

Te Kouma Sugar Loaf Landing Facility Coromandel Harbour

Proposed

OPERATIONAL MANAGEMENT PLAN October 2014



Te Kouma Sugar Loaf Landing Facility Coromandel Harbour

OPERATIONAL MANAGEMENT PLAN

SECTION A: INTRODUCTION

1. Background

The Sugar Loaf landing facility is located adjacent to Te Kouma Road on reclaimed land at the western end of Waipapa Bay, Te Kouma. The Council has applied to the Crown for tenure of the land pursuant to the Marine and Coastal Area (Takutai Moana) Act 2011 but this application has not been processed. Under the current “operative in part” Thames-Coromandel District Plan, the land is un-zoned.

Following a joint RMA application and hearing process involving Environment Waikato, DOC and the TCDC, construction and operation of the landing facility was authorised by way of a TCDC land use consent granted in October 1992 and a coastal permit granted by the Minister of Conservation in June 1993. Construction of the facility was completed in May 1994.

2. Purpose of the Operational Management Plan

The aforementioned consents provide for a landing and boat ramp facility to meet the needs of both the aquaculture industry and recreational users. The land use consent which authorises the use of the facility also requires a management plan to be in place which addresses certain operational matters aimed at ensuring that the facility is operated for the benefit of all users in a manner consistent with relevant resource consent conditions.

This management plan has therefore been prepared in order to meet TCDC’s obligation to prepare an Operational Management Plan in accordance with Condition 1 of the land use consent granted by the TCDC in October 1992.

Various other land use and coastal permits have been granted for activities associated with the use of the Sugar Loaf Wharf. While those consents do not strictly require the preparation of a management plan, this management plan has regard to, and provides information to users about, the requirements of those consents in order that the wharf is managed in an holistic and integrated manner. Those consents are:

- (a) Coromandel Marine Farmers Association Land Use Consent issued 2010 (Thames-Coromandel District Council RMA2009/23 which allows refuelling by marine farming vessels at Sugar Loaf, subject to conditions.

- (b) Three consents granted in retrospect by TCDC for structures placed on the Sugar Loaf Wharf, being:
- RMA2012/268 - Retrospective Land Use Consent - North Island Mussels Ltd. Container;
 - RMA2010/154 - Retrospective Land Use Consent - Greenshell NZ Ltd. Container; and
 - RMA2010/174 - Retrospective Land Use Consent - TCDC Kiosk and Toilet
- (c) Waikato Regional Council Resource Consent (RC 115079) for Dredging of Sediment at Sugar Loaf.
- (d) Waikato Regional Council Resource Consent (RC 118568) held by TCDC for the Emergency Grid Occupation and Use.

TCDC also regulates the use of Sugar Loaf Wharf via relevant bylaws (including the Parking Control Bylaw 2004, which is currently being reviewed, and the Wharves and Coastal Structures Bylaw 2008). This management plan therefore addresses certain matters pursuant to those bylaws.

The purpose of this management plan is therefore to provide relevant information and outline operating procedures which, with the co-operation of all users, will achieve that aim, whilst ensuring that any adverse effects of the facility on the marine environment and on the amenity values of the local area are minimised.

SECTION B: MATTERS RELATING TO RESOURCE CONSENTS**1. General**

It is anticipated that the Sugar Loaf landing Facility will continue to be intensively utilised by commercial and recreational users. At times some congestion will be inevitable. However, with co-operation amongst users, and continued "on the ground" management by Council at peak times, this congestion will be appropriately managed. In this regard, every effort must be made to ensure that trucks waiting to load aquaculture products do not restrict access to ramps, parking areas, and other parts of the reclamation. The parking of trucks associated with marine farming should be kept to the minimum feasible. Equally, tow vehicles and trailer boat parking must be confined to the areas set aside and marked out for this purpose so as to allow legitimate activities associated with marine farming to occur.

