

Te Pātaka o Rākaihautū
Banks Peninsula Community Board
MINUTES ATTACHMENTS

Date: Monday 28 June 2021
Time: 10am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

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Te Hapu o Ngati Wheke Kaitiaki

- Kaitiaki for those living or spending time in and around our takiwā
- Kaitiaki for our plants and animals
- Role of tangata tiaki in protecting and enhancing our marine species

The Problem

- Powered craft coming into the beach area create a risk for both recreational users and kaimoana
- While there is a speed limit close to shore jetskis are seen to often ignore these
- Because Cass and Corsair have bans on powered craft jetskis, including those from the hire company recently set up at Naval Point come to Rāpaki beach

The Problem contd

- The speeding jetskis create a risk for recreational users especially for swimmers.
- For our shellfish the jetskis disturb the sediment which we know affects the health of the shellfish with the lighter sediment

The Law

- We believe Te Tiriti o Waitangi means we don't have to ask permission to ban powered craft to protecting our kaimoana and all of our whānau/communities who come to Rapaki
- The Harbour Master however can only enforce a ban if it affects health and safety of people and then only after a public consultation process and implementation of rules.

The Solution

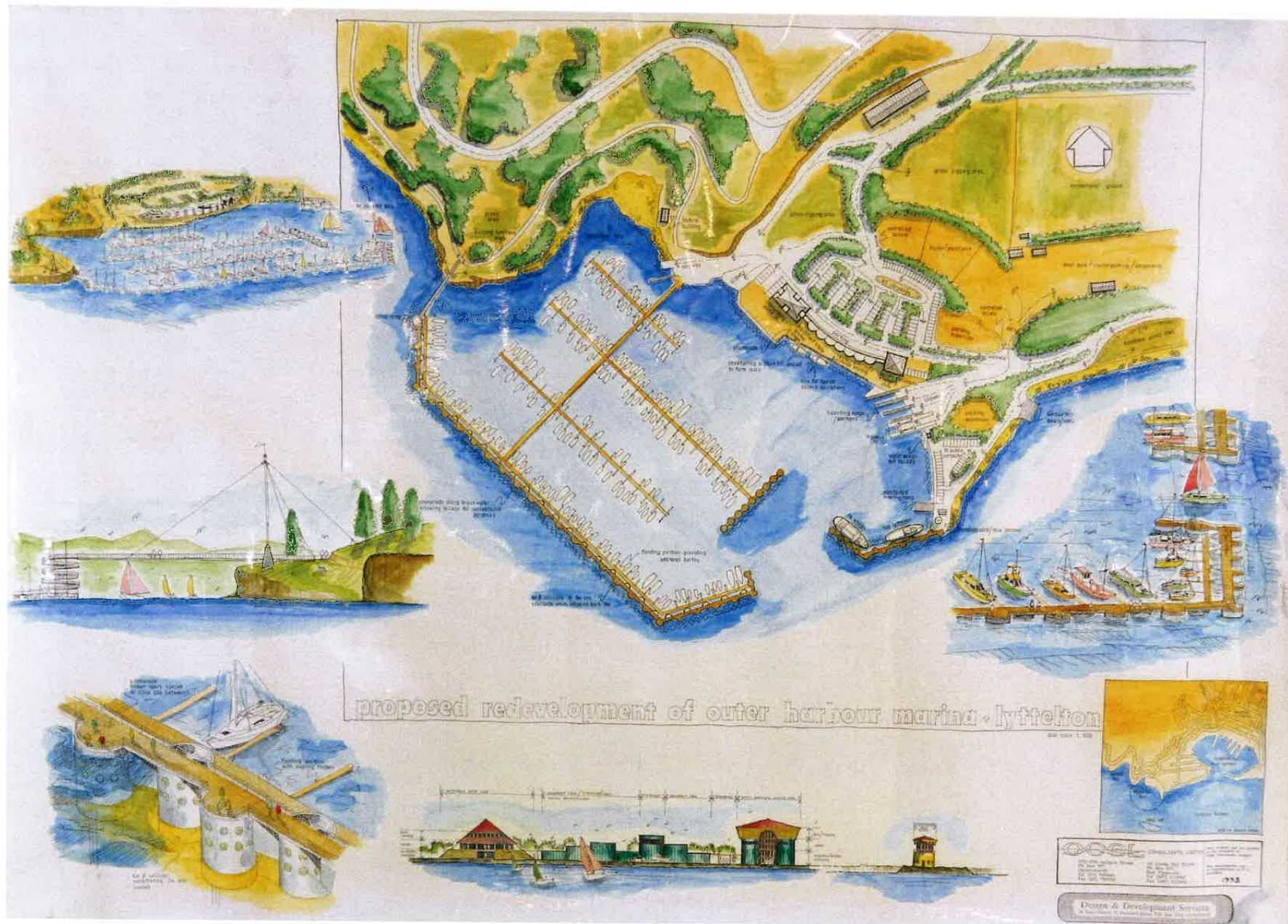
- Te Hapu o Ngati Wheke Inc propose a temporary reservation, for the area close to Rapaki beach.
- This would be to reserve the area for swimming and non powered craft only in order to mitigate navigation safety risks posed to paddle craft by power-driven vessels.
- Like the existing reservation for Motu-kauati-iti / Corsair Bay, it would provide for this important sheltered beach area to be safer for swimmers, particularly the increasing number of family groups now using the beach.



