

# WANAKA MARINE RESCUE CENTRE

For

Coastguard Wanaka Lakes

and

Wanaka Harbourmaster

## REPORT IN SUPPORT OF LEASE APPLICATION

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“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, 9 Senior Crew and 4 are Operational. The Unit trains at least once a week with some 1500 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 29 years old and it has recently been fitted with 2 150hp Outboard Engines. It is equipped with Radar, GPS, VHF Radios and carries an extensive First Aid Kit including AED. 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 on call for Lake Wanaka and Lake Hawea. Note that we are sometimes called directly by the Police Call Centre to speed the process up. We can also be called upon to 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 for year 2016/17.  
As part of the Units report to the Charities Commission we report a number of outputs shown at Figures 1.

	2018	2017	2016
<b>Volunteer numbers</b>	21	20	19
<b>Volunteers achieving Coastguard Marine Qualifications</b>			
ISC Master		1	
Senior Operational Certificate	3	4	1
Helm, Navigation & Engineering Endorsements	5	6	1
Operational Certificate	2	5	1
<b>Total Volunteer Hours</b>	<b>2,903</b>	<b>2,927</b>	<b>1,996</b>

Training Hours	1,498	1,665	1,250
Fundraising Hours	224	276	194
Maintenance Hours	115	61	57
Public Education Hours	140	47	45
Administration Hours	502	598	324
Search & Rescue Operational Hours	84	66	9
Non-urgent Assistance Hours	340	214	118

#### Rescue Operations

Police / RCC search & rescue operations	5	7	1
Non-urgent assistance operations	14	12	9
Total people saved, rescued or assisted	23	27	14
Fatalities attended	1		-

Figure1. CWL Volunteer Commitment

## SEARCH AND RESCUE

9. Coastguard Operations fall into 3 broad categories which are:

- 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.
- 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.
- 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 48 operations over the last 3 years, in so doing have rescued/saved/assisted 64 people. 96% have been on Lake Wanaka. The breakdown of these operations is shown at Figure 2.

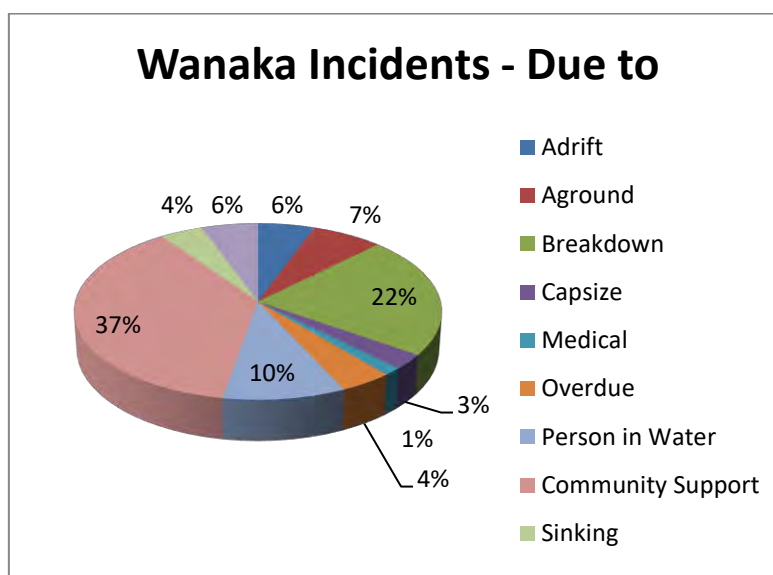


Figure 2: Causes for Operation

11. Data shows that, not surprisingly, the incidents are highest when the town and lake are at their busiest.

Figure 3 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.

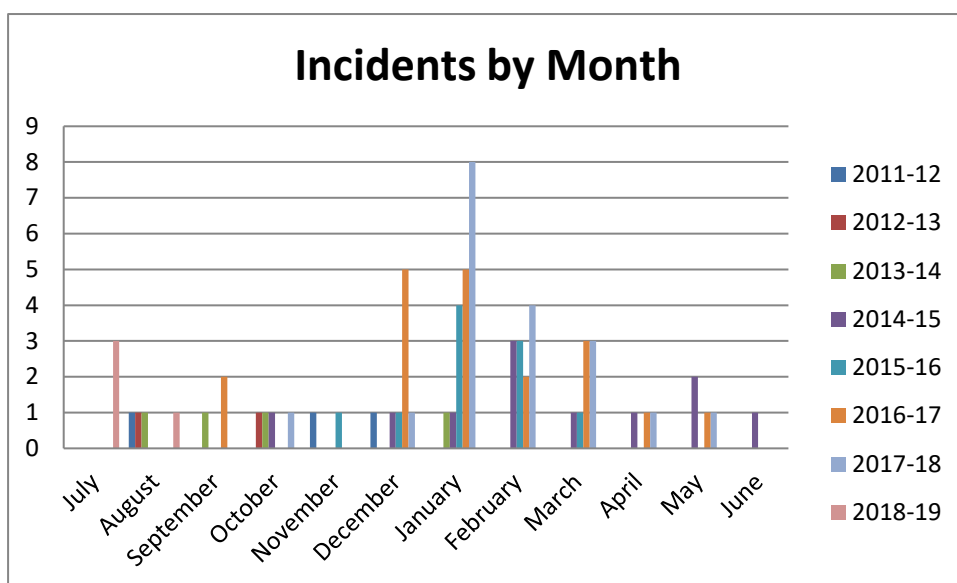


Figure 3: Operations by Month

## 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. It is clear that the majority of operations are when the town and lake are at 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 the Harbourmaster will also have 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 dedicated boat storage 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 4. The Outline design is enclosed separately.

