

Dan Cruickshank
APL Property
(By email)

10th July 2017

Dear Dan,

APPLICATION FOR LEASE

Coastguard Wanaka Lakes (CWL), a volunteer Marine Search and Rescue Unit, is seeking to Lease from Queenstown Lakes District Council (QLDC), a parcel of land at Eely Point, adjacent to the Scout Den, for the purpose of building a Marine Rescue Centre. The Marine Rescue Centre will be the home for CWL and provide storage and access to utilities to the QLDC Harbourmaster from which the Deputy Harbourmaster, Wanaka, can operate. CWL is also seeking an Easement for the purpose of connecting services to the Marine Rescue Centre.

CWL acknowledges the advice it has received from APL, QLDC Parks and Recreation and members of the Wanaka Community Board. CWL is also highly appreciative of the support it has received during early consultation during an extensive search process to reach the selection of this site.

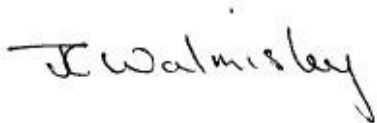
CWL acknowledges that the proposed site is in an area of Outstanding Natural Landscape and an area governed by the Wanaka Lakefront Reserves Management Plan 2014. CWL contends that the proposed building and the associated landscaping to minimise any visual impact of the building is allowable under the Plan. The Proposed site offers CWL the quickest response time to an emergency on Lake Wanaka (96% of SAR) and easy road access to Lake Hawea (4%). The proposed building has been designed to meet existing needs and the foreseen needs of CWL over the foreseeable future and allows for the Harbourmaster to have a permanent base in Wanaka.

This letter is accompanied by:

Application for Lease and Easement
CWL Wanaka Marine Rescue Centre Report
RC Plans from TAB
Landscape Report
Services Report
Southern Safety Services Ltd Traffic Management Plan

Coastguard Wanaka Lakes thanks you for your consideration

Yours sincerely



Jonathan Walmisley
President, Coastguard Wanaka Lakes

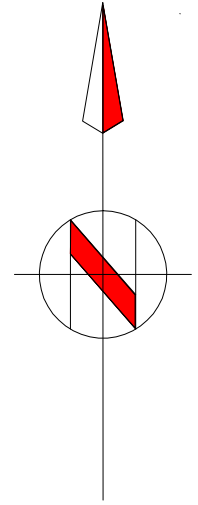


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Section 29
Blk XIV
Lower Wanaka SD

existing 50mm dia water ridemain
existing 150mm dia Foul Sewer

IS1
805803.01
372765.33
289.47



LEGAL DESCRIPTION

SECS 29 67 1543R BLK XIV LOWER WANAKA SD
EELY POINT RECREATION RESERVE
VALUATION No. - 2905155700
CT REF - OT7B/497
EELY POINT ROAD
WANAKA TOWN 9305

SITE AREA - 111.7349 Ha.
PROPOSED LEASE AREA - 860 m2

SITE / SERVICES LEGEND

- NEW PVC SEWER 100mm MIN. 1:60 GRADIENT
- NEW PVC SW 100mm MIN. 1:60 GRADIENT
- WATER RETICULATION
- IP INSPECTION POINT
- RP1-103.80 RECESION PLANE POINT
- PROPERTY BOUNDARY
- LEASE BOUNDARY

TREE REMOVAL PLAN

All trees proposed to be retained are shown in green
All trees proposed to be removed are shown in red
Total number of trees proposed to be removed is 30

Lake Wanaka

Section 1543R
Blk XIV
Lower Wanaka SD

RESOURCE 07.03.17

ALL CONSTRUCTION TO COMPLY WITH RELEVANT N.Z. STANDARDS, NZS 3604, N.Z.B.C AND LOCAL AUTHORITY BY LAWS
CONTRACTOR TO CHECK AND CONFIRM ALL DIMENSIONS ON SITE

EELY POINT DEVELOPMENT
WANAKA

tab

ARCHITECTURAL DESIGN

TONY BENNETT
26 LITTLE MAUDE DRIVE
RD 2 WANAKA 9382
NEW ZEALAND
MOBILE: +64 27 405 4501 DDI: +64 3 443 8698
EMAIL: tabdesign@xtra.co.nz

REVISION	No.	DATE
DESCRIPTION		

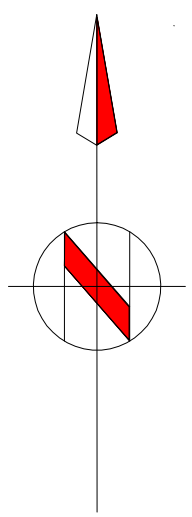
DATE - JUNE 2016
DESIGN - TONY BENNETT
DRAWN - TONY BENNETT
SCALES - 1:200 @ A1 1:400 @ A3
JOB No. - RRD 16.644

A00

Section 29
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existing 50mm dia water ridemain
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289.47



BARRIER
Protection from falling above all retaining walls with a fall over 1m will be supplied by a temporary 1m high warratah and wire fence while a pittosporum hedge or similar is grown to be minimum 1m high.

LEGAL DESCRIPTION

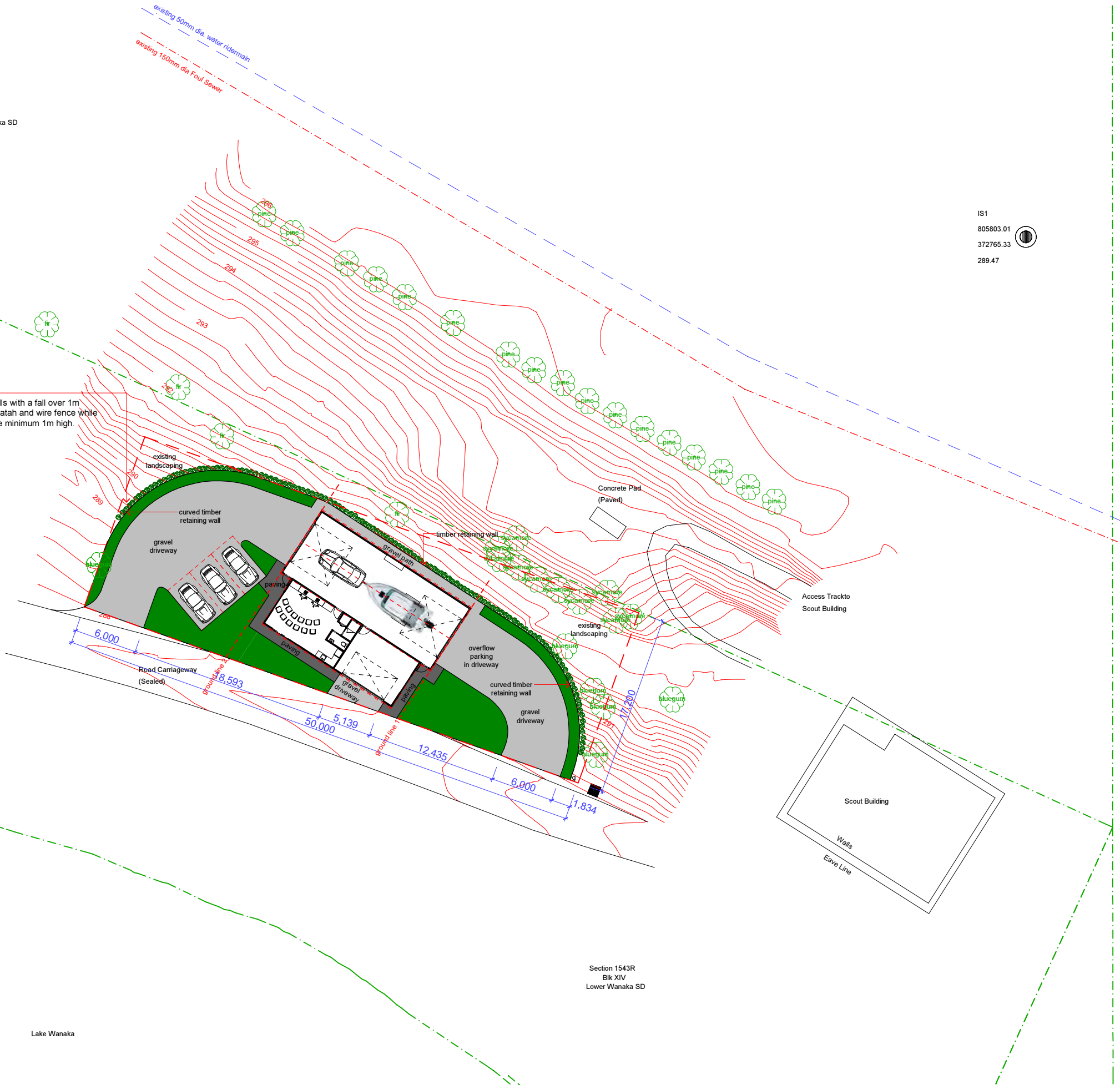
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- WATER RETICULATION
- IP INSPECTION POINT
- RP1-103.80 RECESION PLANE POINT
- PROPERTY BOUNDARY
- LEASE BOUNDARY

SITE AND DRAINAGE PLAN



Section 1543R
Blk XIV
Lower Wanaka SD

RESOURCE 07.03.17

ALL CONSTRUCTION TO COMPLY WITH RELEVANT N.Z. STANDARDS, NZS 3604, N.Z.B.C AND LOCAL AUTHORITY BY LAWS
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A01



LOCATION PLAN

RESOURCE 07.03.17

ALL CONSTRUCTION TO COMPLY WITH RELEVANT N.Z. STANDARDS, NZS 3904, N.Z.B.C AND LOCAL AUTHORITY BY LAWS
CONTRACTOR TO CHECK AND CONFIRM ALL DIMENSIONS ON SITE

EELY POINT DEVELOPMENT
WANAKA

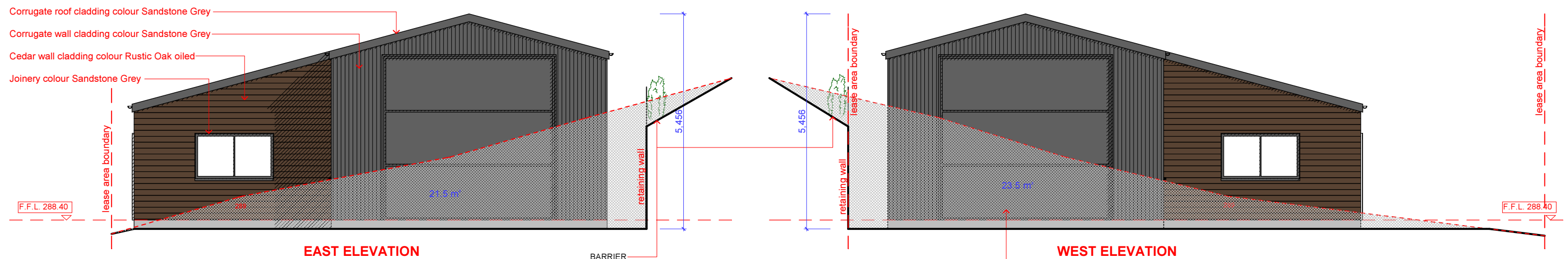


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JOB No. - RRD 16.644



MATERIAL LEGEND

- 90 x 45mm TIMBER FRAME
- PREFAB STEEL SHED STRUCTURE
- BEAM / LINTEL ABOVE / BELOW
- TIMBER POST

NOTATIONS

ALL FRAMING TO BE MIN. SG 8
 SEE SECTIONS FOR TREATMENT REQUIREMENTS
 STUDS @ 600mm ctrs. UNLESS STATED OTHERWISE
 DWANGS @ 800mm ctrs. UNLESS STATED OTHERWISE

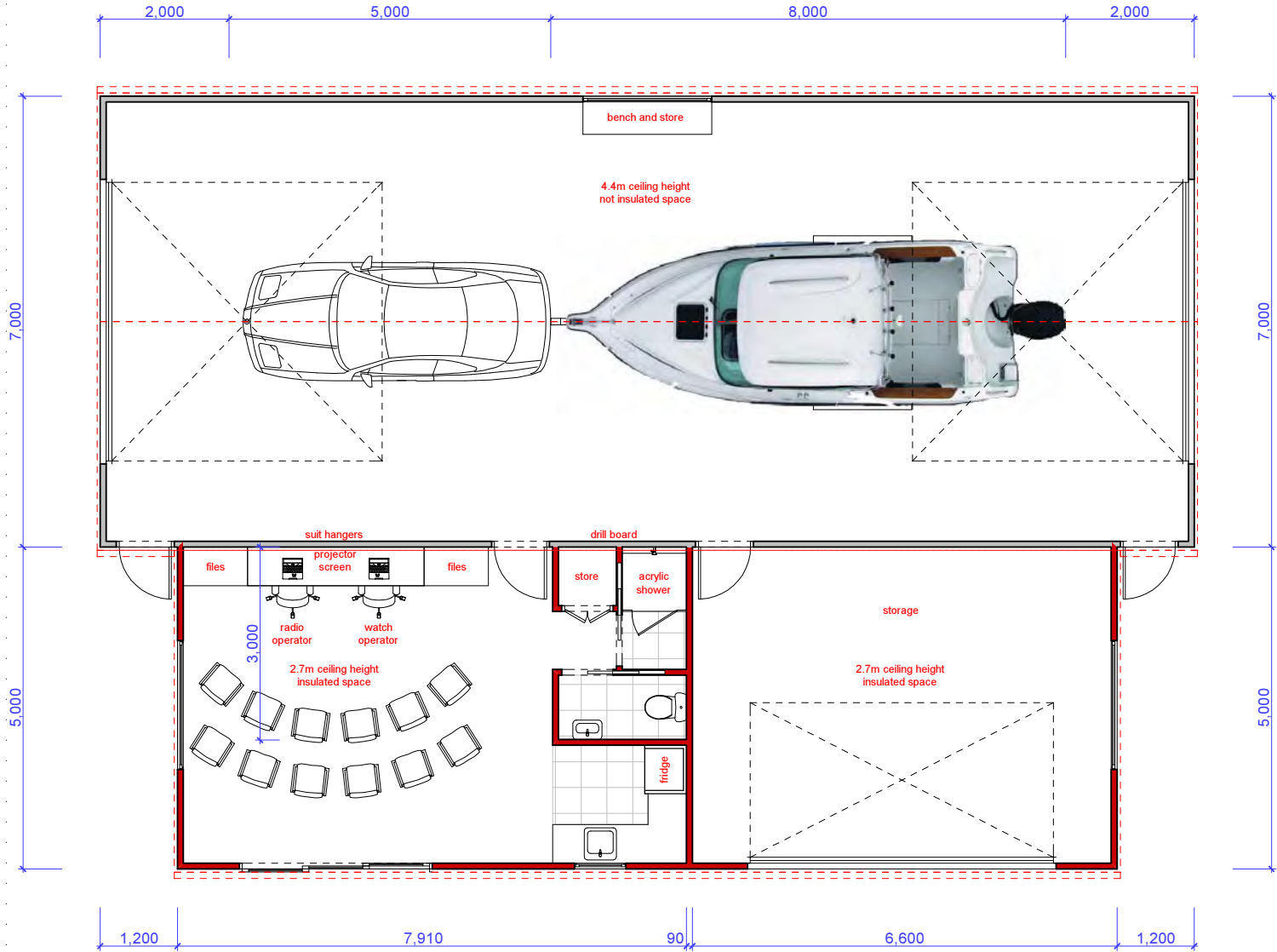
HIGH WIND ZONE
 EARTHQUAKE ZONE 3
 1.5 kPa SNOW LOADING ZONE