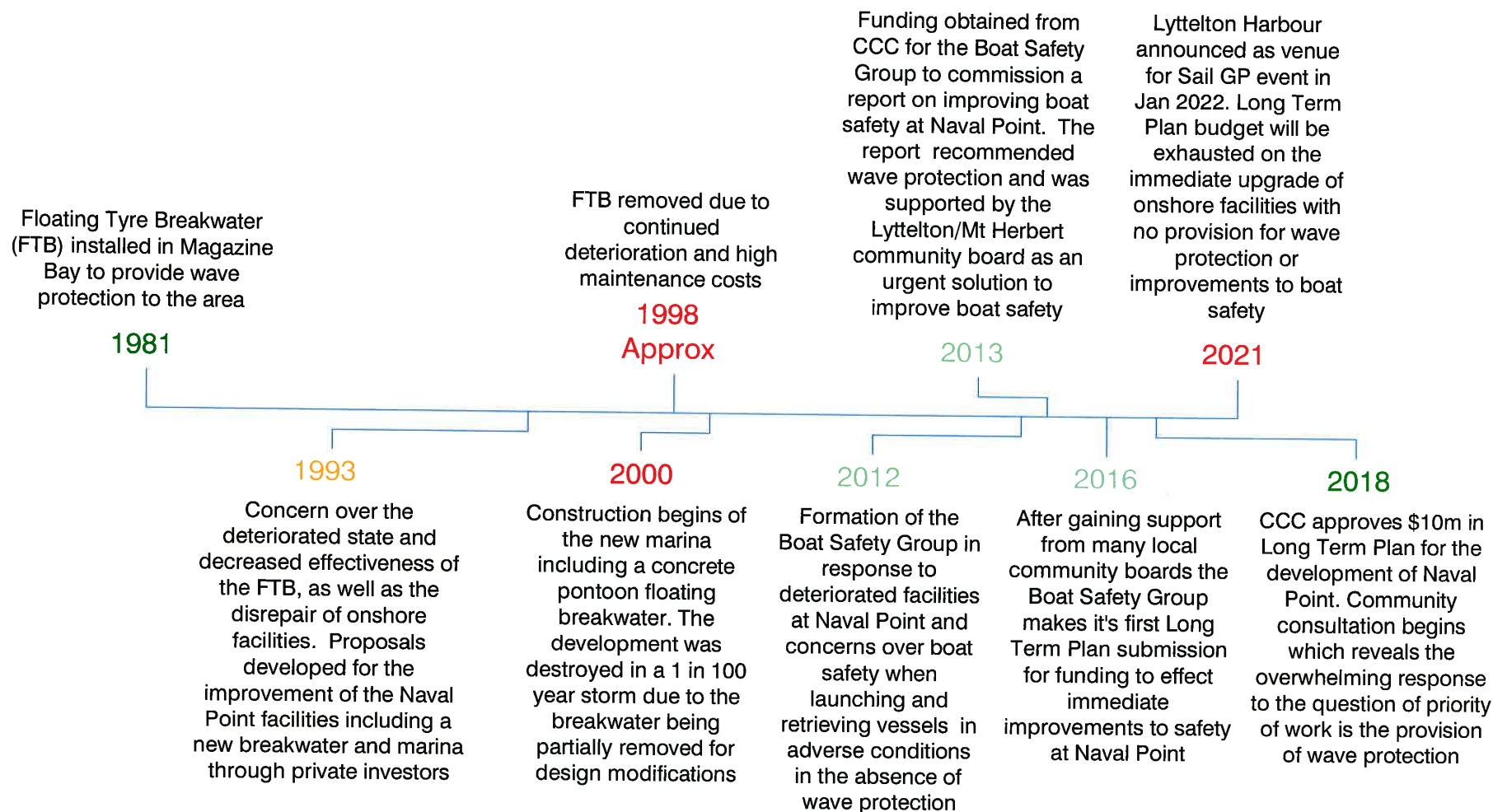
Proposed Non Motorised Craft Area


The Solution

- The area excludes our boat ramp which is important for us to launch powered vessels from
- The Harbourmaster's Office is supportive in principle of this proposal and will provide assistance as they can.
- We seek your support for the proposal as it goes out for public consultation
- Questions?



Timeline of Wave Protection at Naval Point, Lyttelton Harbour




**BOAT SAFETY**
at Naval Point, Lyttelton

[Home](#) [History](#) [Other Locations](#) [Plans](#) [Contact](#)

Overview of our cause


To have the current substandard facilities at Naval Point upgraded to ensure the safety of all users and their boats.



History

Find out about our cause since it all started in 1993 and see what has been achieved to date.


[Find out more »](#)



Other Locations

We detail a comparison of two other locations to highlight the lack of facilities for Christchurch ratepayers.

[Find out more »](#)



Our Plans

See what our plans are for improving the facilities at Naval Point to ensure recreational boaters can be safe.