## Upper Clutha Future Scenerio



Figure4. 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 Harbourmaster staff are available to the general boating public, hence a site near the ramps would be better suited.
18. Coastguard Training. CWL personnel are on call 24/7 for operations. 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. CWL does not train between the mid - December to early February; Wanaka's traditional busy period.
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 two years including initial discussions with QLDC Parks and Recreation and APL as early as 23<sup>rd</sup> November 2016. A number of locations have been considered.
21. Wanaka Yacht Club. CWL and WYC met on 18<sup>th</sup> 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 23<sup>rd</sup> November 2016, QLDC Parks and Recreation and APL advised that they could not support this location. The Wanaka Community Board excluded this option as part of their deliberations in regard to the Eely Point Development Plan approved in September 2018

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. The Outlet Camp. Until major improvements occur to the ramp this is a nonstarter on a number of aspects not least of which is safety of the responders.
25. WSAR Building Site: The site does not offer any operational benefits over the existing storage at A&P, due to deployment route onto Ardmore St. The Cost will be high.
26. 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
27. 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 was adjacent to the Scout Den. After public consultation as part of the Eely Point Development Plan the original site was not supported by the Wanaka Community Board and a new site suggested and approved in September 2018 as part of the Development Plan.

## EELY POINT

28. Location. The proposal is to build a Marine Rescue Centre at Eely Point near the existing Scout Den. The location and outline design is shown separately.
29. Wanaka Lakefront Reserves Management Plan 2014. WLR Management Plan 2014 arguably allows 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.

30. Eely Point Development Plan 2018. This plan approved by the Wanaka Community Board in September 2018 specifically allows for a Marine Rescue Centre located above the Scout Den.

31. Initial Consultation. Initial consultation occurred in regard to an Eely Point site Consultation 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 and the path down to the Den retained. *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 26<sup>th</sup> January 2017, *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 2017 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

32. Eely Point Development Plan Consultation. Of those submitters who mentioned a MRC the large majority were in favour of a MRC at Eely Point.

33. Landscape. The MRC as seen from the lake is well shielded by mature trees. The MRC as seen from affected parties on Lakeside Road will be against a backdrop of mature trees which will extend above the roofline. It is proposed to enter consultation with affected parties and QLDC Parks staff to develop a planting plan which will break up the outline of the proposed building. The building colour to be neutral so as to blend in with its surroundings.

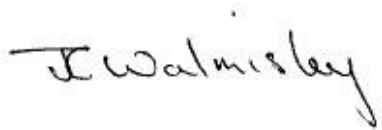
34. Parking and Access. It is proposed that parking and access/exit as shown on the plan will be allowable as a condition of the Lease.

35. Services.

- a. Foul Water. There is a 150mm diameter foul sewer located immediately adjacent to 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. In this case an Ecoflo e-one low pressure system or similar, will 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. It may be necessary to move the sewer due to its proximity to the proposed building.
- 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 about 70 m in a straight line across the reserve area.
  - 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.
36. 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

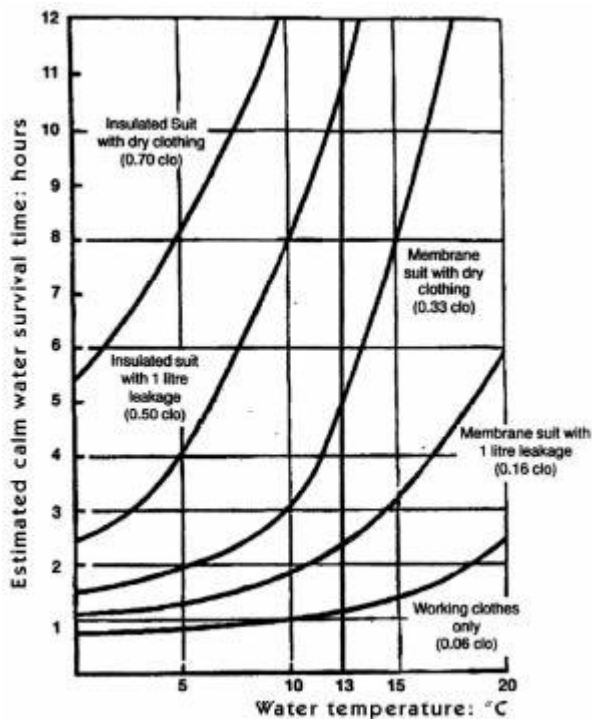
1. Lake Wanaka is New Zealand's fourth largest lake, covering 180 square kilometres. It is 45.5 kms long, 11.6 kms across at its widest and up to 300m deep. Water temperature ranges from 8 – 10 degrees Celsius. Lake Hawea has similar temperature range. Around the lake edges during the summer it can be 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/](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](mailto: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](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](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

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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.

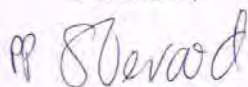
While there is general support for the Coastguard proposal, some questions were raised. These included the suitability of the site in view of forward plans by QLDC to develop this area (Eely Point) as a major boat launch site for public use. As such, we expect your proposal would be integrated into this 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



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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 Boalties 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

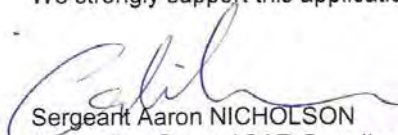
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Sergeant Aaron Nicholson  
Prevention Sergeant / SAR Coordinator  
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expectations. Speed is a critical element of any marine rescue and the proposed facility will enable a quick and efficient response 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**

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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