BARRIER
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 will be supplied by a temporary 1m high warratah and wire fence while
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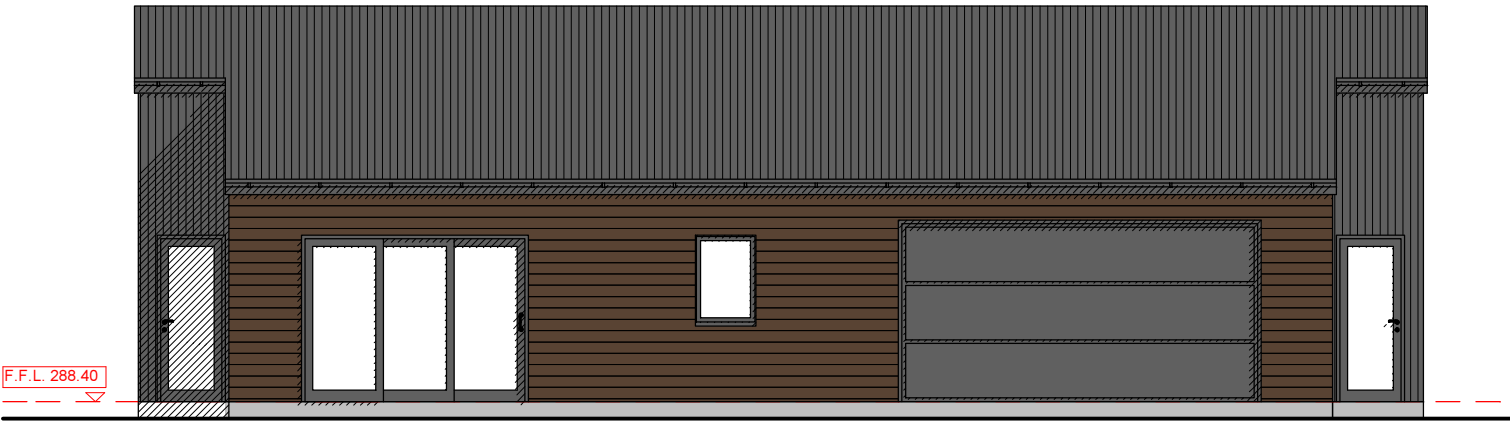
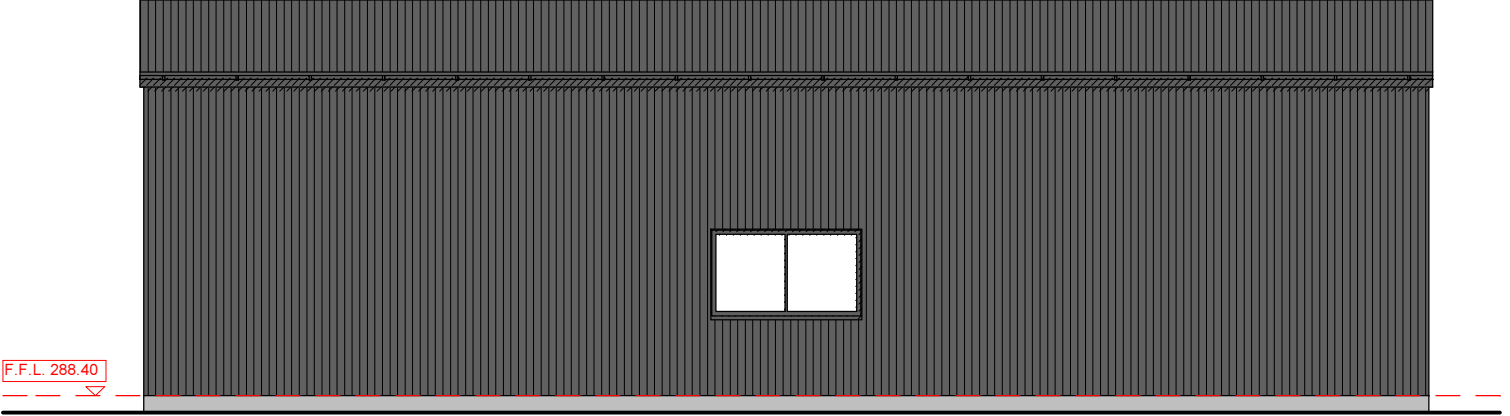
CONTACT OWNER FOR ALL BATHROOM
 AND KITCHEN FITTINGS AND REQUIREMENTS

TOP PLATE HEIGHT OF ALL WALLS TO BE 2760mm
 UNLESS STATED OTHERWISE

EARTHWORKS
 Cut volume 620m3. Max cut height 3.8m.
 Fill volume 0m3. Total earthworks volume 620m3.
 Height of cut in relation to boundaries not exceeded.



LEVEL 1 FLOOR PLAN
 Gross floor area 159.0 sqm.



RESOURCE 07.03.17
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 CONTRACTOR TO CHECK AND CONFIRM ALL DIMENSIONS ON SITE

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 WANAKA



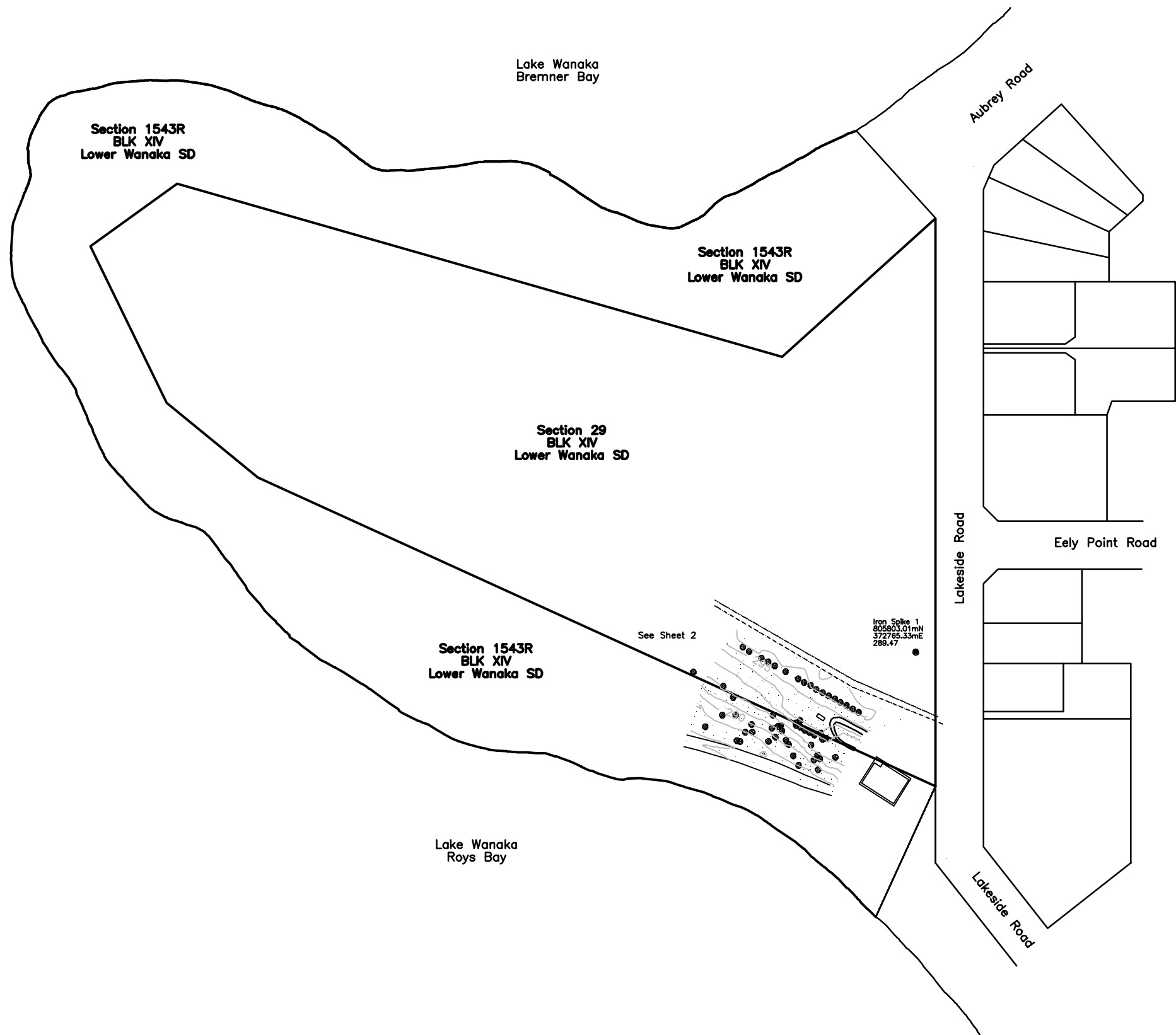
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A03



BRIAN WEEDON LAND SURVEYING LTD

15 Kanuka Rise, Wanaka

t: 03 443 9543 m: 027 217 8721

email: brianweedon@xtra.co.nz

Site Survey
Proposed Location for Coastguard Wanaka Building

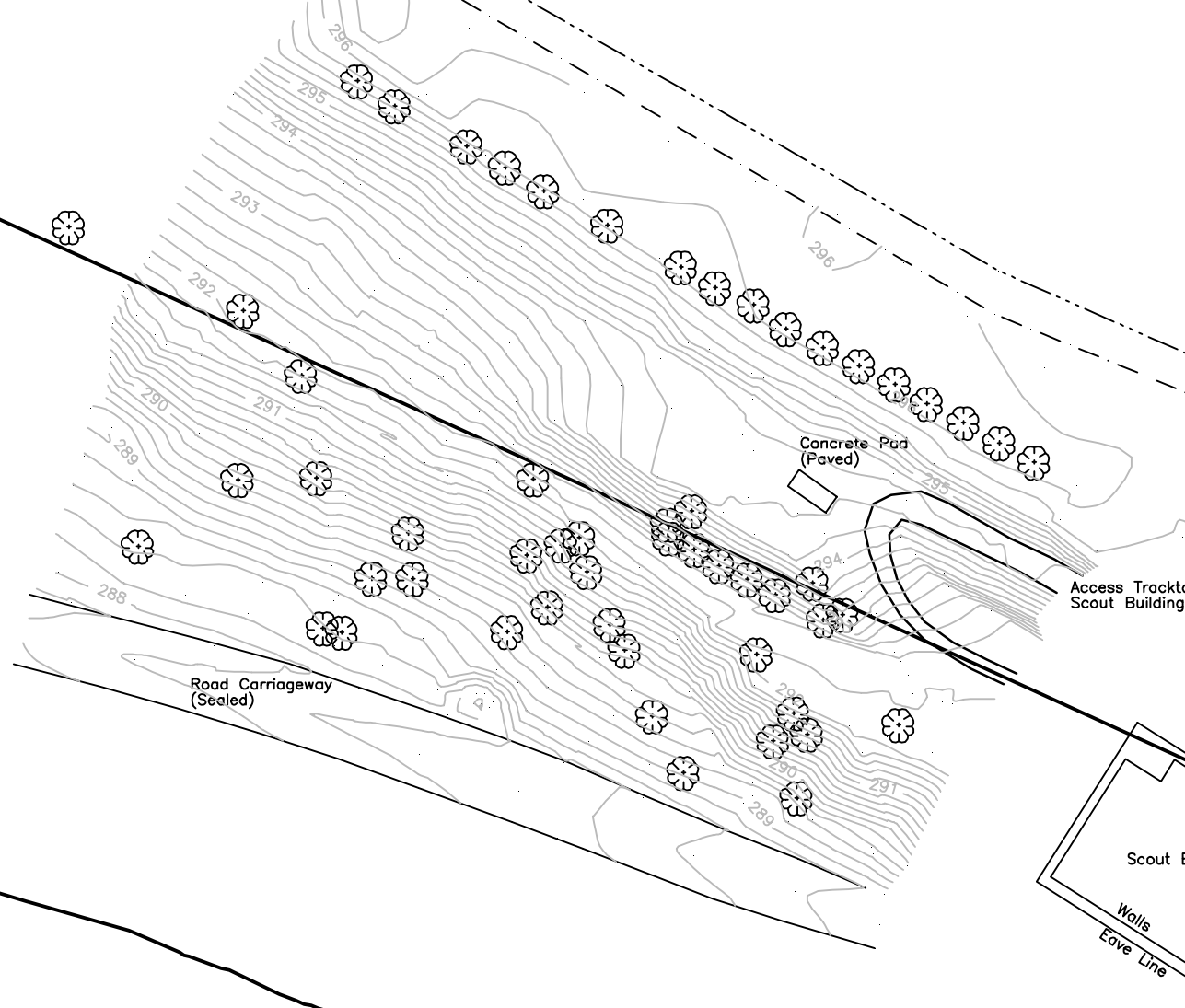
Notes Survey in terms of Geodetic Datum 2000
Lindis Peak Circuit
Heights in terms of Dunedin Vertical Datum (MSL)
Iron Spike 1 289.47m

Drawn	Scale: 1:2000 @ A3
Date 22 February 2017	Job 1182
Sheet 1 of 2	

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Lindis Peak Circuit
Heights in terms of Dunedin Vertical Datum (MSL)
Iron Spike 1 289.47m

Drawn	Scale: 1:500 @ A3
Date 22 February 2017	Job 1182
Sheet 2 of 2	

WANAKA COASTGUARD FACILITY – EELY POINT

Landscape Assessment Report

July 2017



1. INTRODUCTION

- 1.1. This report provides an assessment of the landscape and visual effects of a proposed Wanaka Coastguard facility on the Eely Point Reserve in Wanaka. This report includes a:
- Description of the site and surrounding landscape;
 - Description of the proposal;
 - Statutory context;
 - Summary of visibility;
 - Landscape assessment;
 - Conclusion;
 - Attachments.