[Find out more »](#)

www.boatsafetyatnavalpoint.org.nz

The purpose of this project is to establish a safe environment for people from the greater Christchurch area taking part in aquatic activities on Lyttelton Harbour, this must include safe access to and from the water in all weather and sea conditions.

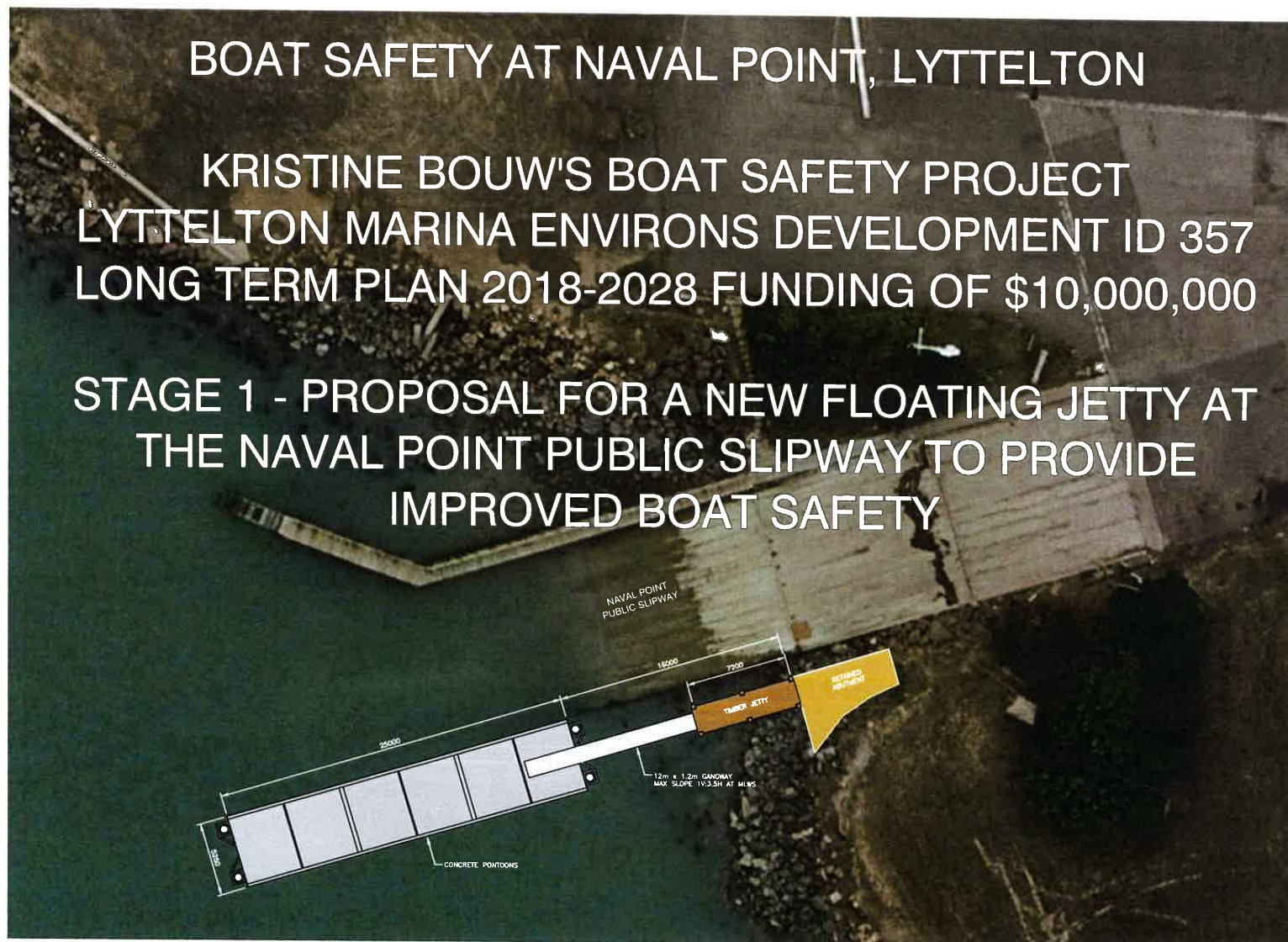
A phone survey of 5025 persons was conducted to establish the extent of public support for this project, all participants gave their support. The percentage of participants residing in each ward is as follows:

Akaroa-Wairewa 4%, Burwood-Pegasus 7%, Fendalton-Waimairi 8%, Hagley-Ferrymead 18%, Lyttelton-Mt Herbert 23%, Riccarton-Wigram 9%, Shirley-Papanui 5%, Spreydon-Heathcote 12%, Outside of Christchurch 14%

A workshop conducted by Eric Banks of the Christchurch City Council was initiated on 28 April 2017 and runs through to 30 May 2017. Present at this workshop was a delegation representing the boating community of Canterbury, being Colin Lock (Vice Commodore of the Naval Point Yacht Club), Willie Newman (Canterbury Yacht Squadron representing 150 trailer yachts from Canterbury) and Ross May (Naval Point Club Lyttelton Membership Services Manager representing the Canterbury Yachting Association). All of the above delegates, along with the Boat Safety Group, and with support from the Banks Peninsula Community Board, wish to see this project implemented with urgency. If any further comments to the proposed scheme are brought forward at the close of the workshop we will look to implement them in our design.

