreational Boat Harbour	21. Flood Protection / State Highway Interface
22. Large Boat Finishing Berth		

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Appendix B: Whakatane Boat Harbour – Southern Channel Alternative (All Stages)



Key to Appendix B:

1. Boat Harbour Entrance Channel	2. Boat Harbour Fairway	3. Commercial Vessel Berthage
4. Large Boat Service Building, Vessel Support Storage	5. Larger Berths (up to 30m Vessels)	6. Fuel Berth (for vessels without in berth supply)
7. Fin Fish and Shell Fish Unloading Wharf	8. Commercial Berth Car Parking	9. Commercial Wharf Unloading Compound
10. Entrance to Commercial Boat Harbour	11. Vessel Hardstand & Maintenance Facility	12. Mobile Boat Hoist Machine
13. Marine Training Centre & Boat Harbour Office	14. Recreational Vessel Berths	15. Boat Launching / Retrieval Ramp
16. Marine Chandlery & Commercial Building	17. Car and Trailer Parking (optional trailer boat storage area)	18. Recreational Berth Car Parking
19. Entrance to Hardstand & Commercial Unloading Area	20. Entrance to Recreational Boat Harbour	21. Flood Protection / State Highway Interface
22. Large Boat Finishing Berth		

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