2. DESCRIPTION OF THE SITE AND SURROUNDING LANDSCAPE

- 2.1. The proposed site for the Wanaka Coastguard facility is near the southern foreshore¹ of Eely Point (**Attachment A**) on a portion of land owned by the Queenstown Lakes District Council (QLDC). The site is a total of 11.7349ha in area and is legally described as Section 1543R, BLKXIV Lower Wanaka SD. It is part of the Eely Point Recreation Reserve. The underlying zoning is Rural General. The proposed activity will occur in an 860m² rectangular shaped leased parcel of land at the south-eastern end of Eely Point.

The Broader Landscape

- 2.2. Lake Wanaka is a large glacial lake with a complex series of peninsulas and bays, foreshores and islands. The lake is fed by two major river systems, the Makarora River to the north and the Matukituiki River to the west. The outlet of the lake forms the start of the Clutha River flowing from the eastern edge of the lake.
- 2.3. The lake, its foreshore and the dramatic mountain topography around it on a whole, displays a high natural character. Parts of the lake's foreshore display a more modified character embodied in varied land uses including pastoral farming activities, rural living type development, recreational facilities and the urban areas of Wanaka. The urban activities of the Wanaka township are concentrated at the southern portion of the lake in Roys Bay.
- 2.4. Roys Bay is broadly defined by the features of Beacon Point to the east and Damper Bay to the west. The foreshore and landscape context of Roys Bay displays varying landscape characters. From Beacon Point to the south, the bay's eastern edge is dominated by the

¹ For the purpose of this report the foreshore is considered to the area of land between Lake Wanaka's high and low water marks.



visible residential character embodied in a backdrop of built development. This character extends across the upper eastern parts of Roys Bay to meet the urban areas of the Wanaka CBD, at the south-eastern edge of Roys Bay. This part of the landscape is highly modified in character. To the west of the Wanaka CBD the open recreation spaces such as Pembroke Park provide a more open character to the lake edge. The more urban character of the bay's edge is reintroduced near its southwestern corner. This urban character ends distinctly at the bay's western edge where the more residential character gives way to rural living type development. The natural character of Roys Peak overshadows the western part of the bay and provides a strong natural backdrop to Roys Bay and the Wanaka Township.

- 2.5. The foreshore of Roys Bay is comprised of a series of public reserves of varying width and land uses. These reserves are managed according to the Objectives and Policies detailed in the Wanaka Lakefront Reserves Management Plan (WLRMP). The foreshore around Roys Bay is diverse in character and in many places, including the subject site, roads and/or informal parking areas intrude on the foreshore and the lake edge.
- 2.6. The Roys Bay foreshore, in broad terms provides a public natural buffer between the surface of the lake and the more modified rural and urban landscapes beyond. The western foreshore of Roys Bay between Damper Bay and Waterfall Creek has a strong natural character embodied in the dense cover of native vegetation, the complex topography and lack of built structures or parking facilities. The southern foreshore of Roys Bay between Waterfall Creek and the Wanaka Marina is a more modified public place. The Wanaka Watersports Facility (RM150679) was recently approved on Roys Bay's southwestern corner near the outlet of Stoney Creek. The southern foreshore is dominated by mature exotic trees, gravel beaches and parking areas. Its predominant natural character is derived from its associations to the lake. The south-eastern foreshore of Roys Bay is more modified with less vegetative cover and an increased presence of built form. A 'log cabin', jetty and playground exists near the confluence of Bullock Creek. The Wanaka Marina and its associated structures and jetties extend out from the south-eastern corner of Roys Bay. This modified foreshore character gives way to a strong natural character embodied in dense thickets of kanuka scrubland which exist on an esplanade between the Wanaka Marina and Eely Point. This natural foreshore character is continued across the eastern edge of Roys Bay to meet Beacon Point.

The Site

- 2.7. Eely Point is a peninsula feature of Lake Wanaka which is approximate 230m wide and extends approximately 500m to the west (**Attachment B**). It provides a dense natural buffer between Roys Bay and the Medium Density Residential (MDR) areas of north Wanaka. A schist gravel foreshore connects the body of Eely Point to Lake Wanaka. Eely Point's northern foreshore is adjacent to the shallow Bremner Bay. The southern foreshore of Eely Point is protected from the prevailing northerly winds and is a popular swimming area. It also provides a boat launching ramp as an alternative to the Wanaka Marina. The southern foreshore and associated areas contain public recreation facilities, a toilet, shelters, benches and picnic platforms.
- 2.8. The foreshore edge of Eely Point is clad in dense stands of mature exotic trees including poplars, willows, gums and pines. A sealed and gravel road is set within these mixed exotic trees contouring around the Eely Point foreshore. This road also forms a portion of the Lakeside Track, which runs near the Roys Bay foreshore and connects pedestrians and cyclist to the wider Wanaka trail network. The Eely Point Access Road provides vehicle access to the reserve across the central, elevated peninsula spine. The forested slopes to the north of this spine are closely associated with Bremner Bay while the forested slopes to the south are closely associated with Roys Bay.
- 2.9. At the south-eastern end of Eely Point the sealed road ends in a cul-de-sac. The Lakeside Track joins the southern edge of this cul-de-sac and a community building leased to the Scout Association of New Zealand (The Scout's Den) adjoins the north edge of the cul-de-sac. The Scouts Den is a two-storey structure, clad in a mix of plaster and dark stained timber with a profiled steel roof.
- 2.10. The subject site is an 860m² rectangular section of land approximately 16m west of the Scouts Den (**Attachment C**). The site meets the edge of the sealed road and slopes to the north towards the Eely Point Access Road. It is part of a densely-forested area. A belt of mature conifers runs between site and the Eely Point Access Road. The land between these conifers and the site is irregular in landform showing signs of human modification. There are scattered trees throughout. The site itself slopes from north to south to meet the sealed road at grade. The interior of the site contains several mature firs, sycamore and gum trees. The ground is mostly covered in leaf litter. The site contains no significant indigenous vegetation.



- 2.11. To the west of the subject site the forested character continues to meet the picnic areas, boat ramp and the head of Eely Point. A public toilet is approximately 40m west of the subject site and a picnic shelter exists approximately 100m to the west of the subject site.

3. DESCRIPTION OF THE PROPOSAL

- 3.1. A full description of the proposal is contained within the body of the application. In summary, the Wanaka Coastguard seeks to establish a boatshed and operation facility at Eely Point near the Scouts Den. The maximum height of the proposed structure will be 5.45m and it will occupy a land area of 159m². The structure will house a boatshed, a storage room and an operations room. It will be clad in a mix of cedar and Colorsteel and the roof will be of a Colorsteel material. The cedar will be a rustic oak colour and the roof and Colorsteel cladding will be in a Sandstone grey colour (LRV 24%). All joinery will be coloured Sandstone Grey to match the roof. There will be two garage doors on the east and west elevation to allow a truck and boat trailer to drive in and out of the boat shed. An additional garage door will be located on the south elevation to access the storage room. All garage doors will be coloured Sandstone Grey to match the roof and joinery.
- 3.2. Earthworks will be required to set the building into the landform A maximum cut of approximate 3.8m in height will be required on the northern end of the site. This cut will be retained with a timber wall. The timber will be stained a dark natural colour or left to grey. A post and wire fence will be located at the top of the retaining wall to protect from falling. A total of 620m³ of cut material will be transported off the site.
- 3.3. 18 mature exotic gum, sycamore and fir trees will be removed from the site to accommodate the proposed facility. The edge of the driveway and retaining wall will be adjacent to several mature exotic trees which are to be retained. This includes:
- two large gum trees near the existing carriageway and by the site's proposed entry and exit,
 - three large gum trees at the eastern edge of the retaining structure and
 - three firs and a group of sycamores to the north of the retaining structure.

The applicant has consulted with local arborist Tree Tamers who advised that these trees can survive the development provided they are properly protected and cared for during construction.

- 3.4. A landscape plan is proposed (**Attachment D**). This plan presents areas of native plantings which will set the building into the natural character of the site, screen the structure and



parking areas and visually break the form of the building while providing public amenity. The road frontage will be planted in dense native shrubs and trees including hebes, kowhai, halls totara and beech. These trees will act as high stature vegetation between the carriageway and the proposed building. A public bench will be placed within the planted areas adjacent to the carriageway. Parking will be located away from the carriageway near the building and set within proposed trees and shrubs. The face of the retaining wall will be planted in groups of the columnar ribbonwood and erect lancewood trees with a ground cover of red tussock. These trees will soften the mass of the retaining wall. Above the retaining wall a post and wire fence will be required. Planted at the base of this fence and at the top edge of the retaining wall will be a broadleaf hedge. The hedge will provide a dense vegetative screen.

- 3.5. The site will be accessed via a 6m wide gravel driveway which will enter and exit the site near its eastern and western ends.

4. STATUTORY CONTEXT

- 4.1. The site is part of the Eely Point Reserve, Designation 88 and is therefore subject to the Reserves Act 1977. It is also within the Rural General Zone and is subject to landscape classification. Eely Point is identified as Zone 7 in the WLRMP 2014. It is worth noting that the site was also the subject of the Eely Point Reserve Development Plan 2000.

Landscape Classification

- 4.2. While Eely Point is directly adjacent to Wanaka's MDR areas, it is part of the Lake Wanaka foreshore and its associated network of open spaces. The Roys Bay foreshore where it exists between the more urban areas of Wanaka, is generally a narrow strip of the Rural General zone. Eely Point however is a peninsula feature and is a larger area of land which is part of the Rural General zone.
- 4.3. The landscape category boundary on Eely Point is not clearly defined on Appendix 8B, Map 1 of the QLDC Operative District Plan (ODP) Planning Maps. Map 20 of the Proposed District Plan (PDP) shows that Eely Point is both part of the Outstanding Natural Landscape (ONL) and the Rural Landscape Classification. It is understood that this separation of landscape classification is the product of an assessment of Wanaka's ONLs undertaken by Dr Marion Read in April 2014. Dr Read did not undertake a detailed assessment of the Eely Point area but considered that the extent of the Roys Bay lake and foreshore is ONL generally back to a road which makes a logical boundary.



- 4.4. The foreshore around Roys Bay is diverse in character and in many places, roads and/or informal parking areas intrude on the gravel and treed foreshore area. While I accept Dr Read's broad brush method of identifying the ONL boundary, Eely Point is a complex feature with various values and requires a higher degree of landscape classification assessment.
- 4.5. When viewed from the adjacent urban context, Eely Point has a high natural character embodied in its mature trees and open spaces. However, the presence of human modification and built elements which are part and parcel to Eely Point's associations with Wanaka's urban environment diminishes the natural character of the peninsula feature especially as viewed from the foreshore or surface of the lake. From these views the land uses and associated modifications on and near the southern foreshore such as signage, boat ramp, picnic benches, toilet etc. has slightly degraded the natural character.
- 4.6. The Eely Point landform itself is memorable in that, from edge to edge, the Lake Wanaka landscape can be experienced from a large portion of foreshore as it wraps around the peninsula feature. The distinct rise which forms the spine of Eely Point is generally cut off from views of the lake by the mature trees which flank the slopes leading down from this spine to the Lake Wanaka foreshore. The Eely Point Access Road exists atop this spine. It's open, grassed, park-like character is more closely associated with the MDR areas of Wanaka than with the Lake Wanaka foreshore.
- 4.7. There is merit in the consideration that all Eely Point is part of the Lake Wanaka ONL as the peninsula feature is a distinct, memorable, legible landform with a moderate to high degree of naturalness and significant amenity values. However, the upper spine of Eely Point is more closely associated with the urban areas of Wanaka and is less dramatic and memorable than the foreshore and its edges. I consider the subject site is within a landscape character unit which is separate from the foreshore by a road and separated from the Eely Point spine by landform and vegetation. The subject site is either adjacent to or part of an ONL and the exact location of the ONL boundary would require a detailed analysis under the amended Pigeon Bay Criteria. For this report, as the subject site is adjacent to the Lake Wanaka foreshore, I will apply the strictest landscape assessment criteria to the proposal and apply the ONL assessment matters.

5. SUMMARY OF VISIBILITY

- 5.1. The proposed building will be set within a dense vegetated pattern of mature trees which exists on the edges of Eely Point between the Lake Wanaka foreshore and the spine that



holds the Eely Point Access Road. It will also be adjacent to the existing Scouts Den building to the east.

5.2. The Coastguard building has the potential to be visible from the following locations

(Attachment E):

- Lakeside Road between Windsor Street and Eely Point Road and the private properties adjoining that portion of Lakeside Road (Attachments F & G, Images 1-3).
- The Eely Point Access Road immediately north of the site.
- The Eely Point southern foreshore and the Lakeside Track between the boat launch and Scouts Den (Attachments H & I, Images 4-6).
- The surface of Roys Bay, Lake Wanaka from the Eely Point foreshore and diminishing in extent for over 2km between Ruby Island and Wanaka township foreshore (Attachments J & K, Images 7-10).

5.3. The level of potential visibility and effects of visibility will be discussed in the following portion of this report.

6. LANDSCAPE ASSESSMENT

ONL Assessment Matters, ODP Part 5.4.2.2

Potential for the Landscape to Absorb Development

- 6.1. The proposed development will be clad in dark, natural material and the landscape around it will be composed of appropriate indigenous trees. The roof and steel facades of the proposed building will be coloured in Sandstone grey. The entire north faces of the building will be set behind a retaining wall which will be constructed of a dark stained timber material. A broadleaf hedge will exist at the top of this wall.
- 6.2. I consider that the line of the roof has the greatest potential to highlight the presence of a building. However, this roof will be approximately recessed into the natural colours of the land and will be well screened by the surrounding vegetation. The orientation of the building is skewed a bit so that the building presents less façade to the street and is better aligned with the landscape's existing contours than if it were orientated parallel to the road. This will present less form to both the Scouts Den access road immediately south of the site and the Eely Point Access Road to the north.
- 6.3. A summary of whether and to what extent the proposed development will be visible from public places is provided in table format below.

Table 1: Summary of visual effects.

