

Replacement of Akaroa Wharf Christchurch City Council

Beach Road, Akaroa

*Resource Consent Application to the
Canterbury Regional Council and
Christchurch City Council*

14 August 2025



Planz Consultants

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Acronyms and Abbreviations

CCC	Christchurch City Council
CRC / ECan	Canterbury Regional Council
CMA	Coastal Marine Area
CMP	Construction Management Plan
CRPS / RPS	Canterbury Regional Policy Statement
District Plan / CDP	Christchurch District Plan
LWRP	Canterbury Land and Water Regional Plan
MHWS	Mean High Water Spring
MKL	Mahaanui Kurataiao Ltd
MMMP	Marine Mammal Management Plan
NES-Contamination	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
NZCPS	New Zealand Coastal Policy Statement
ONF / L	Outstanding Natural Feature / Landscape
RCEP	Regional Coastal Environmental Plan
RMA / The Act	Resource Management Act 1991
RPS	Canterbury Regional Policy Statement

APPLICATION FOR RESOURCE CONSENT

SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

To: the Canterbury Regional Council

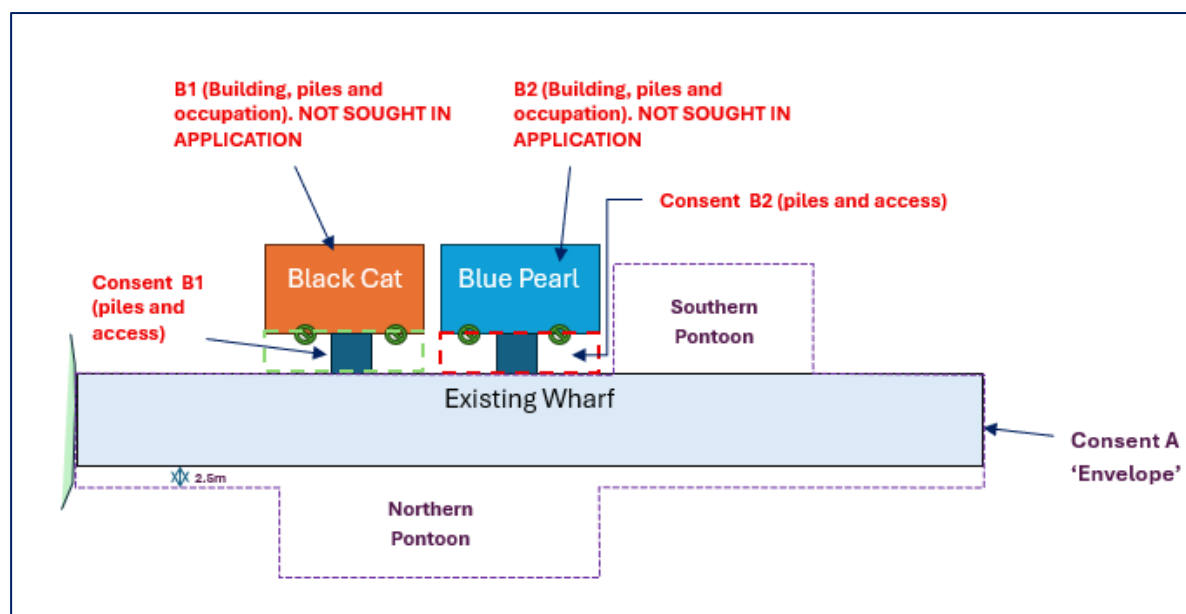
1. We, **the Christchurch City Council – Vertical Capital Delivery** (53 Hereford Street, Christchurch. PO Box 73011, Christchurch 8154), apply for the following resource consents:

Akaroa (main) Wharf

RMA / CRP	Activity	Duration
s.12 RMA RCEP <ul style="list-style-type: none"> • Rule 8.2 (discretionary activity), • Rule 8.4 (non-complying activity), • Rule 8.7 (discretionary), • Rule 8.21 (discretionary) • Rule 8.23 (discretionary) • Rule 8.26 (discretionary) 	Coastal Permit (s12) for a term of 35 years (occupation) for the deconstruction and replacement of Akaroa Wharf and for the replacement Wharf including pontoons and L-Wall to occupy the CMA as relates to that area identified as Consent A in Figure 1.	35 years
s.12 RMA RCEP <ul style="list-style-type: none"> • Rule 8.2 (discretionary activity), • Rule 8.4 (non-complying activity), • Rule 8.21 (discretionary) • Rule 8.23 (discretionary) 	Coastal Permit (s12) for a term of 35 years (occupation) for the placement of piles and occupation of the coastal marine area as associated with piles and access as relates to the area identified on Figure 1 as Consent B1 .	35 years
s.12 RMA RCEP <ul style="list-style-type: none"> • Rule 8.2 (discretionary activity), • Rule 8.4 (non-complying activity), 	Coastal Permit (s12) for a term of 35 years (occupation) for the placement of piles and occupation of the coastal marine area as associated with piles and access as relates to the area identified on Figure 1 as Consent B2 .	35 years

<ul style="list-style-type: none"> • Rule 8.21 (discretionary) • Rule 8.23 (discretionary) 		
s.12 RMA RCEP <ul style="list-style-type: none"> • Rule 8.2 (discretionary activity), • Rule 8.4 (non-complying activity), • Rule 8.7 (discretionary), • Rule 8.23 (discretionary), • Rule 8.26 (discretionary) • Rule 8.31 (discretionary) 	Occupation for the reclamation associated with the Akaroa boat ramp, including disturbance (dredging) and deposition of spoil in the coastal marine area to form and maintain a navigation channel and berth pocket.	30 Months <i>Being 18 months after the date of commencement for construction activities, plus 12 months after the cessation of construction activities for rehabilitation of the reclamation area.</i>
s.14 and s.15 RMA LWRP <ul style="list-style-type: none"> • Rule 5.119 	Water take (s14) and discharge (s15) of groundwater for the purposes of dewatering.	5 years

Figure 1: Coastal Occupation Consents sought in the application



2. The activity to which the application relates (the proposed activity) is as follows:

Akaroa (main) Wharf

The deconstruction of the 1887 Akaroa wharf and partial deconstruction of the associated abutment, and provision of a replacement wharf that will extend some 185m beyond the MHWS mark including an abutment reduced from 30m as existing, to 10m.

The wharf will be 8m wide, an increase in width of some 0.7m. The Wharf will be offset from its existing alignment by between 1.5m and 2.5m to the north.

The new wharf will not extend under the existing buildings; these will remain on their existing piles with an additional row of piles at the interface of the replacement wharf to be established; in addition, ramps will be established from the replacement wharf to the existing buildings to retain pedestrian connection. This application does not seek consent for occupation of the CMA associated with either of these buildings or supporting wharf structure. The proposed interface piles and ramps will be subject to separate occupation consents B1 and B2 respectively as shown in Figure 1.

The new wharf will follow a similar form, scale and shape to the existing wharf but with the wharf deck raised to 3.06 m LVD-37 or 12.10 m CDD (500-600 millimetres higher than the existing deck), and new floating pontoons as arranged on the northern and southern faces of the main wharf and accessed from the main wharf by gangways. Integration with the foreshore and that area of the abutment to remain includes a small area of reclamation enclosed by a concrete 'L-Wall' seawall.

Some 44—55 steel-case concrete piles of approximately 710 mm diameter for the wharf structure will be installed using sacrificial steels castings socketed into the underlying basalt below the seabed. An additional 12-16 steel piles (710 mm diameter) are required for the pontoons. Up to eighteen (18) timber piles will be established during initial demolition works between the existing wharf and Black Cat / Blue Pearl buildings to support demolition / construction works. Fender protection piles associated with the replacement wharf include 26 timber wharf fender piles, plus an additional 4 timber gangway piles.

Where ground conditions at the abutment are too soft to provide structural support for construction works associated with the drill rig platform, up to 50 'H Piles' will be inserted to ensure geotechnical stability.

During construction up to 20 temporary piles to support staging no greater than 710mm diameter will be required to facilitate construction. These will be vibro-installed and will be removed at the before installation of the deck units.

Reclamation, dredging and disposal area - Akaroa boat ramp

To facilitate construction activities, and transportation by barge of construction materials, a small loading ramp will be constructed on the southern side of the Akaroa boat ramp. This will require reclamation including the disturbance of the seabed, placement of geotextile, granular fill and rip rap protection. A concrete surface may be required. Up to 4 steel piles (610mm diameter) will be driven along the southern side of the existing boat ramp to form a training wall to facilitate barge loading/unloading.


The seaward approach requires dredging to facilitate barge access / navigation channel. The dredge channel will be to a depth not exceeding 1.5m and extend some 90m from the shoreline at a width of 30m. A total volume of 1500m³ of seabed will be disturbed (dredged) with the spoil material to be placed in the CMA immediately to the southwest of the dredged channel.

Within 12 months of the cessation of construction works a Rehabilitation Plan will require the removal and naturalisation of the reclaimed area.


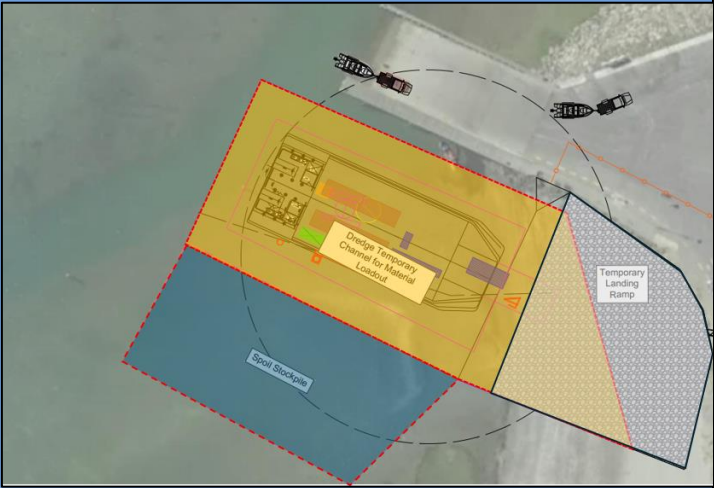
3. The site(s) at which the proposed activity is to occur is as follows:

Akaroa Main Wharf


Address:	Beach Road, Akaroa. The site associated with the Wharf replacement is located directly opposite 81 Beach Road.
Map reference at or about	NZTM 2000: 1596844 mE, 5149323 mN
Legal Description:	NA
Valuation Number:	NA
Area:	NA
Spatial Plan of Address (not of site works):	



Akaroa Recreational Ground

Address:	Works site / Depot / Material storage. Akaroa Boat Ramp and Legal Road Rue Brittan, 28, 38 Rue Lavaud, Akaroa. 28, 28A to 28C Rue Jolie, Akaroa
Map reference at or about (temporary reclamation):	NZTM 2000: 1597355 mE, 5150128 mN
Legal Description:	Lot 2 DP 2868, Lot 1 DP 79110, Section 1 SO 594182
Valuation Number:	NA
Area (above MHWS):	circa 2,800m ²
Spatial Plan of Address (Laydown Areas):	
Laydown areas:	
Temporary reclamation (grey patterned), dredged area (orange) and spoil deposit area (blue):	

Bruce Slipway

Address:	Beach Road, Akaroa. The site associated with the temporary vehicle staging area is located directly opposite 89 Beach Road.
Map reference at or about	N36:0686-1082
Legal Description:	NA
Valuation Number:	NA
Area:	290m ²
Spatial Plan of Address (Vehicle Staging):	

4. The name and address of the owners and occupiers of the land to which the application relates are:

The ownership of the 'land' associated with the site is as follows:

- Legal Road Reserve (Akaroa Main Wharf - Beach Road; Boat Ramp – Beach Road / Aylmers Stream; Rue Brittan and Rue Jolie – Akaroa Boat Ramp and Akaroa Boat Park and Rue Balguerie) as vested in Christchurch City Council (CCC).
- Lot 2 DP 2868, Lot 1 DP 79110, Section 1 SO 594182 (Laydown / Access closure) as owned by the Christchurch City Council (CCC).
- The land below MHWS and within the CMA which is not included in the seaward parts of the above land parcels is Crown land managed by Land Information New Zealand.

5. Additional resource consents are needed for the proposal to which this application relates. These are:

Land use consent from Christchurch City Council - as contained within this application.

6. There are several aspects of the proposal, such as construction laydown areas (outside the CMA) that are permitted activities, and therefore do not trigger the need for resource consent under regional and district plan rules.
7. We attach an assessment of the proposed activity's effect on the environment that –
- (a) Includes the information required by clause (6) of Schedule 4 of the Resource Management Act 1991 (**the RMA / the Act**).
 - (b) Addresses the matters specified in clause (7) of Schedule 4 of the RMA.

(c) Includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

8. I attach information (as provided with greater specificity in the Assessment of Environment Effects) that shows the area proposed to be reclaimed, including its location, the position of all new boundaries (if practicable). The area to be reclaimed is:

Address:	Akaroa Wharf, Akaroa.
Map reference at or about	NZTM 2000: 1596844 mE, 5149323 mN
Legal Description:	NA
Valuation Number:	NA
Area:	circa 165m ²
Spatial Plan of Address (not of site works):	
Address:	Rue Brittan, Akaroa. The site associated with the temporary reclaimed area is located adjoining the Akaroa Boat Ramp and Akaroa Recreation Ground
Map reference at or about	N36:0737-1172
Legal Description:	NA
Valuation Number:	NA
Area:	circa 1,500m ²
Spatial Plan of Address (not of site works):	

9. No other information is required to be included in this application by the district/regional plan, the Resource Management Act 1991, or any regulations made under that Act.
10. Relevant engagement has been undertaken in terms of the consent applicant's responsibilities in accordance with sections 62(2) and (3) of the Marine and Coastal Area Act 2011
11. We attach an assessment of the proposal activity against the matters set out in Part 2 of the Resource Management Act 1991.
12. We attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.
13. We attach the following further information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act:

The statutory planning documents, assessed in the attached AEE and relevant to this application are the New Zealand Coastal Policy Statement, Canterbury Regional Policy Statement, Regional Coastal Environment Plan, Canterbury Land and Water Regional Plan and Canterbury Air Regional Plan.

14. The required deposit of \$3,500.00 (incl GST) for processing the application is enclosed in addition to the \$1,150 fee to notify the application as pursuant to s95A(3)(a) as the applicant volunteers to notify the application.



Matt Bonis (Consultant Planner (Associate))

Planz Consultants Limited

On behalf of **Christchurch City Council**

Address for Service:

Planz Consultants Limited

PO Box 1845

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Attention: Matt Bonis
Consultant Planner (Associate)

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Address for Billing:*

Christchurch City Council

PO Box 73011

CHRISTCHURCH 8154

Attention: Jane Benton, Project Manager
Vertical Capital Delivery

DDI: 027 275 7498

Email: Jane.Benton@ccc.govt.nz

* Planz Consultants Limited accepts no liability for any Council costs or charges. Invoices for all such work are to be sent to the Applicant's address above for billing.

APPLICATION FOR RESOURCE CONSENT SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

To: the Christchurch City Council

1. We, the Christchurch City Council – Vertical Capital Delivery (53 Hereford Street, Christchurch. PO Box 73011, Christchurch 8154), apply for the following resource consents:

Under the Christchurch District Plan:

Non-complying land use consent to partially demolish and replace the abutment as associated with the main Akaroa Wharf, Akaroa - including utilising a number of 'temporary construction laydown areas' in accordance with the following Christchurch District Plan (District Plan) rules:

RMA / District Plan	Activity	Status
s.9 / Rule 9.3.4.1.5(D2)	Demolition of a Significant heritage item (abutment only as located above the MHWS)	Discretionary
S9 / Rule 6.1.6.1.1(P2)	Construction noise as associated with NZS68013:1999	Restricted Discretionary: Rule 6.1.6.1.3(RD2) – Matters of control Rule 6.1.8
S9 / Rule 6.3.5.1(P1)	Light spill (as associated with construction activities).	Restricted Discretionary: Rule 6.3.5.3(RD1) – Matters of control Rule 6.3.7.1
S9 / Rule 8.9.2.1(P1)	Earthworks within 5m of a notated Heritage item and to depths exceeding 0.6m as associated with service trenching.	Restricted Discretionary: Rule 8.9.2.3(RD1) - Matters of control Rule 8.9.4
S9 / Rule 9.3.4.1.1(P4)	A temporary 20-foot construction building 'workers building' (up to 6.1m ²) is to be located on the Heritage Setting fronting Beach Road (Heritage Setting 526)	Restricted Discretionary Rule 9.3.4.1.3(RD6) – Matters of control Rule 9.3.6.1. <i>Note: Plan Change 13 Rule 9.3.4.1.3 (RD4)</i>
S9 / Rule 9.6.1(g)	Coastal Environment Overlay	Matters of control - Coastal environment objectives and policies
S9 / Rule 18.4.1.5(NC1)	Temporary storage of construction materials within the Open Space Zone.	Non-complying

* A full compliance assessment is provided in Section 4 of this AEE.

Under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health:

Discretionary land use consent for the disturbance of a 'piece of land' identified as a HAIL site.

RMA / NES - Contamination	Activity	Status
NES Contamination Clause 11	Earthworks in the absence of a DSI / PSI, thereby being an activity not otherwise provided as a permitted, controlled or restricted discretionary activity.	Discretionary

* A full compliance assessment is provided in Section 4 of this AEE.

2. The activity to which the application relates (the activity) is as follows. For the avoidance of doubt, the District Council's jurisdiction is landward of the MHWS mark only.

Akaroa (main) Wharf

The deconstruction of the 1887 Akaroa wharf and partial deconstruction of the associated abutment, and provision of a replacement wharf that will extend some 185m beyond the MHWS mark including an abutment reduced from 30m as existing to 10m.

The wharf will be 8m wide, an increase in width of some 0.7m. The Wharf will be offset from its existing alignment by between 1.5m and 2.5m to the north.

The new wharf will not extend under the existing buildings; these will remain on their existing piles with an additional row of piles at the interface of the replacement wharf to be established; in addition, ramps will be established from the replacement wharf to the existing buildings to retain pedestrian connection. This application does not seek consent for occupation of the CMA associated with either of these buildings or supporting wharf structure. The proposed interface piles and ramps will be subject to separate occupation consents B1 and B2 respectively as shown in Figure 1.

The new wharf will follow a similar form, scale and shape to the existing wharf but with the wharf deck raised to 3.06 m LVD-37 or 12.10 m CDD (500-600 millimetres higher than the existing deck), and new floating pontoons as arranged on the northern and southern faces of the main wharf and accessed from the main wharf by gangways. Integration with the foreshore and that area of the abutment to remain includes a small area of reclamation enclosed by a concrete 'L-Wall' seawall.

Some 44—55 steel-case concrete piles of approximately 710 mm diameter for the wharf structure will be installed using sacrificial steel castings socketed into the underlying basalt below the seabed. An additional 12-16 steel piles (710 mm diameter) are required for the pontoons. Up to eighteen (18) timber piles will be established during initial demolition works between the existing wharf and Black Cat / Blue Pearl buildings to support demolition / construction works. Fender protection piles associated with the replacement wharf include 26 timber wharf fender piles, plus an additional 4 timber gangway piles.

Where ground conditions at the abutment are too soft to provide structural support for construction works associated with the drill rig platform, up to 50 'H Piles' will be inserted to ensure geotechnical stability.

During construction up to 20 temporary piles to support staging no greater than 710mm diameter will be required to facilitate construction. These will be vibro-installed and will be removed at the before installation of the deck units.

Reclamation, dredging and disposal area - Akaroa boat ramp

To facilitate construction activities, and transportation by barge of construction materials, a small loading ramp will be constructed on the southern side of the Akaroa boat ramp. This will require reclamation including the disturbance of the seabed, placement of geotextile, granular fill and rip rap protection. A concrete surface may be required. Up to 4 steel piles (610mm diameter) will be driven along the southern side of the existing boat ramp to form a training wall to facilitate barge loading/unloading.


The seaward approach requires dredging to facilitate barge access / navigation channel. The dredge channel will be to a depth not exceeding 1.5m and extend some 90m from the shoreline at a width of 30m. A total volume of 1500m³ of seabed will be disturbed (dredged) with the spoil material to be placed in the CMA immediately to the southwest of the dredged channel.

Within 12 months of the cessation of construction works a Rehabilitation Plan will require the removal and naturalisation of the reclaimed area.

3. The site(s) at which the proposed activity is to occur is as follows:

Akaroa Main Wharf

Address:	Beach Road, Akaroa. The site associated with the Wharf replacement is located directly opposite 81 Beach Road.
Map reference at or about	N36:0687-1091
Legal Description:	NA
Valuation Number:	NA
Area:	NA
Spatial Plan of Address (not of site works):	



Akaroa Recreational Ground

Address: Works site / Depot / Material storage. Akaroa Boat Ramp and Legal Road Rue Brittan, 28, 38 Rue Lavaud, Akaroa. 28, 28A to 28C Rue Jolie, Akaroa

Map reference at or about: N36:0745-1179

Legal Description: Lot 2 DP 2868, Lot 1 DP 79110, Section 1 SO 594182

Valuation Number: NA

Area (above MHWS): circa 2,800m²

Spatial Plan of Address (Laydown Areas):

Laydown areas:




Temporary reclamation (grey patterned), dredged area (orange) and spoil dumping area (blue):



Bruce Slipway

Address:	Beach Road, Akaroa. The site associated with the temporary vehicle staging area is located directly opposite 89 Beach Road.
Map reference at or about	N36:0686-1082
Legal Description:	NA
Valuation Number:	NA
Area:	290m ²
Spatial Plan of Address (not of site works):	



4. The name and address of the owners and occupiers of the land to which the application relates are:

The ownership of the 'land' associated with the site is as follows:

- Legal Road Reserve (Akaroa Main Wharf - Beach Road; Boat Ramp – Beach Road / Aylmers Stream; Rue Brittan and Rue Jolie – Akaroa Boat Ramp and Akaroa Boat Park and Rue Balguerie) as vested in Christchurch City Council (CCC).
- Lot 2 DP 2868, Lot 1 DP 79110, Section 1 SO 594182 (Works site / Depot / Material storage) as owned by the Christchurch City Council (CCC).
- The land below MHWS and within the CMA which is not included in the seaward parts of the above land parcels is Crown land managed by Land Information New Zealand.

5. Additional resource consents are needed for the proposal to which this application relates. These are:

Coastal Permits from the Canterbury Regional Council - as contained within this application.

4. There are several aspects of the proposal, such as construction laydown areas (outside the CMA) that are permitted activities, and therefore do not trigger the need for resource consent under regional and district plan rules.
5. We attach an assessment of the proposed activity's effect on the environment that –
- (a) Includes the information required by clause (6) of Schedule 4 of the Resource Management Act 1991 (the RMA / the Act).

- (b) Addresses the matters specified in clause (7) of Schedule 4 of the RMA.
- (c) Includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.
6. No other information is required to be included in this application by the district/regional plan, the Resource Management Act 1991, or any regulations made under that Act.
7. We attach an assessment of the proposal activity against the matters set out in Part 2 of the Act.
8. We attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.
9. We attach the following further information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act:

The statutory planning documents, assessed in the attached AEE and relevant to this application are the Christchurch District Plan.

10. The required deposit of \$15,000.00 (incl GST) for processing and notifying (as pursuant to s95A(3)(a) the application is enclosed.



Matt Bonis (Consultant Planner (Associate))

Planz Consultants Limited

On behalf of **Christchurch City Council**

Address for Service:

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* Planz Consultants Limited accepts no liability for any Council costs or charges. Invoices for all such work are to be sent to the Applicant's address above for billing.

1 Introduction

This report is to provide the Canterbury Regional Council (**CRC**) and the Christchurch City Council (**CCC**) with the information required to obtain resource consent(s) for the demolition and replacement of the Main Akaroa Wharf.

This report describes the environment, and the context of actual or potential effects associated with the proposal. The report provides an assessment of the proposal under the Resource Management Act 1991, and relevant statutory framework including the New Zealand Coastal Policy Statement (**NZCPS**), Canterbury Regional Policy Statement (**RPS**), Canterbury Regional Coastal Environment Plan (**RCEP**) and the Christchurch District Plan (**CDP**).

1.1 Background – Akaroa Wharf

Construction on Akaroa Main Wharf (**Akaroa Wharf / the wharf**) commenced in 1887. The wharf provided the major economic gateway to the town and surrounding Banks Peninsula well into the 20th Century as most goods and people arrived in and departed Akaroa and its hinterland by sea.

The existing timber wharf is 155m in length and consists of 40 ‘bents’ (a transverse frame) being circa 7.2m wide with three piles and capping beam. A solid abutment of some 30 metres extends the timber portion of the wharf (185m total length) to connect to the shoreline and consists of ‘rubble and clay’ as retained by concrete walls.

Figure 2: Regatta Day 1907, including abutment.



The 1887 Wharf itself replaced the functions of an earlier 1859 Jetty that extended from the end of Church Street. The Church Street wharf was itself demolished in the early 1930's.

The Akaroa Wharf's primary purpose of facilitating coastal shipping has evolved as road connections became more established in Banks Peninsula. The existing wharf's primary functional importance is now associated with facilitating commercial fishing and recreational boating, as well as providing a dock for commercial tourist operations and cruise ship tenders. The wharf does remain a 'working environment'.

The wharf contributes considerable cultural and character significance to the Akaroa settlement and is in an area that contains a complex array of cultural, historical and amenity values.

Well preceding the establishment of the Wharf, Akaroa Harbour has been home to local Māori who settled Horomaka (Banks Peninsula) between 1200AD and 1400AD. Their present Marae at Ōnuku is a reminder of a continued and enduring connection with the Akaroa basin. The location of Akaroa Wharf is within a Silent File area, Ngā Tūranga Tūpuna overlay, Marine and Coastal Area (Takutai Moana) Act 2011 (MACA) and Coastal Statutory Acknowledgement Area.

The Akaroa main wharf has reached the end of its design life. It is no longer economically viable to maintain the existing structure. The Christchurch City Council (as applicant) is seeking resource consent to rebuild a new wharf in the general footprint of the existing wharf location to accommodate the current and future needs of both commercial and recreational wharf users.

The replacement wharf will:

- be rebuilt in the existing wharf's location albeit some 1.5 to 2.5m to the north in order that the existing buildings can remain in situ.
- be some 185m in length by 8m wide.
- retain connections to the existing buildings (as connected via ramps to the proposed replacement wharf).
- be increased in height to 3.06 m LVD-37 or 12.10 m CDD (which is between 500-600 millimetres higher than the existing wharf deck).
- contain new floating pontoons which will be arranged on the northern and southern faces of the main wharf, with the southern pontoon including infrastructure for diesel refuelling.

Figure 3: Akaroa wharf replacement layout



Deconstruction and construction works are anticipated to take place over an 11-to-14-month time period and will also involve two land-based laydown / storage areas as located within Akaroa township. It is anticipated that the majority of the new wharf (piles, prefabricated concrete elements) will be brought in by road (including State Highway 75) and stored at Laydown Area 1 (Akaroa Recreation Grounds) prior to being transported to the Akaroa Wharf site works via barge.

Recently, the Christchurch City Council has obtained resource consents¹ and undertaken works to replace and extend Drummonds jetty and strengthen Dalys wharf. These works provide for displaced commercial and recreational functions whilst Akaroa wharf is replaced.

¹ CRC244630 (Dalys), CRC244631 (Drummonds) and RMA 2024 1312 (Land use).

2 Site Description

2.1 Application Site

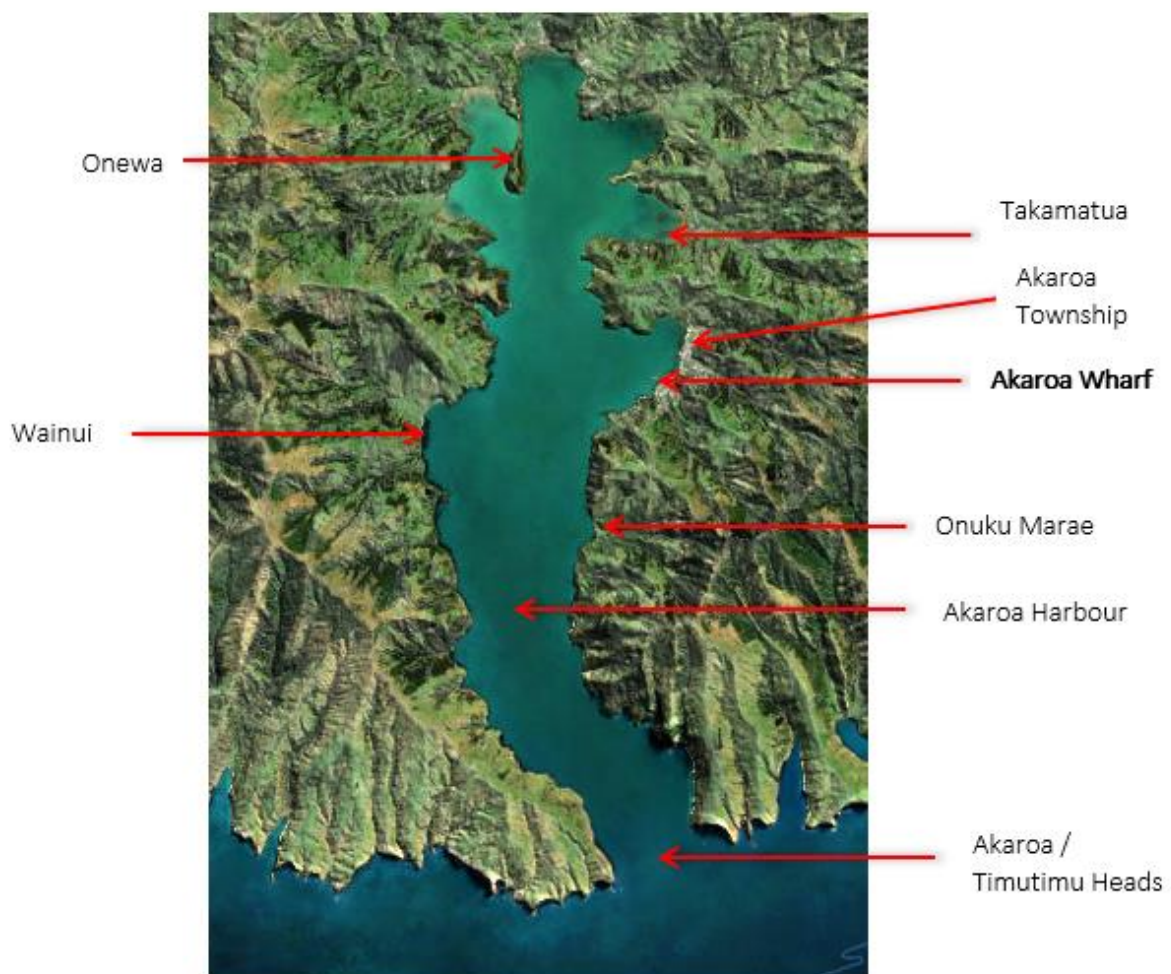
2.1.1 Physical Context

Akaroa Wharf is located within French Bay, Akaroa Township.