The Naval Point public boat ramp is extremely well used, with 393 launchings over Waitangi weekend 2017.

We wish to install the floating jetty this year as a permanent fixture, but if necessary it can be placed as a temporary facility which can be relocated to accommodate any possible future relocation of the boat ramp which may be considered as part of the Magazine Bay development plan.



SUPPORT FOR THE PROJECT

17th April 2016

Boat Safety Meeting 20th April

Please accept my apologies for my absence at today's meeting.

As we are all aware there has been no progress on improving the public boating facilities at Navel Point for an exceedingly long period of time. The proposal as tabled and outlined by OCEL is an extremely cost effective design which will add enormously to the existing launch and retrieve facility. We have talked extensively about the negative safety aspects of the existing facilities particularly when a southerly blows up after a calm start to the day. With the proposed design using the concrete pontoons (generously organised by Buzz March), with their weight and angle to the southerly will have an enormous effect on reducing the wave action that rolls onto the boat ramp making for a safer boat retrieval operation. This design will have enormous safety benefits to the launch and retrieve of boats.

In summary I believe:

1. This will be a major safety improvement to the existing ramp.
2. This design is in line with other facilities around the country.
3. A good cost effective robust design that complements the existing facility.
4. Improvement to the public area at Naval Point boating facility is long overdue.
5. This facility has the ability and does generate income through a user pays system.
6. With improvement to the facility, this in itself will attract more users.

Eden Husband

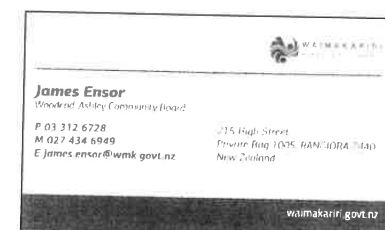
For further information please contact Team Leader James Ensor of the Boat Security and Safety Association and the Lyttelton Boat Safety Stakeholders Group
shirl.girl9@gmail.com

SUBMISSION TO: Christchurch City Council
ON: Draft Long Term Plan 2016 - 2025
BY: Lyttelton/Mt Herbert Community Board
CONTACT: Paula Smith
Chairperson, Lyttelton/Mt Herbert Community Board
c/- Lyttelton Service Centre
P O Box 73027
Christchurch 8154

Project Name	Lyttelton Marina Environs Development
Project ID	357
Comment	The Board notes that the funding for a development plan is planned for 2016 but there is apparently no funding for implementation of the plan. The development of a plan raises community expectations. The risk with this strategy is the plan would be out of date if not implemented soon after the plan is approved.

Project Name	Naval Point Breakwater and Marine Project (Unfunded)
Project ID	17918
Comment	The Board strongly supports this project. The Board notes there has long been community concern about the risks to recreational boat users, especially young and inexperienced sailors, trying to get their boats out of the water quickly and safely when a southerly change makes conditions on the water unsafe. This project is currently unfunded. However, this is a critical safety issue for the community. The Board supports the submission of the Boat Security and Safety Association to the Long Term Plan. The Board wishes to highlight that this project should be developed alongside the work of the Naval Point Redevelopment Project.

3	Capital Project ID 357 - Lyttelton Marina Environs (Naval Point) Development Metropolitan recreational assets at Naval Point (Lyttelton Marina Environs) have been neglected by successive Councils since the majority of the marina was destroyed by a storm in 2000. Community frustration is reflected in the submission on the Draft Annual Plan and Amended Long Term Plan by the Boat Security and Safety Association, who are keen to see progress on the ground. The Association proposes that capital funding be allocated for installation of a pontoon on the public slipway at Naval Point to increase boat safety. The Board fully supports Capital Project ID 357, as supporting development of Naval Point is one of the Board's top priorities in its Community Board Plan. The Naval Point Development Plan, funded by this project and currently underway, has as one of its objectives improving boat safety, which is also one of the Board's top priorities. If improving boat safety is one of the priority capital works identified by the Naval Point Development Plan following comprehensive consultation, the Board supports funding to implement these improvements.
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17/03/2021

Consent search | Environment Canterbury

Details for CRC960350.2

RMA Authorisation Number	CRC960350.2	Client Name	Christchurch City Council - C/O Buddle Findlay
Consent Location	Magazine Bay, LYTTTELTON HARBOUR	State	Issued - Active
To	to disturb the bed to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.		
Commencement Date	18 Mar 1996		
Date This Consent Number Issued	01 Sep 2009		
Expiry Date	14 Mar 2031		

Please note there has been a change to how we represent the date fields. The 'Date This Consent Number Issued' is the date this version of the consent was issued. The 'Commencement Date' is when the original version of this consent was issued as per [s116 of the Resource Management Act 1991](#).