Viewpoint	Level of Visibility	Description
On Lakeside Road between Windsor Street and Eely Point Road and the private properties adjoining that portion of Lakeside Road (Attachments F & G, Images 1-3).	Negligible to Very Low	While the existing Scouts Den is highly visible from the public places associated with Lakeside Road, the proposed Coastguard facility will be set deeper into the context of existing trees and topography which will provide a very high degree of screening. The recessive colours of the building, the screening hedge of broadleaf and its context within the exotic forest and existing topography will render it reasonably difficult to see from Lakeside Road.
The Eely Point Access Road immediately north of the site.	Very Low	This access road is approximately 25m from the southern edge of the proposed building. The existing trees and landform provide a high level of screening while the proposed broadleaf hedge along the post and wire fence will provide a high level of screening.
The Eely Point southern foreshore and the Lakeside Track between the boat launch and Scouts Den (Attachments H & I, Images 4-6).	Very High to Moderate	Users of the Lakeside Track as it enters Eely Point from the south will be confronted by both the Scouts Den and the Coastguard facility. The proposed building will be visible for a portion of the sealed Lakeside Track from the Scouts Den to the picnic shelter. From the picnic shelter to the west and eventually north the building will become more recessed into the landscape and screened by trees and topography. From the southern foreshore immediately south of the site, the Coastguard building will be well screened by existing and proposed vegetation but its line and form will be moderately visible for a short portion of the foreshore immediately south of the site. This level of visibility diminishes significantly with distance.
The surface of Roys Bay, Lake Wanaka from the Eely Point foreshore and boat launch; views diminishing for over 2km between Ruby Island and Wanaka township foreshore	Negligible to Moderate	The Eely Point foreshore is vegetated in a mix of mature exotic trees which will screen the proposed building from lake views. Similarly, the shaded and forested character of the site will provide a dark, natural context for a recessively clad and coloured building to be visually absorbed. The proposed building may be moderately visible from the surface of the lake

(Attachments J & K, Images 7-10).		immediately south of the site. However, the visibility of the building will diminish significantly and immediately with increased distance and angle of view. At approximately 150 from the Eely Point foreshore immediately south of the site, the proposed building will be reasonably difficult to see.
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- 6.4. The only location where the proposal may be visually prominent is from the Lakeside Track between the Scouts Den and picnic area. This area is already effected by built development and the proposal will not change the existing character of that part of Eely Point.
- 6.5. While 18 large mature trees will be removed to accommodate the development, the natural character that these trees embody will be succeeded by plantings of indigenous vegetation which will hold and screen the building. The natural character of the landscape which is observed from outside the immediate area of the site will continue to be dominated by the existing trees which provide a screen and context for the proposed development.

Effects on Openness of Landscape

- 6.6. The Coastguard facility will be set within a confined landscape bound by mature existing vegetation and topography. These existing natural elements contain the potential for adverse effects of built development to spill into parts of the landscape which are more sensitive to change. The building will not adversely effect the broadly visible expanse of open landscape as it will be recessively clad, coloured and well screened by vegetation and topography. It's adjacency to the existing Scouts Den provides a context of built development; so too does the toilet and picnic facilities which exists just west of the site. It is considered that the proposal will not contribute to the existing effects of built development such that the open character of the site and surrounding landscape will be diminished.

Cumulative Effects on Landscape Values

- 6.7. Eely Point's southern edge hosts several smaller scale structures such as the picnic shelter, toilet building and the smaller scaled picnic platforms and benches. These smaller structures and elements have had a moderate effect on the naturalness of the landscape. The existing Scouts Den at the end of the Eely Point peninsula has changed the natural character of that more localised area and to a lesser extent, the natural character of the southern edge of Eely Point as viewed from nearby locations. The Scouts Den provides an existing context for built development.

- 6.8. The Scouts Den is not recessively clad and coloured and while of a traditional rural form, is moderately utilitarian in appearance. It's light grey coloured roof and lower floor concrete façade is not recessive and visually highlights the presence of the building. The Coastguard buildings will be in proximity to this building, will be recessively clad and coloured and set within a denser planted natural area. The Coastguard facility will be consistent with the natural character of the site and appear subservient to its natural values. It will be set within existing vegetation and will be reasonably difficult to see from most public places such that it will not exacerbate the existing effects of the Scouts Den or other structures on Eely Point's southern edge.
- 6.9. It is considered that the proposed Coastguard facility will have a very low adverse effect on the natural landscape as experienced within the immediate vicinity of the site; being the nearby foreshore, the Lakeside Track between the Scouts Den and the Eely Point boat ramp. It will not appear out of place within the existing context of modified elements and built form. The colours materials and landscape of the Coastguard facility will set it into the place. The proposal will not increase the existing effects of built development.
- 6.10. The Coastguard facility will not lead to unacceptably large adverse cumulative effects on the landscape.

Positive Effects

- 6.11. The site's natural character is embodied in its associations to the Wanaka foreshore and the mature exotic trees of Eely Point. While 18 of the trees on site will be removed, they will be replaced with dense and diverse plantings of native vegetation. Of the trees to be removed, 8 are Douglas fir, 5 are sycamore and 5 are blue gums. These trees are exotic with the potential to spread and naturalise. Being located within the interior of the forest, the removal of these trees will not degrade the integrity of the forest edge or the treed foreshore.
- 6.12. It is considered that the proposal will present a moderate positive effect by removing exotic trees with the potential to spread and naturalise and increasing the density and seed sources of indigenous vegetation. This will be a moderate positive ecological effect and will, to a very low degree, positively affect the natural character of the landscape by removing invasive species and planting appropriate indigenous species.



Assessment Matters General, ODP Part 5.4.2.3

- 6.13. While the proposal does seek to remove 18 trees from the interior portion of the site, this will have a positive effect on the indigenous ecosystems as it will remove exotic plant species with the potential to spread and naturalise. Once these trees are removed, the building is erected and accessway is formed, the balance of the land will be planted in appropriate indigenous plants species. Many of these plant species have been selected as they are endemic to the area and can provide habitat for native fauna while providing visual screening and a vegetative context to absorb the development.

7. CONCLUSION

- 7.1. The Wanaka Coastguard seeks to establish a boatshed and operation facility at Eely Point near the Scouts Den. The building will be 5.45m high and clad in recessive materials and colours. Earthworks will be required to set the building into the landform and a retaining wall will be constructed near the back of the building. The site will be accessed off the sealed Scouts Den access road and a 6m wide gravel driveway will enter and exit the site near its eastern and western extents. 18 mature exotic trees will be removed and dense plantings of indigenous vegetation will occur across the site, setting the building into its natural context.
- 7.2. The subject site is an 860m², rectangular section of land near the south-eastern end of the Eely Point peninsula. The site is part of a densely-forested area between Eely Point's southern foreshore and the central elevated and open, central spine of the peninsula. To the west of the subject site is a picnic area, boat ramp and a public toilet. To the east is the Scouts Den building. Eely Point's southern foreshore holds a strong natural character which forms part of the Lake Wanaka landscape. The subject site is adjacent to this foreshore and is either adjacent to or part of the Lake Wanaka ONL.
- 7.3. The proposed building will be well screened from public views by existing and proposed vegetation and landform. The visual effects of the proposal will be limited to public places within the immediate area, including a small portion of the Lake Wanaka and its foreshore and a small portion of the Lakeside Track. This area already displays a modified character due to the presence of existing built development.
- 7.4. It is considered that the proposed building will be visually recessive within the landscape, will be well absorbed within the natural character and will have positive landscape effects in terms of vegetation removal and enhancement. The proposal will be set within a pattern of modification, will be sympathetic to the landscape's values and will not lead to significant adverse cumulative effects



- 7.5. I consider that the proposal will have no more than very low adverse effects on visual amenity or landscape character.

Stephen Skelton

Registered Landscape Architect

June 29, 2017



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Planting Legend

Code	Common Name	Botanical name
Cr	Red tussock	<i>Chionochloa rubra</i>
Hs	Koromiko	<i>Hebe salicifolia</i>
Pr	Ribbonwood	<i>Plagianthus regius</i>
Sm	Kowhai	<i>Sophora microphylla</i>
Pf	Lancewood	<i>Pseudopanax ferox</i>
Gl	Broadleaf	<i>Griselinia littoralis</i>
Pt	Black Matipo	<i>Pittosporum tenuifolium</i>
Ho	hebe	<i>Hebe odora</i>
Fc	Mountain Beech	<i>Fuscospora cliffortioides</i>
Ha	Lacebark	<i>Hoheria angustifolia</i>
Fe	Tree Fuchsia	<i>Fuchsia excorticata</i>
Ht	Halls Totara	<i>Podocarpus cunninghamii</i>



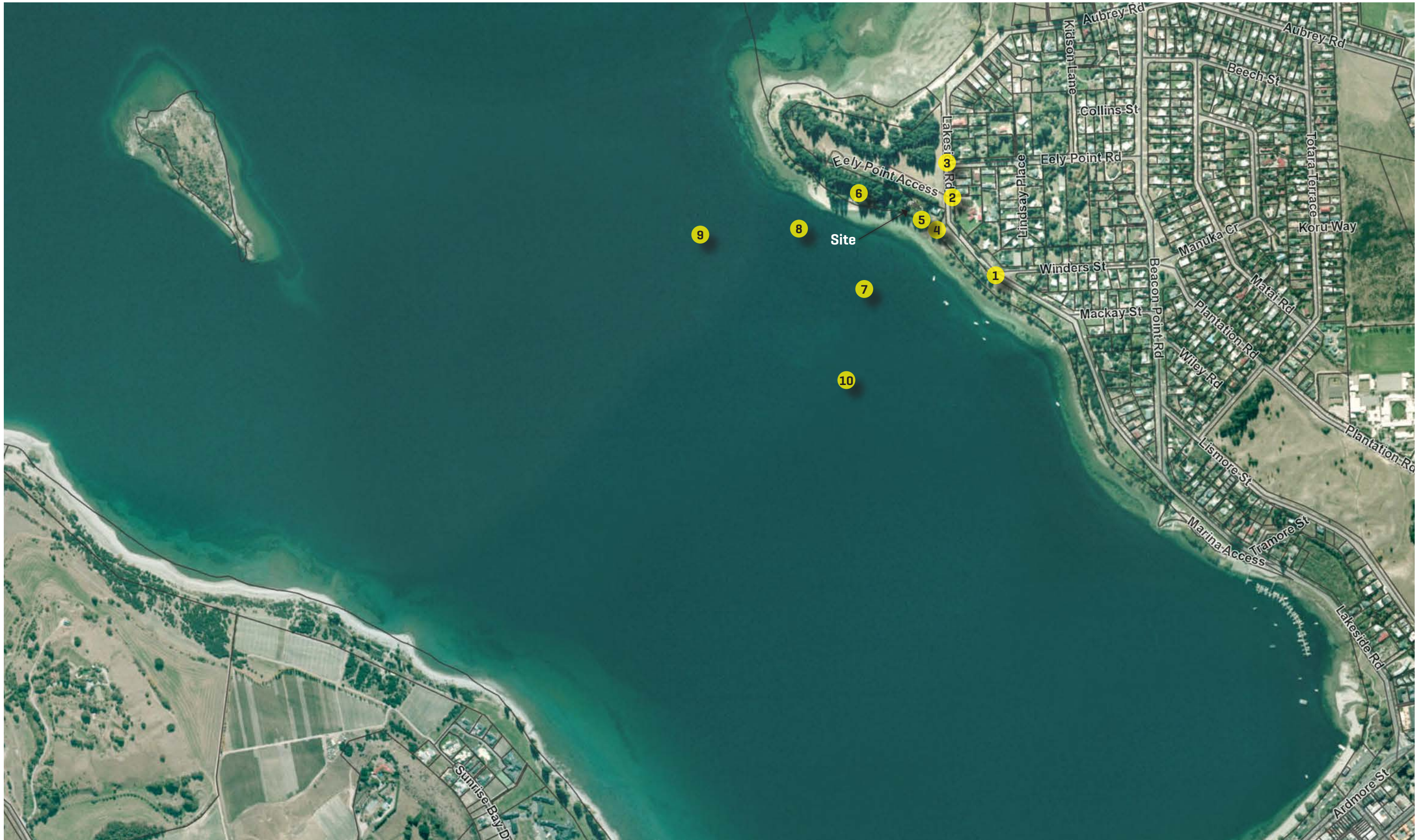




Image 1: Image is a composite of two photographs looking northwest from the intersection of Windsor St and Lakeside Drive. It may be possible to see the Wanaka Coastguard Facility through a filter of trees but the level of visibility will be very low. Image is for reference only.



Image 2: Image is a composite of four photographs looking southwest from the intersection of Lakeside Drive and the Eely Point Access Road. It may be possible to see the roof line of the Wanaka Coastguard Facility through a filter of trees but the level of visibility will be negligible. Image is for reference only.



Image 3: Image is a composite of four phototgraphs looking southwest from the intersection of Lakeside Drive and the Eely Point Road. It may be possible to see the roof line of the Wanaka Coastguard Facility through a filter of trees but the level of visibility will be negligible. Images are for reference only.

Image 4: Image is a composite of five photographs looking northwest from the Lakeside Track. It may be possible to see the Wanaka Coastguard Facility set within proposed planting. The level of visibility will be high. Image is for reference only.



Image 5: Image is a composite of four photographs from the Lakeside Track. It will be possible to see the Wanaka Coastguard facility in the context of proposed planting. The level of visibility will be very high. Image is for reference only.





Indicative form of
Coastguard building

Image 6: Image is a composite of four photographs looking southeast from the Lakeside Track. It may be possible to see the Wanaka Coastguard Facility set within proposed landscaping. The level of visibility will be high. Image is for reference only.



Image 7: Image is a composite of five photographs looking north from the surface of Roys Bay approximately 150m from the site. It may be possible to see the Wanaka Coastguard facility set within proposed planting. The level of visibility will be low. Image is for reference only.



Image 8: Image is a composite of four photographs looking northeast from the surface of Roys Bay near the Eely Point boat ramp, approximately 150m from the site. It may be possible to see the Wanaka Coastguard facility set within proposed planting. The level of visibility will be very low. Image is for reference only.



Image 9: Image is a composite of four photographs looking northeast from the surface of Roys Bay, approximately 400m from the site. The Wanaka Coastguard Facility will not be visible from this location. Image is for reference only.



Image 10: Image is a composite of four photographs looking north from the surface of Roys Bay, approximately 300m from the site. The Wanaka Coastguard facility will have a very low level of visibility from this location. Image is for reference only.