Within the harbour basin context, Akaroa wharf is located at the southern edge of the Akaroa commercial area. Other proximate jetty and wharf structures include Drummonds jetty (170m to the north), Dalys wharf (600m to the north) and the Akaroa Yacht Club jetty (450m to the south) and Lighthouse (500m to the south). The Akaroa / Timutimu heads are located some 11km to the south of the Wharf.

Other wharf structures within the wider harbour include (Wainui 4.5km to the west) and Takamatua (4.6km around Takamatua Hill / Lushington Bay).

Figure 4: Akaroa Wharf – Akaroa Harbour Context



Akaroa Wharf is located adjoining Beach Road immediately opposite 79 and 81 Beach Road (Akaroa Village Inn), which adjoins the Akaroa Cooking School to the south, and north across Church Street (Aihe Restaurant and accommodation).

This section of Beach Road is a two-way road with a sealed carriageway of some 8.0m with vehicle parking on both sides and a formed pedestrian footpath on the eastern side.

Beach Road leads northward into the one way (north only) 4.5m formed carriageway through the southern (there are two commercial areas of Akaroa) main commercial area connecting to Rue Jolie. There are three (3) parallel parking spaces adjoining Drummonds jetty to the west, with angle parking beyond this facing the foreshore. Remaining parking on the southern side of Beach Road consists of seven parallel spaces, and a P5 Loading space adjoining Akaroa Fish and Chip Shop. Two angle spaces are provided in front of Aihe Restaurant. Located within this block are some 26 vehicle spaces.

The formed carriageway (including the abutment) leading to the timber section of the Wharf has a formed carriageway of some 7.0m and also contains two (2) short term car parks.

The Wharf extends some 185m (including the 30m abutment) into the Coastal Marine Area. There are several mooring holdings proximate to the existing Wharf (**Figure 5**).

Immediately adjoining the wharf abutment is the southern Akaroa commercial area (**Commercial Banks Peninsula Zone**) which contains a number of commercial accommodation and restaurant operators. These typically are contained within two storey buildings with public commercial enterprises at ground level. The abutment also adjoins the Britomart Reserve (as zoned **Open Space Community Park**). Residential development is located further to the south and east, as zoned **Residential Banks Peninsula**. Akaroa Area School (**Special Purpose Zone**) is located some 150m east up Church Street from the Wharf (**Figure 3**).

Figure 5: Akaroa Wharf – Adjoining land uses and moorings



2.1.2 Historical Context

Akaroa Wharf

Akaroa Wharf, as constructed in 1887 is listed within Schedule 5.12 (Item #32) of the **Canterbury Regional Coastal Plan** as a Protected, Cultural or Historic Structure. The Wharf is also 'recognised' in the **Christchurch District Plan** as notated within the Schedule of Significant Historic Heritage (Item No. 1137), albeit that the Plan identifies that the District Plan rules **do not apply** for overlays that extend into the Coastal Marine Area.

The Akaroa Waterfront Historic Area as inclusive of the Wharf is listed (No 7330 – French Bay) as Heritage New Zealand Pouhere Taonga (list). Also, under the Historic Places Act 1993 the Wharf itself would be deemed an 'archaeological site'².

The statutory context of the heritage values associated with the Wharf itself are set out in Table 1 below.

Table 1: Statutory notations relating to Akaroa Wharf

Statutory Document	Notation / Section of the Act	Relevance
Heritage New Zealand Pouhere Taonga	No 7330 – French Bay	<i>"The area comprises the foreshore of French Bay (from Rue Brittain) inclusive of Red House Bay, Akaroa. The area encompasses the road reserve which runs around the foreshore, including the area 300m out from the high tide mark".</i>
Historic Places Act 1993	Section 2 'Interpretation'	Archaeological Site: <i>archaeological site means any place in New Zealand that—</i> <i>(a) either—</i> <i>(i) was associated with human activity that occurred before 1900; or</i>
Resource Management Act 1991	Section 6(f)	<i>the protection of historic heritage from inappropriate subdivision, use, and development:</i>
Regional Coastal Plan	Schedule 5.12	46 - The French Landing Site* , French Bay, Akaroa Harbour, comprising the foreshore from the Main Wharf to Daly's Wharf. This is considered a Historic Site. 32 - The Main Wharf in Akaroa Harbour.
Christchurch District Plan	Chapter 9.3 Historic Heritage / Schedule 9.3.7.2	NA - Refer Figures 6 and 7 below.

² Historic Places Act 1993. Section 2 'Interpretation' *Archaeological site means any place in New Zealand that—*
(a) either—
(i) was associated with human activity that occurred before 1900; or

Surrounding Heritage Context

Within the **Canterbury Regional Coastal Environment Plan** there is an inconsistency for Schedule 5.12.46 French Landing Site. From an abundance of caution, it is considered that the application engages with both notated Heritage Items 32 and 46.

Figure 6: Notated Schedule 5.12 Overlays – Canterbury Regional Coastal Plan, Plan Map 2.17 and <https://mapviewer.canterburymaps.govt.nz/>



The French Landing site is identified in the Canterbury Coastal Regional Plan as a Historic Site³. The foreshore associated with Akaroa Wharf is considered to extend into this notated setting. For the avoidance of doubt, whilst the **Canterbury Regional Coastal Environment Plan** Maps do not identify the foreshore associated with the Main Wharf as being included within Schedule 5.12.46 (**Figure 6**), the provisions in the Plan makes it clear that the spatial extent of the Schedule extends from Dalys Wharf in the north, to Akaroa Wharf to the south, as below:

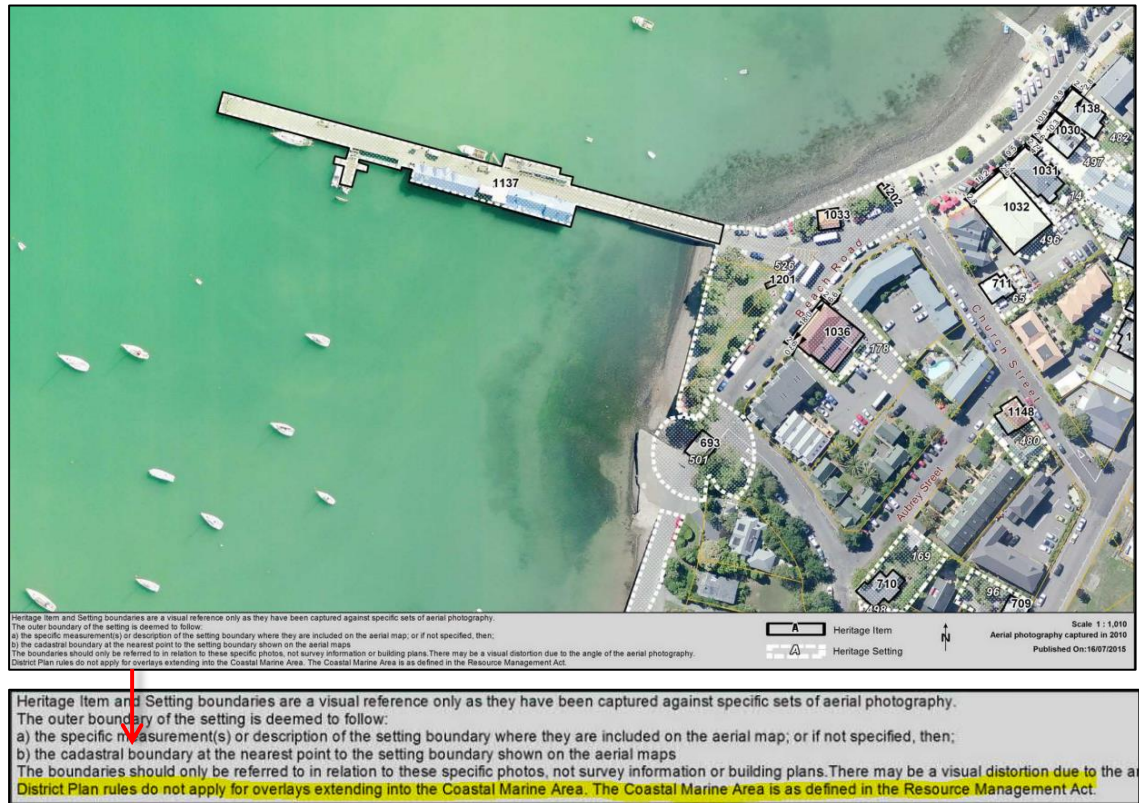
- *The French Landing Site, French Bay, Akaroa Harbour, comprising the foreshore from the Main Wharf, (Map Reference N36:071-110) to Daly's Wharf, (Map Reference N36:073-114)*

Under the Christchurch District Plan (and as established under the Resource Management Act 1991), the jurisdiction of the Christchurch City Council does not extend into the Coastal Marine Area as shown in **Figure 6** below. **Figure 7** identifies the wider Heritage context, with the insert

³ Regional Coastal Environment Plan. Schedule 5.12.46 'French Landing Site'.

identifying that the Christchurch City Council's jurisdiction does not extend beyond the MHWS mark⁴.

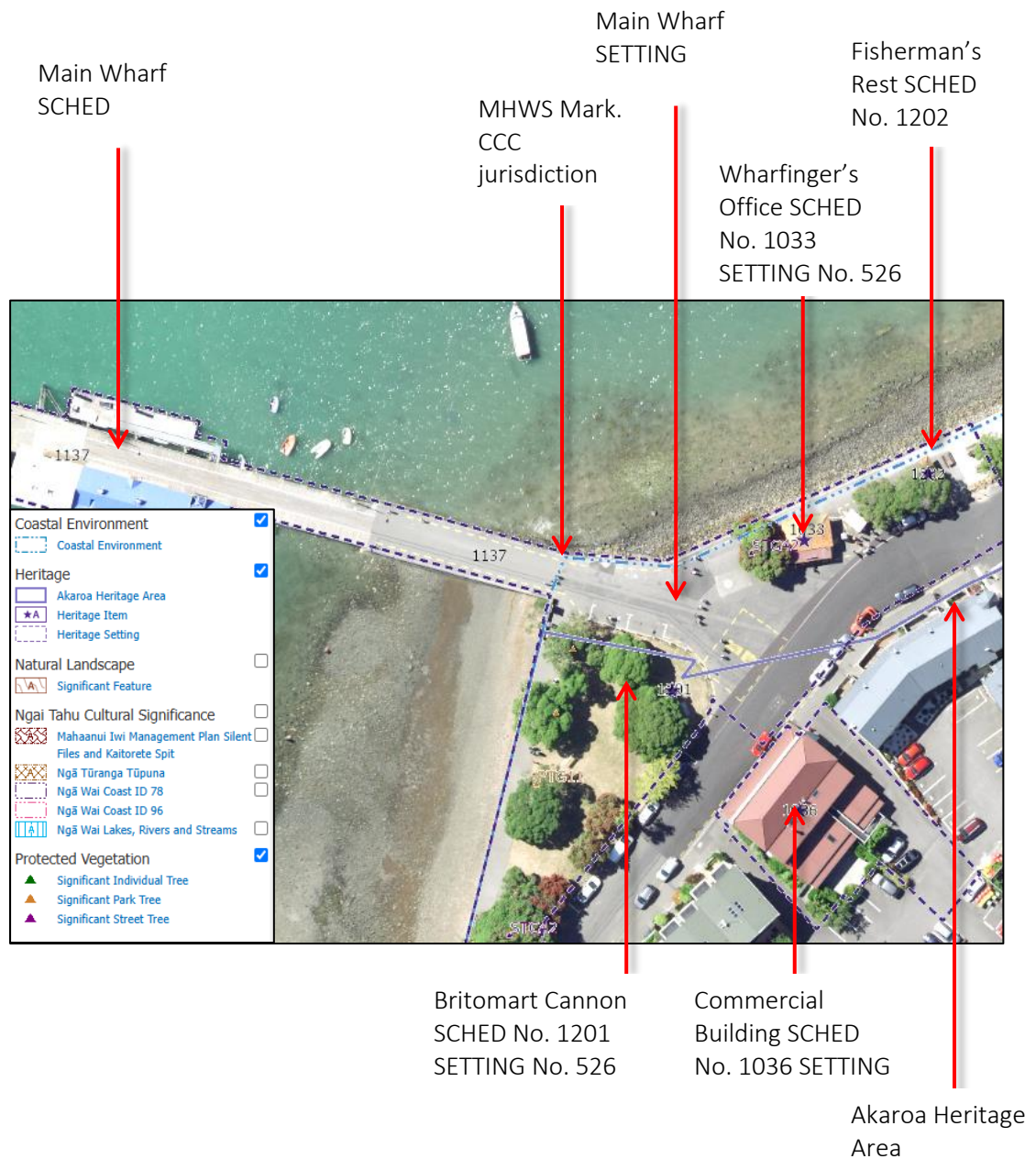
Figure 7: Heritage Context⁵



⁴ The interpretation of whether the abutment is outside the CMA as a reclamation is discussed in Section 4.3 of this application.

⁵ [HeritageBatchRevised_HAM480.pdf](#)

Figure 8: Notated District Plan Heritage notations



The subject site is located within part of a significant pre-European Māori occupation landscape and subject to early European occupation in the 19th Century.

The landscape is of high significance to two hapū, Ngāi Tārewa and Ngāti Irakehu who are the tangata whenua of the takiwā which covers the Akaroa Harbour, surrounding coastal environment and hills as defined by the Ngāi Tahu Claims Settlement Act 1998. Ōnuku Rūnanga represents Ngāi Tārewa and Ngāti Irakehu and are understood to have the responsibility to act as kaitiaki over these lands and are active in the environmental management of this (their) takiwā.

Traditional accounts relate that the first human settlers in Te Wai Pounamu/the South Island were Waitaha, descendants of the explorer Rākaihautū who arrived in the waka Uruao.

They were followed by Ngāti Mamoe, who migrated from Te Ika a Māui/the North Island to the South Island around the late 16th/early 17th centuries. In the early to mid-17th century another North Island group Ngāi Tahu, migrated to the South Island. Ngāi Tahu came to establish mana whenua through conflict and intermarriage⁶.

Early European settlers to the region included flax traders in the 1820's and whalers of the 1830's. The township owes its origins to Akaroa harbour being a favoured port of call for whaling ships, including American, French and British Whaling ships.

The French intention to colonise Akaroa township with French Settlers in 1840 was thwarted by the British where on 11 August 1840, the British Flag was raised at Greens Point, Akaroa. However, this must be considered in the wider context the signing of the Treaty of Waitangi, and the place of Akaroa and Takapūneke in that history.

Te Rauparaha and his war party as aided by a British ship, the Brig Elizabeth undertook a massacre at Takapūneke, a former kāinga immediately some 1.8km south of the existing Akaroa township. It was this incident that prompted England to appoint a British Resident in 1832. This appointment in turn led to Britain assuming sovereignty over New Zealand and the signing of the Treaty of Waitangi in 1840. The Treaty of Waitangi was signed between Ngāi Tahu Whānui and the Crown in 1840 at Akaroa (May 30). The Christchurch City Council, working with Ōnuku Rūnanga have commenced implementing a Reserve Management Plan for Takapūneke recognising its important role as a substantial cultural landscape at a national level.

In terms of European settlement, three areas of settlement were initially formed at Akaroa: the German contingent settled in the area that became known as Takamatua; the British government officials established buildings, homes and facilities over an area between Greens Point and Walnut Stream; and a French settlement formed over much of current Akaroa. By the mid 1840's Akaroa was an established village, with a significant number of houses, stores, hotels and public buildings, many of which had a distinctly French character⁷.

The Heritage New Zealand Pouhere Taonga (HNZPT) List identifies the foreshore of French Bay (as inclusive of the subject sites) as List Number 7330. The spatial extent of the listing is:

"The area comprises the foreshore of French Bay (from Rue Brittain) inclusive of Red House Bay, Akaroa. The area encompasses the road reserve which runs around the foreshore, including the area 300m out from the high tide mark. Where the road reserve no longer follows the coast the area continues at an equivalent width of the road reserve or for those properties in private ownership 300m out to sea from the legal boundaries".

Inclusion on the HNZPT list is in recognition that Akaroa as an important pre-colonial/early colonial contact place with its foreshore having a long history of human activity. This Historic Area comprises the foreshore of French Bay inclusive of Red House Bay, Akaroa. The area encompasses the road reserve which runs around the foreshore.

⁶ Underground Overground. Akaroa Service Renewal (2020). [16]

⁷ Underground Overground. Akaroa Service Renewal (2020). [17]

2.1.3 Landscape Context

Rough Milne Mitchell Landscape Architects (**Attachment C**) have prepared a Landscape and Natural Character Assessment of the Proposal.

In terms of **natural character**, the report identifies that the local coastal environment including both the Wharf and temporary reclamation area exhibits a **low-moderate** level of natural character, *‘owing to existing levels of physical modification, limited ecological complexity and diminished perceptual qualities’*⁸.

As associated with **the Wharf**, in terms of *physical attributes*, the report notes that the Wharf context can be characterised as a prominent heritage structure, that accommodates commercial and recreational vessels and is a focal point of harbour access for Akaroa. The benthic environment is featureless, with an intertidal area consisting of boulder, cobble and pebble beaches with silty sand. No exposed bedrock is present. Ecological complexity is equally limited, with biological communities consisting of limited benthic macroinvertebrate communities⁹.

Associative attributes identify the status of the wharf as a cultural landmark, both as a colonial heritage structure and as a component of a broader cultural landscape embedded with whakapapa, as associated with the signing of Kemp’s Deed in 1848 at Britomart Reserve. The wharf is also symbolic of the importance of the maritime connections to Akaroa township for both Māori and Pakeha.

Lastly in terms of *perceptual attributes* these identify that the wharf represents a landmark visual feature within Akaroa. Its scale, orientation, and location reinforce its prominence as a landmark and focal point in the coastal landscape. In conjunction with the broader context of modifications in this location, such as seawalls, wharves, jetties and swing moorings. In terms of a consideration of the environment (under s104(1)(a) which includes the abutment, seawall and wharf as established, these modifications do diminish natural character, and the extent of land-side development reduces naturalness further.

The natural character for the **temporary reclamation area** (Laydown Area 1) is associated with open space providing recreational and scenic value. However, there are a broad range of uses, modifications and development in the immediately surrounding area, including community amenities, residential activities, visitor accommodation, retail and hospitality activities, and a range of recreational activities.

The natural character as associated with the Laydown Area 2 is, as associated with Akaroa Wharf, highly modified itself. It draws from the coastal character of the adjoining beach and open water and views to the scenic coastal landscape beyond.

These are factors associated with Section 6(a) of the Act, and the necessity to preserve *the natural character of the coastal environment ... from inappropriate subdivision, use and*

⁸ Attachment C. RMM [4.2]

⁹ Attachment C. RMM [4.1]

development, as well as relevant provisions in the Coastal Policy Statement¹⁰, Coastal Regional Policy Statement¹¹ and RCEP¹².

In terms of **landscape significance**, the regulatory and non-regulatory context for the area, including:

- Land of Outstanding Regional Significance (Canterbury Regional Landscape Study, 2010 – non statutory), albeit the overlay is broad and focuses on large scale landscape patterns across Banks Peninsula – but importantly excludes the developed area of Akaroa township¹³.
- Area of Banks Peninsula to be maintained in present natural states. Canterbury Regional Plan Overlay.

Lastly, in terms of **Landscape Character**, as a contributory factor to Section 7(c) (*amenity values*) and Section 7(f) (*the quality of the environment*), the Wharf, setting and character is to be considered within the context of both the existing structure, and the contribution and activities of associated *physical* and *perceptual* aspects (including its contributions to legibility and as a landmark).

Landscape Character also considers *associative* values such as the ‘working functions’ of commercial fishery and commercial recreational operations within the modified coastal setting, as well as its heritage values and connections. The Wharf adjoins (but is not located within) the historic settlement and waterfront of Akaroa, and the notated Akaroa Historic Area overlay within the Christchurch District Plan¹⁴.

2.1.4 Cultural Context

The area is of high significance to Ōnuku Rūnanga.

Ōnuku is located on the shores of Akaroa Harbour. The takiwā of Ōnuku Rūnanga, as defined by the Ngāi Tahu Claims Settlement Act 1998, is centred on Ōnuku and the hills and coasts of Akaroa Harbour to the adjoining takiwā of Te Rūnanga o Koukourārata and Wairewa Rūnanga. Karaweko, a rangatira of the Ngāi Tarewa people of Ōnuku, set out the takiwā of Ōnuku as from the hilltop of Pōhatu to the hilltop of Te Ruahine (point at the entrance of Akaroa Harbour) then to Timutimu Head on the west - but that the roadways between the inner and outer bays should always be left open, so other hapū could come and go for mahinga kai and hui¹⁵.

The cultural landscape of Akaroa Harbour is rich in narrative and embedded with Ngāi Tahu values. For Māori, the foundation of identity arises from the natural world; whakapapa demonstrates a continuous thread from the primordial parents - Ranginui (Sky Farther) and Papatūānuku (Earth Mother) - through decades of generations to the people that now reside on the Ngāi Tārewa and Ngāti Irakehu tribal lands.

¹⁰ Policy 13 and Policy 14
¹¹ Objective 8.2.4 and Policy 8.3.4
¹² Objective 9.6.2.1.1
¹³ Canterbury Maps Dataset.
¹⁴ Christchurch District Plan Appendix 9.3.7.3.1
¹⁵ Attachment K. MKL [1.2]

Akaroa Harbour is recognised as a Coastal Statutory Acknowledgement Area (Ngāi Tahu) - under Schedule 101 'Te Tai o Mahaanui (Selwyn Banks Peninsula Coastal Marine Area) within the Ngāi Tahu Claims Settlement Act 1998. The purpose of the Statutory Requirement is to ensure resource consent applications are provided to Te Rūnanga o Ngāi Tahu.

Akaroa Main Wharf also interfaces with Britomart Reserve, an area which for Ngāi Tahu holds significance as the place where approximately 500 Ngāi Tahu gathered in 1848 to discuss the sale of land which would later be known as Kemps Deed.

In addition, the Marine and Coastal Area (Takutai Moana) Act 2011 provides recognition of the customary rights of Māori in parts of the marine and coastal area that are not already in private ownership or part of a conservation area (that is, the common marine and coastal area).

Ngāi Tahu are an applicant for a customary marine title. In accordance with sections 62(2) and (3) of the Marine and Coastal Area Act 2011, the applicant (the Christchurch City Council) is to seek the views of customary title applicants.

Akaroa Wharf could be considered a 'Accommodated Infrastructure'¹⁶ for the purposes of s64 of the Marine and Coastal Area (Takutai Moana) Act 2011 (and s2 'Infrastructure (k)' under the RMA1991); engagement regarding the Project with Te Rūnanga o Ngāi Tahu is critical and a cultural impact assessment of the proposal has been prepared (refer **Attachment K**).

2.1.4.1 Mahaanui Iwi Management Plan (2013)

Relevant Provisions:

Section 5.1 Kaitiakitanga: Objective 2, K1.3

Section 5.2 Kaitiakitanga: R2.3

Section 5.3. Wai Māori: WM2.2, WM2.3, WM6.16,

Section 5.4 Papatūānuku: P1.1

Section 5.5 Tāne Mahuta: TM1.1, TM1.6

Section 5.6 Tangaroa: Objective 2, Objective 8, TAN 2.1, TAN 2.2, TAN 3.1, TAN 6.2, TAN 6.3, TAN 6.4, TAN 7.1, TAN7.2

Section 5.8 Ngā Tūtuhu Whenua: CL3.8

Section 6.8 Akaroa: A8.1

The relevant matters in relation to **Section 5.1 Kaitiakitanga**, include:

- | | |
|---------------------|---|
| Objective 2: | Papatipu Rūnanga are able to fulfil their role and responsibility as kaitiaki within management and decision making processes. |
| K1.3: | Papatipu Rūnanga are the regional collective bodies representing the tāngata whenua who hold manawhenua, and are responsible for protecting hapū and tribal interests in their respective takiwā. |

The relevant matters in relation to **Section 5.2 Kaitiakitanga**, include:

¹⁶ Marine and Coastal Area Act 2011 Section 64(2)(c) and interpretation s63 'accommodated infrastructure' means infrastructure that is (b) owned, operated or carried out by (ii) a local authority... and (c) reasonably necessary for (ii) the social or economic well-being of the region in which the infrastructure is located.

- R2.3** To require that local authorities recognise that some discharge to air activities may have particular adverse effects on Ngāi Tahu cultural values, including marae and wāhi tapu.

The relevant matters in relation to **Section 5.3 Wai Māori**, include:

- WM2.2** To require that water is recognised as essential to all life and is respected for its taonga value ahead of all other values.
- WM2.3** To require that decision making is based on intergenerational interests and outcomes, mō tātou, ā, mō kā uri ā muri ake nei.
- WM6.16** To require, in the first instance, that all potential contaminants that may enter water (e.g. nutrients, sediments and chemicals) are managed on site and at source rather than discharged off site....

The relevant matters in relation to **Section 5.4 Papatūānuku**, include:

- P1.1** To approach land management in the takiwā based on the following basic principles:
- (a) Ki Uta Ki Tai;
 - (b) Mō tātou, ā, mō kā uri ā muri ake nei; and
 - (c) The need for land use to recognise and provide for natural resource capacity, capability, availability, and limits, the assimilative capacity of catchments.
- As a means to:
- (a) Protect eco-cultural systems (see Section 5.3 Issue WM6 for an explanation);
 - (b) Promote catchment based management and a holistic approach to managing resources;
 - (c) Identify and resolve issues of significance to tāngata whenua, including recognising the relationship between land use and water quality and water quantity;
 - (d) Provide a sound cultural and ecological basis for assessments of effects of particular activities; and
 - (e) Recognise and provide for the relationship between healthy land, air and water and cultural well-being.

The relevant matters in relation to **Section 5.5 Tāne Mahuta**, include:

- TM1.1** Ngāi Tahu whānui, both current and future generations, must be able to access, use and protect mahinga kai resources, as guaranteed by Te Tiriti o Waitangi.
- TM1.6** To continue to advocate for the protection of indigenous fish species over and above the protection of habitat for salmon and trout. The protection of significant habitats of indigenous fauna is a matter of national importance (s6).

The relevant matters in relation to **Section 5.6 Tangaroa (the sea)**, include:

- Objective 2:** The role of tāngata whenua as kaitiaki of the coastal environment and sea is recognised and provided for in coastal and marine management.
- Objective 8:** Coastal cultural landscapes and seascapes are protected from inappropriate use and development.
- TAN 2.1** To require that coastal water quality is consistent with protecting and enhancing customary fisheries, and with enabling tāngata whenua to exercise customary rights to safely harvest kaimoana.
- TAN 2.2** To require the elimination of all direct wastewater, industrial, stormwater and agricultural discharges into the coastal waters as a matter of priority in the takiwā

- TAN 3.1:** To require that coastal wetlands, estuaries and hāpua are recognised and protected as an integral part of the coastal environment, and for their wāhi taonga value as mahinga kai, or food baskets, of Ngāi Tahu.
- TAN 6.2:** To require that coastal marine areas identified by tāngata whenua as significant cultural landscapes or seascapes are protected from inappropriate coastal land use, subdivision and development.
- TAN 6.3** To require that marine cultural heritage is recognised and provided for as a RMA s.6 (e) matter in regional coastal environment planning, to protect the relationship between tāngata whenua and the coastal and marine environment.
- TAN 6.4:** To require that Ngāi Tahu cultural and historic heritage sites are protected from:
- (a) Inappropriate coastal land use, subdivision and development;
 - (b) Inappropriate structures and activities in the coastal marine area
 - (c) Inappropriate activities in the marine environment, including discharges; and
 - (d) Coastal erosion.
- TAN 7.1:** To require that local authorities recognise and provide for the particular interest of Ngāi Tahu in coastal land development activities, including but not limited to:
- (a) The protection of coastal headlands and skylines;
 - (b) The protection of coastal indigenous biodiversity, including remnant forest and endemic species;
 - (c) The protection of mahinga kai values;
 - (d) The protection of wāhi tapu and wāhi taonga;
 - (e) The protection of views of significant natural features and landmarks;
 - (f) Access to coastal areas for customary use;
 - (g) Ngāi Tahu aspirations for coastal areas, including the establishment of matāitai and taiāpure;
 - (h) The potential for sedimentation and contamination of coastal waters; and
 - (i) The increased pressure on existing water resources and community infrastructure.
- TAN7.2** To require that local authorities recognise those coastal areas identified by tāngata whenua as Ngāi Tahu cultural landscapes of particular importance, and protect such landscapes from inappropriate coastal land use and development.