- 1 All works shall be located generally as shown on plan No.930903/30A attached.
- 2 The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay.
- 3 The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4

17/03/2021

Consent search | Environment Canterbury

- 5 The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
 - 6 Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.
 - 7 The consent holder shall submit to the Canterbury Regional Council prior to the fuel jetty being commissioned for operation, a contingency plan covering fuel spillages from the storage tank and fuel dispensing equipment and the effluent pump out facilities.
 - 8 The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 15 years from the date of commencement.
 - 9 The Canterbury Regional Council may annually, on the last working day of June, serve notice of its intention to review the conditions of this consent for the purposes of: (i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later; or (ii) complying with the requirements of a relevant rule in an operative regional plan. (iii) dealing with any adverse effects on existing swing moorings in Corsair Bay.
- Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

Environment Canterbury © 2021
Retrieved: 11:55am, Wed 17 Mar 2021
<https://www.ecan.govt.nz/data/consent-search/>

09/01/2017

Print

Subject: Document Request - CRC960350 EMAIL:00480000569

From: Morrow Anna (Anna.Morrow@ecan.govt.nz)

To: jamesandbevenson@xtra.co.nz;

Date: Monday, 9 January 2017 1:09 PM

Dear James,

Thank you for your call regarding CRC960350.

Please find attached the consent decision documents for CRC960350, CRC960350.1 and CRC960350.2. I have also included the transfer decision for the original consent as this includes that plan.

If you have any further enquiries, please reply to this email or call Customer Services (details below).

Kind regards

Anna Morrow

How did we do today?
Give us your [feedback here](#).

CUSTOMER SERVICES
Environment Canterbury

ecinfo@ecan.govt.nz



PO Box 345, Christchurch 8140, New Zealand

Customer Services: 0800 324 636



Anna Morrow
Policy Officer I
Environment Canterbury



PO Box 345, Christchurch 8140

Customer Services: 0800 324 636

Pollution Hotline: 0800 76 55 88



Facilitating sustainable development in the Canterbury region

ecan.govt.nz

Attachments

- CRC960350 Decision Documents.pdf (81.39 KB)
- CRC960350, transfer of resource consent and summary of consent hearing decision.pdf (1.02 MB)
- CRC960350.1 Decision Documents.pdf (81.57 KB)
- CRC960350.2 Decision Documents.pdf (81.50 KB)

P10
search
P11
SPIT
P12
P16 map
35 years
duration

In respect of those matters referred to under Part II of the Act, Section 6 of Part 11 requires recognition and provision of matters of national importance such as the preservation of the natural character of the coastal environment from inappropriate subdivision use and development; the protection of outstanding natural features and landscapes, the maintenance and enhancement of public access to and along the coastal marine area and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. The natural character of Lyttelton Harbour has been already significantly modified by human developments and this proposal could be seen as enhancing rather than detracting from that natural character in its present modified state. We have already expressed a view on the effects of this development on public access. Mitigation measures proposed for potential contaminants entering the harbour adequately recognise the relationship of Maori and their culture with the harbour.

Section 7 refers to various matters, some of which are relevant to these applications, to which particular regard shall be given. They include Kaitiakitanga, the efficient use and development of natural and physical resources, and the maintenance and enhancement of amenity values.

There would appear to have been adequate consultation with the local Runanga and the issues of concern to tangata whenua. The marina in most respects, can be categorised as an efficient use of the natural and physical resources for recreational benefit and in general the proposal could be regarded as enhancing the amenity value of the harbour.

In an overall context we consider this proposal is consistent with the purposes and principles of the Resource Management Act in providing for the use and development of resources to meet a social need of the community in a sustainable way.

DECISIONS

RECOMMENDATION TO THE MINISTER OF CONSERVATION CONSENT APPLICATION NO. 960348

That a coastal permit be granted to Banks Peninsula District Council and the Lyttelton Port Company to reclaim approximately 5104 square metres of foreshore and seabed in Lyttelton Harbour in connection with a marina development subject to the following conditions;

The duration of the consent to be for an unlimited term.

Conditions

- 1) The location of the reclamations shall be as generally shown on the attached Plan Proposed Marina Development Map No. 2.
- 2) The solid breakwater extension of the Naval Point Reclamation stub breakwater shall not extend further than 160 metres from the existing reclamation.
- 3) The consent holder shall submit a scaled plan of the location and dimensions of all areas reclaimed within 3 months of completion of works.
- 4) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 5) The Canterbury Regional Council may annually on the last working day of June serve notice of its intention to review the conditions of this consent for the purposes of -
 - (i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later or

- (ii) complying with the requirements of a relevant rule in an operative regional plan.
- 6) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

DECISIONS : APPLICATIONS NO. 960349, 960350, 960351, 960352, 960360.

That Banks Peninsula District Council and Lyttelton Port Company be granted the following coastal permits for the terms shown and subject to the following conditions.

Application No. 960349 - A coastal permit to disturb the sea bed in the areas shown generally on Map No. 3 attached to remove sediment by dredging and basalt rock outcrops by blasting and excavation.

Duration of consent - 35 years.