WANAKA MARINE RESCUE CENTRE

For

Coastguard Wanaka Lakes
and
Wanaka Harbourmaster

REPORT IN SUPPORT OF LEASE APPLICATION

CONTENTS

<u>ITEM</u>	<u>Page Number</u>
Aim	2
Coastguard Wanaka Lakes – The Unit	2
Search and Rescue	3
Deployment Time Analysis	4
Marine Rescue Centre	4
Marine Rescue Centre-Usage	5
Potential Sites	5
Eely Point Location/Management Plan	6
Eely Point Consultation	7
Landscape Assessment	7
Services Report	8
Use of Ramps and Traffic Management	8

APPENDICES

1. Coastguard Wanaka Lakes- Response Time Analysis
2. Email Confirming Harbourmaster involvement
3. Wanaka Yacht Club letter
4. Email from WHRT - Cutler
5. Kāi Tahu ki Otago Ltd Letter
6. Guardians of Lake Wanaka Letter
7. Police SAR Letter
8. Wanaka SAR Letter
9. Tree Tamers email

ASSOCIATED REPORTS

RC Plans from TAB
Landscape Report
Services Report
Southern Safety Services Ltd Traffic Management Plan

“Water (the sea) simply waits for the innocent but actually stalks the unprepared, the careless and the arrogant”
Old Navy Saying

BACKGROUND

AIM

1. To provide a Marine Rescue Centre which will accommodate Coastguard Wanaka Lakes (CWL) and Queenstown Lakes District Council (QLDC) Wanaka Harbourmaster (HM) at Eely Point

COASTGUARD WANAKA LAKES- THE UNIT

2. Coastguard Wanaka Lakes is a Volunteer Emergency Response Marine Search and Rescue Organisation
3. History. Coastguard Wanaka Lakes started its life as a LandSAR Marine Unit in 2007 to meet the perceived lack of marine rescue services on Lake Wanaka. As a result of concerns of lack of training and vessel suitability Wanaka Marine Rescue Inc was formed in early 2011 and was then accepted into Coastguard in August 2011 and Coastguard Wanaka Lakes Inc was formed. It is a registered charity (CC47347).
4. Governance. Coastguard Wanaka Lakes, whilst an independent unit with its own Board is subject to the requirements of Coastguard New Zealand (CNZ) and its agreement with the Government to provide Search and Rescue Services and to abide by the Rules and Regulations set out by Maritime New Zealand (MNZ) and CNZ: These cover both the vessel and personnel. In a Health and Safety perspective the Unit complies with both the MNZ Marine Operator Safety System and Workplace Health and Safety Legislation. In regard to the latter the Unit is not a PCBU, however its Skippers and Board members are Officers of CNZ PCBU.
5. Unit Size. In line with CNZ expectations the CWL has a minimum membership of 12 and Optimum of 24 active crew. CWL requires a minimum of 3 Masters, 3 Senior Crew and 6 Operational Crew to ensure we can man the Coastguard Rescue Vessel (CRV) correctly. CWL's present strength is 24 of which 5 are Master, 2 Senior Crew and 7 are Operational. The Unit trains at least once a week with some 1900 hours a year spent in training (80hrs/pp/pa). A typical volunteer will take nearly a year to become Operational and a typical Master will have taken 5 years to achieve their Certificate.
6. Coastguard Rescue Vessel. The Unit took possession of a Naiad 6.7 RIB Rescue Vessel in October 2013. The boat is 28 years old and its 140HP engines have done 2600+ hours. It is equipped with Radar, GPS, VHF Radios and carries an extensive First Aid Kit including AED. The vessel is one of the oldest in the national fleet; however is ideally suited for its role in spite of requiring care to prolong its life. The Vessel is deemed commercial with a carrying capacity of 10 crew and passengers, and hence needs to comply with a Maritime New Zealand agreed inspection and survey regime. This regime includes internal monthly, 6 monthly and annual checks and audit and external audits every 2 years and a vessel survey every two and half years.
7. CWL Mission: **“To provide marine rescue services of the highest standard”**. *Coastguard Wanaka Lakes is the Unit* first on call for Lake Wanaka and Second for Lake Hawea. Note that we are sometimes called directly by the Police Call Centre to speed the process up. Within CNZ and MNZ we are first on call for Lake Wanaka/Lake Hawea and support Units at Clyde/Twizel/Queenstown.
8. CWL Outputs. Over the last 4 years the Unit has been voted the Regions Top Unit and individuals have been recognised for their services, notably the award of an NZSAR Certificate this year.

As part of the Units report to the Charities Commission we report a number of outputs shown at Figures 1 and 2.

Rescue Operations	2016/17	2015/16	2014/15
Police / RCC search & rescue operations	7	1	5
Non-urgent assistance operations	12	9	6
Total people saved, rescued or assisted	27	14	25
Fatalities attended		-	1

Figure1. CWL Rescue Operations

	2016/17	2015/16	2014/15
Volunteer numbers	20	19	17
Total Volunteer Hours	2,927	1,996	1,888
Training Hours	1,665	1,250	1,129
Fundraising Hours	276	194	180
Maintenance Hours	61	57	41
Public Education Hours	47	45	112
Administration Hours	*598	324	298
Search & Rescue Operational Hours	66	9	79.5
Non-urgent Assistance Hours	214	118	48.5

*Includes 1 member on CSR Board

Figure1. CWL Volunteer Commitment

SEARCH AND RESCUE

9. Coastguard Operations fall into 3 broad categories which are:
 - a. Category 1 and Category 2 Operations. These operations are instigated by Rescue Coordination Centre NZ or the Police. These are in response to call received where loss of life **or** injury has occurred, or is likely to occur.
 - b. Preventative SAR. Coastguard can self-task to assist those in peril. Such operations range from assisting broken down vessels to full rescue of those in trouble.
 - c. Safety Operations. Wanaka is a Centre for Adventure Races which require trained safety boat crews. Such events include Red Bull Defiance, Challenge, Ruby Swim, Breca to name but a few. These events bring visitors to Wanaka and are now an integral and important part of the town's calendar and indeed economy. These events are required to have robust Safety Plans, including the need for personnel trained in First Aid and SAR on a vessel equipped for those roles.
10. CWL has been involved in 49 Operations over the last 6 years; of these 47 or 96% have been on Lake Wanaka. The last 3 years have averaged 13 operations a year with 19 in the year 2016/17. The breakdown of these operations is shown at Figure 3.

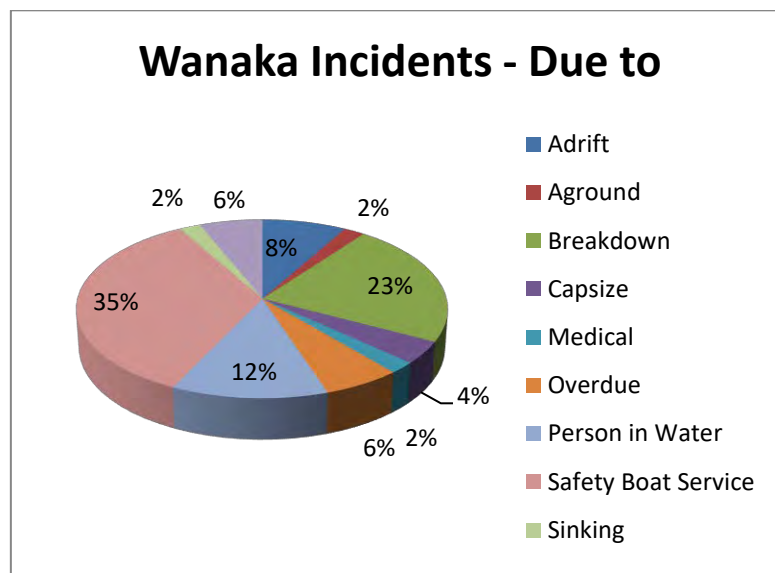


Figure 3: Causes for Operation

11. Data shows that, not surprisingly, the incidents are highest when the town and lake are at their busiest. Figure 4 shows the monthly distribution. Seasonality does not impact on the crew availability hence CWL can respond 24/7 however, as discussed later; this has an impact on response times. It is also evident that the callouts are increasing each year.

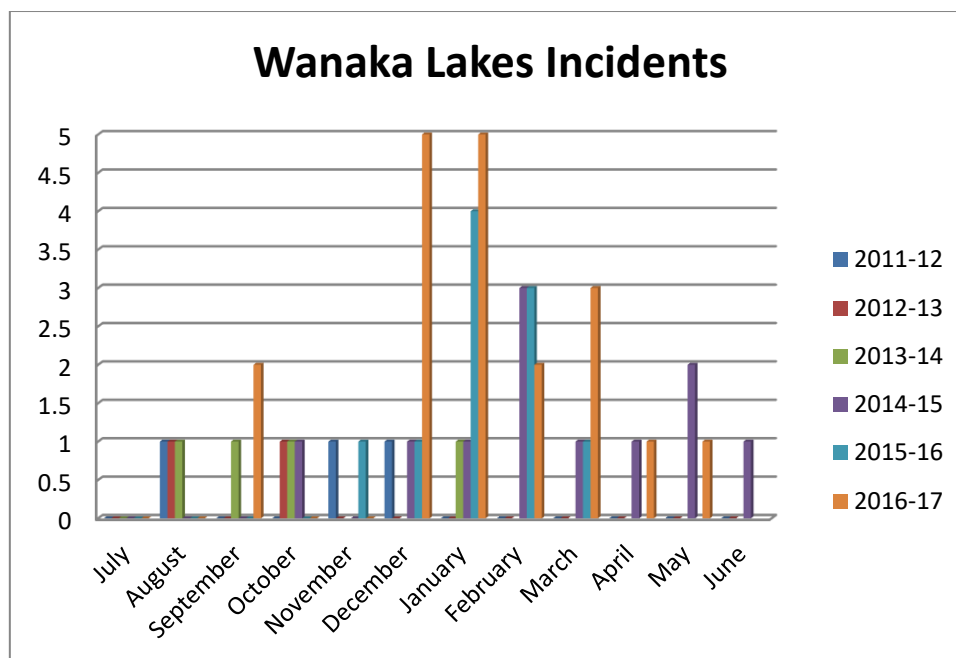


Figure 4: Operations by Month

DEPLOYMENT TIME ANALYSIS

12. Water Temperature. Lake Wanaka is New Zealand's fourth largest lake, covering 180 square kilometres. It is 45.5 kms long, 11.6 kms across at its widest and up to 300m deep. Water temperature ranges from 8 - 10 degrees Celsius. Lake Hawea has similar temperature range. Around the lake edges during the summer it can be warmer, but because of the gigantic tank of cold water in the middle of the lake, wind or rain can quickly bring that to shore so the temperature can drop dramatically in the middle of summer with adverse weather. At these temperatures without a wet suit loss of dexterity occurs in less than 15 minutes and survival time is 1-6 hours, the wearing of a wetsuit may double those times . A full analysis is at Appendix 1. **What is absolutely clear is that a fast response is required and the quicker the better.**
13. Response Times. The CRV is presently based at the A&P Showgrounds, with equipment stored at volunteers' homes. The target time for the Unit to be deployed on the water is 20-30 minutes. From Figure 2 and with 52% of incidents occurring during weekends and Statutory Holidays and 82% during daylight hours it is clear that the majority of operations are when the town and lake are at their the busiest. Unfortunately, but understandably, this is when deployment times increase dramatically - to as high as over an hour. This is due to volunteers having to cross town to get to the vessel and then to get the vessel back across town to launch at the marina. It is evident that a site on the East side of the Lake will reduce the deployment time and hence increase the chance of survivability of a person in the water.

MARINE RESCUE CENTRE

14. Harbourmaster. QLDC, see email at Appendix 2, desire to have a Harbourmaster Base in Wanaka. This will house the jet skis and equipment required for Wanaka and also access to the facilities and radio room.
15. Coastguard. In considering the requirements for a building CWL has taken into account a number of CNZ initiatives and indicated requirements: these include standardisation of boat length to 7m and boat equipment, the requirement to man a radio room whenever the CRV is deployed, the advent of a national coastguard radio coverage, crew access to toilets and showers and that a unit requires a briefing and training room. To this end a building of 2 parts is required, a boatshed for the CRV and tow vessel and a crew room/radio room. In addition dedicated parking is required for the crew on an operation this includes up to 5 crew and a radio/shore person.

16. The proposed **Marine Rescue Centre** has a dedicated boat shed for both Coastguard and the Harbourmaster and a crew/radio facility that can be used by both parties. The Lake is very busy over the Summer with recreational boats centred in launching in Roys Bay and Glendu Bay - growth is anticipated, as anecdotally for every 5 new dwellings there will be a boat and the increased visitor numbers will increase the commercial activities on the Lake. It is anticipated that the normally resident population in Wanaka will double over the next 30 years and for: For growth predictions see Figure 5. The Outline design is enclosed separately.

Upper Clutha Future Scenerio

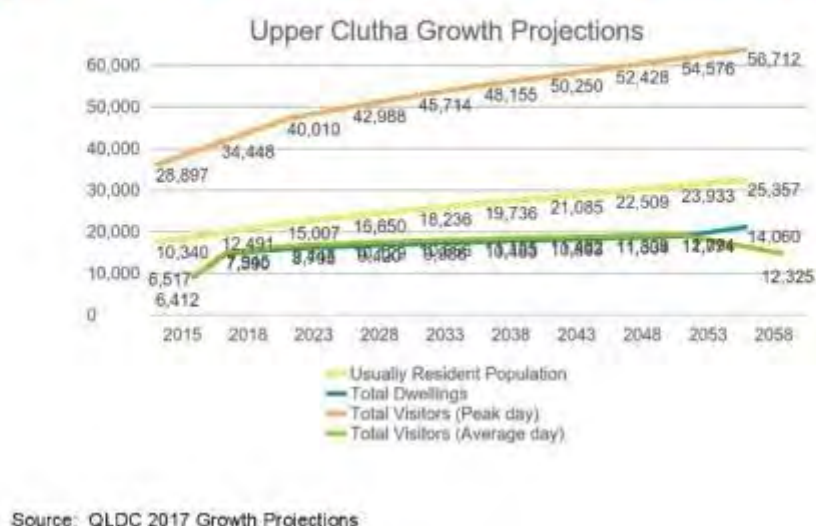


Figure 5. QLDC Growth Predictions

MARINE RESCUE CENTRE USAGE

17. Harbourmaster. In the summer it can be expected that the **Marine Rescue Centre** will be occupied during the normal working day so that HM staff are available to the general boating public, hence a site near the ramps would be better suited.
18. Coastguard Training. CWL does not train between the mid - December to early February; Wanaka's traditional busy period. Training normally occurs Monday and Thursday nights from 6.45 pm, both on and off the water, and on about 6 weekends a year normally in Late Spring and Late Autumn. A typical training will have 4-8 persons attending as training is geared to specific parts of the Coastguard Qualification Matrix and hence attended by those needing that training.
19. Operations. Typically a crew of 4 or 5 will respond to a SAR callout, and another for shore based radio.

POTENTIAL SITES

20. Consultation with interested parties has been ongoing for over a year including initial discussions with QLDC Parks and Recreation and APL as early as 23rd November 2016. A number of locations have been considered.
21. Wanaka Yacht Club. CWL and WYC met on 18th May 2017 to formally consider whether a joint facility was desirable to both parties. Whilst this seemingly met the deployment criteria of being on the East side of Roys Bay and near the Marina there are real safety concerns in regard to operating in the congested marina environment which includes the walking/cycle track to the East of the Clubhouse through which gap a CRV would have to be towed. Any co-location would require a joint ownership arrangement, additional buildings outside the existing lease area, and potentially a disruption to WYC activities. Both parties acknowledge that their respective aspirations could not be met by a jointly owned building: The activities of a Yacht Club serving its members do not easily align with those of a Marine Rescue Centre. Copy of WYC letter to WCB at Appendix 3 refers.