The relevant matters in relation to **Section 5.8 Ngā Tūtohu Whenua**, include:

- CL3.8** To require, where a proposal is assessed by tāngata whenua as having the potential to affect wāhi tapu or wāhi taonga, one or more of the following:
- (a) Low risk to sites:
 - (i) Accidental discovery protocol (ADP) - See Appendix 3.
 - (b) High risk to sites:
 - (i) Cultural Impact Assessment (CIA);
 - (ii) Site visit;
 - (iii) Archaeological assessment, by a person nominated by the Papatipu Rūnanga;
 - (iv) Cultural monitoring to oversee excavation activity, record sites or information that may be revealed, and direct tikanga for handling cultural materials;
 - (v) Inductions for contractors undertaking earthworks;
 - (vi) Accidental discovery protocol agreements (ADP); and/or
 - (vii) Archaeological Authority from the New Zealand Historic Places Trust.

The relevant matters in relation to **Section 6.8 (Akaroa Harbour)**, include:

- A8.1** To consider structures in the coastal marine area on a case by case basis, considering:
- (a) Purpose of the structure (e.g. private or community);
 - (b) Effects on mahinga kai;
 - (c) Effects on the marine environment; and
 - (d) Cumulative effects.

2.1.4.2 Further statutory Framework for considering Cultural Values

In terms of further statutory recognition in terms of cultural values of significance:

Within the **Regional Coastal Plan**, Akaroa Harbour Basin is identified as:

- *Taiāpure (Map 9.6) – Customary local fishery of special significance to hapū (recognition under the Fisheries Act 1996).*
- *Area of Banks Peninsula to be maintained in their present natural states, free of additional structures (Map 6.5)*

Within the **District Plan** (as relevant at its interface with the foreshore), the Project site is located within notations for:

- *Silent file area ID 15a.*
- *Ngā Wai Coast ID 96 - Te Tai o Mahaanui (Christchurch and Banks Peninsula Coastal Marine Area)*
- *Ngā Tūranga Tūpuna.*

The effects on the project on Cultural values are considered in Section 6 of this report.

Attachment K provides a Cultural Impact Assessment issued by Mahaanui Kurataiao Ltd (MKL), including Conditions of Consent, which have been subsequently volunteered under Section 10 of this Assessment. The applicant has engaged with MKL and Ōnuku Rūnanga to provide written approval of the finalised design as assessed and sought within this application.

2.1.5 Coastal Processes

The Proposal site, as contained within French Bay is some 10.7km to the Akaroa Heads (North Head and Timutimu Head) which provide a 1.7km mouth to the Harbour. The Harbour catchment area is some 128km²¹⁷.

Akaroa Harbour is a deep drowned Estuarine / Marine Valley, which is classified as having depths of 10m – 30m, formed by partial submergence of an unglaciated river valley and open to the sea. Akaroa Harbour has a strong longitudinal gradient (head to mouth) hydrodynamic process with riverine forcing and stratification dominating in the headwaters and tidal forcing near the entrance. The systems are characterised by poor flushing, which is pronounced in the headwaters. The substrate of deep drowned Estuarine / Marine Valley is generally fine sand or mud¹⁸.

Accordingly, given the sheltered and distant nature of the Project site from the harbour entrance, the local wave climate is considered a low energy wave environment¹⁹. In addition, and in conjunction with the loess soils that form the adjoining valleys, longshore sediment transfer is not evident in the intertidal zone, and as present proximate to the Project site with the silt, cobble and sediment nature of the low tide beach material. At the wharf site, the immediate shoreline on the north side of the wharf is comprised of vertical seawalls with a

¹⁷ NIWA (2016) A classification of New Zealand's Coastal Hydrosystems – MFE [pg 110].

¹⁸ NIWA (2016) A classification of New Zealand's Coastal Hydrosystems – MFE [pg 21].

¹⁹ Attachment M. Jacobs [5.2.2].

shelf of rocks located at the toe and are exposed at low tide. On the south side of the wharf, the seawall fronting Britomart reserve is fronted by a narrow all tide pebble and cobble beach, with an intertidal sand zone²⁰.

Jacobs have provided the following relevant water level information as associated with Akaroa Harbour:

- The LINZ secondary ports dataset gives MSL at Akaroa as being 1.5 m CD (9.26 CDD, 0.22 m LVD37²¹, -0.15 m NZVD2016), with the mean spring tide range of 2.3 m and mean neap tidal range of 1.2 m. This dataset gives the MHWS level as 2.7 m CD (10.46 CDD, 1.42 m LVD37²², 1.05 m NZVD2016), being 1.2 m above MSL²².
 - 1% AEP storm surge: 0.6 m and validated by the Canterbury Coastal Calculator 1% AEP storm surge level at Birdlings Flat of 0.54 m²³.
 - For the purpose of Wharf design, a wave run-up assessment is unnecessary as there will not be run-up onto the wharf structure, and the structure will not impact run-up on the adjacent seawalls (e.g., it will remain as present)²⁴.
 - Projected 1-year, 10-year, and 100-year ARI extreme sea levels in 2100 are 2.60 m, 2.74 m, and 2.87 m (LVD37) under the SSP2-4.5 scenario, and 2.86 m, 3.00 m and 3.12 m under the SSP5-8.5 m scenario. Uncertainties associated with these projections are identified²⁵.
41. Ground levels at the landward end of the existing Akaroa wharf (that is at the interface with the landward side at the MHWS including adjacent seawalls and land behind) are in the order of 11.5 m CDD (2.46 m LVD37)²⁶.

2.1.6 Ecology

2.1.6.1 Benthic Ecology

In terms of marine ecology, Cawthron (**Attachment D1**) have completed a Benthic Ecological Impact Assessment EIA of the Project.

Water quality in Akaroa Harbour is generally good, and intensively used for recreation and tourism, with associated demands on wharves and jetties. The Canterbury Regional Council classifies water quality in the Harbour (excluding Childrens Bay) as being suitable for shellfish gathering and contact recreation²⁷.

²⁰ Attachment M. Jacobs [3.1]

²¹ Note these MSL and MHWS levels are 0.05 higher than given in Jacobs (2022).

²² Attachment M. Jacobs [3.5.1]

²³ Attachment M. Jacobs [3.5.2.1]

²⁴ Attachment M. Jacobs [3.4.2]

²⁵ Attachment M. Jacobs [3.5.4]

²⁶ Attachment M. Jacobs [4.1]

²⁷ Attachment D1. Cawthron [2.1.2]

Akaroa Wharf

The Report identifies that (for Akaroa Wharf), the benthic environment consists of intertidal beaches of gravel, pebbles, cobbles and boulders (and ephemeral layers of sand and open sand patches)²⁸ which extend into the shallow subtidal zone, where they transition into sandy mud²⁹. Concentrations of organic matter in the sediments around the wharf were typical of sheltered coastal habitats, and trace metal concentrations were below ecotoxic levels (although concentrations of mercury, cadmium and copper in sediments associated with transect samples for the wharf were elevated relative to background levels³⁰, with levels of chromium and nickel being lower than background levels).

The biota of shallow subtidal sediments and intertidal boulder / cobble habitat were typical of other parts of Akaroa Harbour that have been studied, and of similar habitats regionally. The adjacent intertidal habitat supported a community of limited diversity, likely due to the absence of bedrock reef and the relatively mobile nature of the cobble and pebble substrate³¹.

No marine invertebrates or macroalgae listed as Threatened or At Risk were identified in as occurring within the vicinity of the proposed works for the Wharf replacement, but since potentially suitable habitat for at least one such species is present, their absence cannot be categorically established. In addition, no identified kaimoana species occur at population densities sufficient to support a significant harvestable resource³².

The intertidal and shallow subtidal boulder / cobble and soft sediment habitats around the wharf are widespread in Akaroa Harbour and the wider area and are ranked as of low value.

For Akaroa Wharf it is noted that seafloor disturbance is limited to:

- the removal of existing piles and installation of new piles; and
- the partial removal of the abutment at the base of the wharf; and
- the use of anchoring systems for marine plant, and propellers of support vessels.

Temporary Barge load-out berth – Laydown Area 1

A temporary barge load out-facility will be established to the south of the Akaroa Boat Ramp adjoining Laydown Area 1. The purpose being to facilitate the transfer of macro construction materials to the main Akaroa Wharf site (steel piles, precast headstock and deck panels).

Storage and transfer in this location avoids storage of bulkier material proximate to the wharf, and transport conflicts associated with transporting these materials on the public roading network through Akaroa village, but requires the facilitation a reclaimed temporary loading ramp, and association dredging and depiction of material to provide for barge access.

The barge berthing pocket is a 30m berth pocket offset off the boat ramp by a further 8m. The extent of excavated material would be some 1,500m³ of mostly intertidal sediment habitat.

²⁸ Attachment D1. Cawthron [Executive Summary, 4.2]

²⁹ Attachment D1. Cawthron [Executive Summary, 4.2.1, 4.2.2]

³⁰ Attachment D1. Cawthron [4.1.3]

³¹ Attachment D1. Cawthron [Executive Summary, 2.2.3, 2.2.4, 4.1.4]

³² Attachment D1. Cawthron [Executive Summary, 5.2]

The Cawthorn Report (**Attachment D2**) identifies that the shoreline environment is similar to others in the wider extent of Akaroa inlet, although as significantly modified by the presence of the existing Akaroa Boat Ramp, and an accumulation of finer sediments in a broad beach. The wider shoreline area supports patches of intertidal seagrass (*Nanozostera muelleri*) albeit as absent from the beach directly adjacent to the southern side of the ramp³³.

The intertidal survey area was dominated by sediment substrate, taking the form in the upper part of the tidal profile of accumulated fine sand with scattered surficial shell and pebble. The lower part of the profile transitions to fine silty sands; low shore sediments were embedded with variable quantities of pebble, shell and cobble material³⁴. The boat ramp material and associated rip rap supports communities and species fairly typical of such substrates in the wider Akaroa harbour.

Seagrass is a notable feature of the wider area of Childrens Bay, north of the ramp. Patches of seagrass are observable south of the boat ramp, but do not transect the proposed berth pocket, with the smallest observable low-density seagrass patch some 10m further south, and a dense well-established bed some 25m south of the proposed berth pocket. Historical aerial imagery suggests the distribution of seagrass south of the ramp has been relatively stable over the last decade³⁵.

In terms of bivalve shellfish, there is evidence of cockles, with no sediment dwelling shellfish beds were present that could be characterised by a density value³⁶.

Sediment analysis does not indicate the presence of ecologically significant levels of contamination, with trace metal concentrations being below ecotoxic levels.

The biota, abundance and taxa richness were typical of other parts of Akaroa inlet. No marine invertebrates listed as Threatened or at Risk under the New Zealand Threat Classification System were recorded³⁷.

In addition, no identified kaimoana species occur at population densities sufficient to support a significant harvestable resource³⁸.

2.1.6.2 Marine Mammals

Hector's dolphins / upokohue (nationally vulnerable) are prevalent within Akaroa Harbour and particularly towards the heads. In addition, New Zealand fur seals / kekeno are also found within the Harbour. Several other species also visit the harbour including southern right whales, humpback whales, orca, and occasionally visitors such as bottlenose dolphins, common dolphins, and leopard seals³⁹.

³³ Attachment D2. Cawthron [Existing Environment]

³⁴ Attachment D2. Cawthron [Survey Results]

³⁵ Attachment D2. Cawthron [Seagrass]

³⁶ Attachment D2. Cawthron [Seagrass]

³⁷ Attachment D2. Cawthron [Assessment of Impact]

³⁸ Attachment D1. Cawthron [Potential effects of proposed activities]

³⁹ Attachment E1. Cawthron [Executive Summary, 3.2]

In the context of the Project site most marine mammals are considered unlikely to be in the vicinity in French Bay given distance from the Akaroa Harbour heads, shallow water depths and extent of human activity.

However resident species such as Hector’s Dolphins and NZ Fur Seal have an incidence of sighting in the bay⁴⁰, and whilst they have a tendency of decreased density from outer to inner harbour, they can be found year-round in the vicinity of Akaroa wharf⁴¹.

Therefore, the marine mammals most likely to be affected by construction activities associated with the proposed wharf redevelopment (primarily pile driving) are those species that frequent Akaroa Harbour and inshore waters all year round, or on a semi-regular or seasonal basis. These include Hector’s dolphin, the New Zealand fur seal and to a lesser extent the southern right whale and humpback whale⁴².

2.1.6.3 Avifauna

Akaroa Harbour has diverse ecological values and accordingly coastal avifauna of the inner and outer harbour differs, for example with intertidal mudflats in the inner Akaroa Harbour bays (e.g. French Farm, Barry’s, Duvauchelle, Robinsons and Takamatua bays) provide foraging habitat for a variety wading and shorebird species. Whereas species of petrel, shearwater, prion, penguin, gannet and shag forage on fish in the deeper waters of the harbour⁴³.

Surveys of the Harbour in August 2023 recorded a total of 14 native coastal bird species⁴⁴, or which two (2) related to *threatened* and eight (8) *at risk species*⁴⁵.

Table 2: Native avifauna species (Aug 2023) survey – Source Blue Green, 2024 (Table 4)

SPECIES	THREAT CLASSIFICATION	ECOLOGICAL VALUE ⁴⁶
Caspian tern	Threatened - Nationally Vulnerable	Very High
Spotted shag	Threatened - Nationally Vulnerable	Very High
Red-billed gull	At Risk - Declining	High
South Island pied oystercatcher	At Risk - Declining	High
White-fronted tern	At Risk - Declining	High
Royal spoonbill	At Risk - Naturally Uncommon	Moderate
Pied shag	At Risk - Recovering	Moderate
Variable oystercatcher	At Risk - Recovering	Moderate
Black shag	At Risk - Relict	Moderate
Little shag	At Risk - Relict	Moderate

⁴⁰ Attachment E1. Cawthron [3.2, Table 2 ‘Residents’]

⁴¹ Attachment E1. Cawthron [3.2, Table 2 ‘Residents’]

⁴² Attachment E1. Cawthron [3.2]

⁴³ Attachment G. Blue Green [3.2]

⁴⁴ Attachment G. Blue Green [3.2]

⁴⁵ Conservation Status of Birds in Aotearoa New Zealand, 2021.

⁴⁶ Attachment G (2.5) for the criteria to assign species’ ecological values

The surveys, which were taken at a number of specific locations within Akaroa Harbour identified that abundance of native coastal bird species recorded at Akaroa Wharf was lower than as recorded at other survey sites, with no incidences of *threatened* species recorded⁴⁷. In part, this is likely to be due to the high levels of public use and disturbance at Akaroa Wharf. The surveys also confirmed that no birds were roosting or breeding at Akaroa Wharf⁴⁸.

That area associated with the temporary barge reclamation area is identified as providing limited foraging ability, especially at the scale of Akaroa Inlet⁴⁹.

2.1.7 Contaminated Land

In terms of statutory jurisdiction, any material disturbance / demolition below MHWS requires a coastal permit to authorise works; thus disturbance is not administered by the Territorial Local Authority and thus not subject to the NES-Contamination Regulations⁵⁰.

A desktop search of the Environment Canterbury Listed Land Use Register records that area landward to the abutment (the area of Beach Road adjoining the Wharfinger's Office) as registered under the Canterbury Regional Council Listed Land Use Register as containing Storage Tanks for Fuel (HAIL Class A17). That part of the subject site is deemed as being a HAIL site for the purposes of the National Environmental Standards – Assessing and Managing Contaminants in Soil to Protect Human Health (**NES-Contamination**).

The proposal will result in ground works to connect servicing into the wider utility and Council networks. The extent of earthworks within that area identified as a HAIL site will be below the thresholds provided in Clause 8(3) of the NES – Contamination Regulations⁵¹, including levels of disturbance being less than 25m³, no soil will be disposed of off-site, and works (associated with service trenching) will not exceed 2 months⁵².

The demolition of the abutment structure (which is not identified as HAIL) will be in the order of approximately 600m³ of material.

None of the *activities* classified under clause 5 of the NES-Contamination are associated with the use of Laydown Area 1.

⁴⁷ Attachment G Blue Green [Figure 2 and Figure 3]

⁴⁸ Attachment G Blue Green [3.3, 6.1]

⁴⁹ Attachment G Blue Green [6.4]

⁵⁰ NES-Contamination Clause 4(b).

4. Relationship of regulations with territorial authority and regional council functions

These regulations—

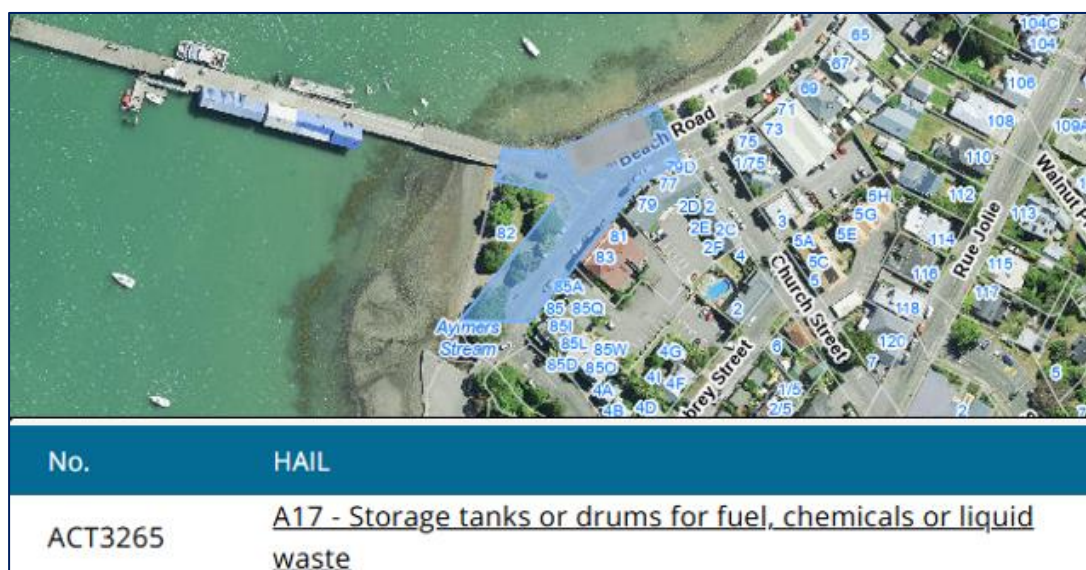
(a) deal with territorial authority functions under section 31 of the Act:

(b) do not deal with regional council functions under section 30 of the Act.

⁵¹ (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011

⁵² NES – Contamination (2011) Clauses 8(3)(b, c, d and f).

Figure 9: LLUR Register of HAIL sites adjoining Akaroa Wharf



2.1.8 Recreational, Social and Commercial Activities

Akaroa Wharf has been utilised for a wide range of commercial, social and recreational activities, supporting imports, exports, fishing and tourism for over a century. The initial role and function of the wharf to provide coastal shipping and access to the Peninsula as central to Akaroa's economy has declined over the 20th century to adapt to supporting Akaroa's commercial fishing and tourism industries.

The Wharf is now extensively used for a broad range of recreational uses, including: pedestrians, swimmers, casual fishers, tourists, recreational boats and for dinghy tie-up. Commercial fishing vessels which frequent the wharf daily generally tie up to the main wharf structure for loading and unloading, and will tie up on the southern pontoon if the main wharf structure is in use. Commercial tourism boats and cruise ship tenders use the floating pontoons almost exclusively⁵³. Power, water and fuel supplies, as well as a crane are also present on the Wharf to facilitate commercial fishers. Cruise ships generally visit Akaroa Harbour in the October – April season with passenger loads ranging from 120 to 3560⁵⁴.

In 2024 / 2025 the Christchurch City Council obtained consents and facilitated the extension and upgrade respectively of Drummonds Jetty and Dalys Wharf. These works were commissioned to facilitate activities displaced during the Akaroa wharf reconstruction period. This included installation of relevant utilities (water, lighting and fenders for Drummonds and strengthening of Dalys to accommodate crane and diesel bowser). The crane and diesel bowser will be installed shortly, before the closure of Akaroa Wharf.

Laydown areas associated with the partial occupation of the Akaroa Recreation Ground and a portion of the boat manoeuvring area to Akaroa boat ramp are proposed. These laydown

⁵³ Attachment F. Greenaway [3.1]

⁵⁴ Attachment F. Greenaway [3.1.3]

functions will temporarily impact recreational use and introduce some restrictions and management requirements during the 11–14-month construction period.

Within the Coastal Marine Area, along French Bay as extending from Glen Bay through to the playing fields adjoining Rue Brittan is a statutory Swing Mooring Area (Regional Coastal Environment Plan Map 3.6). There are several swing moorings proximate to the Wharf (Figure 10).

Figure 10: Authorised swing moorings



2.1.9 Lighting

The existing Akaroa wharf general lighting comprises five 5m high pole mounted luminaires on the wharf structure and one pole mounted luminaire on the abutment. LEDs were installed on the pole mounts in 2021 – 2022 as part of the wider Akaroa LED upgrade / replacement programme. The management and control of lights on the Akaroa Wharf is undertaken as part of the CCC wireless control system, which includes a dimming schedule such that light levels are dimmed to a lower level at night.

There is also lighting attached to the existing Blue Pearl Gallery and Black Cat Cruises Building.

Adjoining lighting as associated with the southern commercial area of Akaroa includes both shop lighting and street lighting. The existing wharf lighting is viewed within the context of the urban backdrop and hence is largely indistinguishable in the context of the existing lighting in the surrounding environment⁵⁵.

⁵⁵ Attachment N. Pederson Read [2.2.2]

2.1.10 Stormwater

There is no formal stormwater collection system or other management for the current wharf, apart from collection and discharge to the CMA from roof collection associated with the buildings (which do not form part of this consent). Any stormwater generated from the wharf and the abutment discharges into the harbour based on drainage patterns on the wharf⁵⁶.

2.1.11 Terrestrial Noise

Marshall Day Acoustics have identified that the existing noise environment as associated with Akaroa Wharf is dominated by vehicle traffic movements and pedestrian activities, as interspersed with boat movement. Noise levels recorded during surveys providing an ambient noise level of between 50 and 57 dB L_{Aeq} and 66 – 81 dB L_{AFmax} ⁵⁷, as recorded around midday.

⁵⁶ Attachment J. Storm Environmental [4]

⁵⁷ Attachment O. MDA [5, Table 6]

3 Proposal Description

3.1 Background Overview

In 2015 the Christchurch City Council undertook a Condition Report for Akaroa Wharf (Opus, 2015). The report identified that the Wharf contained several piles and stringers requiring immediate repair, and noted that the useful remaining life of the wharf was 10 years, as subject to ongoing remedial works.

“In terms of its future usage, maintenance efforts to maintain the present level of service the existing jetty structure can theoretically be continued at ever increasing annual cost. However, the jetty is well beyond its original intended design life and this approach is unlikely to be sustainable if the reactive rolling replacement of failing structural members continues indefinitely. The construction of a new replacement structure will be more appropriate in the medium term (within 10 years), particularly if it is size to suit current and future anticipated user requirements⁵⁸”.

Calibre in 2018, 2019 and 2021 undertook inspections of the Wharf and provided reports to the City Council. These reports collectively identified that the condition of the Wharf was moderate – poor, with numerous elements at the end of their structural life. The 2019 Calibre Report identified that the Wharf was at the end of its useful life, and that it was no longer economic to repair and maintain the existing structure. The Reports highlighted damage to the abutment during the Canterbury Earthquake sequence.

The 2021 report identified that much of the galvanised and stainless-steel tension bracing installed around 2011 / 2012 was in poor condition and that much of the steel bracing was replaced in early 2020. Calibre also noted that the new bracing could be expected to last another 5-10 years before needing replacement again. The report further noted that repairs had recently been completed to several piles, stringers and capping beam connections, intended to keep the structure in use for five years.

In response to a consideration as to viable ongoing maintenance of the current wharf, the 2021 Calibre report⁵⁹ stated:

“A large amount of repair work is needed to keep the wharf operational and the volume, cost of repairs and level of disruption can be expected to continue increasing. Doing ‘minimum’ repairs periodically would be less efficient and more expensive than completing a rebuild of the structure The prioritisation of piecemeal repairs is difficult as much of the deterioration is hidden and a rebuild removes the increasing risk of wharf failure due to unseen defects in the ageing structure. Examples of hidden defects include marine borer eating the piles from the inside and the rotting of timber stringers from the top down”.

Funding for a replacement wharf was included in the Long-Term Plan 2021 – 2031.

⁵⁸ Opus. 2015 [4.7]

⁵⁹ <https://ccc.govt.nz/assets/Documents/Consultation/2021/12-December/711779-20211208-TA-Akaroa-Wharf-Developed-Concept-Report-reduced-file-size.pdf>

3.2 Alternatives considered

A Multi-Criteria Analysis (Beca, 2021)⁶⁰ considered several alternatives both in terms of the location of a replacement wharf, and its materiality.

The location options considered included:

- Baseline – restore in current location, no change to structural form.
- Option A – replacement in the same location, increase in deck height and replacement of abutment.
- Option B – construct a new wharf along the northern side of the existing wharf increase in deck height, replace the existing abutment.
- Option C – Construct a new wharf at Church Street, demolish the existing wharf but retain the abutment.
- Option D – Construct a new wharf from Akaroa Recreation Reserve / Children’s Bay, demolish the existing wharf but retain the abutment.

Options associated with **materiality** included using ‘like for like’ hardwood, through to the replacement wharf being constructed solely of concrete. The structural requirements, construction and life of structure costs and functionality requirements ultimately resulted in driving decisions around materiality to being a mix primarily of concrete with hardwood timber being utilised where possible (including ‘*recycle(ing) as much of the existing wharf as possible, to retain character*’).

Options associated with the **location** were evaluated against criteria including: Meeting Project Objectives (community needs, functional appropriateness, on-going operational and maintenance costs), Implementability (construction timetable, constructability, risk, consenting risks, whole of life cost, community costs), effects (health and safety, community, economy, cultural and heritage values, and natural values).

Unsurprisingly, **Option D** (Children’s Bay) was assessed as the least preferred option, primarily given substantial costs, impacts on the natural environment (such as ongoing dredging requirements), and disconnection with Akaroa commercial area).

Retention of the existing Wharf (**Baseline**) despite scoring well in terms of heritage and character retention, was discounted on the basis of cost, not continuing to meet user functional requirements, and an inability to adapt to predicted sea level rise.

Options A, B and C were advanced for further consideration, although it is noted that **Option C** (Extension from Church Street) resulted in issues in terms of connectivity and congestion at the intersection of Beach Road and Church Street and impacts in terms of natural character (as a new structure introduced into this environment). It is also noted in the report that additional new bathymetric survey data to further consider Option C identified a preliminary need to further extend the length of a wharf in this location, with likely associated dredging.

⁶⁰ https://ccc.govt.nz/assets/Documents/Consultation/2021/12-December/Akaroa-Wharf-Multi-Criteria-Analysis-Report_-Revised-Issue-30-November-2021.pdf

Retaining the full extent of the abutment as associated with any option to replace the Wharf in its current location has been dismissed based on the following:

- The abutment is constructed from *a hearting of rubble and clay, retained by concrete walls*. The condition of the abutment is moderate to poor with cracking throughout, and the condition of the inner structure unknown.
- Further damage was incurred in the Canterbury earthquake sequence.
- The abutment would be unlikely to support construction and piling works associated with the replacement wharf. In addition, the abutment would require a sloping structural 'addition' to integrate with the replacement wharf height of some 500mm to 600mm above existing.

On this basis, and with further refinement, **Option B** (retention in the same location, increase in deck height to address sea level rise, and removal of the abutment) was advanced as the base design as associated with this resource consent application. Through the concept phase, there has been targeted modifications in relation to materiality, inclusion of cultural narrative, partial retention of the abutment, and construction process.

For the purposes of the Resource Management Act 1991 Schedule 4, Clause 6(1)(a), should there be a conclusion that *'it is likely that the activity will result in any significant adverse effect on the environment'* it is considered that the application has appropriately provided a *'description of any possible alternative locations or methods for undertaking the activity'*. It is also considered that the analysis demonstrates reasonable efforts have been made to consider alternatives, and that that analysis was not a cursory exercise, but extended to a genuine and detailed consideration of alternative sites, noting that it is not considered that that alternative analysis needs to be exhaustive.

3.3 Akaroa Wharf

The proposal and plans as applied for is set out in detail in Attachment A. The construction methodology is set out in Attachment P.