Conditions

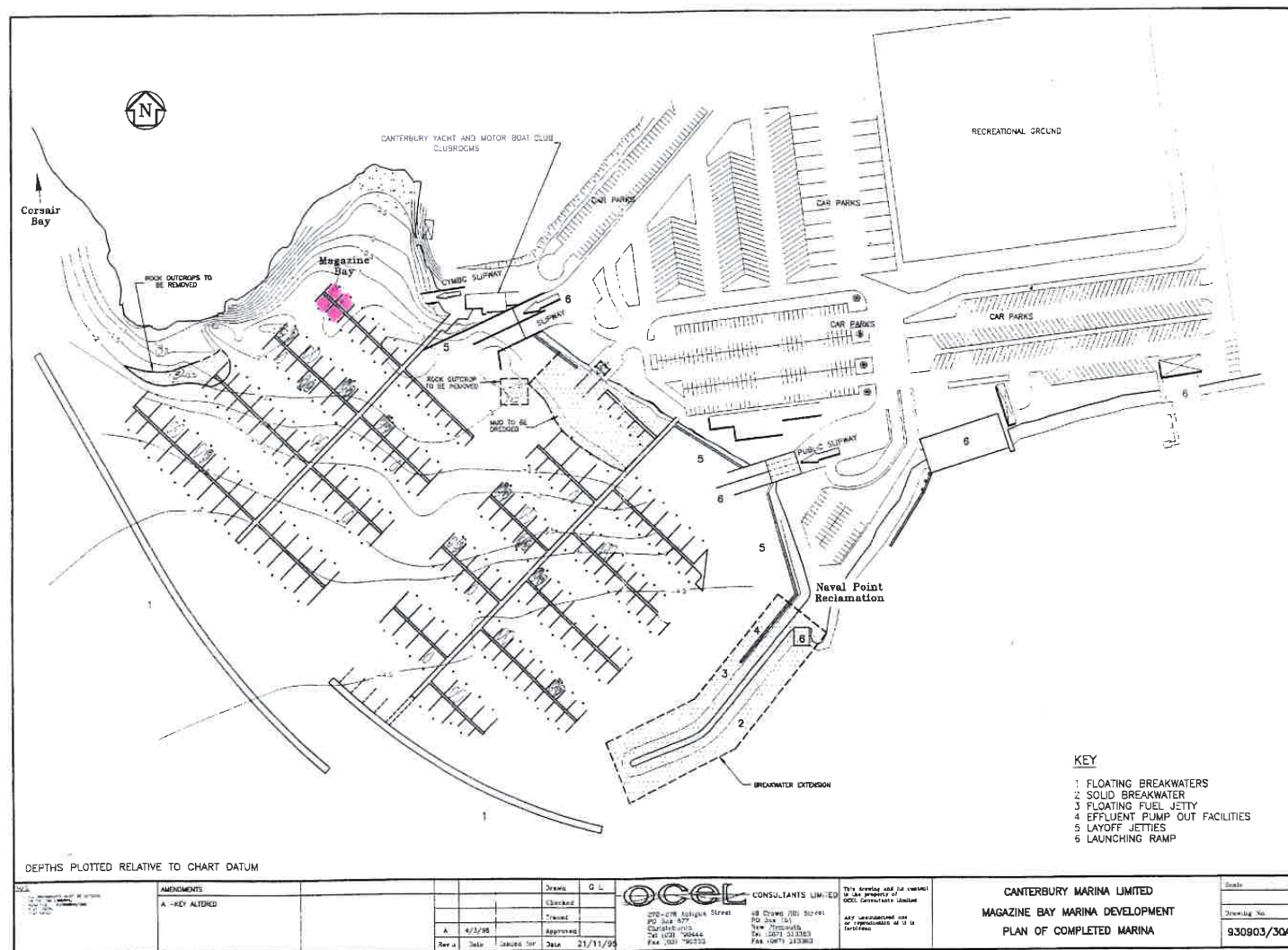
- 1) Delay detonators/relays and air curtains shall be used in all rock blasting.
- 2) The explosive charges used for blasting shall be limited to reduce the vibration velocity to at least .05 metres/second.
- 3) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 4) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

Application No. 960350 - A coastal permit to disturb the bed and to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Duration of consent - 35 years.

Conditions

- 1) All works shall be located generally as shown on plan No 930903/30A attached.
- 2) The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay..
- 3) The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4) The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 5) Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.



27/01/2021

Xtra Mail Inbox

Boat Safety Group Rock Volumes

To johnairey@rjcivil.co.nz **Copy** James Ensor

13:28

▶ 3 attachments View [Download](#)

Hi John and James

Great speaking with you this morning and learning of your capacity to supply suitable rock for breakwater construction.

Attached is a simple spreadsheet with approximate volumes for the proposed Boat Safety Group breakwater in Magazine Bay, Lyttelton.

Comparative volumes are:

Boat Safety Group breakwater:

Armour Rock (250 – 1000 kg) = 31,000 tonne

Core Material (0.5 – 250 kg) = 150,000 tonne

CCC breakwater:

Armour Rock (250 – 1000 kg) = 16,000 tonne

Core Material (0.5 – 250 kg) = 75,000 tonne

Building up of existing spur breakwater

Armour Rock (250 – 1000 kg) = 5,875 tonne

Core Material (0.5 – 250 kg) = 3,500 tonne

[- \$560 K excl gst + contingencies + professional fees

These volumes are all preliminary estimates, the breakwater layout and construction is yet to be fully designed. The weights are based on a rock density of 2600 kg/m³ and void ratio of 35% for armour rock and 25% for core material.