2. Appointment of a Sugar Loaf Warden

TCDC will appoint a warden at the Sugar Loaf to oversee its operation at peak times, including the management of traffic and parking. The warden will be on duty for a minimum of 8 hours on Saturdays and Sundays and on all Statutory Holidays excluding Christmas Day. The warden will also work as required at peak times and otherwise as directed by the Council.

The Warden has the ability to enable pragmatic and practical operation for the site on a day-to-day basis to relax and/or vary the Plan's requirements as s/he sees fit, such as to allow different ways of; parking, manoeuvring, temporary gear-storage.

Identification and contact details of the duty warden and/or the TCDC enforcement officer are to be displayed on the warden's kiosk facility.

3. Ministry of Fisheries Inspections

The Sugar Loaf Facility will be used from time to time by the Ministry of Fisheries (or equivalent delegated agency) to inspect recreational and commercial fisheries catches and enforce the relevant laws in this regard.

4. Opening Hours

The Sugar Loaf Facility is available for use for commercial and recreational activities 24 hours a day seven days a week, however, subsequent resource consents may limit the hours of specific activities.

5 Noise Limits

While no maximum noise levels are specified in the relevant resource consents, operations at the Sugar Loaf shall not exceed the applicable District Plan noise limits.

All users of the facility (aquaculture industry and recreational) should give consideration to the time of day of their activities and the potential for them to cause nuisance to residential neighbours in the vicinity during late evening and early morning hours.

6. Layout and Activities

The attached plan (Attachment A) shows the layout of the Te Kouma Sugar Loaf Facility as required by the land use consent authorising the use of the reclamation. The following aspects are highlighted.

a) Traffic Control

Only one point of entry / exit is provided onto Te Kouma Road. A right turn bay is provided on Te Kouma Road to allow vehicles wishing to enter to do so safely. Road signage and marking will be completed in accordance with "best practice" guidelines pertaining to traffic management, and must be adhered to at all times.

b) Parking, Loading and Manoeuvring on Landing Facility

- i. One (1) parking space will be marked out for the use by the Harbour Master and Wardens.
- ii. Fifteen (15) parking spaces will be marked out in paint for towing vehicle / boat trailer units as shown on the plan. Designated towing vehicle / boat trailer car parks will be reserved at all times solely for the use of towing vehicle / trailer boat units, providing they are displaying a valid parking permit. No other vehicles are permitted to use these parking spaces.
- iii. Thirteen (13) parking spaces will be marked out in paint solely for use by marine farming companies affiliated with the Coromandel Marine Farmers Association (CMFA), as shown on the plan. These spaces are reserved solely for use by those companies for parking, provided they are displaying an accredited parking permit. No other vehicles are permitted to use these parking spaces.
- iv. CMFA will establish and manage the accredited permits system for their vehicles and parking spaces and monitor the parking of employees in these spaces.
- v. Trucks loading marine farming product will park in the area indicated on the plan whilst loading or waiting to load.
- vi. There will be no parking at any time in the areas marked in yellow hatched paint on the road surface.
- vii. The central manoeuvring area is not intended to be identified by pavement marking and will be available for temporary storage as defined in 6(e) during "off peak" periods, but will be used in the peak periods for the parking of towing vehicle / trailer boat units, as determined and directed by the Sugar Loaf Warden.

c) Forklift

The use of forklifts on site for the purposes of loading and unloading marine farming produce and associated equipment is permitted within the commercial demarcated areas or as temporarily approved by the warden on any particular day of operation. Such forklifts shall be legally roadworthy and the motor muffled to “warrant of fitness” standard. The forklifts shall be operated only by licensed operators.

d) Storage facility

Two of the parking spaces designated for use by marine farming companies have been authorised for the following uses:

- i. The enclosed storage of the aforementioned forklift and equipment associated with the forklift such as the Oil Spill Response equipment and a limited volume of fuel for the forklift.
- ii. The storage of an emergency spill kit for use in conjunction with marine farming refuelling activities. As required, appropriate resource and building consents for such storage facility shall be obtained.