22. Wanaka Marina. The marina is an exceptionally busy place being used by both commercial and recreational boats. There is already a major congestion problem in the summer and at other times. A CWL building would further reduce space and hence increase congestion. With the building will come a requirement for dedicated parking and this will further add to the congestion. At a meeting on the 23rd November 2016, QLDC Parks and Recreation and APL advised that they could not support this location.
23. Riverbank Road. Two sites were considered between the ORC site and the Dump. These sites are not ideal operationally. One site, QLDC owned, has been leased to a Fire wood Contractor and a ground survey carried out by him has suggested the ground is contaminated. The second site would involve access through the first with all its associated issues. The site is a mixture of original land and landfill. With potential contamination neither site is considered suitable.
24. Wanaka Show Grounds. Three alternatives have been considered. None are operationally ideal due to increasing deployment times over the ever increasing busy periods. In addition over the period of the A&P Show the CRV would need to be located elsewhere as it is virtually impossible to access/depart the secured grounds.
 - a. Standalone. Whilst the Management Plan would allow for a Community Building the recommendation from APL was that this would cause considerable dissent (including the A&P Society) and hence delays and increased cost in obtaining? the necessary Consents .
 - b. A&P Society. The Society has suggested that they could provide space for the CRV to be stored and *share some* facilities. There is no provision for a tow vehicle nor sufficient space for other Items
 - c. Rugby Club. There have been a number of conversations with the Rugby Club. The Rugby Club cannot house the Boatshed component within its existing lease area. The plans for the new Rugby Club building do not allow space for a radio room, and the facilities are more suited to a rugby team than a small CRV crew. A separate building with associated carparks would have a similar issue to a standalone building (paragraph 24a)

All of the above have the problem/constraint insofar as unacceptable deployment times (paragraphs 12 and 13)

25. Eely Point. At the suggestion of the Harbour Master, Eely Point was considered for this is planned to be the site of enhanced access to the lake for recreational boaters. The site suggested as being potentially suitable, by APL and QLDC Parks and Recreation is adjacent to the Scout Den. It is noted that the Wanaka Lakefront Reserves Management Plan 2014 does not exclude such a building and services are close at hand. The site is operationally ideal and will become more so when the proposed ramps are completed.

EELY POINT

26. Location. The proposal is to build a Marine Rescue Centre at Eely Pont near the existing Scout Den. The location and outline design is at Appendix 3.
27. Wanaka Lakefront Reserves Management Plan 2014. As previously noted the WLR Management Plan 2014 does not disallow for a new building at Eely Point -
 - a. 5.2.3.1 // Objectives • Manage all use and development of the reserves in accordance with the outstanding natural landscape recognition in the District *Plan* • *Minimise structures in the reserves and their impacts on the landscape* • *Built developments will only be permitted where these are sympathetic to the key elements, features and patterns of the landscape* • *Consider a limited number of new leases and licences where such uses would support the objectives of this plan*
 - b. 5.2.3.2 // Policies • Development of facilities that benefit and remain accessible to the local community will be given priority over other facilities • *Consider all applications for new facilities including, but not limited to, sports clubhouse/community buildings, toilets, car parking, boat launching and retrieval facilities under this and all other applicable Council policies and plans, with a view to ensuring wider public access to existing recreational opportunities is not unreasonably limited* • Ensure that the

character of the reserves is not compromised by structures associated with leases and licences and that the reserve values are maintained or enhanced

28. Initial Consultation. Initial consultation has occurred in regard to the Eely Point site. Considering all consultation and feedback to date there has been no negative response on our proposal. Consultation has included:

- a. Scouts: Met with Hugh Phillips. No objections however would like to see the flat area to the North of the Den retained if possible. *This has been done.*
- b. Upper Clutha Environmental Society. Met with Mark Eyre and John Wellington. *No Objections*
- c. Wanaka Hawea Reserves Trust. *No objection.* see email Cutler Appendix 4
- d. IWI etc. See KTKO Letter dated 26th January, *No objection.* Appendix 5
- e. Review of Facebook/Stuff article etc. There have been a few comments on Facebook or Stuff, *all of which supported the initiative.*
- f. A&P Show. At the A&P show there was an opportunity for individuals to register comment or concern with the unit in a book. *Over 70 did so with no objections and all in favour.*
- g. Guardians of Lake Wanaka. The Guardians of Lake Wanaka letter is at Appendix 6. *There is general support for the location* however the response raised a few issues, namely
 - i. Eely Point Plan for a major boat launch site ; the Guardians would hope the proposal would be integrated into that plan
 - ii. Share some facilities with Scout Den. Their facilities are not compatible with the requirements for showers/ briefing room etc and the boatshed does not have the vertical clearance to allow for the CRV. Also note the difficulties associated with sharing.
 - iii. Share some facilities with WSAR. The adjacent site, in the corner of a junction of 2 roads, is not big enough to safely put a boatshed. The WSAR building has many of the facilities needed however note the difficulties associated with sharing and also unacceptable deployment times
 - iv. Share with the Yacht Club. See paragraph 21 and Appendix 3.
- h. Search and Rescue. Both Wanaka Police SAR (Appendix 7) and Wanaka Search and Rescue (Appendix 8) support a Marine Centre

29. Landscape Assessment. A report has been prepared by S Skelton of Patch Landscape and accompanies this application. The report concludes that:

“The proposed building will be well screened from public views by existing and proposed vegetation and landform. The visual effects of the proposal will be restricted to public places within the immediate area, including a small portion of the Lake Wanaka and its foreshore and a small portion of the Lakeside Track. This area is already modified by existing built development.”

“The proposed building will be visually recessive within the landscape, will be well absorbed within the natural character and will have positive landscape effects in terms of landscaping. The proposal will be set within a pattern of modification, will be sympathetic to the landscapes values and will not lead to significant adverse cumulative effects”

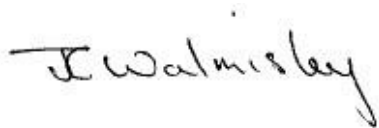
Advice has been obtained in regard to the survivability of trees close to the excavation. The arborists at Tree tamers, appendix 9, have concluded “We believe the following trees you have mentioned will survive the development.

- 5 gums to the east,
- group of sycamores to the north,
- three firs north and northwest,
- *the big gum to the west.”*

30. Services. A Report has been provide by B Weldon and accompanies this application. CWL accepts the Report's recommendations, below, and will action them at the appropriate time :

- a. Foul Water. There is a 150mm diameter foul sewer located immediately above the building site. It will be a straight forward exercise to install a small pumping unit and pressure line, connecting directly to the manhole located above the building site. It is recommended that an Ecoflo e-one low pressure system be used - these are very robust and economic to operate and this system has been adopted by the QLDC for use where gravity drainage is not available
- b. Water Supply. There is a 50mm diameter ridermain running parallel to the foul sewer reticulation. Water supply for the building could be extended from any convenient point on this ridermain.
- c. Fire Fighting . The nearest fire hydrant is located at the Eely Point Road / Lakeside Road intersection. It is understood that to meet firefighting requirements, a hydrant must be within 90m of the building. The hydrant at Eely Point Road is some 120m in a straight line across the reserve area. It may therefore be necessary to extend the 100mm diameter watermain (this pipe size is required to supply the necessary firefighting pressures to the hydrants) along Lakeside Road to a point where a new hydrant can be installed within the required distance of the building. Alternatively, the NZ Fire Service and QLDC may accept that the proximity of the Lake would enable a fire appliance to pump directly from this.
- d. Storm water disposal will be to ground by standard on-site soak pit(s) designed for the specific loading. The natural ground runoff is directly to the lake with no possibility of intensifying the existing runoff patterns .
- e. Electricity and telecom reticulation is available from Lakeside Road and there should be no issues with extending these to the building site. The reticulation would be installed underground with the most practical alignment being as close to the existing water and foul sewer reticulation as practical. It CWL will request a design for the provision of these services from Aurora Energy and Chorus NZ respectively.
- a. Easements. The necessary easements in favour of Coastguard Wanaka will be created over the "as-built" alignment of the various service connections, from where they leave the legal road reserve (Lakeside Road) and cross the reserve land to the new Lease boundary. These easements will be defined and included in the Land Transfer Lease Plans, and then created at the time the Lawyers create and register the lease. There may also be a requirement for a Right of Way easement to be created over the alignment of the existing access road to where it accesses the CWL area. This to be agreed

31. Use of Ramps and Traffic Management. CWL has trialled launching the CRV at Eely Point. The CRV can be launched at all states of lake level, however there are levels where recovery is difficult due to the gradient and at this time the recovery would be made at the Marina. Southern Safety Services Ltd has completed a Traffic Management Plan and their recommendation is that appropriate signage should be erected: this recommendation is acceptable and will improve safety and give warning in regard to CRV and recreational boat/trailer movement in the area.



J C Walmisley
President
Coastguard Wanaka Lakes

APPENDIX 1

COASTGUARD WANAKA LAKES – RESPONSE TIME ANALYSIS

WATER SURVIVABILITY

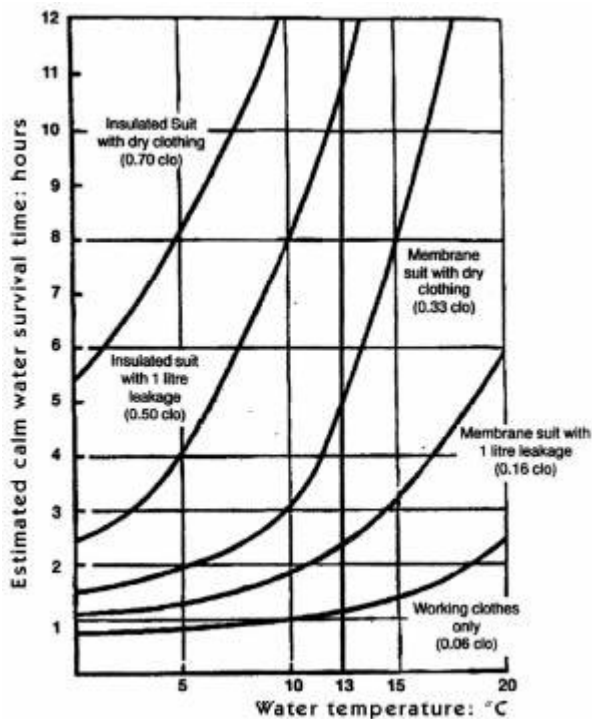
1. Lake Wanaka is New Zealand's fourth largest lake, covering 180 square kilometres. It is 45.5 kms long, 11.6 kms across at its widest and up to 300m deep. Water temperature ranges from 8 – 10 degrees Celsius. Lake Hawea has similar temperature range. Around the lake edges during the summer it can be warmer, but because of the gigantic tank of cold water in the middle of the lake, wind or rain can quickly bring that to shore so the temperature can drop dramatically in the middle of summer with adverse weather.
2. Survival Times Without Protective Clothing. (from Local Knowledge—A Skipper's Reference by Kevin Monahan)

Water Temperature		Loss of Dexterity	Exhaustion or	Expected Time of
Degrees C	Degrees F	with no protective clothing	Unconsciousness	Survival
0.3	32.5	Under 2 min.	Under 15 min.	Under 15 to 45 min.
0.3 to 4.5	32.5 – 40	Under 3 min.	15 to 30 min.	30 to 90 min.
4.5 to 10	40 – 50	Under 5 min.	30 to 60 min.	1 to 3 hrs.
10 to 15.5	50 – 60	10 to 15 min.	1 to 2 hrs.	1 to 6 hrs.
15.5 to 21	60 – 70	30 to 40 min.	2 to 7 hrs.	2 to 40 hrs.
21 to 26.5	70 – 80	1 to 2 hrs.	2 to 12 hrs.	3 hrs. to indefinite
Over 26.5	Over 80	2 to 12 hrs.	Indefinite	Indefinite

It is impossible to die from hypothermia in cold water unless you are wearing flotation, because without flotation – you won't live long enough to become hypothermic.

(April 12, 2013 by Mario Vittone http://gcaptain.com/cold_water/)

3. Cold Shock. The first phase of cold water immersion is called the cold shock response: It is a stage of increased heart rate and blood pressure, uncontrolled gasping, and sometimes uncontrolled movement. Lasting anywhere from 30 seconds to a couple of minutes depending on a number of factors, the cold shock response can be deadly all by itself. In fact, of all the people who die in cold water, it is estimated that 20% die in the first two minutes. They drown, they panic, they take on water in that first uncontrolled gasp, if they have heart problems – the cold shock may trigger a heart attack. Surviving this stage is about getting your breathing under control, realizing that the stage will pass, and staying calm
4. **CONCLUSION 1**. For those who are not wearing a wetsuit the survival time in our Lakes is Short at about 1 -3 hours, assuming they are wearing a lifejacket. As a result for this group speed is of the essence.
5. Immersed Clothing Insulation. It is envisaged that during the winter months that sailors and swimmers will be wearing wetsuits however not necessarily fishermen who not necessarily are wearing life jackets. In summer it is clear that most sailors do not wear wetsuits however water skiers do. Predicted survival time against sea temperature for different levels of immersed clothing insulation (as derived from Wissler Model, Modified by Hayes, 1987).



6. **CONCLUSION 2.** Even for those with wetsuits the survival time is still only 2 +hours so speed is still an important factor

RESPONSE TIMES

7. Target Launch Time. At present the target launch time at Wanaka Marina from Police activation is 30 minutes and we have achieved it most times:
- Activation – 5 minutes
 - Travel to A&P Shed. – 10-15 minutes. Most crew live and work on the Mt Iron side of town. This time can be markedly increased during busy periods such as Mid December to late January and on Statutory Holidays and on one occasion resulted in that crew not making it and had to be replaced.
 - Travel to Marina – 10-50 minutes. Normal time along the water front is 10 minutes. There have been times that Brownstone Street has been the only route and on occasion takes about 45minutes and once during Challenge well over an hour. With increased traffic Golf Course Road may be the preferred route.
 - Launch Time 5-15 Minutes – Normally 5 minutes however in the Summer this can be much longer
TOTAL 30-90min
8. Eely Point/Marina Projected Launch Times
- Activation – 5 minutes
 - Travel to Site – 10 minutes. Closer to most persons home/workplace and no need to go through the town centre.
 - Travel to Launch Site – 2- 5 Minutes. No likely hood of delay
 - Launch Time – 2-5 Minutes.
 - TOTAL 20-25min
9. **CONCLUSION 3.** A Site at the Marina or Eely Point will reduce response time by 10 minutes to 20 minutes, and by more than 30 minutes in the busy holiday period.