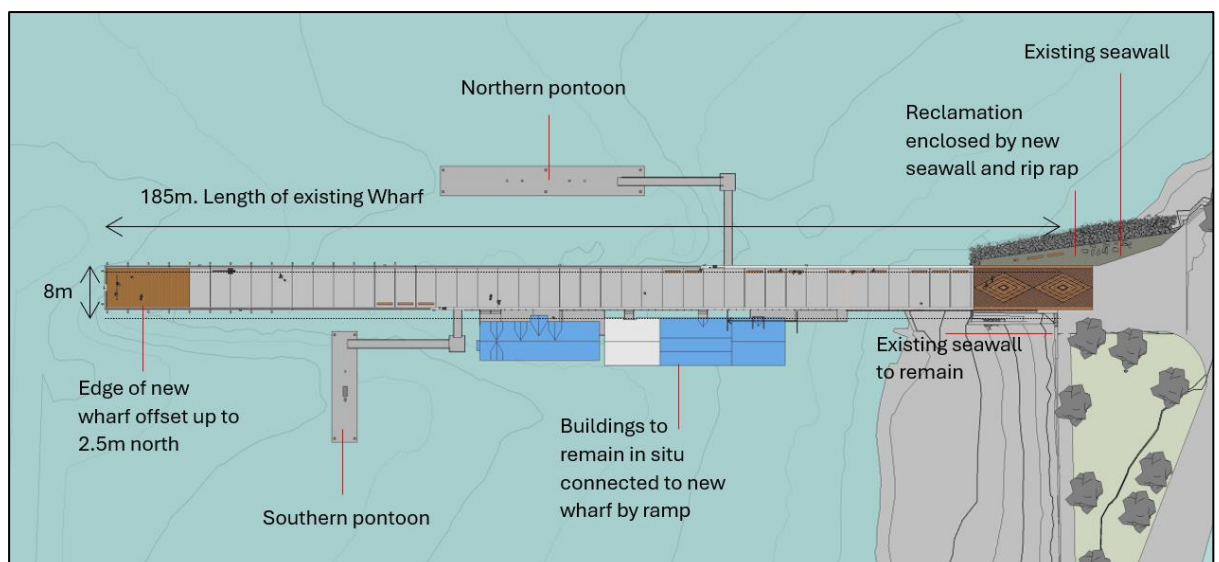
3.3.1 Key features

In summary, the project will include the following:

- The replacement wharf will be 185m long and 8m wide; the structure will move between 1.5m to 2.5m to the north to facilitate the independence and retention of the existing buildings (Black Cat and Blue Pearl) in-situ, and with supporting piles and access.
- The Wharf deck and buildings will be supported by 44-55 steel-case concrete piles (710mm), with 26 timber fender piles placed at 4m centres towards the seaward end of the wharf, 12- 16 steel piles (710mm) to support the pontoons and gangways, and 4 timber fender piles for the gangway.
- Up to eighteen (18) timber piles will be established during initial demolition works between the existing wharf and Black Cat / Blue Pearl buildings to provide structural stability.

- The wharf height will be raised to 3.06 m LVD-37 or 12.10 m CDD which is between 500-600 millimetres higher than the existing deck. This is to allow for sea-level rise and storm surges.
- New floating pontoons will be arranged on the northern and southern faces of the main wharf. The pontoons will be accessed from the main wharf by gangways. The northern pontoon will be orientated east/west parallel to the Wharf, it will be approximately 40m long, 5.0m wide and 12.6m from the main wharf. The southern pontoon will be orientated north/south, perpendicular to the wharf. It will be approximately 20m long and 5m wide. Both pontoons will be accessed via gangways.
- The southern floating pontoon will include infrastructure for diesel refuelling.
- Services, including a new crane, lighting, electricity and water will be embedded into the wharf. Limited sewer connections will be provided to service Black Cat (as is currently provided).
- Partial removal of the original 1887 abutment and associated reclamation will occur, removing some 20m from its existing 30m length. Replacement includes wharf structure, as well as a new concrete L-wall and rock rip rap, requiring some reclamation on the northern side of the abutment. This will result in changes to the wharf's integration with the land. A small area of reclamation, enclosed by concrete 'L-wall' seawall, is proposed on the northern side of where the new wharf will meet the shoreline to facilitate construction but will be retained as a permanent fixture (Figure 11).
- Wharf materials will include reinforced concrete decking, steel-encased concrete piles, timber fender piles and timber deck elements along with various wharf fittings (bollards, lighting etc). A taurapa (carved post, that symbolises the stern post of a waka) located near the abutment to provide a sculptural gateway and wayfinding element to the wharf.

Figure 11: Layout of proposed replacement wharf



A comparison of the physical elements of the replacement wharf against the existing is provided in Table 3.

Table 3: Comparison of physical elements of Wharf Replacement

Element	Existing Wharf	Replacement Wharf
Location	As shown on plans	1.5m to 2.5m north of current position.
Wharf Length	Approx 155m	Approx 175m
Abutment Length	Approx 30m	Approx 10m – minor reclamation north of existing abutment position.
Total Length	Approx 185m	185m
Width	Circa 7m	8m
Height	2.46m – 2.56 LVD-37	3.06m LVD-37
Sub structure / Piles	120 timber piles, 30m reclaimed abutment.	44 – 55 steel cased piles with cross members, circa 10m seawall and concrete barrier. 26+4 timber fender piles. 18 timber intermediate piles (between replacement wharf and buildings in situ).
Abutment, reclaimed land.	30m reclaimed abutment.	New concrete L wall and some reclamation required north of landward side of Wharf. Rip rap.
Pontoon	2 pontoons with 8 piles.	2 pontoons. Total area of 316m ² (excluding gangways) and 12-16 piles required.
Deck material, cultural narratives.	Mix of timber, concrete and asphalt. European heritage associations with working wharf.	Concrete decking, with timber section between abutment and landward end, and section at outer end. Improved representation of Māori culture through co-design process and inclusion of the taurapa and whāriki. Some of the historic heritage is preserved with the partial preservation of the historic sea wall. Heritage is also acknowledged through design elements referencing 1887 wharf and interpretation panel.

3.3.2 Construction Process

A full construction programme is yet to be developed and will be the subject of a Construction Management Plan as volunteered as a Condition to this consent application. A duration of some 14 months is proposed based on the following:

- Site setup 1-2 months
- Demolition 2-3 months
- Piling and deck 5-6 months
- Deck furniture, services and pontoons 3-4 months

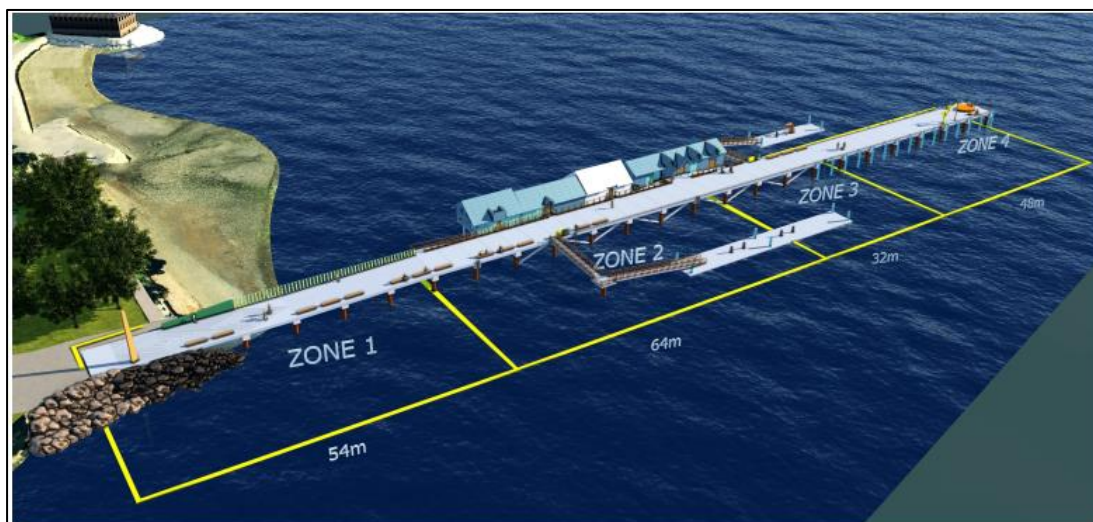
For **demolition** works, these will be undertaken concurrently with Zone 1 (landside including the abutment) being demolished at the same time that demolition commences from the marine side (Zone 4) (**Figure 10**). Existing timber piles will be removed in complete sections where possible or cut at seabed level. There will be 18 timber piles used to support the existing buildings (to remain) on the southern edge of the wharf during construction. Earthworks will be undertaken to partially remove the abutment, leaving a portion of the original 1887 seawall to remain as a design feature.

For **construction** works:

- A small area of reclamation, enclosed by a concrete 'L-wall' seawall, is proposed on the northern side of where the new wharf will meet the shoreline.
- The main wharf piles are anticipated to be installed by barge, and from cranes staged off the wharf / L-wall abutment (both methods may be used concurrently commencing at Zones 1 and 4).
 - Wharf piles will be installed into the underlying basalt through the installation of casings (down to basalt layer), which are then inserted with reinforcing cages and concrete, with precast capping beams installed.
 - Piles will be driven using vibratory, percussive and (potentially) bored installation methods. The piles will have a steel driving tip welded to the end to enable driving into the weathered basalt. Vibro piling methods (ICE 28RF vibro hammer) will be used to drive the piles as far as possible. A percussion piling hammer will then be used to drive the piles until the desired embedment into the basalt is achieved. If the required embedment cannot be achieved with percussive piling, the pile may need to be removed, and a drill used to pre-drill a socket into the basalt before the pile is re-driven.
 - A grillage system will be placed on the completed bents to allow the crane to progress along the wharf. The precast deck panel and topping pour will follow along behind the grillage.
- Install fender piles (26), but these will be driven into the seabed but not socketed into the basalt).
- Install floating pontoons (north and south) including the piled platforms, gangways and associated services (water, power and fuel on the southern pontoon only). Approximately 12-16 steel piles (710 mm diameter) are expected to be required.
- Construction-related piling (i.e. piles installed in addition to those needed for the wharf/pontoons) will be limited in scale and size. An allowance of up to 20 additional piles, equal or smaller in diameter than the main wharf piles has been provided (these will be removed at the cessation of construction activities).
- Provide access ramps to Blue Pearl and Black Cat buildings.
- Finishing works (surface finishes, furniture installation and electrical connections) and installation of taurapa.

Dredging is not required for vessel navigation purposes.

Figure 12: Demolition Project Zones



3.3.3 Laydown and staging Areas

The project requires land based and marine based working and laydown areas. Detailed descriptions of these areas are provided in **Attachment P1**. Within the compliance table and associated assessment of effects the nomenclature of each is described as below.

Land-based activities

In establishing these areas, associated works and infrastructure includes establishing security and heritage (Laydown Area 2) protective screens, access limitations, temporary storage of materials and surfacing works.

Laydown areas including:

- **Laydown Area 1 and temporary reclamation** – Recreation Ground and adjoining Akaroa Boat Ramp (Childrens Bay).
- **Laydown Area 2 and vehicle staging** – Akaroa Wharf and Bruce Slipway.

Removal of the above at the cessation of works (14 months), including any works to return surfacing back to their original condition.

Marine-based activities as associated with Laydown Area 1

In establishing Laydown Area 1 (Akaroa boat ramp) associated works are required to provide for the transit of materials from this area to the main works site at Akaroa Wharf. This incorporates the establishment of a temporary additional landing ramp on the southern side of existing Akaroa Boat Ramp. This includes:

- Installation of training walls and training wall piles (2 – 4 steel piles (610mm)) to establish the landing ramp.
- Dredging (circa 1,500m³) at the boat ramp to provide barge access.

Removal of the above at the cessation of works (18 months).

Figure 13: Demolition and Construction Laydown Areas

Laydown Area 1 – Akaroa Recreation Ground



Main load out facility

- Boat ramp access remains operational for the public.
- Contains working plant and storage of materials and containers.
- Perimeter demarcated by 1.8m security fence.

Management

- Traffic Management Plan.
- 'Road closed' – temporary closure during duration of works.
- Security camera and gate / transport controller during operational hours.
- Hours of operation controlled by NZS6803:1999

Laydown Area 2 – Akaroa Wharf / Bruce Slipway



Base of operations

- Contains working areas, and temporary storage (as transferred from Laydown Area 1).
- Contains machinery utilised from Zone 1 to undertake demolition / construction works (i.e 100ton crawler crane with an ICE 28RF vibro hammer).
- Excludes Britomart Reserve and Road Reserve.
- Includes Wharfinger's Office (and heritage / tree protections).
- Vehicle Staging – Holding point for concrete trucks during concrete pours.
- Perimeter demarcated by 1.8m security fence

Management

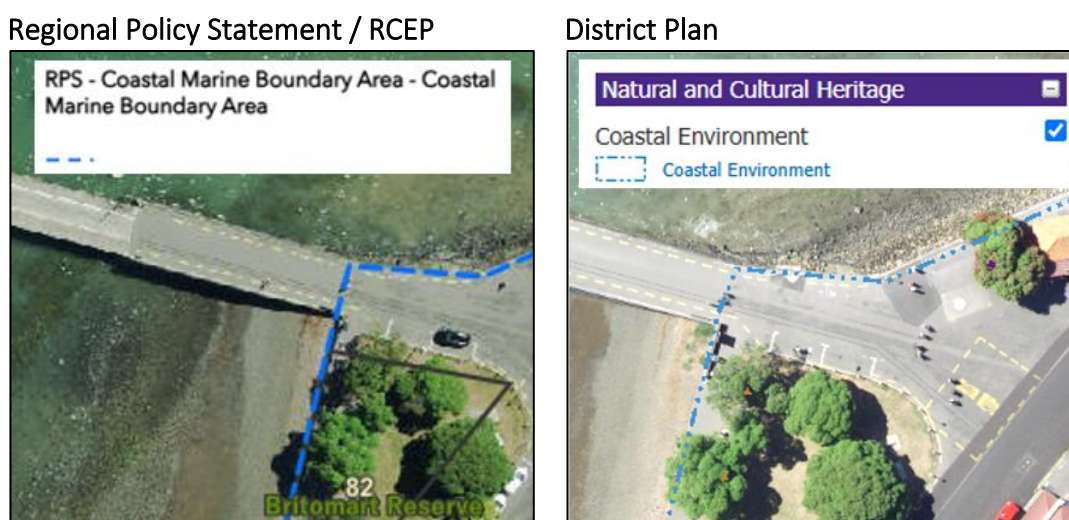
- Traffic Management Plan to facilitate construction works, business operations and traffic flows.
- Temporary Protection Plans (Heritage / Notated Trees).
- Security camera.

4 Compliance Assessment

4.1 Interpretation of the abutment and district council jurisdiction

The Planning Maps (**Figure 14**) associated with the Regional Policy Statement, Regional Coastal Environment Plan and the Christchurch District Plan identify the Coastal Marine Area Boundary as landside of the abutment interface with the foreshore.

Figure 14: CMA Boundary – Relevant Planning Maps



Regional Councils are responsible for managing the coastal marine area⁶¹. The Coastal Marine Area is defined as the foreshore, seabed, and coastal water, and the air space above the water between the outer limits of the territorial sea (12 nautical miles) and the line of Mean High Water Springs (MHWS)⁶². The Regional Coastal Environment Plan defines MHWS⁶³ and identifies that generally the MHWS is the line of the average of the highest tides (spring tides), except as related to river mouths. The RCEP states:

*On all the maps of this plan, MHWS is shown as an indicative line only. Due to the changing nature of much of our coastline it is very difficult to show this line accurately. The position of some unauthorised **reclamations** is an issue yet to be resolved regarding the placing of the Coastal Marine Area boundary.*

MHWS has not been surveyed on the Canterbury coast.

Therefore, this indicative line cannot be used as a legally defined line due to the margin of error involved. In the event of any dispute as to the precise location of the line of MHWS Environment Canterbury undertakes to establish the line for that specific area⁶⁴.

⁶¹ Section 30(1)(d) Resource Management Act 1991.

⁶² Coastal marine area definition in s2 of the Resource Management Act 1991.

⁶³ Page 186 of the RCEP.

⁶⁴ RCEP Section 1.3

A reclamation is defined in the RCEP⁶⁵ as:

“the permanent infilling of the foreshore or seabed with sand, rock, quarry material, concrete, or other similar material where such infilling results in a surface useable for any purpose greater than 2 metres in width above the level of Mean High Water Springs. It includes any embankment, but does not include any structure above water that is supported by piles, or any infilling with the purpose of providing beach nourishment”. (emphasis added)

A structure is defined in the RCEP⁶⁶ as:

“means any building, equipment, device, or other facility made by people and which is fixed to land; and includes any raft, seawall and wharf Structure”.

The Akaroa wharf is defined as a ‘structure’. That part of the wharf termed ‘the abutment’ is also to be defined as a ‘reclamation’. Reclamations are located outside of the CMA. By its very nature the abutment as a permanent infilled area of foreshore and as defined as a reclamation represents the landward boundary of MHWS.

Therefore, from an abundance of caution, despite: the abutment being mapped in the CRPS, RCEP and District Plan as being located within the CMA; the abutment not holding a Certificate of Title; and the abutment not having any Zoning in the District Plan, it is considered that the abutment is located within the jurisdiction of the Christchurch City Council specifically as this relates to the application of:

- Chapter 8 – Earthworks; and.
- Chapter 9 – Natural and Cultural Heritage

The removal of the abutment engages with the RCEP⁶⁷.

Accordingly, partial demolition of the abutment (as deemed a notated Heritage Item in the Christchurch District Plan) is deemed a **discretionary activity**⁶⁸. This interpretation is to ensure that all necessary consents have been sought within the scope of this application.

The alternative interpretation would be that the demolition of Akaroa Wharf including partial removal of the abutment is outside the jurisdiction of the District Council.

The partial removal of the abutment is a Discretionary Activity as pursuant to the NES-Contamination.

⁶⁵ RCEP. Appendix 1 Definition of Terms.

⁶⁶ RCEP. Appendix 1 Definition of Terms.

⁶⁷ RCEP. Rule 8.2 and 8.7.

⁶⁸ Rule 9.3.4.1.4(D2)

4.2 Regional Policy Statement for Canterbury (CRPS)

4.2.1 Relevant acknowledgements

The Canterbury Regional Policy Statement⁶⁹ identifies the region's outstanding natural features and landscapes at a regional scale and identifies the Banks Peninsula Landscape 'type' as inclusive of areas of exceptional legibility, highly aesthetic values and shared and recognised tāngata whenua and historic landscapes. These are not mapped within the CRPS.

As identified, the Canterbury Regional Council commissioned ONF/L regional landscape study (2010) excludes Akaroa township from those areas notated as being deemed a ONF/L at a regional scale.

4.3 Regional Coastal Environment Plan for Canterbury (RCEP)

4.3.1 Relevant Overlays

Section 3.7 'Resource Overview' of the Regional Coastal Environment Plan for the Canterbury Region (**RCEP**) identifies the Banks Peninsula as a highly distinctive landform featuring the water filled craters of two extinct volcanoes with steep valleys and a rugged and remote indented coastline. The RCEP describes the peninsula as providing a large range of habitats supporting many wildlife species, including Hector's dolphins, seal groups, sooty shearwaters, and penguins.

The following table identifies all the features and overlays within and surrounding the project area, their meaning and / or description.

Feature / Notation	Meaning / Description	Relevance to the application
Class Coastal SG Water Quality Area-S5.4.87-Akaroa Harbour. For the purposes of specifying the area for water quality purposes as 'Class Coastal SG Water'; 'Akaroa Harbour' as the CMA of Akaroa Harbour enclosed by the boundaries of the CMA and a line from Akaroa Head at N37:083-019 to Timutimu Head reference N37:059-010.	Being water managed for shellfish gathering, for contact recreation and for the maintenance of aquatic ecosystems.	Scale of disturbance.
Protected Recreational, Cultural or Historic	<p>46 - The French Landing Site, French Bay, Akaroa Harbour, comprising the foreshore from the Main Wharf to Daly's Wharf (Does not extend to Akaroa Boat Ramp / Reclaimed Area).</p> <p>32 - The Main Wharf in Akaroa Harbour</p>	Historic Heritage, maintenance and repair of fabric, integrity of Historic Heritage,

⁶⁹ Canterbury Regional Policy Statement (2013). Appendix 4.

Swing Mooring Area.	The swing mooring area contains large numbers of swing moorings. This is part of the wider area; five (5) swing moorings will be relocated as a consequence of the proposal.	Recreation – reallocation of swing moorings commissioned by the Harbour Master. Does not extend to Akaroa Boat Ramp / Reclaimed Area.
Area of Banks Peninsula to be maintained in their present natural states, free of additional structures. Schedule S5.13.13. <i>S5.13.13 Akaroa Harbour Akaroa Harbour is the Coastal Marine Area of Akaroa Harbour enclosed by the boundaries of the Coastal and a line from Akaroa Head at map reference N37:083-019 to Timutimu Head at map reference</i>	Area should be maintained in their natural state, free of additional structures, unless it can be established for those areas that the structures and their use will have no more than minor effects on a number of values including natural character, ecology, water quality, use and enjoyment by others, and the habitat of hectors dolphins.	Applicable in terms of application of Rule 8.5 and Rule 8.6(i). Spatial extent is not in an area also notated as an ‘Area of Significant Natural Value’ . Extends to Akaroa Boat Ramp / Reclaimed Area.
Taiapure- Akaroa Harbour	Taiapure means local fishery and identifies an area that has customarily been of special significance to an iwi or hapu as a source of food or for spiritual or cultural reasons. Taiapure are legally recognised under the Maori Fisheries Act 1989.	Relevant in that correspondence with those with customary interests under the CMA Marine and Coastal Area Act (2011) has been undertaken.
Coastal Hazard Zones	Land at risk from Coastal Erosion	The site is not subject to the notated Coastal Hazard zones.

4.3.2 Compliance Assessment RCEP

Rule	Assessment	Compliance/Activity status
7.1 Permitted activities – Coastal Water Quality		
(a) Except as provided for by paragraph (b) or (e) of this Rule, the discharge of water, into water, or onto or into land in the Coastal Marine Area, is a Permitted Activity; provided that the discharge, disregarding the effect of any natural perturbations that may affect the receiving water:	Refer Technical Report Storm Environmental. ⁷⁰ The discharge of water from both operational and construction activities associated with the Wharf replacement will comply with the thresholds and standards at Rule 7.1(a)(i) and (ii).	Complies
(e) The discharge into water, or onto or into land in the Coastal Marine Area of sediment already present in, on, under, the foreshore or seabed is a Permitted Activity where the discharge is the result of the disturbance of the sediment: i. through any erection, reconstruction, placement, alteration, extension, removal or demolition of a structure that is authorised as a Permitted Activity by Rule 8.1, or granted a resource consent in accordance with Rules 8.2, 8.3, 8.4 or 8.5; or ii. authorised as a Permitted Activity by Rule 8.7, or granted a resource consent in accordance with Rules 8.8 or 8.9.	Resource consent will be provided through consent for the breach of Rule 8.4 and Rule 8.7.	Permitted
(f) The discharge of stormwater into water or onto or into land in the Coastal Marine Area as runoff through a pipe, channel, drain, culvert or other collection system from a road where the road, its batters or retaining walls abut the	Refer Technical Report Storm Environmental. ⁷¹ Stormwater from both operational and construction activities associated with the Wharf replacement (including the new ramp	Complies

⁷⁰ Attachment J. Storm Environmental [Section 5]

⁷¹ Attachment J. Storm Environmental [Section 5]

Rule	Assessment	Compliance/Activity status
Coastal Marine Area, is a Permitted Activity, provided that the discharge shall not result in:	connecting at Beach Road) as runoff will meet the thresholds and standards at Rule 7.1(f)(i) and (ii).	
	For the avoidance of doubt, the proposal either complies with, or the provision is not applicable as associated with Rules 7.1(b), (c) and (d). The remaining Rules are not applicable.	-
8.1 Permitted Activities Erection, Reconstruction, Placement, Alteration, Extension, Removal, or Demolition of Structures fixed in, on, under or over any foreshore or seabed.		
Except as provided for by Rules 8.4 or 8.6, the following activities in, on, under, or over any foreshore or seabed are Permitted Activities:		
(f) The removal or demolition of any structure or part of any structure, by or on behalf of the owner of the structure, provided that: <ul style="list-style-type: none"> i. all materials removed from the structure or part of the structure, other than materials used in the remaining part of the structure or in other structures, shall be removed from the Coastal Marine Area; and ii. for wharves, jetties, piled structures or buildings, Environment Canterbury shall be advised in writing at least twenty working days prior to work commencing, if the structure is to be completely removed from the Coastal Marine Area; and iii. the structure is not listed in Schedule 5.12 as a Protected Recreational, Cultural or Historic Structure. 	Akaroa Wharf is incorporated within Schedule 5.12 (5.12.46 The French Landing Site, French Bay , Akaroa Harbour, comprising the foreshore from the Main Wharf, (Map Reference N36:071-110)). Akaroa Wharf is separately listed in Schedule 5.12 (5.12.32) The project will result in the ' <i>removal or demolition</i> ' of ... part of the structure.	Non-compliance
8.2 Discretionary Activities - Placement		
Except as provided for by Rules 8.1, 8.4, 8.5, 8.6, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, or 10.7; the erection, reconstruction, placement, alteration, extension, removal or demolition of any structure, or part of any structure, fixed in, on, under, or over any foreshore or seabed; is a Discretionary Activity.	As identified above the works include the removal / demolition of 'part of any structure' as listed with Schedule 5.12. Rule 8.1(f)(iii) The 'erection' and 'placement' of a Replacement Akaroa Wharf incorporates the 'removal and demolition' of a structure not otherwise provided by Rule 8.1.	Discretionary Discretionary

Rule	Assessment	Compliance/Activity status
	For the avoidance of doubt, the reintegration of the existing buildings through piles and ramps (Black Cat and Blue Pearl Buildings) to the replacement wharf incorporates the removal or demolition of 'parts of a structure' not otherwise provided by Rule 8.1.	Discretionary
	The erection and placement of the temporary 'Reclaimed Area' adjoining Akaroa Boat Ramp represents an alteration not otherwise provided by Rule 8.1.	Discretionary
8.4 Non-Complying Activities - Placement		
<p>The following are Non-Complying Activities in, on, under, or over any foreshore or seabed:</p> <p>c. and the erection or placement of a structure within an Area of Significant Natural Value or within an area listed in Schedule 5.13. This shall not apply to:</p> <ul style="list-style-type: none"> i. a structure allowed as a Permitted Activity by Rule 8.1; or ii. a structure controlled by Rule 8.2 or Rule 8.5; or iii. a marine farm structure that was authorised prior to 16 May 2001; or iv. the erection or placement of a structure or structures undertaken for the purpose of maintaining, repairing, or protecting network utility infrastructure. 	<p>Structure is defined as: <i>means any building, equipment, device, or other facility made by people and which is fixed to land; and includes any raft, seawall and Wharf Structure</i></p> <p>The replacement of Akaroa wharf represents a structure within 'an area listed in Schedule 5.13', that is not otherwise provided for through clauses (i) to (iv). The length and footprint of Akaroa wharf (excluding the pontoons) is similar as existing; this extends to reclamation and rip rap to be established around perimeter of retained abutment.</p> <p>The erection and placement of the temporary 'Reclaimed Area' adjoining Akaroa Boat Ramp represents a structure within 'an area listed in Schedule 5.13', that is not otherwise provided for through clauses (i) to (iv).</p>	<p>Non-complying</p> <p>Non-complying</p>
8.5 Non-Complying Activities - Placement		
<p>Within an Area of Significant Natural Value, or within an area listed in Schedule 5.13, the following activities in, on, under, or over any foreshore or seabed are Non-Complying Activities:</p> <p>c. The erection or placement of a structure or structures in the Coastal Marine Area where the structure:</p>	<p>The replacement of Akaroa wharf whilst being perpendicular to the MHWS and of a projection exceeding 100m (the wharf is 185m), is not solid nor does the wharf provide a barrier to sediment movement.</p>	Complies

Rule	Assessment	Compliance/Activity status
<ul style="list-style-type: none"> i. is solid (or present a significant barrier to water or sediment movement); and ii. is sited obliquely or perpendicular in horizontal projection to the line of mean high water springs in the Coastal Marine Area; and iii. in horizontal projection is 100 metres or more in length. 	The erection and placement of the temporary 'Reclaimed Area' adjoining Akaroa Boat Ramp does not extend 100m in horizontal length.	
8.6 Permitted Activities - Disturbance		
The following activities involving disturbance of any foreshore or seabed, (including by excavating, drilling, or tunnelling), including removal of sand, shingle, shell, or other natural material, are Permitted Activities:		
<p>c. The disturbance of the foreshore or seabed, or the removal of material, provided that:</p> <ul style="list-style-type: none"> i. The disturbance or removal occurs contemporaneously with and is directly associated with an erection, reconstruction, placement, alteration, extension, removal or demolition of a structure authorised as a Permitted Activity in accordance with Rule 8.1; or by a resource consent in accordance with Rules 8.2, 8.3, 8.4, 8.5... and ii. for any disturbance outside the Operational Area of a Port, no more than five cubic metres of material shall be disturbed or removed from the foreshore or seabed in any twelve month period; and v. the disturbance does not occur within a Protected Recreational, Cultural or Historic Site listed in Schedule 5.12; and vi. all disturbed foreshore shall be reinstated to conform to the natural state pertaining in the area before the activity permitted by this rule commenced. 	<p>Whilst the works would need to be provided by resource consent under Rule 8.4, the clauses are conjunctive and also require that disturbance does not:</p> <ul style="list-style-type: none"> (ii) exceed 5m³ over a 12 month period; and (v) relates to a site listed in Schedule 5.12. Akaroa Wharf and French Bay are both Scheduled. <p>In terms of clause (vi) the temporary reclamation associated with Akaroa Boat Ramp will be reinstated into its natural state after completion of works (14 months). For works associated with the replacement of Akaroa Wharf, the extent of disturbed foreshore shall be reinstated to the natural state pertaining to the area prior to works commencing with the exception of the concrete 'L-Wall' sea wall interfacing with the shoreline.</p>	Does not comply (c)(ii) and (v) as the temporary reclamation relates to 1,500m ³ of material, and a site (Akaroa Wharf only) is listed in Schedule 5.12.
<ul style="list-style-type: none"> i. Any disturbance of the foreshore or seabed or the removal of material, outside an Area of Significant Natural Value, that is not authorised as a Permitted Activity by paragraphs (a) to (g) of this Rule, provided that: 	<p>Works associated with the Akaroa Wharf replacement will:</p> <ul style="list-style-type: none"> • exceed the volumes in clauses (i) and (ii). • drill rigs will be used to excavate boring holes within basalt layer of open-ended piles. Basalt cuttings will be 	Does not comply (i).(i), (ii), (iv), (vi) and (vii).