in accordance with resource consents RMA2012/268 - Retrospective Land Use Consent - North Island Mussels Ltd. Container and RMA2010/154 - Retrospective Land Use Consent - Greenshell NZ Ltd. Container.

e) Other on-site storage

Subject to foregoing clause 6(b)(vii), the temporary storage of clean mussel lines and other equipment awaiting transfer to marine farms may occur in the central manoeuvring area referred to in Section 6 (b) (vii) of this management plan, outside of all areas set aside for vehicle parking and manoeuvring. In the context of this clause, “temporary storage” means a maximum of 12 hours for any particular item. Any equipment transported to shore from marine farms may be placed in the designated loading zone areas in a manner which does not obstruct the use of the landing zone for other users, but shall be removed from the site on the same day as landed. Temporary storage of malodorous or objectionable material will not be permitted at any time.

Subject to foregoing clause 6(b)(vii), the temporary storage of clean (unused) mussel lines and other equipment awaiting transfer to marine farms may occur in the designated area totaling two vehicle-and-trailer parks in the Central Maneuvering area of the reclamation.

Subject to foregoing clause 6(b)(vii), the temporary storage of (used) mussel lines and other equipment awaiting transfer from marine farms may occur in the designated area totaling two vehicle-and-trailer parks in the Central Maneuvering area of the reclamation, but must be removed that same day.

Any crop landed (but no other material) at Sugar Loaf from marine farms may be placed at any time in the south eastern part of the designated Loading Zone areas in a manner which does not obstruct the use of the Loading Zone for other users, but shall be removed from the Loading Zone immediately.

Industry is permitted to temporarily store clean gear in Industry's own car park/s, but only in accordance with the Industry Code of Practice (COP) attached.

f) Marine vessel maintenance

In accordance with the resource consent (TCDC K02/30/1044), maintenance on a mussel barge and other aquaculture and fishing vessels at the Sugar Loaf landing facility is prohibited.

Limited maintenance for emergency purposes is permitted in line with Waikato Regional Council Resource Consent 118568 held by TCDC at the emergency maintenance grid just east of the Sugar Loaf landing facility. Use of the boat maintenance grid must be in compliance with the conditions of that consent, which are as follows:

- (a) There shall be no refuelling of boats or painting of boat hulls on the grid;
- (b) Material cleaned from boats must be collected and removed from the CMA;
- (c) There shall be no discharge of oil or grease or paint flakes or anti fouling products to the coastal marine environment;
- (d) The free passage of any member of the public through the coastal marine area must not be prevented;
- (e) There shall be no use of vehicles on shellfish beds, vegetated areas, bird nesting areas during nesting season or in any area identified as waahi tapu;
- (f) Disturbance to the seabed must be minimised;
- (g) There shall be no discharge of contaminants to the coastal marine area and no machinery shall be refuelled at or below mean high water springs.

Signage outlining the conditions of use is erected at the location of the grid and will be maintained by TCDC.

Notification of an emergency requiring use of the emergency maintenance grid is to be given to the Sugar Loaf Warden, Harbour Master or the TCDC after hours service. Approval to use the facility is to be provided by the Warden, Harbour Master or in the case of after hours notification, the TCDC Duty Engineer.

Any clean-up of debris completed by TCDC or their appointed contractors will be on-charged along with any associated administrative costs to the user of the facility over and above the scheduled charges for use of the slip.

g) Stormwater, sediment & contaminant control

The surface of the reclamation area has been contoured so as to drain storm water and any sediment or contaminants into specially designed sediment, oil and grease traps. Storm water is discharged into the sea. Essentially the facilities comprise:

- A conventional sediment trap chamber;
- An interceptor chamber to collect any gross oil spills;
- An oil and grease trap containing an absorptive filter to contain minor spills, oily film on the surface of water etc.;
- Discharge pipes to the sea for storm water.