Note that the CCC breakwater volumes assume that the main breakwater will be constructed as a continuous breakwater arm from shore. Once rock placement is completed the area above the seabed which links to shore will be removed to form the entrance.

Kind regards

<https://webmail.xtra.co.nz/appsuite/#!/&app=io.ox/mail&folder=default0/INBOX>

1/1


10/02/2021

Xtra Mail Inbox

FW: Boat Safety Group Rock Volumes

John Airey ✉ johnairey@rjcivil.co.nz>

To James Ensor

9/2/2021 08:22 

▶  4 attachments View Download

Good Morning James,

As discussed and based on the below volumes from Rob, I can confirm an estimate for the rock supply (including transport) and breakwater construction based on previous similar works.

You can apply these rates to either the CCC or BSG options accordingly.

Amour Rock \$65 per ton

Core Material \$50 per ton

Estimate for construction to excavate and place would be \$100 - \$150 per ton although this is very hard to predict until more concise methodology's are established.

Good Luck

John Airey

Manager

03 359 5959

027 312 0303

johnairey@rjcivil.co.nz (<mailto:johnairey@rjcivil.co.nz>)

 **RJ CIVIL**
CONSTRUCTION LTD

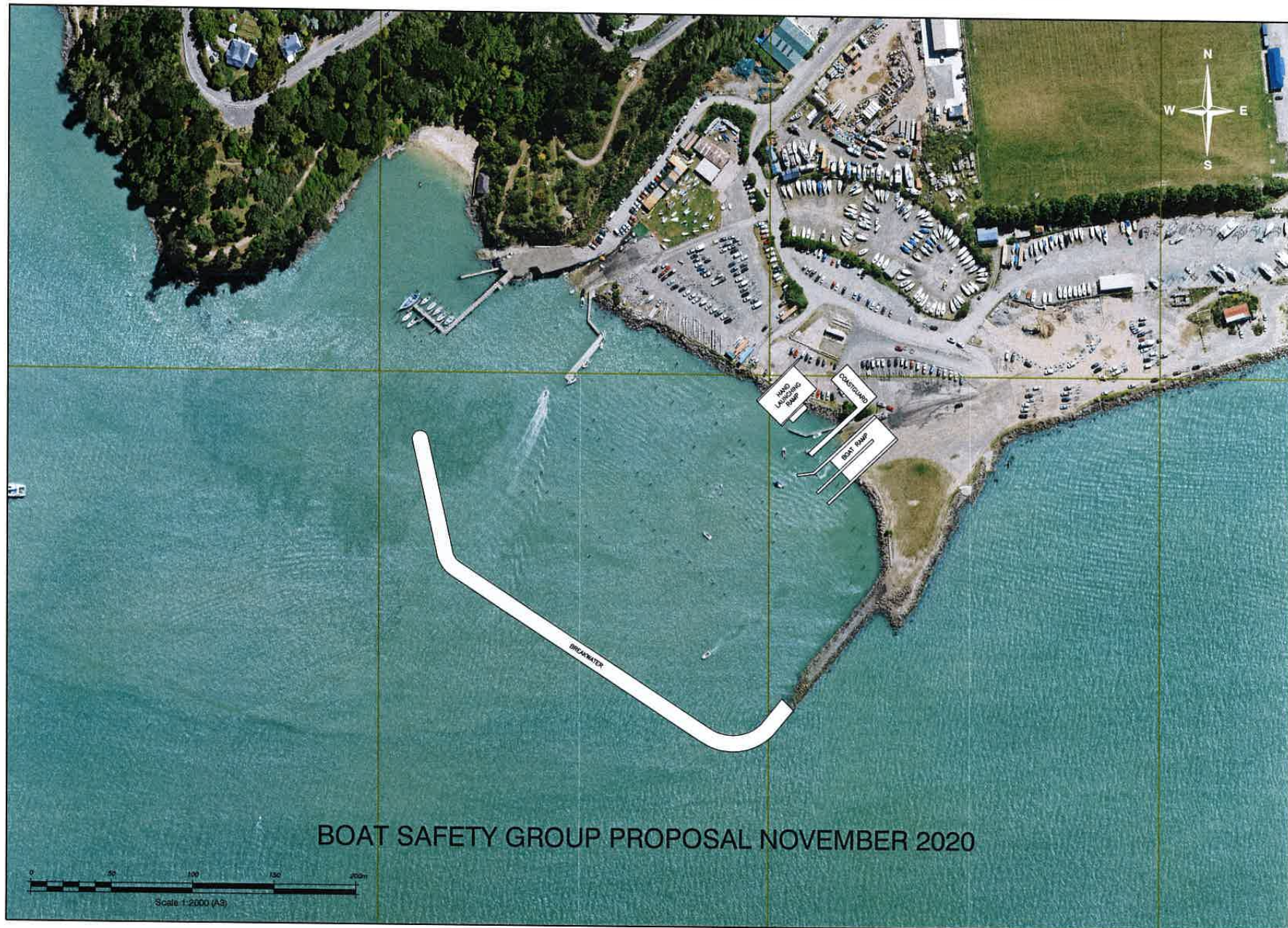
Component	Description	Total
Priority 1 - Environmental, public safety and partnership		
A	Haulout Yard	\$1,450,000
B	Initial site access/parking improvements	1,250,000
C	Handlaunching ramp and Rigging Area	\$2,030,000
D	Rebuild of existing public boat ramp	\$3,625,000
E	New Fixed Breakwater, Removal of Existing Breakwater and Partial Removal of Marina	\$7,625,000
F	Rockfall Hazard Work	\$680,000
G	Public Realm Improvements (site furniture, sculpture)	\$550,000
Priority 2 - Access, services, circulation and parking		
H	Upgrades to existing seawall and rock armour	\$1,000,000
I	Site Services	\$1,180,000
J	Pedestrian improvements, access and landscaping	\$2,550,000
K	Roading Upgrades	\$2,650,000
L	Later site Parking / Parking Lots	\$2,000,000
TOTAL		\$26,590,000