Rule	Assessment	Compliance/Activity status
<p>i. no more than one cubic metre of material shall be disturbed or removed by any person in any 24 hour period; and</p> <p>ii. no more than five cubic metres of material shall be disturbed or removed by any person in any 12 month period; and</p> <p>iii. no more than half a cubic metre of boulders or shell shall be disturbed or removed by any person in any 24 hour period; and</p> <p>iv. no motorised excavation machinery or explosives shall be used to disturb or remove sand, shingle, shell, or other natural material; and</p> <p>v. no motorised vehicles shall be used to remove sand, shingle, shell, or other natural material in circumstances where the operation of a motorised vehicle is a Discretionary Activity in accordance with Rule 8.21; and</p> <p>vi. evidence of the disturbance or removal is erased by wind, tidal or wave action within 24 hours to conform to the natural state pertaining in the area before the activity permitted by this rule commenced and</p> <p>vii. the disturbance does not occur within a Protected Recreational, Cultural or Historic Site listed in Schedule 5.12. before the activity permitted by this rule commenced.</p>	<p>disposed of on-shore (clause (iv)). Pile will then be driven into predrilled hole.</p> <ul style="list-style-type: none"> Disturbance associated with the reclaimed 'L-Wall' sea wall interface will not be returned to its natural state within 24 hours. disturbance will occur in an area listed in Schedule 5.12 (clause vii). <p>For clause (v) piling operations will exceed the construction noise thresholds associated with Rule 8.21 but these activities do not <i>'remove sand, shingle, shell or other natural material'</i>.</p> <p>Works associated with the dredging, temporary reclamation and spoil deposit area for the temporary reclamation associated with Akaroa Boat Ramp will:</p> <ul style="list-style-type: none"> exceed the volumes in clauses (i) and (ii). require motorised dredging and deposit (clause iv). the evidence of dredging, reclamation and deposit (albeit temporary as associated with construction works) will not be erased within 24hours. 	
8.7 Discretionary Activities - Disturbance		
<p>Except as provided for by Rules 8.6, 8.8, 8.9, 8.10, 10.8, 10.9, 10.10, 10.11, 10.12 or 10.13, or the disturbance or removal of any plant or animal that is being lawfully harvested, the following activities are Discretionary Activities:</p> <p>(a) any destruction, damage or disturbance of the foreshore or seabed, (including by excavating, drilling, or tunnelling); and</p> <p>(b) any removal of sand, shingle, shell, or other natural material from the seabed or foreshore.</p>	<p>The Proposal will require the disturbance of the foreshore or seabed, through:</p> <p>For Akaroa Wharf replacement:</p> <ul style="list-style-type: none"> deconstruction (including the abutment), piling and reclamation works (L-Wall), drilling and removal of basalt cuttings for pile sockets. <p>For (temporary) reclamation at Akaroa Boat ramp:</p>	Discretionary

Rule	Assessment	Compliance/Activity status
	<ul style="list-style-type: none"> reclamation, dredging and spoil deposit. 	
8.8 Discretionary Activities - Disturbance		
<p>Other than within the Operational Area or the Main Navigational Channel of the Port of Lyttelton, any disturbance by any person of the foreshore or seabed, (including by excavating, drilling, or tunnelling), or any removal of sand, shingle, shell, or other natural material by any person, is a Discretionary Activity where that disturbance or removal:</p> <p>(a). is not Maintenance Dredging, or provided for by Rule 8.10; and</p> <p>(b). involves, in any twelve month period:</p> <p>(i). volumes greater than 50,000 cubic metres; or</p> <p>(ii). extraction from areas equal to or greater than four hectares; or</p> <p>(iii). extending 1000 metres or more over the foreshore or seabed.</p>	<p>The Proposal does not relate to maintenance dredging, nor breaches Rule 8.10, but does not exceed the thresholds listed in clause (b)(i) to (iii).</p>	Complies.
For the avoidance of doubt, the proposal is not located within an Area of Significant Natural Value and therefore Rules 8.9 and 8.10 are not applicable.		
Rule 8.11 Permitted Activities - Deposition		
<p>(a) The deposition in, on or under any foreshore or seabed of sediment, sand, shingle, shell or other natural material from the foreshore or seabed that occurs contemporaneously with and is directly associated with any erection, reconstruction, placement, alteration, extension, removal or demolition of a structure or that occurs contemporaneously with and is directly associated with any disturbance of the foreshore or seabed, is a Permitted Activity provided that:</p> <p>i. the erection, reconstruction, placement, alteration, extension, removal or demolition of the structure or the disturbance of the foreshore or seabed is authorised as a Permitted Activity in accordance with Rules 8.1 or 8.6; or is authorised by a resource consent in accordance with Rules 8.2, 8.3, 8.4, 8.5, 8.7, 8.8 or 8.10; and....</p>	<p>Resource consent will be provided through consent for the breach of Rule 8.4 and Rule 8.7.</p> <p>The site(s) are not located within an Area of Significant Natural Value.</p>	Permitted.

Rule	Assessment	Compliance/Activity status
Rule 8.12 Discretionary Activity - Deposition		
Except as provided for by Rules 8.12, 8.14 or 8.15; the deposition by any person of any substance on the foreshore or seabed in a manner that has, or is likely to have, an adverse effect on the foreshore or seabed is a Discretionary Activity.	Deposition associated with the proposed works complies with Rule 8.11.	Permitted
Rule 8.21 Discretionary Activity – Activities emitting noise in the Coastal Marine Area		
<p>Noise Limits outside the Operational Area of the Ports</p> <p>b) Except as provided for by paragraphs (a), (b), (d), (e) or (f) of this Rule, any activity emitting noise in the Coastal Marine Area is a Discretionary Activity if the noise generated by that activity exceeds any of the following noise limits within the areas and times stated:</p> <p>65 dBA Leq (15 min) measured and assessed at any point on land outside the Coastal Marine Area between 7 am and 10 pm on the same day.</p> <p>55 dBA Leq (15 min) measured and assessed at any point on land outside the Coastal Marine Area between 10 pm and 7 am the following day.</p> <p>85 dBA Lmax measured and assessed at any point on land outside the Coastal Marine Area.</p> <p>The rule shall not apply to:</p> <p>iv. the construction or maintenance of a structure where the noise meets the limits recommended in, and measured and assessed in accordance with NZS 6803:1999</p>	<p>The Acoustic Assessment (Attachment H) identifies that whilst the standards in NZS 6803:1999</p> <p>"Acoustics-Construction Noise" will generally be complied with, there will be instances where <i>'impact piling has the potential to exceed the applicable 70 dB LAeq construction noise limits by up to 7 dB'</i>⁷².</p>	Discretionary

⁷² Attachment O. MDA [7.1]

Rule	Assessment	Compliance/Activity status
Rule 8.22 Permitted Activity – Occupation of the CMA		
<p>The following activities are Permitted Activities:</p> <p>(a) The occupation of the Coastal Marine Area for the purpose of carrying out the erection, reconstruction, placement, alteration, extension, removal or demolition of a structure that is authorised as a Permitted Activity in accordance with Rule 8.1, or by a resource consent, while that erection, reconstruction, placement, alteration, extension, removal or demolition is occurring, provided that Environment Canterbury is informed in writing of the nature of the activity, the structure and the occupation, at least ten working days before the occupation of the Coastal Marine Area for the activity commences.</p> <p>(b) The occupation of <u>additional parts</u> of the Coastal Marine Area as a result of the erection, reconstruction, placement, alteration, or extension, of a structure where that activity is authorised as a Permitted Activity in accordance with Rule 8.1, provided that Environment Canterbury is informed in writing of the nature of the changes to the structure and the occupation, at least ten working days before the erection, reconstruction, placement, alteration, or extension commences.</p>	<p>For the replacement of Akaroa Wharf (which is as located within its existing footprint) the Resource consent will be provided through consent for the breach of Rule 8.4 and Rule 8.7.</p> <p>The reclamation associated with the L-Wall, reclamation and rip rap for Akaroa Wharf and the temporary reclamation associated with the Akaroa Boat Ramp are not permitted activities in accordance with Rule 8.1</p>	<p>Permitted</p> <p>Does not comply.</p>
Rule 8.23 Discretionary Activities – Occupation of the CMA		
<p>Except as provided for by Rules 8.22, 8.24 or 8.25; the occupation of the Coastal Marine Area is a Discretionary Activity.</p>	<p>The occupation of the CMA by the L-Wall, reclamation and rip rap for Akaroa Wharf and the temporary reclamation associated with the Akaroa Boat Ramp is not provided for as a Permitted Activity but complies with Rules 8.24 and 8.25.</p>	<p>Discretionary</p>
<p>For the avoidance of doubt, the proposal does not breach the thresholds within Rule 8.24(a) to (c) and is not located within an Area of Significant Natural Value for the application of Rule 8.25.</p>		
Rule 8.26 Reclamation or Drainage		

Rule	Assessment	Compliance/Activity status
Except as provided for by Rules 8.27, 8.28 or 8.29; any reclamation or drainage of the foreshore or seabed is a Discretionary Activity.	<p>The proposal includes reclamations in the CMA including the L-Wall and rip rap for Akaroa Wharf and the temporary reclamation associated with the Akaroa Boat Ramp.</p> <p>The proposal does not exceed the thresholds contained within Rule 8.27, is not located within an Area of Significant Natural Value for the application of Rule 8.28 and Rule 8.29.</p>	Discretionary
Rule 8.30 Damming and diversion of water		
<p>1. Any taking of coastal water and any taking of heat or energy from coastal water is a Permitted Activity provided that...</p> <p>2. Any damming or diversion of coastal water for the purpose of the erection, reconstruction, placement, alteration, extension, removal or demolition of a structure authorised as a Permitted Activity by Rule 8.1 is a Permitted Activity, provided:</p> <p>(a) that within 72 hours of the completion of the works, evidence of the damming or diversion is removed to conform to the natural state pertaining in the area before the activity permitted by this rule commenced; and</p> <p>(b) the damming or diversion does not occur within a Protected Recreational, Cultural or Historic Site listed in Schedule 5.12.</p>	<p>The proposal does not take any coastal water.</p> <p>Works associated with the erection of the L-Shape Wall and the temporary reclamation associated with the Akaroa Boat Ramp will require the diversion of coastal waters. For Akaroa wharf this relates to a location within a Schedule 5.12 listed site and that the diversion will not conform to a natural state within 72 hours (given the permanency of the L-Wall). For the temporary Akaroa Boat Ramp reclamation coastal waters will be diverted for the 14 month period that the reclamation will be in place.</p>	<p>NA</p> <p>Does not comply.</p>
Rule 8.31 Damming and diversion of water		
Except as provided for by Rule 8.30, the damming or diversion of water, the taking of coastal water, (other than open coastal water), and the taking of heat or energy from coastal water, (other than open coastal water), are Discretionary Activities.	Diversion associated with the Akaroa Wharf L-Wall and the temporary Akaroa Boat Ramp reclamation will not comply with Rule 8.30.	Discretionary

4.3.3 Land and Water Regional Plan

Rule 5.119 Taking of water from groundwater for the purposes of dewatering....		
The taking of water from groundwater for the purpose of dewatering for carrying out excavation, construction, maintenance and geotechnical testing and the associated use and discharge of that water is a permitted activity, provided the ... conditions (in (1) to (9)) are met:	Any trenching corridor associated with Akaroa Wharf will be small in scale, to a width not exceeding 500mm and depth of 1.0.m. Concentrations of suspended solids will not exceed 50g/m ³ (Clause 7). The site where trenching will occur is registered under the Canterbury Regional Council Listed Land Use Register as containing Storage Tanks for Fuel (HAIL Class A17) and accordingly will breach clause (2).	Non-compliance with Clause (2) as trenching works (and dewatering) will occur on a registered HAIL site.
Rule 5.120 Taking of water from groundwater for the purposes of dewatering....		
The taking of water from groundwater for the purpose of dewatering for carrying out excavation, construction, maintenance and geotechnical testing and the associated use and discharge of that water that does not meet one or more of the conditions in Rule 5.119 is a restricted discretionary activity. Discretion is restricted to the effects of not meeting the thresholds, adverse effects on Ngai Tahu values, and potential effects on any Critical Habitat.	Non-compliance with Rule 5.119(2) Registered Contaminated site associated with service trenching works for Akaroa Wharf replacement.	Restricted Discretionary
Section 10: Banks Peninsula. No provisions are relevant to the Proposal.	-	-

4.3.4 Canterbury Air Regional Plan

Rule 7.3 The discharge of odour, dust or smoke into air		
<p>The discharge of odour, dust or smoke into air that is not managed by any other rule in this Plan is a permitted activity provided the following conditions are met:</p> <ol style="list-style-type: none"> 1. The discharge does not cause or is not likely to cause an adverse effect beyond the boundary of the property of origin; and 2. The discharge does not cause an offensive or objectionable effect beyond the boundary of the property of origin when assessed in accordance with Schedule 2. 	<p>Exposed surfaces will be limited to that part of the construction programme where works are installing services (some two weeks), and the removal of topsoil and compaction associated with Laydown Area 1.</p> <p>Trenching takes place within the road reserve (and / or existing sealed areas at Akaroa Wharf) and will be immediately paved / sealed at the completion of works. The width (some 500mm) and extent of trenching is minimal.</p> <p>The removal of top soil, compaction and use of Laydown Area 1 will be subject to the CEMP and associated ESCP as volunteered in Conditions and prepared in accordance with Canterbury Regional Council Erosion and Sediment Control Toolbox including Dust Control'.</p> <p>Accordingly, any dust discharge will not cause offensive or objectionable effects beyond the property of origin (Clause 1) and as considered against the Schedule 2 criteria (Clause 2 'Criteria for assessing offensive or objectionable dust). In terms of the latter which includes criteria such as the 'duration of events' and 'sensitivity of the receiving environment', the duration of events will be limited by the short nature of works and immediate resealing and rehabilitation when works are complete. Trenching works will take place largely in the road reserve which is an orthodox location for trenching and not especially sensitive to temporary earthworks. Top soil removal and compaction on Laydown Area 1 is some distance from sensitive receivers and will be managed by volunteered measures in the Canterbury Regional Council Erosion and Sediment Control Toolbox.</p>	<p>Permitted</p>
Rule 7.32 Dust generating activities		
<p>The discharge of dust to air beyond the boundary of the property of origin from the construction of buildings, land development activities, unsealed surfaces or unconsolidated land, is a permitted</p>	<p>As above. Exposed surfaces will be limited to that part of the construction programme where either works is installing services,</p>	<p>Permitted</p>

<p>activity provided the following conditions, where applicable, are met:....</p>	<p>or establishing the temporary stabilised site surface for Laydown Area 1.</p> <p>For trenching works, clauses (1) to (3) are each met. The area of unsealed or unconsolidated surfaces is less than 1,000m², and there will no offensive or objectionable effect beyond the property of origin.</p> <p>For ground stabilisation on Laydown Area 1, whilst the works area exceeds 1,000m² for the purposes of clause (2), a Dust Management Plan is recommended as a Condition of Consent. There will no offensive or objectionable effect beyond the property of origin for the purpose of Rule 7.34.</p> <p>In addition, the application volunteers a Condition (Section 10) for the preparation and implementation of a Construction and Environment Management Plan, including provision of an Erosion and Sediment Control Plan (ESCP) as prepared in accordance with Canterbury Regional Council Erosion and Sediment Control Toolbox.</p>	
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4.3.5 Activity Status – Regional Consents

Resource consents are required for:

- The removal, erection or placement of a structure, being Akaroa Main Wharf, and the erection and placement of the temporary 'Reclaimed Area' adjoining Akaroa Boat Ramp. **Non-complying Activity.**
- Disturbance of the foreshore and seabed associated with above. **Discretionary.**
- Emission of noise in the Coastal Marine Area. **Discretionary.**
- The occupation of the Coastal Marine Area associated with the L-Wall, reclamation and rip rap for Akaroa Wharf and the temporary reclamation associated with the Akaroa Boat Ramp. **Discretionary.**
- The reclamation of the Coastal Marine Area associated with the L-Wall, reclamation and rip rap for Akaroa Wharf and the temporary reclamation associated with the Akaroa Boat Ramp. **Discretionary.**

- The damming and diversion of water associated with L-Wall for Akaroa Wharf and the temporary reclamation associated with the Akaroa Boat Ramp. **Discretionary.**
- The taking of water from groundwater as associated with dewatering the foreshore for service trenching as associated with a registered HAIL site. **Restricted Discretionary.**

4.3.5.1 Bundling

The composition of the various consents for the project are overlapping and should be considered jointly. Therefore, in bundling the activities, and applying the most restrictive activity status the proposed activities should be considered together as a **non-complying** activity.

4.4 Christchurch City Plan

4.4.1 Relevant Zones and Overlays

Akaroa Wharf and all Laydown Areas
<p>As applicable landward of the MHWS mark:</p> <ul style="list-style-type: none"> • Transport Zone (Beach Road and Rue Brittan) • Coastal Environment (landward of the CMA) • Mahaanui Iwi Management Plan Silent Files and Kaitōrete Spit (Site 15a) • Ngā Tūranga Tūpuna (Site ID73) • Ngā Wai Coast ID 96. Te Tai o Mahaanui (Christchurch, Banks Peninsula and Selwyn Coastal Marine Area) • Chapter 9 – Appendix 9.4.7.4 Parks, Public Open Space and road corridors with Akaroa.
Akaroa Boat Ramp Laydown Area
<ul style="list-style-type: none"> • Open Space Community Park Zone • Transport Zone (Rue Jolie extends through the ‘park’) • Liquefaction Hazard • Akaroa Heritage Area
Akaroa Wharf Laydown Area
<ul style="list-style-type: none"> • Akaroa Wharf Abutment only (refer interpretation Section 4.1) Item No. 1137 • Remainder of Banks Peninsula Slope Instability Management Area • Heritage Item and Setting No.1137, Wharfingers Office No.1033 (Figure 8). • Vehicle Storage Area adjoins Ngā Wai Lakes, Rivers and Streams (Aylmers Stream) Wai-iti ID92 • Significant Street Tree (STG42) - <i>Metrosideros excelsa</i>, Pohutukawa.

4.4.2 Compliance Assessment

Plan Change 13 (**PC13**) which relates to Heritage was notified on 17 March 2023. Whilst there has been a hearing on submissions, decisions are yet to be issued. Amendments through PC13 primary relate to Chapter 9.3 provisions.

Pursuant to s86B(3) rules in a notified Plan Change relating to the protection of historic heritage have legal effect.

Immediate legal effect does not extend to objectives and policies relating to historic heritage as introduced through PC13, with the weight to be ascribed to any changes to be considered based on the extent of submissions, how far through the process of consideration the provisions have gone, including whether decisions on the notified provisions have been issued.

Where PC13 has altered provisions, and for the sake of conciseness these are recorded dually against the operative provisions and identified as underlined within: the compliance assessment below; and Policy and Objective assessment in Section 7 of this report.

Rule	Assessment	Compliance/Activity status
Chapter 6 – General Rules and Procedures, Noise		
<p>6.1.6.1.1(P2) Construction Activities</p> <p>a. <i>Construction activities shall meet relevant noise limits in Tables 2 and 3 of NZS 6803:1999 Acoustics - Construction Noise, when measured and assessed in accordance with that standard.</i></p>	<p>Laydown Areas – Activities will comply with NZS 6803:1999 Acoustics.</p> <p>Akaroa Wharf – Based on ‘typical duration noise limits’ all construction activities with the exception of piling will comply with the relevant standards.</p> <p>Noise from impact piling associated with the replacement wharf will exceed the 70 dB LAeq construction noise limits by up to 7 dB. Noise from impact piling at the façade of the following receivers will exceed 70dB LAeq: 61, 65, 67, 69, 79, 79A, C and D, 81, 83, 85A, B and C, and 89 Beach Road⁷³.</p> <p>Noise from Demolition works as received will be at 70dB LAeq or less.</p> <p>All other construction / demolition noise including all Laydown Areas will be below the applicable 70 dB LAeq construction noise limit⁷⁴.</p> <p>A Construction Noise and Vibration Management Plan (CNVMP) is volunteered within the Conditions affixed to this consent (Section 10). This will provide mitigation and communication approaches associated with construction noise including specifying days / times when impact piling shall not occur.</p>	<p>✓ Compliant</p> <p>✗ Breach of the thresholds</p> <p>Restricted Discretionary Noise associated with Construction activities 6.1.6.1.3(RD2) with the Council’s discretion limited to the matters in 6.1.8.</p>
Chapter 6 – Temporary Activities, Construction Buildings <50m² GFA		
<p>6.2.3 – Interpretation</p> <p><i>Temporary activities and buildings in relation to Chapter 6 General Rules and Procedures, means activities and their ancillary buildings that are intended to have a limited duration and incidence (one-off, infrequent, transitional or with a</i></p>	<p>Rule 6.2.3(b) and (c)(7) exempts the temporary buildings (<50m² GFA) associated with the demolition / construction works from the application of the Transport Zone Standards (Chapter 7) and the Open Space and</p>	<p>Application – exempts Chapter 7 Transport Zone and Chapter 18 Open Space and Recreation Zone rules for construction buildings⁷⁵.</p>

⁷³ Refer Attachment O. MDA [Table 8]

⁷⁴ Refer Attachment O. MDA [6.1]

⁷⁵ Note as below the district plan is unclear as to the status of associated construction activities within the Transport Zone and Open Space Zone(s)

<p><i>defined end date, as opposed to regular and ongoing) and:</i></p> <p><i>(a) are not part of a permanent activity that occurs on the site; and</i></p> <p><i>(b) create no, or only negligible, lasting alteration or disturbance to any site, building or vegetation.</i></p> <p>Rule 6.2.3(b)</p> <p>Temporary activities and buildings are exempt from the rules in the relevant zone chapters and other District Plan rules, except as specified below or in the activity specific standards in Rule 6.2.4.</p>	Recreation Zone Standards (Chapter 18).	
<p>6.2.4.1.1(P1) – <i>Temporary buildings ancillary to an approved building, construction, land subdivision or demolition project.</i></p> <p><i>(a) No single building shall exceed 50m² of GFA; except that, in the Commercial Central City Business, Industrial General, Industrial Heavy, Rural Quarry, Specific Purpose (Tertiary Education) or Specific Purpose (Airport) Zones, the GFA of a temporary construction building is not restricted provided that buildings are not placed in any setbacks required by the relevant zone.</i></p> <p><i>(b) Temporary buildings shall be removed from the site within one month of completion of the project or, in the case of land subdivision sales offices, within one month of the sale of the last allotment in the subdivision.</i></p>	<p>The rule permits temporary buildings associated with construction / demolition works as subject to the activity specific standards in (a) to (c).</p> <p>Any temporary buildings associated with the Laydown Areas (construction areas) are for construction purposes will not exceed 50m² as a single building, and will be removed from the site within one month of the project completion.</p>	✓ Compliant
Chapter 6 – General Rules and Procedures, Light		
<p>6.3.4.1(P1) Glare</p> <p><i>(a) All fixed exterior lighting shall, as far as practicable, be aimed, adjusted and/or screened to direct lighting away from the windows of habitable spaces of sensitive activities, other than residential units located in industrial zones, so that the obtrusive effects of glare on occupants are minimised.</i></p>	<p>Akaroa Wharf and Laydown Areas</p> <p>All lighting will be faced downward and directed away from the window of habitable spaces associated with sensitive activities.</p>	✓ Compliant
<p>6.3.5.1(P1) Light Spill</p> <p>Any outdoor artificial lighting shall comply:</p>	<p>Akaroa Wharf and Laydown Areas⁷⁶</p>	

⁷⁶ Attachment N. Pederson Read [3.3.3.1]

<p>(a) with the light spill standards in Rule 6.3.6 as relevant to the zone in which it is located, and;</p> <p>(b) where the light from an activity spills onto another site in a zone with a more restrictive standard, the more restrictive standard shall apply to any light spill received at that site.</p>	<p>a. Operation lighting associated with Akaroa Wharf is emitted below the MHWS.</p> <p>Construction lighting⁷⁷ could exceed the maximum of 4lux associated with the Open Space Community Park Zone as associated with the Akaroa Boat Ramp and Akaroa Recreation Ground.</p> <p>b. Operation lighting associated with Akaroa Wharf will comply with the applicable zone standards.</p> <p>Construction lighting could exceed the maximum of 4lux associated with the Open Space Community Park Zone as associated with the Akaroa Boat Ramp and Akaroa Recreation Ground.</p>	<p>✓ Compliant (Operational)</p> <p>✗ Breach of the thresholds (Construction)</p> <p>✓ Compliant (Operational)</p> <p>✗ Breach of the thresholds (Construction)</p> <p>Restricted Discretionary Light spill associated with Construction activities 6.3.5.3(RD1) with the Council's discretion limited to the matters in 6.3.7.1.</p>
Chapter 7 – Transport		
<p>7.4.2.1(P12) Maintenance of Transport Infrastructure.</p> <p>The operation or maintenance of transport infrastructure (including ancillary offices and car parking areas) and freight handling activities in the Transport Zone.</p>	<p>Interpretation:</p> <p><i>Transport infrastructure means any infrastructure, building, equipment or device which supports the operation of the transport system. ...</i></p> <p><i>Transport System means all transport infrastructure, services, mechanisms and institutions that contribute to providing for transport. Which is considered to include Akaroa Wharf.</i></p> <p>The use of Laydown Area 2 and the Bruce Slipway for the associated demolition and replacement of Akaroa Wharf provide for the continued operation of Akaroa Wharf.</p>	<p>✓ Compliant</p>
Chapter 8 – Subdivision, Development and Earthworks		
<p>8.9.2.1(P1) Earthworks</p>	<p>Akaroa Wharf:</p>	

⁷⁷ Rule 6.3.3(b) Does not exclude light spill or glare from construction activities.

(a) <i>Earthworks shall not exceed the volumes in Table 9 over any 12-month time period.</i>	Earthworks associated with trenching services will occur only in the abutment (no zoning) and Transport Zone (no limit). No earthworks are sought in any other zone.	✓ Compliant
(b) <i>Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities.</i>	Earthworks for trenching will exceed a depth of 0.6m as associated with the removal of the abutment, and at a depth of up to 1.0m for service trenching.	✗ Breach
(f) <i>Earthworks involving mechanical equipment, other than in residential zones, shall not occur outside the hours of 07:00 and 22:00 except where compliant with NZS6803:1999</i>	Earthworks / demolition works will comply with NZS6803:1999. Refer Attachment H.	✓ Compliant
(i) <i>Earthworks shall not occur within 5 metres of a heritage item or above the volumes contained in Table 9 within a heritage setting listed in Appendix 9.3.7.2.</i>	Akaroa Wharf Trenching will occur within 5m of the abutment of Akaroa Wharf (No 1137) and involves the demotion of the abutment. As noted in Section 4.1 of this application the abutment is considered to be above the MHWS and is within the jurisdiction of the City Council.	✗ Breach (operative District Plan) ✓ PC13 Compliant as associated with a TPP (refer Conditions)
<u>PC13 introduces for clause (i) a requirement that where earthworks occur within 5m of a heritage item a TPP is to be provided to the Council's Heritage Team for comment</u>	The Setting (526) for Akaroa Wharf and Wharfingers Office (473) is zoned Transport Zone. As noted, there are no volumes [Table 9(i)] to be exceeded.	✓ Compliant
8.9.2.3(RD5) <i>Earthworks within:</i> <i>i. Site of Ngāi Tahu Cultural Significance identified in Schedule 9.5.6.1; or....;</i> <i>except where listed as an exemption in Rule 8.9.3 b.</i>	The sites are not located within Appendix 9.5.6.1 or Kaitōrete Spit. Sites are located within Appendix 9.5.6.2 'Area mapped by tribal experts to indicate a higher probability of encounter with sensitive tangible and/or intangible Ngāi Tahu values. <i>Referred to as silent file 028 in the Mahaanui Iwi Management Plan 2013'.</i>	✓ Exempt
8.9.2.3(RD1) <i>Any activity listed in Rule 8.9.2.1 P1 that does not meet any one or more of the activity standards.</i>	The proposed earthworks breach provisions relating to the depth of earthworks and earthworks within / adjoining a heritage item (the abutment) and as associated with the servicing trench.	Restricted Discretionary with the Council's discretion limited to the matters in Rule 8.9.4.