The oil and grease traps are to be inspected each month as a scheduled maintenance item. Records of inspections and clearances shall be kept by the TCDC and shall be available for inspection. The traps are to be cleared on an “as required” basis by Council staff or an approved contractor. The cleaning of vessels at the Sugar Loaf Landing Facility is not permitted. Signage to this effect and setting out other rules relating to the operation of the facility is to be displayed in a prominent location. See section 8 below.

h) Control of saltwater spillage from trucks and boats

A certain amount of saltwater spillage onto paved areas is inevitable. All saltwater which drains from boats, trucks etc. onto the surface of the reclamation will be collected in the stormwater system and discharged to sea. Further, as vehicles leaving the facility travel up the incline to the Give Way sign at the Te Kouma Road intersection, saltwater will drain from vehicles onto to the reclamation and will be collected in the stormwater management system. The combined operation and implementation of these measures will ensure that any spillage of saltwater onto the surface of Te Kouma Road will be minimal.

i) Dredging and Protection of Structures

TCDC is permitted to undertake maintenance dredging in accordance with the Waikato Regional Council consent (RC 115079) and must comply with all conditions of that consent, which require:

- (a) Notification of any planned dredging (including starting and completion dates) in writing to Waikato Regional Council at least 5 working days prior to the event;
- (b) Signage is to be erected on site where the dredging is to take place at least 10 days prior to the event and remain in place for the duration of the works;

- (c) Preparation of a Maintenance and Dredging Disposal Plan to address matters listed in the consent conditions and submission of that plan to Waikato Regional Council for planning and engineering sign-off at least 10 days prior to the event. Dredging must be undertaken in accordance with the approved plan.
- (e) Records of material removed are to be kept and provided to the Waikato Regional Council within one month of completion;
- (f) Use of a turbidity skirt to minimise increase of suspended solids in water column while deepening near shore rock platform;
- (g) Minimisation of damage to foreshore and surrounding environment;
- (h) No discharge of contaminants to coastal marine area and no refuelling of machinery at or below mean high water springs.
- (i) Compliance with required noise levels;
- (j) Restriction of operating hours to between 8am and 5pm;
- (k) Maintenance of the free passage of members of the public through the coastal marine area where practicable, except as is required for safety purposes.

Any party engaged by TCDC to undertake maintenance dredging will be required to comply with the conditions of the dredging consent.

Apart from the requirements in the consent; management or mitigation of erosion and potential undermining of structures will need to be included in the Maintenance and Dredging Disposal Plan for engineering sign-off. The plan shall also be submitted to the TCDC for planning and engineering approval at least 10 days prior to commencement.

The repair cost of any damages to wharfing infrastructure through dredging, erosion of foundation bedrock, excessive use of prop wash or bow thrusters, collisions, and so on will be re-covered from the contractor, owner or operator of the vessel.

j) Commercial Operations

Commercial users are to have regard for other users, pedestrians and general public while using the wharf in order to ensure that the wharf operates effectively and efficiently. In order to achieve that, commercial users shall operate in accordance with the COP (Attachment B). Nothing in the COP overrides the provisions of this management plan or the conditions of any relevant resource consent.

k) Refuelling

Refuelling is only permitted in accordance with the Coromandel Marine Farmers Association consent.

7. Signage

On-site signage is to be displayed in appropriate locations including:

- a. pavement surface markings delineating vehicle parking, loading and manoeuvring areas;
- b. signage setting out the operational “rules” for the Sugar Loaf Landing Facility. Such displayed operational rules will include, but is not limited to:
 - i. Parking is limited to the defined areas. Charges and ticket outlets for parking fees will be identified;
 - ii. The facility is for loading and unloading vessels only;
 - iii. The following activities shall not be carried out on the facility:
 - Washing down of vessels on the boat ramps or in the vicinity of the breast wall;
 - Boat and barge haulout, cleaning, painting, hull scraping or sanding;
 - Boat maintenance;
 - Boat drainage in areas other than the boat ramps.
- c. Safety information and specific hazards.

Where any subsequent authorisation is obtained to carry out any specific activity the signs shall be amended accordingly.