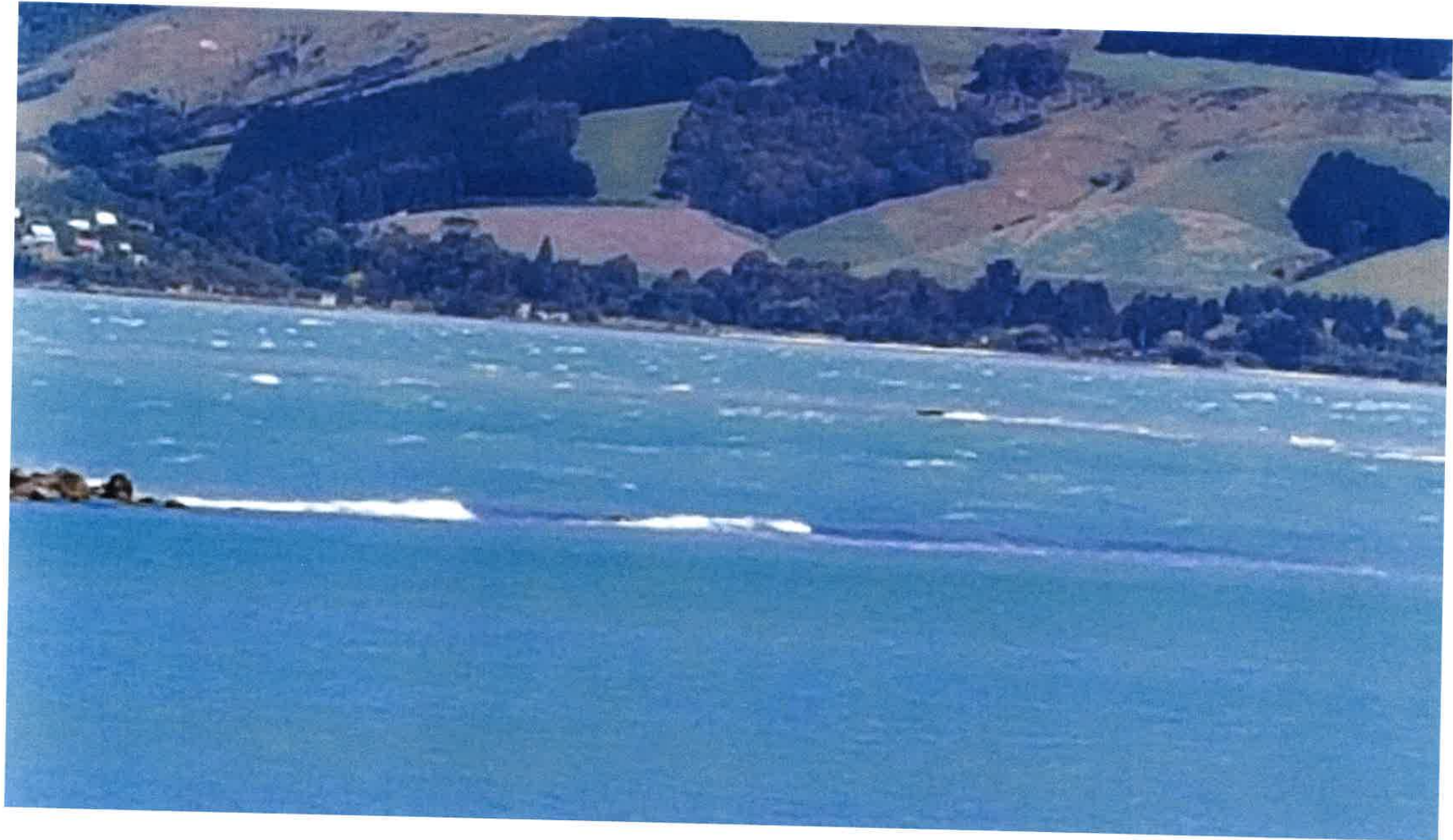
Note: Costs are estimates only and based on high-level planning work

Attachment

Plan presented to Community Board 30 March 2010 - Jocelyn Mahoney = designer











Naval Point Boat Safety Group



Existing breakwater spur submerged by easterly swell 03-12-2020



Breaking waves on ramp and over jetty 11-12-2020

Timeline of Wave Protection at Naval Point, Lyttelton Harbour