Chapter 9 – Natural and Cultural Heritage, Historic Heritage		
<p>9.3.4.1.1(P4) – Temporary Buildings in Heritage Settings Temporary buildings or structures <u>for events</u> in a heritage setting.</p> <p><u>PC13 renumbers this provision as (P3) and applies thresholds as to the extent to which the temporary building can be in place, and that there is no permanent change to the heritage setting.</u></p>	<p>Heritage Setting 526 The setting area will contain materials and machinery associated with the demolition and construction of Akaroa Wharf.</p> <p>A temporary 20-foot construction building ‘workers building’ (up to 6.1m²) is to be located on the Heritage Setting fronting Beach Road, which will be removed at the cessation of construction works. There will be no material change to the heritage setting (existing road surfacing will be replaced as necessary).</p> <p><u>The amendment / renumbering of P4 under PC13 is of no consequence to the compliance assessment.</u></p>	<p>* Breach (operative District Plan / PC13)</p> <p><i>Note: from an abundance of caution ‘event’ is not extended to construction works, and Rule 6.2.3(c) does not provide an exemption for application of the Chapter 9 – Natural and Cultural Heritage Provisions.</i></p>
<p>9.3.4.1.1(P6) – Buildings in Heritage Settings</p> <p>(b) For signs in heritage settings:</p> <ul style="list-style-type: none"> (i) any sign which is for the purposes of interpretation shall not exceed 1.2 m² in size; and (ii) where the road frontage exceeds 50 metres, the maximum sign area shall be 0.5 m² per 50 metres of road frontage or part thereof, and the maximum area of any individual sign shall be 2m². Any sign exceeding 0.5m² in area shall be separated from other signs by a minimum of 10 metres. <p><u>PC13 renumbers this Rule as (P4) and removes criteria for signage attached to buildings in a heritage setting.</u></p>	<p>Heritage Setting 526</p> <p>All signage will be limited to public notices associated with construction activities and will not be attached to buildings which are located in the Heritage setting.</p> <p><u>The amendments under PC13 have no consequences to the compliance assessment.</u></p>	<p>✓ Compliant</p>
<p>9.3.4.1.3(RD2) – New Buildings</p> <p>(a) New Buildings within a Heritage Setting.....</p> <p><u>The amendments under PC13 have no consequences to the compliance assessment.</u></p>	<p>Upon the conclusion of the partial demolition of the abutment (de-clamation) the reclaimed area reverts back to being within the CMA (and jurisdiction of the CRC) and the associated Heritage Setting 526 is therefore no longer applicable to this area.</p> <p>Accordingly, the replaced wharf does not constitute a new building in that Setting.</p>	<p>NA</p>

9.3.4.1.3(RD6) – Heritage Setting	Heritage Setting 526 The temporary placement of a 20ft ‘workers building’ in the Heritage Setting during construction activities is not permitted as an ‘event’.	Restricted Discretionary with the Council’s discretion limited to the matters in Rule 9.3.6.1 <u>The amendments under PC13 introduce additional matters of discretion under Rule 9.3.6.1.</u>
9.3.4..1.5 (D2) Discretionary Activities Akaroa Wharf Demolition of a Significant heritage item. <i>“Demolition means: in relation to a heritage item, means permanent destruction, in whole or of a substantial part, which results in the complete or significant loss of the heritage fabric and form”.</i> <u>PC13 removes ‘of a substantial’ from this definition.</u>	Akaroa Wharf As set out in Section 4.1 it is considered that the Akaroa Wharf abutment is located outside the CMA and hence notated as Heritage Item 1137 in the District Plan. The abutment is to be partially removed for the new wharf structure, including L-Wall. <u>The amendment associated with the definition for ‘demolition’ as introduced through PC13 does not amend or alter the compliance assessment associated with the proposal.</u>	Discretionary
Chapter 9 – Natural and Cultural Heritage, Significant and other trees		
9.3.4.4.1 Permitted Activities(P12) – Akaroa Wharf <i>a. Earthworks within 5 metres of the base of any tree in:</i> <i>(ii) Parks, public open space or road corridors in Akaroa as shown in Appendix 9.4.7.4; or</i>	Akaroa Wharf Activities associated with trenching will be maintained a distance exceeding 5m from Significant Street Tree (STG42) - Metrosideros excelsa, Pohutukawa (adjoining the Wharfingers Office) and notated Trees ID PTG11 Myoporum laetum, Ngaio at Britomart Reserve (82 Beach Road). Partial removal of the abutment is located some 7m from notated Trees ID PTG11 Myoporum laetum, Ngaio at Britomart Reserve (82 Beach Road).	✓ Compliant
Chapter 9 – Natural and Cultural Heritage, Coastal Environment		
4.4.1 Introduction <i>g. Activities located within, or affecting, the coastal environment and requiring discretionary or non-complying resource consent approval under zone or district-wide rules applying across the Christchurch</i>	Akaroa Wharf and the Loading Areas are located within the Coastal Environment Overlay.	✓ As relevant as a discretionary activity on the basis of the interpretation of the Abutment in Section 4.1.

<i>District, will be assessed against the coastal environment objectives and policies. Restricted discretionary resource consents, where appropriate, cross-reference to the matters of discretion for the coastal environment.</i>		
Chapter 18 – Open Space		
<p>18.4.1.5(NC1)</p> <p>Any activity not provided for as a permitted, controlled, restricted discretionary, discretionary or prohibited activity.</p>	<p>The temporary storage of construction materials within Laydown Area 1 does not seem to be provided for in any way within the Open Space Community Parks zone.</p> <p>As noted above, this appears to be a lacuna in the district plan, as buildings associated with construction activities are provided for under Rule 6.2.4.1.1(P1). However, from an abundance of caution the storage of construction materials within the Open Space Community Park Zone is a non-complying activity.</p>	<p>Non-complying</p>

4.4.1 NES – Assessing and Managing Contaminants in Soil to Protect Human Health (2011)

Earthworks or disturbance of soil as associated with the **Laydown Area 1** relates to topsoil stripping to a maximum depth of 15cm to establish a firm surface (inclusive of compacted gravel) for material storage and movements. Rehabilitation of the site will include a return of the site to its original condition.

That area associated with **Laydown Area 1** is identified as a HAIL site under the CRC Listed Land Use Register with the activity identified as G3 – Landfill Site. PSI's and DSI's exist for the site as related to Akaroa Treated Wastewater System and Recreation Ground Sea Wall respectively.

Earthworks on **Beach Road** as associated with **Laydown Area 2** to replace existing services to the new wharf will require trenching of up to 1.0m in depth as associated with the registered HAIL site. The site contains HAIL Activity A17- Storage Tanks and accordingly is deemed 'Land Covered' under Clause 5(7).

The proposal does not seek to removal or replace the storage tank but may involve replacement of part of the tanks ancillary equipment (being connection services to the wharf)⁷⁸, as well disturbing a piece of land as associated with trenching services. These are deemed 'Activities' under Clause 5(2)(a) and Clause 5(4) respectively.

⁷⁸ NES-Contamination. Interpretation Section 3 'Fuel Storage System' Clause (c).

Conservatively the volume of removal, including service trenching and partial removal of the abutment will exceed 1,000m³, exceeding the permitted volumes⁷⁹.

There is no Detailed Site Investigation (DSI) or Preliminary Site Investigation (PSI) associated with the Akaroa Wharf / Beach Road site (Laydown Area 2). Section 10 provides an augier condition for the preparation and implementation of a Site Management Plan, including the management of contaminated soils.

Accordingly, subject to Clause 11 this aspect of the proposal is a **Discretionary Activity**.

4.5 Activity Status – District Consents

Given the interpretation relating to the abutment in Section 4.1 and the interpretation in relation to the storage of construction material within the Open Space Community Parks Zone, the consent needed under the District Plan is a **non-complying activity**, and the proposal is:

- A **non-complying** activity in relation to the storage construction material within the Open Space Community Park zone.
- A **discretionary** activity in relation to the partial removal of the abutment.
- A **restricted discretionary** activity with regard to construction noise and construction light-spill. The matters of discretion for consideration, in terms of s104C(1) are limited to 6.1.8 (noise) and 6.3.7.1 (light) respectively.
- A **restricted discretionary** activity with regard to earthworks. The matters of discretion for consideration, in terms of s104C(1), are contained in Rule 8.9.4.
- A **restricted discretionary** activity with regard to the temporary provision of a ‘worker’s building’ on Laydown Area 2 (Heritage Setting 526). The matters of discretion for consideration, in terms of s104C(1), are contained in Rule 9.3.6.1.

The consent required under the NES – Contamination is a **discretionary activity**.

4.5.1 Bundling

Under the District Plan the application could be ‘bundled’ to the more restrictive classification, that is a non-complying activity. However, care is required to ensure that the statutory limits in relation to different classes of activity are observed. That is bundling cannot override the statutory provisions of Sections 9 (as these apply to permitted activities) and s104C (as these apply to restricted discretionary activities) of the Resource Management Act 1991, nor extend to a consideration of actual or potential effects that are beyond the jurisdiction of the Christchurch District Council.

⁷⁹ NES-Contamination. Interpretation Clause 8(3)

5 Statutory Framework

5.1 Part 2 of the RMA

Part 2 of the RMA sets out the purpose and principles of the Act, being “to promote the sustainable management of natural and physical resources” which is defined to mean:

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.”*

If operating correctly, the cascade of planning documents provides for decisions to be made on consent applications that are consistent with Part 2 by reference to District and Regional Plans only, since the principles of sustainable management have flowed down the cascade by each document (RMA to the NZCPS and CRPS, to the RCEP and District Plan) giving effect to the next.

This has been recognized by the Courts since the King Salmon decision with the leading authority on this matter being *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316. The judgment in this case has clarified that:

- a. where it is clear that a plan is “prepared having regard to pt 2 and with a coherent set of policies designed to achieve clear environmental outcomes” the Court envisaged that “the result of a genuine process that has regard to those policies in accordance with s 104(1) should be to implement those policies.”*
- b. in those circumstances, reference to Part 2 would not add anything, and “could not justify an outcome contrary to the thrust of the policies.”*
- c. however, where that the plan has not been prepared in a manner that appropriately reflects the provisions of Part 2, then the consent authority “will be required to give emphasis to pt 2”.*

Section 6 of the Act sets out matters of national importance. The Proposal engages with Sections 6(a), (d), (e) and (f), being:

- (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*
- (b) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- (d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- (f) the protection of historic heritage from inappropriate subdivision, use, and development:*

As identified in the Landscape Assessment (**Attachment C**) the site and surrounds are not considered to be ‘outstanding natural features or landscapes’ for the purposes of Section 6(b) of the Act.

As identified in Section 6 and Section 7 of this assessment, the proposal is not considered to represent inappropriate use and development of the coastal environment, and in this instance is undertaken within a modified coastal area, and replaces the existing Akaroa wharf. Accordingly, the Proposal is consistent with Section 6(a) of the Act.

As identified in the Avifauna Assessment (**Attachment G**) the site and surrounds are not identified as requiring protection as a significant habitat of indigenous avifauna and management is not required to prevent potential injuries / mortality associated with nesting. As Akaroa Harbour is a known and significant habitat for marine fauna, and specifically Hector’s dolphin / upokohue, the Marine Mammal Assessment (**Attachment E1**) identifies an extensive management regime associated with proposed construction works including preparation of a Marine Mammal Management Plan (**MMMP – Attachment E2**) and establishment of Marine Mammal Observation Zones (**MMOZ**). These are provided as augier conditions. Accordingly, the proposal achieves Section 6(b) of the Act.

The repairs and reconstructions are necessary to maintain public access to and along the coastal marine area, especially facilitating existing activities undertaken from the Akaroa wharf. The proposal furthers achievement of Section 6(d) of the Act.

The Proposal has been discussed with Ōnuku Rūnanga and a Cultural Impact Assessment (**CIA**) has been provided by MKL (**Attachment K**). Careful and considered conditions have been volunteered so as to manage adverse effects on marine mammals and benthic ecology, including endangered Hector’s Dolphins / upokohue and New Zealand fur seals / kekeno and the need for a Marine Mammal Management Plan and observers. Written approval from the Runanga is provided. The proposal is considered to be consistent with Section 6(e) of the Act.

Lastly, the Condition Reports (**Calibre 2018, 2019 and 2021**) identifies the issues associated with the long-term retention and maintenance of the 1887 Akaroa Wharf. The Heritage Assessment (**Attachment I**) identifies that the loss in heritage values will be more than minor, but not significant. It is considered that:

- it is unreasonable to retain the existing wharf given matters of resilience, design life, and the cumulative costs of on-going maintenance;
- mitigation measures include the insertion of heritage and cultural narratives in the replacement wharf, and the character (scale and location) function, and intangible connections of a wharf in this location are retained; and
- the replacement wharf provides the opportunity for a more resilient structure (in terms of accounting for sea level rise).

Accordingly, it is considered that the residual loss of heritage values associated the 1887 Akaroa wharf, whilst of substance, are not inappropriate. The proposal is not inconsistent with Section 6(f) and ultimately replacement of the 1887 wharf is seen as the more appropriate in achieving the Purpose of the Act (Section 5) to which s6(f) is subordinate to.

Section 7 requires particular regard to be had to ‘other matters.’ Of relevance to this application are:

(aa) the ethic of stewardship

- (b) the efficient use and development of natural and physical resources.*
- (c) the maintenance and enhancement of amenity values.*
- (d) intrinsic values of ecosystems.*
- (f) maintenance and enhancement of the quality of the environment.*
- (g) any finite characteristics of natural and physical resources.*

As outlined in the Benthic Ecology (**Attachments D1 and D2**) assessments, adverse effects on benthic ecology are generally less than minor given the nature of the Proposal and values present in this environment. These habitats will quickly re-establish post construction sequencing, including those associated with the temporary reclamation, dredge and deposition areas associated with the Akaroa boat ramp.

For Marine Mammals (**Attachment E1**) the assessment identifies the potential for significant adverse effects as associated with unmitigated pile driving. The assessment recommends, as has been identified in Section 10 a number of mitigation measures to ensure acceptable levels of noise effects on marine mammals will be achieved, including the MMMP and MMOZ. The Proposal achieves Section 7(aa) and Section 7(d).

As outlined in the Landscape Assessment (**Attachment C**) the proposal maintains the quality of the environment and amenity values (recognising that the coastal 'environment' is modified). The Acoustic Assessment (**Attachment O**) identifies that there will be a short duration period, as associated with pile driving where noise levels will be high. However, as subject to volunteered Conditions and the implementation of CNVMP, effects on amenity will be appropriate.

Lastly, the proposed works seek to recognise and maintain wharf facilities as physical infrastructure in serving the coastal commercial and recreational needs of Akaroa.

The Proposal is in accordance with and advances relevant Section 7 matters.

Section 8 of the Act seeks that in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

The Proposal is considered to be consistent with the outcomes expressed in the Iwi Management Plan (**Section 2.1.4.1**) and the City Council has engaged with Ōnuku Rūnanga, who have provided written approval (**Attachment R**). MKL have prepared a CIA for the Proposal, and associated conditions are volunteered as part of the application (Section 10).

It is considered that the proposal achieves Part 2 of the RMA.

5.2 Section 104 and s104D of the RMA

5.2.1 Bundling of consents

The class of activity under for consents sought from the Canterbury Regional Council and Christchurch City Council is **non-complying**.

5.2.2 Statutory matters

Section 104 of the RMA provides the statutory requirements for the assessment of the application and sets out those matters that the Council must have regard to when considering the application. Subject to Part 2 of the RMA, it is considered that the relevant matters for the assessment of this application include:

- (a) *Any actual or potential effects on the environment of allowing the activity;*
- (b) *The relevant objectives, policies, rules and other provisions of the District Plan; and*
- (c) *Any other matter that the Council considers relevant and reasonably necessary to determine the application.*

Please note that an assessment of the actual and potential environmental effects resultant of the proposal is provided within Section 6 of this report. An assessment of the relevant objectives and policies is provided within Section 7 of this report.

Subject to Part 2 as read in the context of the commentary above enables the consent authority to form a reasoned opinion as to whether or not plan provisions achieve Part 2 when assessing an application against those provisions. It is acknowledged that it is the orthodox approach that the consent authority should approach operative plans as being an outcome of a Part 2 analysis.

For the purposes of **s104(1)(a)**, ‘the environment’ to be considered constitutes that as that as modified by the implementation of resource consents which have been granted at the time a particular application is considered. In this instance, it is not considered that there are any such relevant consents.

The ‘environment’ includes:

- The main Akaroa wharf is lawfully established and is the subject of CRC103236 ‘to occupy the coastal marine area with an existing structure’ and as compliant with RCEP Permitted Activity Rule 8.22(b).
- The Black Cat building and associated piles are lawfully established and is the subject to CRC085057.

There is no record that lawfully establishes or provides for consented coastal occupation by the Blue Pearl Building.

Section 104(2) states:

When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect.

There is a discretion ‘may’ in terms of the application of this clause.

Section 104D sets out restrictions for non-complying activities, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—

- (a) *the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
- (b) *the application is for an activity that will not be contrary to the objectives and policies of—*

- (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or*
- (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or*
- (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity*

In relation to those consents sought, it is considered that the Proposal achieves the 'gateway limb' of Clause (1)(b), with only Historic Heritage being considered to have a more than minor adverse effect for the application of Clause (1)(a). The proposal is therefore able to be considered pursuant to **s104**.

Under section **104B** of the RMA the Council may grant or refuse the application, and if it grants the application, may impose appropriate conditions in accordance with section **108**.

6 Assessment Of Effect on the Environment

It is considered that the matters most relevant to this application broadly relate to:

- Positive effects
- Recreational effects, including navigational safety and User Groups.
- Acoustic and vibration effects - Terrestrial
- Coastal Processes
- Water Quality
- Effects on Avifauna
- Effects on Benthic Ecology
- Effects on Marine Mammals / underwater noise
- Heritage
- Landscape effects
- Transport effects
- Cultural effects
- Lighting effects
- Stormwater effects

6.1 The Environment – s104(1)(a)

The environment as it currently exists, and against which the application should be considered is set out in some detail in Section 2 of this application, in summary it includes the following:

- A modified coastal marine interface with the Akaroa township.
- The established 1887 Wharf which extends some 185m into the coastal marine area and contains two existing buildings (Black Cat and Blue Pearl) and associated pontoons and services, is considered to be a ‘working environment’ with an amenity and function that supports commercial and recreational marine activities. Bulk, location and elements of the 1887 Wharf are identified in **Table 3**.
- European and Manawhenua heritage and cultural values associated with the Wharf, township and wider bays.
- Water quality that is deemed as suitable for shellfish gathering and contact recreation, but with benthic communities that are typical of other parts of Akaroa Harbour.
- An absence of *threatened* avifauna species associated with the wharf given high levels of public use and disturbance, and the presence of nationally vulnerable marine fauna (Hector’s dolphins / upokohue) requiring acknowledgement and management.

6.2 Positive Effects

It is appropriate to establish the positive effects⁸⁰ of the development and consider such attributes against any potential for adverse effects.

⁸⁰ Section 3 of the RMA includes ‘positive effects’

In terms of **economic** benefits, the proposal represents confirmation that the wharf functions will be maintained and reinstated through the replacement wharf, in comparison to a ‘do nothing’ option.

This includes the economic benefits to the township and region as associated with the continuation of providing for Cruise Ship access (in conjunction with Lyttelton). More localised benefits accrue as associated with the continued provision associated with the commercial tourism and fishery operations that operate from the wharf. Lastly, the replacement wharf contributes to tourism activities (recreation and social) that generate additional spending and longer duration of stay as associated with national and international visitors. The wharf also acts as a focal point for tourist activities in the southern commercial area of Akaroa township, increasing vibrancy and vitality in this location.

There will be commensurate temporary economic benefits associated with the construction workforce associated with the demolition and replacement of the wharf.

In terms of **social** benefits, these overlap somewhat with the economic benefits associated with the confirmation that wharf functions will be maintained, and include retention of recreational and coastal access opportunities afforded by the wharf.

The existing wharf is a more functional utilitarian structure, devoid of mana whenua cultural narrative. **Cultural** benefits are accrued through the embedding a cultural narrative and design features into the replacement wharf as devised by Ōnuku Runanga⁸¹. There are two main cultural elements proposed for the replacement Akaroa Wharf:

1. Whāriki (woven mat) to provide a welcoming entrance.
2. Taurapa (a stern post of waka) to act as a sculptural gateway and wayfinding element

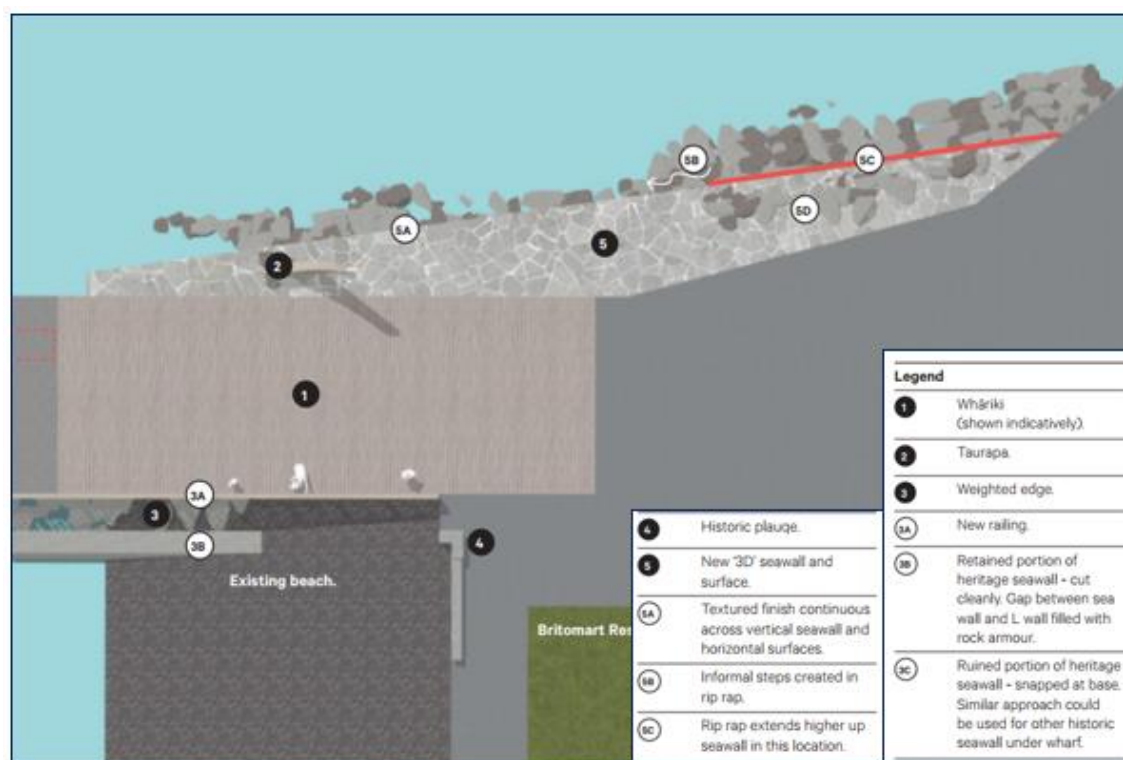
These design features work to mark the entrance to the wharf as expressions of:

- **Mana motuhake** – *Being able to act with independence and autonomy - being ourselves in our places.*
- **Manaakitanga** – *care for others, welcoming, reciprocity, and hospitality.*
- **Whakapapa** – *stories of this ancestral landscape, and the deep spiritual connection between mana whenua and Akaroa Harbour.*
- **Kaitiakitanga** – *the inherent responsibility that comes from whakapapa and the act of safeguarding the mauri of the environment.*

The way these elements will be integrated into the Wharf design is shown in Figure 15.

⁸¹ Attachment H. (Ōnuku Rūnanga Inc Soc)

Figure 15: Cultural narrative embedded in design



6.3 Marine Commercial, Social and Recreational Effects, including navigational safety and User Groups

6.3.1 Navigational Safety and usage

The driver for replacement is the failing structural condition of the existing Wharf. It is not considered that the operation of the new wharf will lead to a material change in the frequency of usage, or diversity of marine vessels that will use the replacement wharf.

There are no material functional changes to the general form, scale and extent as associated with the replacement. The increase in deck height will, given forecast sea level, extend the design life and utility associated with the replacement. The modest 1.5m to 2.5m shift to the north provides for the retention in situ, and long-term independence of the existing wharf buildings from the replacement wharf and will not result in any noticeable changes in marine access or operation.

Works associated with the demolition and construction of the Akaroa Wharf will require up to 5 moorings immediately proximate to the wharf, to be vacated for the duration of the works. Christchurch City Council have engaged with the Canterbury Regional Council Harbour Master to identify, engage with and vacate or relocate (or surrender) existing moorings within an associated 'works areas' (Figure 16).

Environment Canterbury's Navigation Safety Bylaw 2016 provides for the harbourmaster to remove swing moorings where they may cause an obstruction or a risk to maritime safety.

Accordingly, subject to the resource consent being issued, the harbourmaster can then seek to remove any remaining swing moorings established under the Bylaw, on the basis that they will cause obstruction or maritime safety risks in relation to the replacement wharf. It is understood that the Harbour Master and / or City Council have had discussions with Mooring IDs 1-5.

Accordingly, it is not considered that the proposed wharf replacement will have any material effects on navigational safety or hazards.

Figure 16: Swing moorings affected by 'works areas'



Note: Moorings 1 (AKA-116), 2 (AKA-254), 3 (AKA-220) and 4 (AKA-161) will need to be vacated during construction. Mooring 5 (AKA-64) may need to remain relocated after construction to give sufficient clearance for operations.

6.3.2 Usage and conflicts

During demolition and construction:

- The mitigation for displaced recreational and commercial uses from Akaroa Wharf during its rebuild has been addressed by the reconstruction and extension of Drummonds Jetty (for commercial and recreational usage) and strengthening and provision of servicing of Dalys Wharf for commercial fishing and all vessel servicing⁸². These potentially displaced

⁸² Attachment F. Greenaway and Associates [4.1]

activities have therefore been proactively addressed, and any adverse effects are insignificant.

- For the Blue Pearl and Black Cat cruises, these activities will vacate the buildings for the duration of the works. The existing buildings are retained in situ in the final design. Adverse Effects are less than minor.
- For the Akaroa Boat ramp the proposal is to establish a temporary berthing pocket and loading ramp, in conjunction with a Construction Traffic Management Plan. The purpose being to ensure that loading activities are separated from, and compatible with recreational boating as undertaken from Akaroa Boat Ramp.

Operational services required for commercial passenger tourism, cruise vessel tenders, recreational vessels, and commercial fishing and all vessel servicing will be reinstalled in the replacement wharf including:

- Electricity, water (for washdown and potable water) and wastewater connection (as run beneath the soffit of the deck).
- Vertical fenders
- Signs indicating constraints on recreational and commercial use of the pontoons.
- Fender strips.
- Lighting
- Crane with 250kg lift capacity
- Diesel fuel connected by fixed line to existing underground tank ashore by Wharfingers Office.

The frequency of use and operation of the replacement wharf will not be materially different from that associated with the existing use of the wharf. Currently there is no conspicuous conflicts between users (i.e. between swimming, recreational fishing, sightseeing and vessels). Accordingly, no management plan(s) is considered necessary to manage usage between different groups, as existing practices of courtesy and common sense are the more efficient, and equally effective in managing any potential for conflict.

6.3.3 *Britomart Beach*

The Coastal Processes assessment identifies that the wharf abutment acts as a 'groyne' trapping sediment to the south of the wharf. Its removal as part of the proposal will narrow the beach fronting Britomart. The degree of change would be moderated by the form of the L-wall associated with the replacement wharf and partially retained abutment, and that regardless the implications of sea-level rise would result in the narrowing of this beach regardless.

Whilst retention of the Britomart Beach in terms of providing recreational amenity would be desirable, natural conditions associated with sea level rise will result in a similar outcome regardless of this proposal, although it is considered that the loss of sediment may be advanced by the removal of the abutment. The adverse effects associated with the removal of the abutment are less than minor.

6.3.4 Laydown Areas

The recreational report identifies that the recreational and commercial marine effects associated with the Laydown areas are as follows:

Akaroa Wharf: This area will not be accessible during construction. However, the effects are mitigated by provision of services at Dalys and Drummonds Jetty.

Bruce Slipway: Whilst this area will not provide for launching of larger vessels and vehicles whilst being used for queuing concrete trucks during concrete pours, access for small hand lifted craft (paddle boards, kayaks) and water access for swimming will be generally maintained, and also available from a number of proximate locations. There are also many other adjoining options for launching small craft. Larger craft will have retained access at Dalys Wharf ramp and the Akaroa Boat ramp. The period of restrictions will be temporary as associated with construction activities. The effects will be minor and infrequent.

Akaroa boat ramp: This site was utilised for the Dalys and Drummonds reconstruction projects with no complaints arising as associated with any conflicts over usage. A purpose built and temporary reclaimed area will be constructed to facilitate material transport to the Akaroa Wharf site which will distinguish and manage activities between the use of the ramp and proposed berthing pocket. A traffic management plan will be provided to coincide with operations to ensure compatibility between the loading berthing pocket and recreational use of the boat ramp. No further mitigation is required⁸³.