8. Review

The TCDC may at any appropriate time review all or part of this management plan. Any proposed amendments outside the scope of the existing resource consent conditions shall have no effect and shall not be implemented until appropriate new consents under the RMA have been obtained.

9. Order of Precedence

Where there is any conflict between TCDC general wharfing bylaws, Sugar Loaf bylaws, specific proposed operation and consent conditions, then precedence will be given in the following order:

1. Resource Consent;
2. Site specific Bylaw;
3. General TCDC Bylaw;
4. Sugar Loaf Operational Management Plan

10. Responsibility for Implementation

The TCDC is the holder of the resource consents providing for the Te Kouma Sugar Loaf Landing Facility and is also the owner of the structure. Implementation of the Operational Management Plan is the responsibility of the District Council but all users of the facility share in that responsibility. Should any concerns arise regarding activities being carried out at the Sugar Loaf Landing Facility, contact should be made with:

Senior Monitoring and Investigations Officer Resource Consents Planning

Thames-Coromandel District Council
Private Bag
THAMES 3500
Phone (07) 868-0200

Or

Area Manager - Thames and Coromandel
Thames-Coromandel District Council
Private Bag
THAMES 3500
Phone (07) 868-0200

SECTION C: OTHER NON STATUTORY MATTERS FOR INFORMATION**1. Provision of Public Liability Insurance**

Commercial Users shall have adequate Public Liability Insurance relating to commercial activities on the Sugar Loaf facility.

2. Control of Sugar Loaf Wharf

Sugar Loaf Wharf is land within the Thames-Coromandel district in accordance with the relevant provisions of the Resource Management Act 1991 and the Local Government Act 2002 that define the boundaries of the districts of territorial authorities. Sugar Loaf Wharf is controlled by the TCDC pursuant to a 1992 land use consent granted to the TCDC and this Operational Management Plan has been prepared to give effect to Condition 1 of that consent.

3. Parking Charges

Parking Charges for towing vehicle / trailer boat units will be set through the TCDC Annual Plan, and reviewed every three years through the 10 year plan. These charges will be imposed through the TCDC parking bylaw and will be enforced by regular inspections. Charges will be displayed on notices on site.

4. Asset Management and Structures on the Reclamation.

All fixed assets on the Facility, with the exception of the containers, are owned by the TCDC. This includes the toilet facility and Warden's office. It is acknowledged that the container, toilet and warden's office have been built with appropriate building and resource consents.

TCDC will conduct a three yearly condition assessment of the structure and assets to devise a pro-active works programme for costing and budgeting into the asset management plan, 10 year plan, and the annual plan as required, and in accordance with sound local government asset management practise. The next condition assessment is due in 2011.

Repairs and maintenance costs relating to reactive fair wear and tear on the Sugar Loaf Facility, resulting from Marine Farmer activity are to be the Coromandel Marine Farmer's responsibility for payment. However payment of costs relating to the pro-active maintenance of structures as identified in the condition assessment is to be Council's responsibility. Payment of dredging costs is a responsibility to be shared equally between the Council and the Coromandel Marine Farmer's Association.

Maintenance of the toilet, the Warden's office, and the outer (recreational) boat ramp is entirely the responsibility of TCDC.

5. Fees and Charges to the Coromandel Marine Farmers Association

Fees and charges will be set in accordance with Council revenue and financing policy and reviewed on an annual basis through the Annual Plan process.

Fees and charges that currently apply to the Coromandel Harbour Facilities include:

1. Recreational Boat Launching / Trailer Parking Annual Permit (per permit).
2. Recreational Boat Launching / Trailer Parking Daily Permit (per permit).
3. Annual wharf use permit for mooring holders (per permit).
4. Wharf Jetties (per permit).
5. Commercial Wharfage (Per metre / per annum).
6. Slipway Grid (Per berth / per day).
7. Boat Sheds (per shed).
8. Slipways (per slipway).

Attachment A: *Sugar Loaf Traffic and Parking Plan*

Attachment B: *Coromandel Marine Farmers Association - Code of Practice*