

Tairua Mary Beach Wharf and Boat Ramp Enhancement - Business Case

TO	Tairua-Pauanui Community Board
FROM	Ross Ashby - Programme Manager
DATE	5 May 2015
SUBJECT	Tairua Mary Beach Wharf and Boat Ramp Enhancement - Business Case

1 Purpose of Report

To present to the Tairua-Pauanui Community Board the Business Case (**Attachment A**) for the Tairua Mary Beach Wharf and Boat Ramp Enhancement. The Business Case proposes a preferred way forward for the project to progress to detailed design.

- Should the Community Board endorse the Business Case, this will trigger the project into the next phase for detailed design on the provision that all details are reviewed by the working group and endorsed before confirming the final design.
- As part of the recommendations of this report there is a community input aspect to the project once a draft design has been worked through with the working group.
- The Business Case sets out a timeframe for design, consultation, consenting and construction.

2 Background

- The Business case sets out the key drivers for the project, identifies issues and opportunities, as well as future demand requirements by the boating community.
- The Business case sets out a case for investment based on issues and outcomes identified by key users as well as risks associated with options.
- Critical to the development of the business case has been ensuring accurate information has been used and the key issues identified by those who will ultimately use the facility – the boating community of Tairua and further afield.
- The Business case has been informed by the previous (almost) 20 years of discussions around the project, and assumptions have been tested with the Working Group (comprised of community members, key users, including commercial fishermen, the ferry operator and recreational fishing club members).
- This Business case was workshopped to the working group on 24th April 2015, with a unanimous 'in principle' endorsement of the preferred options (**Attachment B**). Further work was identified around the exact design of the boat ramp and pontoon, as well as options to look at widening the Tairua wharf to better facilitate commercial and larger (non-trailer boats) loading requirements. Finally, further work will also be undertaken to look at trailer boat parking with the intent to provide an affordable and least impact provision of more trailer boat parks in the vicinity of Mary Beach.
- A key parameter informing this Business case was the Tairua-Pauanui Community Board decision to set the budget for the project at \$1.2million, as a means to ensure equity to Tairua-Pauanui ratepayers who will be paying for the asset, as well as a realistic budget that addresses all the issues currently experienced with the Tairua wharf and Mary Beach boat ramp.

3 Issue

- Since 1995 there have been a number of schemes designed by the boating community and others, aiming to create a destination boating facility, and to address existing safety and loading issues around the wharf.
- The McNabb design (1995) included significant land reclamation to create a parallel promenade for larger boats to load and unload from as well as creation of 30 additional car parks.
- Facilitated through Council and Boffa Miskell a number of other designs were proposed with 100m and 70m promenades and varying locations for the boat ramp and pontoon. All required land reclamation.
- The McNabb option and the 70m Boffa Miskell option were then costed by Total Marine Services and Airey Consultants. All options exceeded allocated budget of \$1.2m by several million, and also did not address the significant risks and costs (upwards of \$500,000 for WRC consenting).
- Additionally, further investigation into the land parcel of reserve located next to the wharf highlighted this as Crown land and therefore subject to the Treaty settlement process.
- There are three key issues/needs or drivers identified to be resolved in the Business case.
 - Two detailed condition assessments undertaken in 2011 and 2014 identified that the wharf has only 3-6 years remaining life due to on-going deterioration of the piles, and as such needs to be renewed. The concrete pedestrian walkway is sound from an engineering perspective, however could be modified to better facilitate loading of trolleys and formalisation of vehicle access up to the wharf office building.
 - The existing boat ramp is well used, and demand will increase due to the development of the Tairua Marina. Safety concerns have been raised around safe launching close to the wharf, with the possibility of boats being 'sucked' under the wharf. A practical solution is being worked through by the working group looking at concrete pontoons, at an appropriate angle and design to withstand the harbour current as well as flood events.
 - Trailer boat parking is adequate, though can be congested during the summer months, so the project will look at the provision of additional trailer boat parking, appropriately located for boat users as well as surrounding residents to accommodate this congestion.

4 Discussion

- The project options set out in the Business case have been broken down into the three key drivers being:
 1. *To renew and ensure the continued safe operation of the Tairua wharf facility.*
 2. *A safe all tide boat launching facility at Mary Beach for trailer boats so that they can launch during all tides.*
 3. *To provide for adequate trailer boat parking at Tairua that adequately addresses summer peak demand periods but also is affordable and reflects a year round facility.*
- The preferred options for the above include refurbishment of the wharf and piles, pontoon and fenders and design options to look at widening the existing pedestrian walkway and new handrails to ensure safety standards are met.
- The working group are undertaking a design exercise to determine the draft design for the boat ramp and pontoons which will be used to inform an engineering appraisal and estimate.

- Trailer boat parking will be addressed through Council's Roading Engineers providing concept options to be taken out to adjoining residents and the wider public for consultation and feedback.
- Initial, indicative costings have been provided (these exclude parking and entrance work, further detail on boat ramp and increased width of wharf pedestrian walkway and vehicle access). These are outlined below:

Establish plant and equipment to and from site:	\$40,000.00
Wharf Plies: Clean off marine growth, break off unsound concrete, fit remove split pile jackets, and concrete encase all piles	\$160,000.00
Pile corbels: Break out loose concrete, repair and treat reinforcing, Shot Crete repair to corbels.	\$80,000.00
Deck slabs: Same as corbels. (could look at resurfacing the deck area)	\$60,000.00
Hand rail: New code complying handrail to both side of walkway.	\$35,000.00
Fender system: New piles, timbers, rubbers and ladders.	\$35,000.00
Existing pontoon: 6 New pile guides, fit PE sleeves to piles, New thru bolts, timber walers and fender.	\$45,000.00
Move grid and widen existing boat ramp: Relocate existing grid piles and structure and widen concrete boat ramp.	
New boat ramp pontoons and abutment: Supply and install 50 mtrs of 1.8 mtr wide concrete boat ramp pontoons	\$180,000.00
Sea wall repairs: Complete repairs to existing rock sea wall.	\$ 8,000.00
Engineering, design.	\$ 30,000.00

5 Suggested Resolution(s)

That the Tairua-Pauanui Community Board:

1. Receives the report.
2. Endorses the Business Case which sets out the preferred option as follows:
 - a) Refurbish the existing wharf and pontoon structures including wharf piles, fenders, and pedestrian walkway with an option for widening the wharf pedestrian walkway.
 - b) Formalise vehicle access to the Tairua wharf up to the existing wharf office.
 - c) Extend and widen the existing boat ramp with a new pontoon(s) to alleviate safety issues.

- d) Engage Council roading engineer/consultant for design options for car parking reconfiguration options, picnic facilities and wharf entrance.
- e) Seek input from key users, immediate residents and the wider community at appropriate stages of design.

References-Tabled/Agenda Attachments

Attachment A *Tairua Mary Beach Wharf and Boat Ramp Enhancement - Business Case*

Attachment B *Presentation to Working Group (Based on Business Case)*

Attachment A

[Attachment A - PRINCE2 Business Case - Tairua Mary Beach Wharf and Boa...](#)

Attachment B

[Attachment B - Tairua Mary Beach wharf and boat ramp - Presentation on...](#)