Akaroa recreation ground: The laydown area has been designed to ensure continuation of youth summer cricket during the construction period. Access to the Pavillion will be retained, as well as greenspace, public toilets and carparking. The temporary loss of space will represent some diminution and reconfiguring of larger annual events (such as the Le Race finish area, or the Easter 'Paddy's Market'), but not the ability to staging such events. Adult Cricket will temporarily relocate to alternative locations during the construction period.

The effects are temporary, as related to construction activities and all surface conditions will be returned to facilitate associated recreational usage. The City Council has identified and engaged with formal user groups associated with the grounds. The effects are no more than minor.

6.3.5 Summary

Overall, the effects on Marine Commercial, Social and Recreational activities and uses are mitigated by works already undertaken at Dalys and Drummonds to provide for temporary relocation of maritime commercial and recreational user groups during construction. Configuration of Laydown Area 1 has been carefully undertaken to retain youth summer cricket, and not diminish the ability to host informal recreational activities and annual events. No more than minor effects are anticipated as associated with the construction period, particularly in terms of the use of the Akaroa recreational ground as a laydown area. These effects are temporary.

⁸³ Attachment F. Greenaway and Associates [4.4.2]

As identified in Attachment F:

“The project must be considered differently from a private construction exercise where the effects might be socialised generally, but the benefits privatised. In this case, the project is largely a public good and there should be a very high acceptance of the necessary temporary compromises. In any event, these compromises are slight and have been well-managed to avoid any major impacts”⁸⁴.

6.4 Acoustic and Vibration Effects – Terrestrial

6.4.1 Vibration Effects

Attachment O⁸⁵ considers the acoustic and vibration effects associated with demolition and construction of Akaroa Wharf and activities associated with the laydown areas.

In terms of vibration, the assessment identifies relevant vibration guidance⁸⁶, and concludes that vibration from piling activities, being the most conservative would comply with the referenced DIN 4150-3:2016 Guideline Values.

Using impact piling as the most significant vibration generating activity associated with works, it has been assessed that at the minimum distance of 62m from piling operations to privately owned buildings at 81 Beach Road (the Village Inn), the maximum vibration would be approximately 1.3 mm/s PPV which is below the most stringent DIN 4150-3:2016 limit of 5 mm/s for structural damage in residential buildings⁸⁷ despite being a commercial enterprise. Residential receivers located at similar distances will comfortably comply with the vibration limits regardless of which of the three piling methods (vibro, impact or bored) is utilised.

For the Wharfinger’s Office as located some 51 metres from works associated with impact piling, a vibration level of 1.5 mm/s PPV is calculated, which is below the vibration threshold for heritage buildings of 3 mm/s PPV⁸⁸.

For the existing wharf buildings, which are directly adjacent to the works, a range of 7.3 – 18.3 mm/s PPV is calculated (given uncertainty in foundation propagation) which is below the vibration threshold for commercial buildings at 20 mm/s PPV⁸⁹.

Despite predicted levels of vibration being within the threshold limits DIN 4150-3:2016 Guideline Values, the following conditions are volunteered (Section 10).

- Condition survey of the Wharfinger’s Office and Commercial Wharf buildings to be conducted prior to commencing works. The survey is to act as a baseline for post-construction comparison, and document and record any existing structural defects and / or vulnerabilities.

⁸⁴ Attachment F. Greenaway and Associates [5]

⁸⁵ Attachment O. Marshall Day Acoustics

⁸⁶ DIN4150-3:2016 Vibration in buildings – Part 3: Effects on Structures.

⁸⁷ Attachment H. Marshall Day Acoustics [7.5.3 Table 11]

⁸⁸ Attachment H. Marshall Day Acoustics [7.5.1, Table 11]

⁸⁹ Attachment H. Marshall Day Acoustics [7.5.2, Table 11]

- The preparation and implementation of a CNVMP is volunteered as a Condition to this application; the principles of which include establishing clear communication and engagement with adjoining property owners, and vibration monitoring during identified stages.
- Vibration monitoring (real time) during all impact piling activities within the Wharf Buildings.

Adverse effects associated with vibration are also temporary as associated primarily with piling operations. The adverse effects associated with vibration as subject to mitigation, is therefore considered to be acceptable and **less than minor**.

6.4.2 Noise

The Acoustic Assessment identifies that except for impact piling, construction noise levels will be below the applicable NZS 6803:1999 limit of 70 dB LA_{eq}⁹⁰ at the nearest occupied commercial and residential activities. Therefore, these activities achieve the relevant RCEP and DP rules requiring compliance with the limits recommended in, and measured and assessed in accordance with, NZS 6803:1999 Acoustics-Construction Noise.

For impact piling, the assessment⁹¹ states:

“...worst-case predicted noise levels indicate that impact piling has the potential to exceed the applicable 70 dB LA_{eq} construction noise limits by up to 7 dB. As a result, it will be appropriate to implement management and mitigation to control adverse noise effects as far as practicable in line with the guidance provided by NZS6803:1999”.

Noise levels above 70 dB LA_{eq} as associated with impact piling will be received at 61, 65, 67, 69, 79, 79A, C and D, 81, 83, 85A, B and C, and 89 Beach Road⁹².

The extent of impact piling works has a construction programme of some five (5) – six (6) months (as associated with decking works)⁹³, with piling works limited to Weekdays and Saturdays between 0730 to 1800 hours. Given programme staging, piling works will progressively move further into the CMA increasing the distance to sensitive commercial and residential receivers.

The assessment identifies that a CNVMP is necessary to ensure that noise effects (including, but not limited to impact piling) are managed so that resultant adverse effects are reasonable, and identifies a detailed suite of requirements that would be required within the CNVMP including⁹⁴:

- Training of all construction staff as to requirements and sensitive receivers
- Equipment selection to use quieter construction methodologies where practicable.

⁹⁰ NZS6803:1999 Table 3 - Long Duration. Receiver Residential zone – Weekdays 0730 – 1800, and Saturdays 0730 – 1800.

⁹¹ Attachment O. Marshall Day Acoustics [6.1]

⁹² Attachment O. Marshall Day Acoustics [Table 8]

⁹³ Attachment O. Marshall Day Acoustics [3.1]

⁹⁴ Attachment O. Marshall Day Acoustics [9.0]

- Scheduling to minimise disturbance, for example piling works could be undertaken when hospitality businesses are least busy.
- Requirements around monitoring (noise and vibration).
- Use of noise barriers and enclosures where appropriate.

In addition, an augier condition is provided that engagement is to be undertaken with occupants of immediately adjoining buildings in advance of initial piling works.

The assessment identifies that potential effects of the proposed infringements of the permitted construction noise limits will be effectively managed to a reasonable level by⁹⁵:

- The proposed mitigation through the implementation of a CNVMP (Construction Noise & Vibration Management Plan) for the project; and
- Use of NZS 6803: 1999 as the appropriate reference document to evaluate potential construction noise and vibration effects from the proposal.

Augier conditions are provided in Section 10 to implement the above, as well as those associated with proactive community engagement.

In terms of a consideration of adverse effects associated with the project, it is acknowledged that construction noise and vibration, whilst undesirable, is an unavoidable aspect of the wharf replacement project where driven piles are required proximate to established commercial and residential activities.

It is also considered common for construction projects involving driven piling near to occupied commercial and residential activities to generate noise levels that are greater than the guideline limits of NZS6803:1999. The Standard recognises this and recommends that contractors should make every effort to comply with numerical limits but acknowledges that this is not always possible. In such cases it is important to control the duration, frequency, and timing of the construction noise to manage adverse effects such as through the implementation of a CNVMP as recommended in this application and volunteered in the suite of Conditions.

In terms of the relevant matters of assessment in the Christchurch District Plan (**Rule 6.1.8**) the following is noted:

Matter (a)(i) – the level, duration and character of construction noise associated with piling is temporary (5 – 6 months) and limited to daytime hours on Monday to Friday. Compliance for the majority of construction activities is achieved with the requirements of NZS6803:1999, with only intermittent impact piling operations breaching those requirements. Expert advice has identified that such limited breaches of the NZ Standard is common.

Impact Piling works will be temporary, although of a moderate duration of 5 – 6 months, and not occur outside 0730 or 1800 on weekdays or Saturdays. Engagement with adjoining business operators will be undertaken in accordance with the CNVMP to reduce conflicts with the busiest times

⁹⁵ Attachment O. Marshall Day Acoustics [10]

associated with adjoining hospitality operations where this is practicable.

Matter (a)(ii) - A range of conditions are volunteered to manage noise effects at source through the implementation of a CNVMP which provides for the reduction of noise generation at source, alternative techniques and machinery where practicable and scheduling to reduce conflicts as practicable (matter (a)(iii)). The CNVMP also will provide measures for the engagement with proximate building occupiers in advance of works. There is no threat to the health or wellbeing of people in the vicinity.

Matter (a)(iv) – As identified in this AEE there is a number of mechanisms to address the effects of construction noise on the natural character of the coast. In addition, piling works associated with the reconstruction or replacement of an existing wharf structure are considered an anticipated (albeit temporary) component of maintaining maritime structures.

Matter (a)(vii) – the recommendations within the Acoustic Assessment require that NZS6803:1999 be referenced as the appropriate reference document to evaluate potential construction noise and vibration effects from the proposal. Construction works will not occur during night-time (2200 to 0700) and will not impact on sleep protection.

It is concluded that potential noise effects can be managed (through conditions and requirements of the CNVMP). The implementation of the CNVMP seeks to manage these noise effects to reasonable levels, noting that such disruption is inevitable with a project of this size given piling operations are a necessary component of the wharf replacement, and its location within the existing urbanised Akaroa harbour dictates the relationship between sensitive receivers and these operations.

All other works on the Site and Laydown Areas that do not involve impact piling will comply with the applicable construction noise limits set out in NZS6803:1999, although it is acknowledged that the period of the construction activities will cause disturbance and disruption.

Given duration, conditions and intermittent nature of noise effects from associated with construction activities including piling, it is considered that the adverse noise effects (terrestrial) as subject to Conditions will not be unreasonable and **minor**.

6.5 Coastal Processes and Coastal Hazards

6.5.1 Akaroa Wharf Replacement

The relevant technical assessment⁹⁶ states that the key processes associated with the wharf replacement and temporary reclamation are associated with wave climate and extreme sea

⁹⁶ Attachment M. Jacobs [Executive Summary]

level distribution, and the impact of these on future relative sea level rise (RSLR) and climate change.

Coastal hazards include coastal inundation from wave overtopping due to the elevation of existing seawalls (approx. 11.5 m CDD) in extreme conditions, the exposure of which will increase in frequency given sea level rise forecasts⁹⁷, and relative exposure to tsunami risk⁹⁸. Coastal erosion is not an identified issue⁹⁹.

The design of the replacement wharf deck, with an elevation of 3.06 m LVD37 or 12.10 m CDD, is in the order of 0.5 m above the current wharf level, accounts for future relative sea level rise and achieve practical integration and connections with the adjacent land levels¹⁰⁰.

The deck levels design as undertaken in 2021 were based on combining a present day 100-year ARI storm tide level of 2.02 m LVD37 (from combining MHWS of 1.37 m with 0.6 m storm surge and 0.05 m wave set-up), with a 1.04 m RSLR (from a 2020 base date) to 2100 under a RCP8.5+ scenario to give a 100-year ARI extreme sea level for the wharf design deck height¹⁰¹. The 2025 assessment¹⁰² identifies that the forecast 100-year ARI (1% AEP) sea level by 2100 under the SSP5-8.5+scenario has been updated to account for a 0.22m higher estimate of extreme storm tide and 0.19m higher RSRL to account for vertical land movement (VLM).

That wharf deck design elevation is above the projected MHWS level by 2130 (to provide a 100-year period) with a 0.25m freeboard (under the high end SSp5-8.55 RSLR scenario). In terms of accounting for future extreme sea levels with SLR and wave height and energies, the likely future extreme sea level (as inclusive of RSLR) in a rare 100-year event are projected to only start to interact with the wharf deck by 2100, with these interactions at a depth of 0.07m and limited to short time period at the peak of high tide during the storm event¹⁰³. The elevated wharf deck height represents an enhancement in the resilience of the wharf in comparison to the existing environment.

In relation to the MfE Guidance¹⁰⁴, the proposed Wharf Deck is considered to respond to falling somewhere between a Category C and D Structure¹⁰⁵, where the proposed deck height is seen as being appropriate in consideration against that Guidance. As stated¹⁰⁶:

“In considering potential effects on the wharf structure of any such interactions, the low frequency and short duration of occurrence needs to be taken into account. It is assumed that the structural design of the wharf will account for any such interactions.

In terms of health and safety concerns for wharf users during extreme sea levels, it is noted that these are not projected to become an issue to at least 2080”.

⁹⁷ Attachment M. Jacobs [4.1]

⁹⁸ Attachment M. Jacobs [4.3]

⁹⁹ Attachment M. Jacobs [Executive Summary]

¹⁰⁰ Attachment M. Jacobs [5.1.1, 6.3]

¹⁰¹ Attachment M. Jacobs [3.5.4]

¹⁰² Attachment M. Jacobs [3.5.4]

¹⁰³ Attachment M. Jacobs [5.1.1]

¹⁰⁴ Ministry for the Environment. Coastal Hazards and Climate Change Guidance (2024)

¹⁰⁵ Attachment M. Jacobs [5.1.1]

¹⁰⁶ Attachment M. Jacobs [5.1.1]

The assessment advises that the proposed wharf structure will not have any adverse effects on any other coastal processes and will not exacerbate existing or projected coastal hazards¹⁰⁷.

Subject to appropriate controls associated with demolition and construction methodologies, any construction effects on coastal processes will be no **more than minor** and temporary¹⁰⁸.

In terms of mitigation measures as associated with future extreme storm events (as also including RSLR), the assessment identifies¹⁰⁹:

- that the structural design of the wharf and building should be resilient to manage interactions associated with any temporary short duration overtopping. It is considered that the design of the wharf structure is such that short duration overtopping as associated with any future extreme storm event that structural damage would be avoided.
- Consideration of a wharf closure plan to respond to extreme storm events. It is not considered necessary to include such a condition given the 35-year term of the Coastal Permit being sought, and that extreme 100 year events are projected to interact with the wharf deck by 2100, some 75 years from present.

6.5.2 Akaroa Boat Ramp Reclamation

The assessment identifies that the *‘construction and operation of the temporary loading ramp on the southern side of the Akaroa Ramp will only have a minor and temporary effect on the local coastal processes in the immediately vicinity of the ramp’*.

These effects relate to dredging of the berth pocket but is of a modest scale with a footprint of some 2,700m², a dredge depth of no more than 1.5m and a volume of material of 1,500m³. This scale has little impact on the local wave climate. Dredge operations are expected to be ‘one and done’, as sufficient to provide for the temporary operations of the loading area and berth pocket over the construction period. Dredged spoil will be placed on the existing spoil area associated with the Akaroa Boat Ramp deposition area. The berth pocket will progressively infill with sand, hence being a temporary feature of the bathymetry.

Any adverse effects will be indistinguishable from the current boat ramp’s influences on longshore sediment transfer and shoreline responses. Effects on coastal processes are therefore considered to be **negligible**.

6.6 Water Quality

For works associated with **demolition** and **construction** of the replacement wharf, including the alternate pontoon arrangement, the following is noted:

¹⁰⁷ Attachment M. Jacobs [Executive Summary]
¹⁰⁸ Attachment M. Jacobs [5.4]
¹⁰⁹ Attachment M. Jacobs [Executive Summary]

- Effects of shading of the seabed on algal growth will be **insignificant** at the scale of the inlet¹¹⁰, as will effects associated with dampening of waves¹¹¹.
- Pile-cutting and removal, deconstruction, pile driving (including excavator movements in the shallow subtidal zone) and construction activities¹¹² will create localised disturbance of the seabed and suspension of the seabed sediment. These effects are considered to be **negligible** or **less than minor** at the scale of the inlet.
- Similarly, disturbance of the seabed and suspension of seabed sediment associated with the barge reclamation is considered unlikely to be localised and temporary, and unlikely to exceed that of natural wave resuspension events at point beyond 50m from the source of disturbance¹¹³. Regardless, maximising the proportion of excavation carried out during low tide will minimise the generation and propagation of plumes. These effects are considered to be **negligible** or **less than minor**. Recovery following the cessation of activities is likely to be relatively rapid¹¹⁴.
- The basic function and use of Akaroa wharf is not expected to change with the replacement structure, hence whilst the nature and volume of vessel movements and other operations will not change more than incrementally¹¹⁵ and have a comparable pattern of disturbance of the seabed by propeller wash. The scale of such disturbance is insignificant in comparison to the use of the existing wharf, and the effects considered **less than minor**.
- Conditions of consent – as volunteered in Section 10 can reduce the risk associated with accidental discharges and spills during construction¹¹⁶. These include controls on:
 - Fuels.
 - Hydraulic and other oils.
 - Uncured coatings and surface treatments.
- Conditions of consent – as volunteered in Section 10 can reduce the biosecurity risks associated with the introduction of non-indigenous marine species (NIS) from vessels specifically associated with construction works. Without mitigation such risks are considered significant. Mitigation, and associated augier conditions associated with biosecurity risk are as follows and would reduce the risk to¹¹⁷ **very low**:
 - applying specified thresholds for hull antifouling and maintenance for construction vessels, with restrictions on movements of vessels that do not comply

¹¹⁰ Attachment D1. Cawthron. [5.1.2]

¹¹¹ Attachment D1. Cawthron. [5.2.2]

¹¹² Attachment D1 Cawthron [page 3]

¹¹³ Attachment D2 Cawthron [Potential effects of proposed activities]

¹¹⁴ Attachment D2 Cawthron [Barge operation]

¹¹⁵ Attachment D1. Cawthron. [5.1.2]

¹¹⁶ Attachment D1. Cawthron. [5.2.2]

¹¹⁷ Attachment D1 Cawthron [5.3.2]

- requiring construction vessels to follow an approved biosecurity management plan (BMP)
 - requiring the use of new (rather than used / relocated) construction materials, where these are sourced outside of Akaroa Harbour.
 - Permissions are also being sought from the Ministry of Primary Industries to ensure a management approach to pest species *Undaria* (*Undaria pinnatifida*) as also known as Japanese kelp during demolition and construction activities.
- Piling has only limited potential to resuspend bed sediments in the water column. Accordingly, it is not considered that the process will generate conspicuous turbidity plumes at scales greater than the immediate area. Depending on plant used, greater plumes (but equally of **negligible effect**) would likely be generated by vessel movements during construction¹¹⁸. Nonetheless, the limited tidal prism and absence of flow constriction means that it is unlikely that resuspended sediments will be transported over any material distance before settlement occurs. The level of turbidity experienced by habitats more than 100m metres from the site is unlikely to greatly exceed that already occurring from wave action and the normal usage of the wharf¹¹⁹.
 - Concentrations of trace metals in the surveyed sediment samples are less than the ANZG(2018) DGV criteria. Regardless, the magnitude of effect and level of risk associated with the suspension and redeposition of sediment-related contaminants are unlikely to exceed those associated with natural resuspension events (storms and wave events). The effects are considered **negligible**¹²⁰. Similarly, for works associated with the barge area, surveyed sediment samples are less than the ANZG(2018) DGV criteria¹²¹ and even where limited transport of these plumes may occur, sediment analysis indicates that the material suspended will not be a significant source of chemical contaminants to nearshore habitats¹²².
 - Stormwater runoff associated with landside construction areas and earthworks will be subject to conditions relating to erosion and sediment management¹²³.
 - No significant discharges are identified as associated with the demolition and construction processes. Whilst some contact between uncured cement and seawater may occur during piling, this is limited and localised and the large natural buffering of seawater and well-flushed nature of the site will ensure such risks are **negligible**¹²⁴.

Overall, adverse effects on water quality as subject to volunteered conditions managing biosecurity risk, are considered to be **less than minor**.

¹¹⁸ Attachment D1. Cawthron [5.2.2]

¹¹⁹ Attachment D1. Cawthron. [5.2.2]

¹²⁰ Attachment D1. Cawthron. [5.2.2]

¹²¹ Attachment D2. Cawthron. [Sediment samples]

¹²² Attachment D2. Cawthron. [Potential effects of proposed activities]

¹²³ Attachment D1. Cawthron. [5.3.4]

¹²⁴ Attachment D1. Cawthron. [5.2.2]

6.7 Effects on Avifauna

Whilst Akaroa harbour is containing a rich array of coastal and oceanic species, including classified *threatened* and *at risk* species, the latter are not recorded as breeding or roosting at Akaroa Wharf. This is likely given high levels of public use and disturbance of the wharf and also the bays either side of Akaroa wharf as well as coastal structures (such as Akaroa Boat Ramp) that experience high levels of public use. The following considers the effects on avifauna as associated with construction activities associated with the wharf replacement.

Accordingly, the level of effect of habitat loss for *threatened* and *at risk* species is considered to be **low** to **very low**¹²⁵. In conjunction as the risk of injuries and / or mortalities would only occur in breeding birds (given the mobile nature of the relevant avifauna species), potential effects of injuries and / or mortalities are **avoided** through the mobile nature of roosting birds, and the absence of breeding coastal birds on Akaroa wharf¹²⁶.

In terms of displacement, given both that the species found proximate to Akaroa Wharf are already exposed to high levels of activity and the presence of similar habitats nearby, results in a **low** to **very low** level of effect¹²⁷.

Effects associated with food supply and foraging are considered to be **low** to **very low**¹²⁸ given localised and temporary nature of any increased turbidity and sedimentation associated with the Akaroa wharf works, and the extensive foraging habitat. The same conclusion is reached as associated with the temporary barge works and operation, given the localised nature of these works, and overall taxa abundance throughout the Akaroa Harbour¹²⁹.

Effects associated with artificial light are considered to be **positive**, given that the recommendations from Pederson Read as to light spill in particular providing for down lighting with shielding to reduce light projecting horizontally towards coastal waters or vertically to passing birds¹³⁰.

Recommended management plans associated with construction seeks to manage risks associated with pollution, contaminants and litter, accordingly the effects associated with such are anticipated to be **low** to **very low**¹³¹.

Lastly, in combination with other projects and activities in the Akaroa Harbour (including existing recreational and commercial marine vessels, the Titoki and Lucas Bays salmon farms, and use of existing jetties and wharves, the cumulative effects are considered to be **Low to Very Low**¹³².

In summary the adverse effects associated with construction activities, including those associated with the barge works and operation, are considered to be **less than minor**. Effects

¹²⁵ Attachment G. Blue Green [6.1]

¹²⁶ Attachment G. Blue Green [6.2]

¹²⁷ Attachment G. Blue Green [6.3]

¹²⁸ Attachment G. Blue Green [6.4]

¹²⁹ Attachment G. Blue Green [6.4]

¹³⁰ Attachment G. Blue Green [6.5]

¹³¹ Attachment G. Blue Green [6.6]

¹³² Attachment G. Blue Green [6.6]

associated with the operation of the wharf will be the same as, or similar to existing and therefore considered **neutral**.

6.8 Effects on Benthic Ecology

6.8.1 Akaroa Wharf Replacement

Short term and construction effects associated with the Akaroa Wharf replacement consist of the following construction activities:

- Existing piles will be cut at the seafloor by divers.
- Barges will be used to remove the wharf structure in pieces, as well as bringing in much of the construction material.
- New piles will be driven in concurrently from both land-based (commencing Zone 1) and barge mounted (commencing Zone 4) pile driver.
- The barges will be self-propelled. The size of the vessels and limited water depths mean that disturbance of the seabed by propeller wash and anchoring systems will occur during positioning.
- No dredging of the seabed will be undertaken, but part of the 30m abutment at the base of the wharf will be excavated and removed, with the installation of rip rap around the perimeter of the concrete L-wall associated with the remaining abutment.

Disturbance associated with these activities will be localised and largely contained within the construction footprint, and primarily as associated with pile removal and piling. Direct disturbance associated with the excavation and partial removal of the of the abutment will likely result in some localised resuspension of sediment and, potentially, associated contaminants. Properly managed, the land-based disposal of excavated material should not present a further risk to marine environments¹³³.

Adverse effects will be associated with the temporary loss of pile habitat for encrusting plants and animals, albeit recolonisation of the new piles is expected with the same or similar communities following project completion¹³⁴, the effects on which are considered **negligible**¹³⁵. Underwater propagation of demolition and construction noise has the potential to impact upon local fish populations, especially as associated with impact piling, although such effects are transitory and unlikely to continue post project completion. The magnitude of effect is considered to be low/minor, and the consequent level of risk to be **very low**¹³⁶.

Intertidal and subtidal surveys¹³⁷ as supported by existing information on Akaroa Harbour do not identify any marine invertebrates listed as Threatened or at Risk under the New Zealand Threat Classification System.

¹³³ Attachment D1 Cawthron [5.1.1]

¹³⁴ Attachment D1 Cawthron [5.1.1]

¹³⁵ Attachment D1 Cawthron [5.2.2]

¹³⁶ Attachment D1 Cawthron [5.2.2]

¹³⁷ Attachment D1 Cawthron [5.2.1]

In terms of kaimoana species, including limpets, oysters, kuku / green lipped mussels and macroalgae, the survey which broadly assesses the status of the existing populations as a harvestable resource suggests that none of the identified species are at population densities sufficient to comprise a significant harvestable resource¹³⁸.

Disturbance of the seabed during removal of existing piles and installation of new ones, including associated propeller wash from barge movements is likely. However, the spatial extent (tens of metres) and duration will be small, including that associated with piling which has limited potential to resuspend bed sediments in the water column and in association with the relatively weak currents in French and Childrens Bays. Recolonisation will be rapid, and adverse effects is considered to be **negligible** (although increasing to **very low** should the environment contain golden limpet *Cellana flava* (At Risk – Declining) as not recorded on the site to date. Effects on sediment habitat are **negligible**¹³⁹.

The concentrations of all indicative trace metals, except mercury in the sediment samples collected from marine areas around the wharf are well below their corresponding ANZG (2018) DGV guideline values. The expected low magnitude of resuspension and the very limited potential for transport of plumes means that it is very unlikely that sediment mercury concentrations at points more than tens of metres from the source would be increased measurably. The level of risk associated with the suspension and re-disposition of contaminants is **negligible to very low**¹⁴⁰.

Occupation and operational effects are considered to be **negligible**, as long-term effects on water quality (shading, coastal processes, seabed disturbance) remain unchanged from the existing environment.

Effects associated with long-term wharf occupation and operations are considered to be **less than minor**.

As no significant kaimoana resources have been identified within the expected zone of influence from the activities as a sustainable harvestable resource, adverse effects on kaimoana are considered to be **negligible**.

Overall, adverse effects on benthic ecology are considered to be **less than minor**.

6.8.2 Akaroa Boat Ramp Reclamation

Short term and construction effects associated with the barge reclamation and deposition area relates to dredging the berth pocket, deposition of materials and establishing the temporary landing ramp on the beach.

Disturbance is localised and contained in the construction and deposition footprints. As above any sediment plumes will be localised, and unlikely to extend 50m beyond works.

Effects from excavation on sediment communities would be considered **negligible**. The richness and complexity of these communities is very limited, and would rapidly re-establish following

¹³⁸ Attachment D1 Cawthron [5.2.1]

¹³⁹ Attachment D1 Cawthron [5.2.1]

¹⁴⁰ Attachment D1 Cawthron [5.2.2]

cessation of works and physical reconstruction of the site. Edible shellfish are not at a density that represents a harvestable resource, accordingly, effects on kaimoana species are **negligible**.

The presence of seagrass triggers Policy 11 in the New Zealand Coastal Policy Statement. Despite the seagrass beds not extending into the footprint of works, their proximity requires a cautious approach, including managing the location of temporary deposited dredge material to avoid wave action transporting that material to the south, with the potential to smother established seagrass beds. A condition as to the careful placement of deposit material and containment measures (such as silt fencing) is recommended in Section 10. In conjunction with these measures, the short duration of excavation activity, and light attenuation by sediment plumes, adverse effects on established seagrass beds would be **less than minor**.

Adverse effects associated with barge operations are considered to be **minor, localised and temporary** given limited and temporary nature of barge movements, and the existing extent of modifications at the approach to the berth, being in the channel of the existing Akaroa Boat ramp.

6.9 Effects on Marine Mammals / Underwater Noise

The project will involve temporary construction activities that increase the amount of (terrestrial, refer above) and underwater noise produced within French Bay and the regions within the middle harbour. These construction activities primarily relate to some five to six months of impact piling.

Impacts on marine mammals result from an overlap between the spatial location of activities, and the important habitats or migration paths of species. The species most of concern as being susceptible to any effects from the proposal include resident endangered Hector's dolphin / upokohue and New Zealand fur seals / kekeno.

Attachments E1 and E2¹⁴¹ considers the actual or potential effects that the wharf replacement and temporary barge loading area could have on marine mammals. Construction activities that comprise of the demolition of the wharf and installation of piles are the main activities of concern, although consideration is also given to adverse effects on habitat / prey and operational loss of gear (entanglement).

The Report identifies that the methodology for consideration has included:

- Several options for driving methods have been proposed including vibro-hammer (continuous noise) and traditional hydraulic impact hammer (impulsive noise) piling techniques both from barge and land based. For the purposes of Table 4 noise levels for vibro-piling are of a lower level than that emitted from hydraulic impact.
- Deconstruction is expected to take up to three months, with piling and deck construction to then take some five to six months. No concurrent vibro- and hydraulic hammering will take place, and will only take place during daylight hours.