APPENDIX 2
Confirmation for Harbourmaster

From: Lee Webster
Sent: Monday, May 15, 2017 3:53 PM
To: Gerry Clemens
Subject: RE: Coastguard: Workshop with Wanaka Community Board

Hi Gerry,

I hope you are well and Thank you for the update.

My position is still that we would look to have a harbourmaster venue in Wanaka (as we do in Queenstown) at the location you are proposing. You had mentioned indicative figures, which are reasonable, so please proceed with a view that we will be working together on this, and I look forward to speaking with you soon.

I'm not sure we need to meet, but I am happy to if you wish too.

Kind Regards

Lee

Lee Webster | Manager: Regulatory | Finance & Regulatory
Queenstown Lakes District Council
DD: +64 3 450 0310 | P: +64 3 441 0499
E: lee.webster@qldc.govt.nz



14 June 2017

Wanaka Community Board

Dear Rachel,

- As you are aware Wanaka Yacht Club are progressing plans for a new club house facility. We understand that the question of co-location with other community needs has been raised following the lease application by Wanaka Coast Guard (WCG).

As such the Wanaka Yacht Club (WYC) Committee wish to clarify our position with regard to the potential of sharing facilities with the WCG.

The WYC's function is to provide for sailing activities and we as a committee are focused on and bound by the limits of our constitution to progress that purpose.

We however have worked closely with the WCG over the last few years, where they assisted us with safety boat services for regattas and events, and we have also made meeting space available to them and we work together in providing training for powerboat operation and remain committed to working with them on water safety. WCG have also had need to assist our members on a least one occasion with incidents on the water and we believe provide a valuable service.

The WYC Building Committee and the WCG Project Group met and had an in depth discussion and it was mutually agreed that although there was potential for sharing facilities such as toilets, meeting rooms and radio/control room it was considered that the provision of a boat shed for WCG was not compatible with the WYC. The minimum storage/boat shed space required by the WCG we are told is sole access 17mx7m area which in our view is not possible or compatible to accommodate within the WYC proposal while also meeting the future storage and operational needs of the sailing club. There were also concerns with regard to operational conflicts of parking, traffic, emergency access, access to boat ramps which were considered to be incompatible.

While the WYC remain open to working with other community organisations our primary commitment is ensuring the needs of the WYC are provided for in a high quality design and we believe that our current proposal would be a great asset for the Wanaka community.

We support the WCG in their process of finding a suitable site and making application for their facility.

Sincerely yours,

Jeff Mercer

WYC Commodore

APPENDIX 4

From: Alan George [mailto:a.g.cutler@gmail.com]
Sent: Saturday, 11 February 2017 4:19 p.m.
To: Jonathan Walmisley
Cc: John Coe
Subject: Re: Caostgaurd Wanaka Lakes

Hi Jonathan.

I have viewed your plans for the Coast Guard building. The site is a good one and we (WHRT) wish you the best in pursuing this project.

Two potential matters may arise. First ensuring the cycle/pathway is not adversely affected. It's probable some limited upgrade of a short section is already needed and QLDC should be onto this. The other matter relates to the outcome of the WWFT court case. We think this site, even retrofitting the Scouts building, could be a good option if the Env't Court rules against them.

Regards Alan Cutler

03 443 6272

From: Alan George [<mailto:a.g.cutler@gmail.com>]
Sent: Tuesday, 7 February 2017 1:37 p.m.
To: Jonathan Walmisley
Subject: Re: Caostgaurd Wanaka Lakes

Hi Jonathan.

Thanks for info and I am humbled you have contacted me. I am in Nelson as partner is doing the Brevet up this way. I will be back in Wanaka after 15 Feb so will scope your correspondence and get back to you. Hope this is ok for your time frames.

Best Alan Cutler

APPENDIX 5

26 January 2017

Coastguard Wanaka Lakes

25 Kelliher Drive

WANAKA 9305

Attn: Jonathan Walmisley

Resource Consent – Coastguard Wanaka Lakes

Proposal

Ngā Rūnanga understands that Coastguard Wanaka Lakes are seeking advice on Māori archaeological and cultural values for:

- Proposed building for the Coastguard Wanaka Lakes – corner of Eely Point Access and Lakeside Road, Wanaka (as specified in the limited information provided)

Situation

Kāi Tahu ki Otago Ltd writes this report on behalf of Kāti Huirapa Rūnaka ki Puketeraki and Te Rūnanga o Ōtākou, two of the kaitiaki Rūnanga whose takiwa includes the site the proposal relates to.

Decision

It is considered that the proposal is not inconsistent with the Kāi Tahu ki Otago Natural Resource Management Plan 2005, (see appendices).

Rūnanga representatives have been informed of the proposal received 17 January 2017.

Please be advised that Ngā Rūnanga have no specific concerns with the above proposal, but do request that the Heritage New Zealand Pouhere Taonga Archaeological Discovery Protocol (attached) should be adhered to.

This reply is specific to the above proposal. Any changes to the proposal will require further consultation.

Nahaku noa
Na



Chris Rosenbrock
Manager

cc Kāti Huirapa Rūnaka ki Puketeraki
Te Rūnanga o Ōtākou

Appendices

The following Issues/Objectives/Policies of the Kāi Tahu ki Otago Natural Resource Management Plan 2005 are seen as relevant to the above proposal. This relates to the holistic management of natural resources from the perspective of local iwi.

Kāi Tahu ki Otago Natural Resource Management Plan 2005

Otago Region / Te Rohe o Otago

Wai Māori

Wai Māori General Issues

River and Instream Works

- Impacts of activities such as channel maintenance and channel cleaning adversely affecting water quality.
- Gravel extractions
- Introduction of exotic weeds through poorly cleaned machinery, and the subsequent impact on bank habitat and water ecosystems.

Wai Māori General Objectives

- Contaminants being discharged directly or indirectly to water are reduced.

Wai Māori General Policies

- To protect and restore the mauri of all water.

River and Instream Works

- To require that fish passage is provided for at all times, both upstream and downstream.
- To oppose all river and instream work if near a nohoaka site during the months of August to April.
- To require that buffer zones are established and agreed upon with the Papatipu Rūnaka between the flowing water and the site of any river or instream work.
- To require that any visual impacts at the site of the activity are minimal.
- To require that wet concrete does not enter the active flow channels.
- To require that any works be undertaken either before or after spawning season of potentially affected species as identified by the Papatipu Rūnaka.
- To require that all practical measures are undertaken to minimise sedimentation or discharge of sedimentation.
- To require that all practical measures are undertaken to minimise the risk of contamination to the waterway.
- To require that work is done when the water level is naturally low or dry, to carry out as much of the work as possible, using one corridor for entering and exiting.
- To discourage machinery operating in flowing water.
- To require that all machinery is clean and well maintained before entering the work site; refuelling is to be done away from the waterway.

Wāhi Tapu

Wāhi Tapu General Issues

- The resurfacing of kōiwi takata through natural and human-induced processes.

Wāhi Tahu Objectives

- All wāhi tapu are protected from inappropriate activities
- Kāi Tahu ki Otago have access to wāhi tapu.
- Wāhi tapu throughout the Otago region are protected in a culturally appropriate manner.

Wāhi Tapu General Policies

- To require consultation with KTKO for activities that has the potential to affect wāhi tapu.

Guardians of Lake Wanaka

Serviced by
Department of Conservation,
Wanaka Area Office

The Secretary
PO Box 93
Wanaka
Ph 03 443 9462

31 May 2017

Jonathan Walmisley
President
Coastguard Wanaka Lakes
25 Kelliher Drive
WANAKA 9305

Dear Jonathan

Thank you for your notification (17/1/17) of intent to apply for resource consent to build a storage and meeting facility at Eely Point to support the activities of the Coastguard Wanaka Lakes. No doubt your project has moved along since then.

Your letter and outline concept received discussion at the last meeting (7/4/17) of the Guardians of Lake Wanaka.

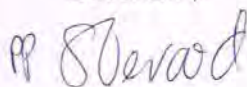
While there is general support for the Coastguard proposal, some questions were raised. These included the suitability of the site in view of forward plans by QLDC to develop this area (Eely Point) as a major boat launch site for public use. As such, we expect your proposal would be integrated into this plan should QLDC consider this to be a suitable site for the Coastguard building. There were also questions as to whether it might be possible to share some facilities between yourselves and the Scout Den thus reducing your overall shoreline footprint and cost to yourselves.

Further, given that Coastguard coverage included Lake Hawea it was suggested that alternative sites, such as that adjacent to the new Search and Rescue facility or adjacent to the Yacht Club might be considered (if they haven't already). These sites may be less costly and would be sited close to where facilities such as meeting rooms etc could be shared.

Overall, it would be fair to say that the meeting was not unsupportive of the proposed Eely Point site. However, as an organisation the Guardians of Lake Wanaka can only offer an opinion rather than a statement of authority. (Your proposal falls outside the legal mandate of the Guardians).

We trust these comments will be of value and wish you well in this endeavour.

Yours sincerely



Don Robertson
Chair, Guardians of Lake Wanaka

cc Stephen Quin, QLDC



Wanaka Police Station
28 Helwick Street
PO Box 18
Wanaka
New Zealand
Ph: 03 443 7272
Fax 03 443 8946

21 June 2017

Mr Jonathan Walmisley
Chairman
Coastguard Wanaka Lakes

Re: Wanaka Marine Centre

Dear Sir,

As the Wanaka Police SAR Coordinator I am writing this in support of your groups activity in trying to build a purpose built base for Coastguard operations. Please feel free to use this as required to confirm Police support for your pending project.

I acknowledge that the rapid growth in both residents and visitors to Wanaka is resulting in more people taking to our mountains and lakes which in turn is potentially increasing those getting into difficulty. It is the responsibility of Police Search and Rescue to respond to those requiring assistance and to do so we need qualified and well equipped Land and Marine Search and Rescue volunteers.

Wanaka SAR with their new building have clearly shown that they are capable of responding professionally to a call; this is not just a function of trained volunteers but also due to the centralising of Wanaka SAR assets in one location.

There has been an increase in Boaties requiring assistance on Lake Wanaka and with the growth in the town this can only be expected to increase.

Coastguard Wanaka Lakes needs to be able to have all its equipment in one place, have the ability to control operations from a dedicated shore base and be located in a place which minimises deployment time; until this is the case Coastguard Wanaka Lakes will not reach its optimum ability to save lives.

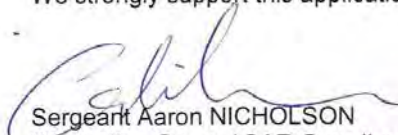
A facility which combines Coastguard Wanaka Lakes and the Harbour Master into a Marine Centre that is located at a launching area on the East side of Roys Bay meets all the criteria to ensure Coastguard can meet Police SAR

Sergeant Aaron Nicholson
Prevention Sergeant / SAR Coordinator
WANAKA POLICE
P: 03 443 7272
Fax: 03 443 8956
Email: aaron.nicholson@Police.govt.nz

expectations. Speed is a critical element of any marine rescue and the proposed facility will enable a quick and efficient response to those in need.

Its proposed location at Eely Point adjacent to the Scout Den is ideal as it will minimise deployment time whilst giving a location for boaties to access both Coastguard and the Harbour Master.

We strongly support this application and wish it every success.


Sergeant Aaron NICHOLSON
Prevention Group / SAR Coordinator
WANAKA POLICE

03 443 7272
027 443 1564

Sergeant Aaron Nicholson
Prevention Sergeant / SAR Coordinator
WANAKA POLICE
P: 03 443 7272
Fax: 03 443 8956
Email: aaron.nicholson@Police.govt.nz

3 July 2017

WANAKA MARINE CENTRE

Wanaka Search and Rescue (WSAR) is affiliated to LandSAR. We are fortunate to have a purpose built Centre from which our trained volunteers operate. The ability to have all our equipment in one place from which we control operations and which our volunteers to call home is the key to having a highly motivated volunteer SAR team. Without a centre, activities become disjointed and we risk our volunteers being poorly prepared and poorly equipped for their missions.

Coastguard Wanaka Lakes is a relatively new Marine SAR unit. It has two of the three necessary components: it has qualified volunteers and it has a rescue vessel but it does not have a centre. It cannot have all its equipment in one place. It does not have a radio room from which to control operations and it does not have a central place volunteers can relate to as "home". There is increasing use of the lake by both recreational and commercial users. In our view a Coastguard Unit which can deploy quickly is becoming ever more important. The QLDC Harbour Master in Wanaka also needs a home and combining both organisations under the one roof makes good sense.

The proposed building meets the requirements of Coastguard into the future. It will enhance the overall SAR capability in Wanaka and help make CWL a unit the residents of Wanaka can be proud of. It is a good idea to locate the building where the unit can deploy quickly and also have a high profile within the boating community.

WSAR strongly supports this application.



Bill Day
Chairman Wanaka Search and Rescue

From: **Tree Tamers Wanaka Limited** <easy@treetamers.co.nz>

Date: Wed, Jun 28, 2017 at 8:38 PM

Subject: RE: Eely Point

To: Stephen Skelton <steve@patchlandscape.co.nz>

Steve, a couple of us went to look at the trees today. We believe the following trees you have mentioned will survive the development.

- 5 gums to the east,
- group of sycamores to the north,
- three firs north and northwest,
- the big gum to the west.

We recommend that during the building process all vehicles and heavy machinery give the remaining trees a wide berth so as not to compact the soil above their roots.

You will need to have orange netting in place to enforce this.

There's also a significant hanger in the sycamore bunch that could kill someone – I suggest you contact QLDC to have it removed seeing as though it's close to the scout den.

Let us know if they haven't removed it by the time you start building.

Thanks for choosing Tree Tamers,

Jean Kenney and Milo Gilmour

Tree Tamers Wanaka Limited : **stump grinding*hedges*tree care*removals*powerline clearance*chipping*mulch*storm damage**

Jean: 021 0488 698

Milo: 027 275 1268

office: 03 443 6454

w: www.treetamers.co.nz

e: easy@treetamers.co.nz

p: po box 235, Wanaka, 9343

a: 947 Aubrey Road, Wanaka, 9305

Excellent testimonials at <http://www.treetamers.net.nz/tree-care-testimonials/>

SERVICES REPORT

4TH July 2017
(By email)

Hi Tom,

Please find attached an aerial showing the location of the water and foul sewer reticulation available to the Coastguard building site. Electricity and telecom reticulation will need to be extended from the existing reticulation located in Lakeside Road, however this will be subject to approval and design from Aurora Energy Ltd and Chorus NZ Ltd.

Foul Sewer

There is a 150mm diameter foul sewer located immediately above the building site (approximately midway between the trees at the top of the terrace and the road accessing the boat parking area). It will not be possible to gravity drain to this sewer, however it will be a straight forward exercise to install a small pumping unit and pressure line, connecting directly to the manhole located above the building site. I would recommend that an Ecoflo e-one low pressure system be used - these are very robust and economic to operate and this system has been adopted by the QLDC for use where gravity drainage is not available. My understanding is the Council will include the unit in its maintenance and supervision program with any costs required for servicing being charged to the building owner.

Alternatively, it may be possible to extend a gravity drain to the pump unit that services the QLDC toilet block to the west. Site levels and the depth of the pump wet well would need to be determined to confirm that gravity drainage would be possible, however it looks from observation that this would be possible. I don't think that Council would be interested in this however - I expect that the sewage pump and wet-well servicing the toilet block will have been sized specifically for this loading, and should there be any excess capacity then Council would want to reserve this for possible expansion of the toilet block should this ever be required.

Water Supply

There is a 50mm diameter ridermain running parallel to the foul sewer reticulation. Water supply for the building could be extended from any convenient point on this ridermain. There may be an issue with fire fighting requirements however, as the nearest fire hydrant is located at the Eely Point Road / Lakeside Road intersection. To meet fire fighting requirements, I understand that a hydrant must be within 90m of the building, with this distance measured along the line the fire appliance hoses would need to be run in the event of a fire. The hydrant at Eely Point Road is some 150m using this approach, or about 120m in a straight line across the reserve area. It may therefore be necessary to extend the 100mm dia watermain (this pipe size is required to supply the necessary fire fighting pressures to the hydrants) along Lakeside Road to a point where a new hydrant can be installed within the required distance of the building. Alternatively, the NZ Fire Service and QLDC may accept that the proximity of the Lake would enable a fire appliance to pump directly from this.

Stormwater

Stormwater disposal will be to ground by standard on-site soak pit(s) designed for the specific loading. I don't see any issues here as the natural ground runoff is directly to the lake with no possibility of intensifying the existing runoff patterns that then would create any problem to other parties.

Electricity & Telecom

Electricity and telecom reticulation is available from Lakeside Road as noted above, and I can see no issues with extending these to the building site. The reticulation would be installed underground with the most practical alignment being as close to the existing water and foul sewer reticulation as practical. It will be necessary to request a design for the provision of these services from Aurora Energy and Chorus NZ respectively, however it is unlikely that there will be any issues with providing supply.

Access

Access is available from the existing sealed road that accesses the Eely Point reserve and car / boat parking area. I expect that upgrade work of this will not be necessary as the road standard appears to be suitable for the current level of use and the additional traffic generation resulting from the Coastguard activity will be minimal in terms of the existing level of use.

Easements

The necessary easements in favour of Coastguard Wanaka will be created over the "as-built" alignment of the various service connections, from where they leave the legal road reserve (Lakeside Road) and cross the reserve land to the new Lease boundary. These easements will be defined and included in the Land Transfer Lease Plans, and then created at the time the Lawyers create and register the lease.

I would also expect that a Right of Way easement will need to be created over the alignment of the existing access road to where it accesses the Coastguard lease area. It may be possible to include an access arrangement in the lease documentation, however I expect that a right of way will be required, similarly as for the easements over the service reticulation alignments. This should be discussed with the Council and the Coastguard's Lawyers to confirm whether a ROW is required, and if so, whether or not this can be handled through the lease documentation.

Engineering Design

QLDC will require design information to be submitted detailing the required servicing works to show that these are in accordance with the Council's standards and code of practice. This will require design from Aurora Energy and Chorus NZ for electricity and telecom supply respectively and design information for water, sewage and stormwater reticulation. I would recommend discussing this with Mark Cruden of Meyer Engineering - he would be able to undertake the design work necessary and organise and supervise the works.

Any queries on the above, please do not hesitate to contact me.

Regards

Brian

Brian Weedon

Registered Surveyor

BRIAN WEEDON LAND SURVEYING LTD

15 Kanuka Rise – Wanaka – T: 03 443 9543 – M: 027 217 8721

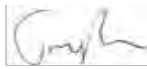
RCA consent (eg CAR/WAP) and/or
RCA contract reference

Southern Safety Services Limited
Traffic Management Plan – Short Form



Complete short form if simple activity and RCA permits. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

Organisation/ TMP reference	TMP reference: 976	Contractor (Working space) Coastguard Wanaka Marine Centre	Principal (Client): Coastguard Wanaka Marine Centre				
		Contractor (TTM): Southern Safety Services Ltd	RCA: Tony Francis – QLDC				
Location details and road characteristics	Road names and suburb		House no. / RPs (From and to)	Road level	Permanent speed	AADT/Peak flows	
	Eely Point Recreation Reserve		1 H1 (2423)/0.411 – 3 H1 (2425)/0.519	N/A	N/A	N/A	
Description of work activity	<p>Traffic management plan to cover pedestrians walking along public walkway located on the lake side at the Eely Point Recreation Reserve. Please see above RP numbers for exact location.</p> <p>The Potential 'Hazard Area' is specifically located from the proposed development along the public walkway to the proposed new Boat Launching area. Please see layouts 1 & 2.</p> <p>The Wanaka Coastguard service operates emergency services from this location as well as other activities including training & events. From time to time they may be required to transport boats along from their proposed development to the launch site. It is recommended to have advanced warning signage of this possibility at both entrances to the transport lane. This would be on a fixed post. Please the signage as displayed on Layout 2</p>						
Planned work programme							
Start date	30th June 2017	Time	0000	End date	29th June 2018	Time	0000
Consider significant stages, for example:	<ul style="list-style-type: none"> road closures detours no activity periods. <p>Cautionary signage to be in place</p>						
Alternative dates if activity delayed	N/A						
Road aspects affected (delete either Yes or No to show which aspects are affected)							
Pedestrians affected?	Yes	Property access affected?	No	Traffic lanes affected?	No		
Cyclists affected?	Yes	Restricted parking affected?	No	Delays or queuing likely?	No		
TSL/ Diagram (see TSL decision matrix for guidance)	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001 (List speed, length and location)		Times (From and to)	Dates (Start and finish)	Diagram ref. no.s (Layout drawings or TMDs)		
Attended day/ night	N/A						
Unattended day/ night	N/A						

RCA consent (eg CAR/WAP) and/or RCA contract reference						
TSL duration	Will the TSL be required for longer than six months? If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.					No
Contingency plan						
If long queues form or delays exceed 5mins (or any other period required by RCA), site to be disestablished or additional lanes made available.		Adjust TMD to suit unforeseen circumstances (eg weather or site overlaps with another work site).		Emergency services will be accommodated and access provided through the site as required.		
Add additional contingencies:						
Contact details						
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date	
Principal	Coastguard Wanaka Marine Centre / Jonathan Walmisley	027 443 1014				
TMC	Tony Francis – QLDC	021 849 912	15470	L1 STMS	27/07/18	
Engineers' representative						
Contractor	Coastguard Wanaka Marine Centre	027 443 1014				
STMS	Kevin Schwamm	027 515 0993	98782	L1 STMS	17/01/20	
TC	N/A					
Others as required						
TMP preparation (or approval if STMS delegated authority to approve TMPs)						
Delete the option that does not apply (either prepared or approved)						
Prepared / Approved	Trevor Page	21/6/17		83400	L1 STMS	12/06/18
	Name	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets CoPTTM requirements			Number of diagrams attached			
TMP returned for correction						
	Name	Date	Signature	ID no.	Qualification	Expiry date
Engineer/TMC to complete following section when approval or acceptance required						
Approved by TMC or engineer (delete one)						
	Name	Date	Signature	ID no.	Qualification	Expiry date
Acceptance by TMC (only required if TMP approved by engineer)						
	Name	Date	Signature	ID no.	Qualification	Expiry date
Qualifier for engineer or TMC approval						

Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

TMP or generic plan reference	
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ON-SITE RECORD On-site record must be retained with TMP for 12 months.			Today's date	
Location details	Road names(s):	House number/RPs:	Suburb:	

Working space		
Person responsible for working space		
	Name	Signature
Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below		

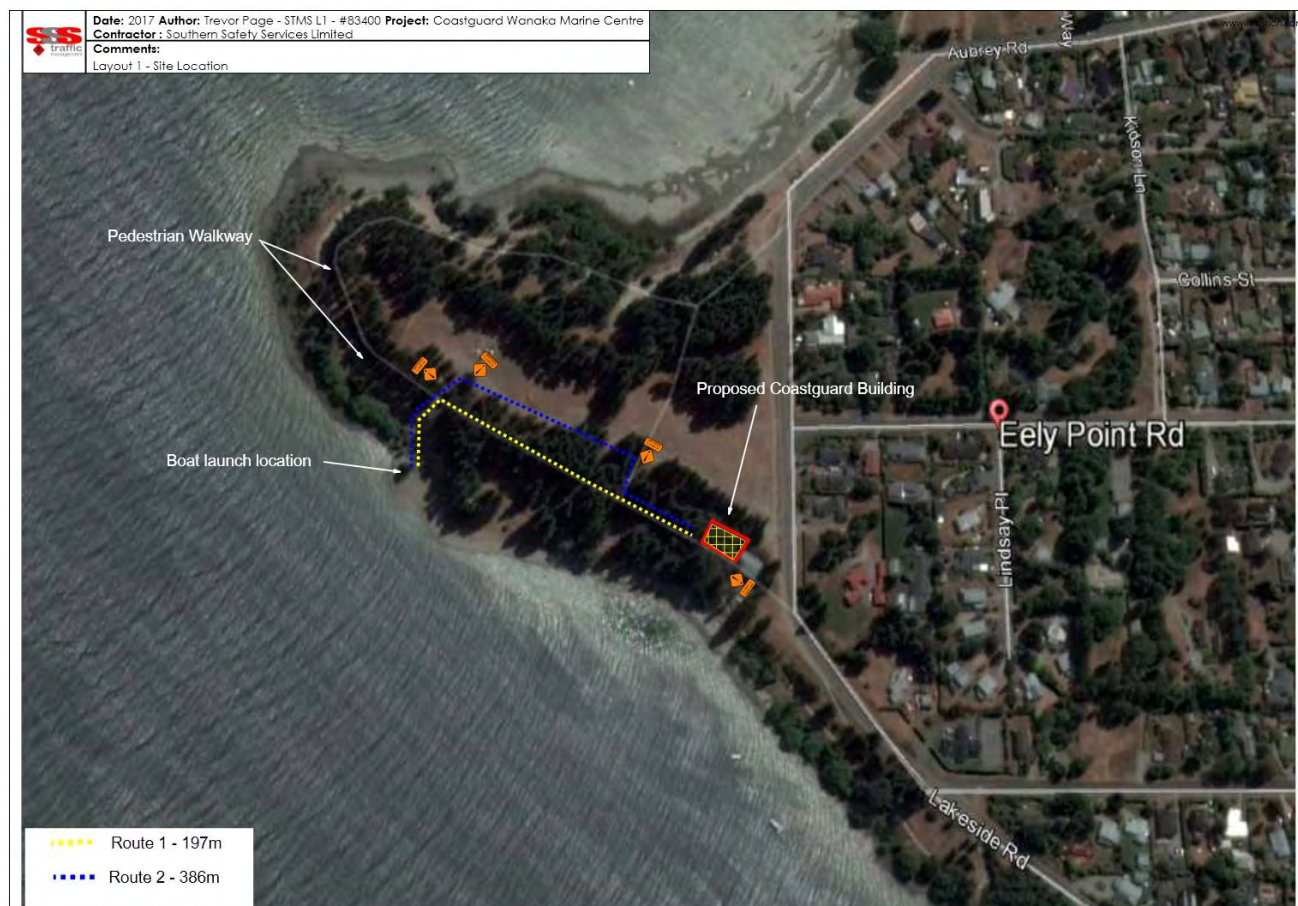
TTM					
STMS in charge of TTM					
	Name	TTM ID Number	Warrant expiry date	Signature	Time
Worksite handover accepted by replacement STMS					
	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm handover briefing completed				

Delegation					
Worksite control accepted by TC/STMS-NP					
	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm briefing completed				

Temporary speed limit						
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From:	To:	TSL installed				
		TSL remains in place				
		TSL removed				
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From:	To:	TSL installed				
		TSL remains in place				
		TSL removed				
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From:	To:	TSL installed				
		TSL remains in place				
		TSL removed				
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From:	To:	TSL installed				
		TSL remains in place				
		TSL removed				

TMP or generic plan reference	
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Worksite monitoring							
TTM to be monitored and 2 hourly inspections documented below.							
Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						



Layout for Level 1, Local roads and LV Traffic Management



Site Layout Distances

Posted speed limit, or RCA designated Operating Speed	50km	60km	70km	80km	90km	100km
	m	m	m	m	m	m
Traffic Signs						
A Sign Visibility Distance (m)	50	60	70	80	90	100
B Warning Distance (m)	50 or 30*	80	105	120	135	150
C Sign Spacing (m)	25 or 15*	40	50	60	70	75
Safety Zones						
D Longitudinal (m) +	10 or 5*	15	30	45	55	60
E Lateral (m) +						
1. Behind Cones etc	1	1	1	1	1	1
2. Behind Concrete Barriers	0.5	0.5	0.5	0.5	0.5	0.5
3. Behind Other Barriers	As recommended By manufacturers					
Tapers						
G More than 500 vpd (Taper length m)#	30	50	70	80	90	100
G Less than 500 vpd (Taper length m)#	25	30	35	40	45	50
K Min Dist Between Tapers	40	50	70	80	90	100
Delineation Devices						
Cone Spacing in Taper (m)	2.5	2.5	5	5	5	5
Cone spacing: Working Space (m)	5	5	5	10	10	10

* Larger minimum distances apply to all State Highways and Local Roads where there is more than one lane each way.

+ On roads carrying less than 500 vpd (maximum 40 vph) the Longitudinal and Lateral Safety Zones may be reduced or eliminated in order to retain a single lane width. Positive traffic management and appropriate TSL are to be used.

On local Roads tapers may be reduced to 10 meters on 50km/h roads where accesses, intersections etc need to be accommodated.
On all roads tapers may be reduced to 30m where MTC (Stop/Go) situation applies.

When working on the shoulder of roads with less than 250 vpd (less than 20 vph) use a TW1 advanced warning sign and a amber flashing beacon on working vehicle (no works end sign required). This method applies to roads with a posted or operating speed of less than 65km/h. Approval must be obtained from the RCA.
Except for taper lengths and delineation device spacings, which are maximum values, the distances specified in the above table are minimum values.