¹⁴¹ Attachment E1. Cawthron.

- Acoustic models assumed the largest potential steel piles (710mm) at the location with the greatest impact on marine life in order to predict the ‘worst case’ distance ranges of piling generated noise¹⁴².

Assessment is predicated on an underwater noise propagation model¹⁴³ to estimate the potential noise levels generated by the proposed construction works based on recorded ambient noise levels measured (2023) in situ in Akaroa Harbour. It is understood that the model, including inputs (local bathymetry, water temperature, tidal flow and sediment type) is appropriate and similar to approaches for pile driving activities elsewhere in New Zealand. The approach was recently implemented by the Drummonds Jetty reconstruction and pontoon extension piling works.

The distance contour for **unmitigated** noise at source represents the **predicted worst case** sound levels based on the methodology above. A summary of the results is replicated in Table 4.

Table 4: *Unmitigated distance of impact pile driving (reproduced in part – Cawthron, Attachment E – (Table 4)*

Threshold criteria	HF (Hector's dolphin)	MF (orca, other delphinids)	LF (baleen whales)	PW (leopard seal)	OW (fur seal)
	Max distance (m) *	Max distance (m) *	Max distance (m) *	Max distance (m) *	Max distance (m) **
PTS (permanent threshold shift) #	209	15	112	85	16
TTS (temporary threshold shift) #	1,593	91	329	307	175

* Where available, these were based on the relevant species audiogram data (Pine 2023). Masking result or whales were calculated based on fin whale audiograms.

** Range based on northern fur seal audiogram data in the absence of NZ fur seal audiogram.

LSR > 30% across harbour opposite French Bay (5,000 m away).

PTS – Permanent threshold shift: alteration of hearing function caused by physical damage and leading to irreversible hearing loss. The damage can be due to acute or chronic impacts.

TTS: - Temporary threshold shift: non permanent alteration of hearing function causing temporary hearing loss, in which the longer the exposure time, the longer the temporary effect lasts.

Based on the modelling therefore of the unmitigated predicted worst case sound, impact pile driving activities could cause the onset of TTS in Hector's dolphins when animals are within the middle harbour near French Bay (that is 1.59km from the piling driving operations). However, PTS is possible only when an animal is within the immediate vicinity (209m of operations, depending on the species)¹⁴⁴.

There are several known acoustic factors that also are relevant variables in terms of determining both the extent of adverse effects and guiding management and mitigation. These are¹⁴⁵:

¹⁴² Attachment E1. Cawthron [4.1]

¹⁴³ Styles Group (Pine, 2023)

¹⁴⁴ Attachment E1. Cawthron [4.1]

¹⁴⁵ Attachment E1. Cawthron [4.1]

- *Shut-down zone management* [Standard observed shut down zone – **MMOZ**] can avoid any PTS_{cum} and most TTS_{cum} effects by ceasing all piling activity if and when species enter the designated marine mammal observation zone (MMOZ). The exception is the effect of TTS_{cum} on Hector's dolphins.
- *Management options, such as soft starts and ramping up procedures, will help reduce more moderate behavioural responses by avoiding sudden or unexpected full-force piling noise.*
- *The semi-enclosed nature of the bay entrance limits hearing effects to mainly middle harbour waters. Hence, underwater noise effects are unlikely to apply for other visiting dolphins, pinniped or migrating whales outside the harbour entrance or around Banks Peninsula.*
- *Different sources of underwater noise are not necessarily additive or cumulative. The 'loudest' noise (i.e. pile driving) will mask other noises generated nearby by other construction activities. However, the MMMP and / or proposed consent conditions will need to ensure that two or more similar pile drivers do not operate at the same time, as under such an operational scenario it is possible that PTS and TTS thresholds will be reached over a shorter exposure period (less than 24 hours).*

In terms of operational loss and possible entanglements, these can be managed through a clear requirement in the Construction and Environment Management Plan (**CEMP**) (Attachment P2) for all waste and materials to be accounted for, with any accidental release of material being rapidly collected¹⁴⁶. Section 10 includes a volunteered condition to this effect. The adverse effects associated with possible construction material entanglement is considered to be **less than minor**.

In terms of effects associated with the loss of prey, and / or habitat, as identified above (and in **Attachments D1 & D2**) any resulting disturbance (including turbidity) is considered to be low; any relocation / reduction of fish species during wharf piling will be of a limited duration. Adverse effects associated with such are considered¹⁴⁷ **less than minor**.

The assessment identifies that:

*"The limited effect (both spatially and temporally) that the proposed construction activities are expected to have on local habitats and associated fish species means that there are unlikely to be any long-term flow-on impacts on local marine mammals"*¹⁴⁸.

Management and mitigation associated with the PTS and TTS thresholds identified in Table 4 requires reducing the standard observed shut down zone (MMOZ) to a distance **not exceeding 300m**¹⁴⁹, as the unmitigated TTS and associated MMOZ would extend some 1.59km and is too large to be effectively managed. A reduced and effective MMOZ, in combination with the other management approaches outlined below aim to reduce the potential adverse effects on all marine mammals to ensure any TTS and PTS effects are avoided, behavioural effects minimised, and other residual aspects managed.

The MMMP¹⁵⁰ (and associated conditions requiring such) is to provide for the following:

- Use of sacrificial, non-metallic hammer cushion caps.
- Verification of in-situ noise levels to be undertaken at the start of the project and verified against those used in the model (Pine, 2023).

¹⁴⁶ Attachment E1. Cawthron [4.2]
¹⁴⁷ Attachment E1. Cawthron [4.3]
¹⁴⁸ Attachment E1. Cawthron [4.3]
¹⁴⁹ Attachment E1. Cawthron [5.0]
¹⁵⁰ Attachment E2. Draft MMMP

- Reduction of noise levels generated at source to ensure a MMOZ does not exceed 300m, including the use of the following as appropriate, or in combination:
 - Piling method through the use of vibro-driving whenever possible. This approach, on its own reduces the MMOZ to 250m.
 - Pile size / type – Preference given to the smallest possible pile size to meet operational requirements, and order of preference for type being wood / concrete / steel.
- Daily / weekly limits – pile driving restricted to weekdays and daylight hours restricts the total strikes within a 24 hr period and allows for hearing recovery periods (overnight, weekend).
- Modifying / lowering the number of strikes in a day to reduce cumulative noise.
- Driving the largest piles during or as close to low tide as possible to reduce noise in the water column, including those associated with barge ramp establishment.
- Reducing underwater noise propagation – such as with bubble curtains.
- The identification of procedures and requirements associated with the MMOZ including: establishment of shut-down and cessation of pile driving activities within the 300m MMOZ; pre-start observations; and soft start or ramping procedures.
- Seasonal piling – with preference given to work over cooler months of late autumn / winter when fewer animals are present in the Harbour where practicable, and construction over two concurrent seasons to be avoided if possible (i.e. back to back summers where calves are born, and harbour densities are greater).

Accordingly, as subject to these requirements to achieve a TTS zone not exceeding 300m, any residual effects on hearing stress or impairment are expected to be **negligible**, and behavioural effects are considered to range from **negligible** to **less than minor**¹⁵¹.

6.10 Effects on Historic Heritage

Section 2.1.2 and section 4.1 of this assessment identify the statutory notations associated with heritage significance as associated with the wharf. From an abundance of caution, the partial demolition of the abutment (as a reclamation) is considered to engage with the District Plan Heritage listing No 1137.

The wider European heritage context includes the setting which relate to the function of the wharf, and its place as a tourism hub. These include the former Wharfinger's Office, the Fisherman's Rest Shelter and Seat, and the Britomart Reserve and canon.

As identified in the Summary of Significance¹⁵² for the wharf and setting which classifies the Heritage Significance as Group 2 ('Significant'):

¹⁵¹ Attachment E1 Cawthron [5.1]

¹⁵² Attachment I. Team Architects [Attachment B - Summary of Significance Item No 1137]

“Akaroa’s Main Wharf is of high heritage significance to the Christchurch district including Banks Peninsula. The wharf has historical and social significance as for its on-going role as the town’s economic portal, supporting imports, exports, fishing and tourism for over a century. The wharf has cultural significance as a defining feature of the town and a key part of the maritime experience of Akaroa. It also has cultural significance for its role in commemorating historic marine commerce and its participants. The wharf’s cultural importance is increasing as traditional public access to working wharves becomes increasingly difficult in most centres. The wharf has architectural and aesthetic significance as a well-preserved Victorian wharf, and as an Akaroa landmark, visible from many parts of the town. The wharf has technological and craftsmanship significance as a good example of late nineteenth century civil engineering. The wharf has contextual significance in relation to the many surviving features in the immediate vicinity and in a wider Akaroa context that relate to nineteenth and early twentieth century marine commerce, and to tourism in the same period.”

The Draft Conservation Plan for the Wharf¹⁵³ identifies works associated with the wharf that have modified original fabric. These works include increasing the centre width of the wharf over the 20th Century to accommodate two large sheds and associated activities (Blackcat¹⁵⁴ and Blue Pearl¹⁵⁵), and the two recent additional pontoons¹⁵⁶. Other modifications and replacements of wharf elements over the intervening years include replacement of decking and steel bracing (including with the mid wharf concrete surfacing in the 1980s), inclusion of services (including electricity and a diesel bowser), removal of wharf furniture (railing, boat steps and navigational lamp), and insertion of steel pattress plates¹⁵⁷.

The Heritage assessment identifies that the classification of ‘Significant’ remains appropriate to the wharf and setting, noting that some of *that significance is intangible given that the physical shape of the Wharf has changed over its lifetime, but that the shape, scale and function of the wharf remains*.¹⁵⁸

The Heritage assessment identifies that the removal of the Wharf and abutment will have an irreversible effect on the Heritage significance of the Akaroa Wharf, including removing the patina of age as associated with the layers of change associated with replacement of original fabric and the addition of new material and fittings to the wharf over its 136-year life¹⁵⁹.

The replacement of the wharf with new materials, its connection to the land, change in transition from Beach Road to achieve the 500 – 600mm increase in deck height, and temporary construction works will result in adverse effects on heritage fabric and values.

The Heritage assessment identifies that whilst mitigation measures cannot make up for the loss of the heritage fabric and significance associated with the 1887 Wharf, the effects can be lessened through the following:

- Salvaging and reuse of usable materials from the existing wharf to incorporate in the new design.

¹⁵³ <https://www.ccc.govt.nz/assets/Documents/Consultation/2021/12-December/Akaroa-Main-Wharf-Conservation-Plan-Updated-December-2021.pdf> [8.7]

¹⁵⁴ CRC085057 Coastal Permit Structure

¹⁵⁵ Permit unknown

¹⁵⁶ CRC103236 Coastal Permit Structure

¹⁵⁷ Attachment I. Team Architects [Attachment C]

¹⁵⁸ Attachment I. Team Architects [5.1]

¹⁵⁹ Attachment I. Team Architects [6]

- Recording of works as these proceed.
- Provision of interpretative panels as a lasting record of the existing wharf to be included in the new design.
- Provision and implementation of a Temporary Protection Plan (TPP) to ensure appropriate protections for the Britomart Reserve interface with the Akaroa Wharf Laydown Area, use and management of the Wharfingers Office and the Beach Street Bridge.

The Heritage Assessment acknowledges the Engineering Reports that the replacement of the Wharf is driven by the consideration that it is neither reasonable nor practicable to restore the existing wharf for a design life for the next 100 years¹⁶⁰. That conclusion is agreed with on the basis of the relevant Condition Reports¹⁶¹, and the Coastal Processes and Hazards assessment¹⁶². Relying on these assessments, without intervention, the wharf will continue to deteriorate at a substantial rate with resultant adverse consequences in terms of function and role, and community safety. Ongoing maintenance is unreasonable in terms of both investment and resultant resilience of the structure to adapt to forecast sea level rise. The replacement of Akaroa wharf with a more resilient structure to meet a 100-year design life represents a special and unique reason as to why the retention of heritage fabric cannot, in this instance, be avoided.

Accordingly, whilst the replacement of the Akaroa Wharf and part of the abutment amounts to the loss of Heritage significance attributed to the existing structure, these adverse effects are to a degree mitigated in the tradition of Theseus's paradox. In that the proposal will have new piles and a new deck, but will be in the same location, and of a similar shape and height as the existing wharf. As identified in the Heritage Assessment *'the sheds remain, the crane is repositioned, and a new pontoon is brought alongside, but it is still Akaroa Wharf'*. In addition, the replacement wharf will maintain the tradition of a functional wharf that connects the township to the sea and *'In that sense it will inherit the intangible heritage values of the two previous wharfs'*¹⁶³.

Overall, adverse effects on Historic Heritage are considered to be **more than minor** as associated with the loss of original fabric associated with the 1887 Wharf.

However these effects do not reach the threshold of **significant** given that the replacement wharf: extends the intangible heritage values associated with the existing wharf through retention of a functional wharf in the same location; maintains the shape and scale of the existing wharf; embeds as far as practicable existing material and an interpretative panel into the new design; and appropriately manages construction activities, including on laydown areas through implementation of a TPP.

¹⁶⁰ Attachment I. Team Architects [8]

¹⁶¹ Calibre 2018, 2019 and 2022. Attachment I. Team Architects [6.2]

¹⁶² Attachment M. Jacobs.

¹⁶³ Attachment I. Team Architects [8]

6.11 Effects on Landscape Values and Urban Design

Attachment C considers landscape values and effects as associated with the works.

Land of Outstanding Regional Significance

Banks Peninsula is identified in the non-statutory Regional Council outstanding natural features and landscapes (ONF/Ls) Report (2010) as 'Land of Outstanding Regional Significance'. The Report explicitly identifies *that [it] is on large-scale landscape patterns that are able to be distinguished at a regional level, rather than site specific analysis*. Whilst the overlay includes the broad setting of Banks Peninsula, Akaroa township is excluded.

Regardless, the proposed wharf rebuild will not introduce any new or unexpected features into Akaroa Harbour, and the broad landscape patterns remain unchanged as the replacement wharf will not increase the actual or perceived level of modification in the coastal landscape¹⁶⁴ and the effects on natural character have been assessed as minor and are therefore well below the threshold of significant adverse effects¹⁶⁵.

6.11.1 Akaroa Wharf

Natural Character

The Report identifies that adverse biotic and abiotic effects relating to **natural character** during construction will be **Minor**. Impacts will be highly localised and limited to the wharf footprint, albeit with a shift in balance from natural to non-natural elements as associated with construction works and the presence of cranes, barges, fencing, and increased vessel activity¹⁶⁶. Once operational, given the commensurate function and footprint associated with the replacement wharf, adverse effects on natural character are considered to be **neutral to minor positive**¹⁶⁷. There will be modest positive effects associated with the reduction of the abutment and proposed rip-rap providing a more naturalised harbour edge treatment in contrast to the concrete seawalls and rock revetments.

Landscape Effects

Construction activities will impact on existing physical, associative and perceptual attributes associated with Akaroa wharf.

Construction activities will unsurprisingly detract on *perceptual* values, given the temporary loss of a landmark feature and demolition and construction activities. Once operational the new wharf will maintain a physical and visual presence as a landmark feature in the foreshore which is in keeping with the existing structure. The replacement will also maintain the asymmetrical form of the wharf, including the buildings, assisting in providing a degree of aesthetic coherence and visual familiarity with the former structure.

¹⁶⁴ Attachment C. RMM. [6.1]
¹⁶⁵ Attachment C. RMM. [6.1]
¹⁶⁶ Attachment C. RMM. [5.1]
¹⁶⁷ Attachment C. RMM. [5.2, 5.3]

In terms of *physical* effects on Landscape, the assessment considers the proposed physical changes associated with the replaced wharf, including new piles and the elevated deck height. Physical construction works are to be acknowledged as occurring within the context of an existing modified setting, and the existing working environment associated with the functioning Akaroa Wharf. The visual complexity and ‘layered’ qualities of the existing setting are mitigating factors, providing context and an already dynamic backdrop to construction activities¹⁶⁸.

In relation to *associative* effects the landscape assessment considers that the replacement wharf will provide an evolving continuation of place and identity as associated with the site and this landscape. During construction activities, some, especially regular wharf users will recognise the proposed works are designed to not only provide for the long-term function and integrity of the ‘Akaroa wharf’ in this location, but also improve its functionality, aesthetic appearance and Akaroa’s overall sense of place¹⁶⁹.

Post construction the replacement wharf will maintain the vernacular of the existing wharf as well as function and will evolve the existing associative values. Akaroa Wharf will continue to contribute to the vividness, memorability, and legibility of the Akaroa waterfront¹⁷⁰. The replacement wharf design has also been guided from a set of cultural design principles developed with representatives from Ngāi Tahu¹⁷¹. Embedding these elements into the replacement wharf results in **positive minor landscape effects**, given the absence of mana whenua cultural values in the existing wharf and better acknowledging in the replacement wharf design the enduring cultural identity for Ōnuku throughout the Harbour.

Overall, construction effects on Landscape values are considered to be **moderate adverse**¹⁷² which equates to a **more than minor**, but not significant adverse effect within an RMA context. These primarily relate to changes in perceptual effects associated deconstruction and construction activities. However, these effects are considered to be tempered primarily by the temporary nature of the construction works, as well as the effects being localised in nature when considered at a broader Akaroa Harbour landscape scale.

Once operational, effects on Landscape values are considered to be **neutral to low positive** which equates to a **minor positive** RMA adverse effect through retaining widely recognised landmark and valued point of connection between land and sea, supporting commercial, recreational, and tourism activity. There are also positive enhancements as associated with embedding Ngāi Tahu design narratives into the replacement wharf design.

Visual Amenity

Public and private views from the Harbour edge

The landscape assessment identifies the harbour frontage context is one that is highly modified, as well as facilitating recreational and commercial activities. The proposed development and construction activities are not incongruent with such a working environment.

¹⁶⁸ Attachment C. RMM. [5.1]
¹⁶⁹ Attachment C. RMM. [5.1]
¹⁷⁰ Attachment C. RMM. [5.2]
¹⁷¹ Attachment H. Ōnuku Rununga.
¹⁷² Attachment C. RMM. [5.3]

As associated with **construction**, potential adverse visual effects will be greatest when viewed immediately adjacent to the construction envelope and Laydown Area 2, including views from private dwellings. These effects will be **moderate**. In a RMA context, that is these adverse effects will be **more than minor** but not significant during the construction period given proximity, and the backdrop will be set against the wider expanse of Akaroa harbour.

Post construction, and the proposed wharf will be of a similar function, shape and scale as the existing. The most identifiable changes to the wharf include the reduction in abutment length, reduction in piles numbers and spacing, the introduction of the sculptural taurapa and 42m long timber balustrade along the southern side of the wharf. Those aspects that result in an increased visual prominence (width and height) will likely be offset by aspects that reduce prominence or enhance visual appearance, such as the reduction in abutment, increased rip rap, whāriki and taurapa¹⁷³. Landscape impacts are considered to be **very low** being a **less than minor** adverse effect, including accounting for the changes in deck height and pile positioning.

Wider public views from Akaroa Harbour

As associated with **construction**, potential adverse effects are **low** which equates to a **less than minor** effect, with the primary mitigating factor being the construction works are set against the landside backdrop, which is already significantly modified. **Post occupation**, landscape impacts will be Very Low, equates to a **less than minor** effect.

6.11.2 Reclamation and Laydown Area 1

The introduction of the laydown area (Laydown Area 1) and barge area will reduce both the perceived and actual openness of the park and boat ramp car park. Immediate views across Childrens Bay will include construction fencing and associated activities as well as the barge crane. The additional vehicle movement, crane and visual clutter that will result from the laydown area represents an increase in activity but overall is consistent with the adjacent activity that that already adjoins the park¹⁷⁴.

Visual effects associated with Laydown Area 1 and the barge area will result in a **low-moderate** degree of visual effect when viewed from the northern end of Akaroa township¹⁷⁵. This relates to a **no more than minor** adverse effect in the Resource Management Act context.

¹⁷³ Attachment C. RMM. [5.2]

¹⁷⁴ Attachment C. RMM. [5.1]

¹⁷⁵ Attachment C. RMM. [5.1]

6.11.3 Summary

Adverse effects associated visual effects for the replaced wharf are **less than minor**, with **positive minor effects** in terms of natural character values and landscape values. Principally that finding is based on the scale, location and function of the replacement being largely synonymous to the existing. The replacement wharf also provides positive associative values with the addition of mana whenua narrative into the design, and reduction in the abutment.

Landscape impacts and visual effects associated with construction activities are assessed as being **more than minor**, but not significant. As with assessed noise effects, whilst these impacts on landscape values are undesirable, they represent an unavoidable aspect of the wharf replacement project and are mitigated in part by the temporary nature of works, localised nature of construction works, and construction management to reduce nuisance (and perceptual landscape values). Construction effects associated with natural character values are no **more than minor**.

6.12 Transport Effects

The replacement of Akaroa Wharf interfaces within a constrained transport network and associated environment. The duration, extent and bulk of materials to be transported, and the scale of construction works is unavoidable with a project of this nature. However, the project seeks to minimise conflicts within the transport environment and at the interface with commercial and residential activities, and pedestrian movements principally through:

- Managing and transporting bulk materials principally by road to the primary storage at the Akaroa Recreation Ground laydown area.
- Establishment of a temporary reclamation adjoining Akaroa Boat Ramp to assist in the transfer of bulk materials from the Akaroa Recreation Ground to the wharf by barge. This transfers the frequency and extent of heavy vehicle movements associated with construction traffic from otherwise occurring within the confined roading network of Rue Brittan, Rue Lavaud, Beach Road, Bruce Road and Church Street.
- Controls on vehicle tracking for residual heavy vehicles movements accessing the Main Wharf construction laydown area and / or the Akaroa Recreational Ground laydown area through implementation of a Construction Traffic Management Plan.

Section 4.4.2 which undertakes the compliance assessment for the project identifies that the laydown areas including any single temporary construction building less than 50m² GFA is provided for as a Permitted Temporary Activity¹⁷⁶, with the storage of construction material being a non-complying activity¹⁷⁷.

A Transport Assessment¹⁷⁸ has been provided and an augier condition as to the preparation and implementation of an overarching Construction Traffic Management Plan (CTMP) and

¹⁷⁶ Rule 6.2.3 and Rule 6.2.4.1.1(P1)

¹⁷⁷ Rule 18.4.1.5(NC1)

¹⁷⁸ Attachment L. Stantec

associated Temporary Transport Management Plan(s) (**TTMP**) for vehicle movements associated with the laydown areas are volunteered.

The **Akaroa Boat Ramp Laydown Area and associated temporary reclamation** is to enable the bulk storage of materials before being primarily barged (and in residual instances transported by road) to the main wharf construction site. It will operate in a similar manner as associated with the recent Drummonds and Dalys Wharf projects, albeit as associated with a longer construction duration (14 months) and as associated with an expanded laydown footprint.

The southern direct access to the boat ramp / slipway will be closed for the duration of construction works, inclusive of the direct removal of a number of tandem length trailer parks and trailer parks to maintain manoeuvring and circulation to the boat ramp/ slip way. Access to the boat ramp will be retained as well as a considerable area that currently accommodates long vehicles. Accordingly, the type of activity associated with construction will be readily accommodated on the approach roads and within the boat parking area generally.

Whilst there may be limited disruption to recreational users of the slipway or vehicle movements in the area as associated with the transfer of materials from the Akaroa Recreation Ground to the barge, these will be temporary and managed in accordance with the TTMP. Subject to appropriate management in the CEMP, the adverse effects are considered to be **no more than minor**.

The **Main Wharf Laydown Area (Laydown 2)** will extend over the hardstand from the interface with the abutment, along the edge of Britomart Reserve to the edge of Beach Road. Whilst temporary closures of Beach Road may be required on an intermittent basis (and as managed by the TTMP), connections and transport flows in both directions will be maintained during the construction period. For the duration of the works, three carparking spaces and the dedicated 'Bus Stop' zone will be removed. Pedestrian movements immediately adjacent to the wharf will also be restricted. Specific matters identified in the TTMP, as volunteered, to manage effects associated with construction traffic including retaining access to residential properties, advisory signage and communication, confirming sufficient clear space and manoeuvring.

In terms of a **consideration of effects**, and subject to the above, the assessment identifies that parking on adjoining retail businesses will be **negligible** given the reduction in parking spaces and on-street parking alternatives within 300m of the main wharf¹⁷⁹. Subject to controls on heavy vehicle tracking, and implementation of a CTMP and associated TTMP(s) effects will be **minor**.

The purpose and requirements of the CTMP are to outline and manage such matters as: construction programme and restrictions; heavy vehicle travel routes; management plan for oversized loads; driver protocols and communication and complaints arrangements.

Additional controls as necessary in the associated CTMP is to account for: site access arrangements, relocation of passenger transport (bus) parking, additional parking restrictions where longer trucks are delivering material, manoeuvring associated with main wharf laydown

¹⁷⁹ Attachment L. Stantec [9.5]

area, and additional traffic management for public holidays where the volumes of vehicle increase markedly.

Operational transport effects associated with the return of functions associated with the replaced wharf will be consistent to existing usage and functions. Effects will be **negligible**.

6.13 Effects on Cultural Values

Section 2.1.4.1 sets out the relevant clauses as associated with the Mahaanui Iwi Management Plan. The values identified generally fall into the following categories:

- The role as kaitiaki;
- Coastal landscapes and seascapes are protected from inappropriate use and development.
- To require marine cultural heritage is recognised and provided for.

Taking each of these matters in turn:

Kaitiaki

Cultural values as associated with water quality, kaimoana, coastal access, and recognition and protection of taonga species (such as Hector's dolphins) have assisted in guiding expert reports and expectations as to appropriate thresholds of protection or environmental qualities. This is specifically relevant in terms of construction management as associated with the Marine Mammal Protection Plan.

In addition, the Christchurch City Council has engaged with Ōnuku Rūnanga, who have provided written approval and assisted in informing and embedding the design narrative as associated with the wharf replacement.

Coastal landscapes and seascapes

As identified in **Attachment C**, the proposal largely seeks to replace the existing Akaroa wharf. The replacement is not incongruent with the modified nature of Akaroa Harbour.

Marine cultural heritage

As outlined, values as associated with water quality, kaimoana, coastal access, and recognition and protection of taonga species have been at the forefront of expert assessments. As outlined in this assessment:

- effects on water quality are negligible.
- there will be no material effects on kaimoana resources.
- effects on Benthic ecology will be less than minor.
- localised effects on fish species will be both less than minor and temporary.
- effects on marine mammals require an extensive mitigation programme and the implementation of a MMMP and MMOZ, which will result in effects on these taonga species being less than minor.

A Cultural Impact Assessment (CIA) provided by Mahaanui Kurataiao is attached to this AEE¹⁸⁰. The CIA has guided consideration of mana whenua values and reflects the knowledge and enduring relationship between mana whenua and the wider Akaroa Harbour Basin as associated with the proposal.

As arising from the CIA¹⁸¹, relevant matters were able to be framed as resource consent conditions or advice notes are volunteered as part of the application. Cultural values have been summarised into three main categories:

- In terms of *site selection*, the concerns are identified as risk of sea level rise, erosion and sediment discharge. The assessment concludes that in addition to the volunteered conditions, the effects from wharf replacement are culturally acceptable.
- In terms of *sound impacts*, the concern raised are on understanding effects on mahinga kai / taonga species and ensuring sufficient mitigation measures are associated with the application. Section 10 and Attachment Q identify a comprehensive suite of controls associated with preventing adverse effects on taonga species. Assessments associated with benthic communities identify insufficient density in construction work areas to adversely affect access to mahinga kai.
- In terms of stormwater discharges to the Harbour, the cultural assessment identifies an aim to eliminate all discharges, with any discharges being culturally unacceptable¹⁸². There are a range of management plans volunteered (ESCP and CEMP) to manage discharges during works periods, and reduce the risk of and manage effects from any accidental discharges to the marine environment. The Stormwater Management Assessment¹⁸³ identifies that runoff will discharge directly into the marine environment. This is consistent as to how the discharge currently occurs. The Report identifies that it is not anticipated that there will be any change in effects as a result of this discharge, and such discharges are not typically managed in a formal collection system. Discharge is a permitted activity under the RCEP (Rule 7.1(a)). Regardless several measures to improve stormwater quality at source are identified, with a number of practical difficulties identified for formal treatment options¹⁸⁴.

Overall, effects on cultural values are managed to be **acceptable** given Ōnuku Rūnanga have provided written approval.

6.14 Light Effects

A Lighting Assessment has been undertaken by Pederson Read¹⁸⁵. The assessment has been undertaken against the requirements of the Christchurch District Plan associated with

¹⁸⁰ Attachment K. Mahaanui Kurataiao Ltd

¹⁸¹ Attachment K. Mahaanui Kurataiao Ltd [Recommendation, page 15, 16]

¹⁸² Attachment K. Mahaanui Kurataiao Ltd [page 14]

¹⁸³ Attachment J. Storm Environment.

¹⁸⁴ Attachment J. Storm Environment [9.1].

¹⁸⁵ Attachment N: Lighting – Pederson Read

conformity with the Glare and Spill Lighting and Australian and New Zealand Standard AS/NZS 4282: 2023.

As associated with **construction activities**, the limiting factor associated with curtailing activities is the management of noise under Construction Noise Standard NZS6803:1999. Accordingly, during winter, there may be occasions where artificial lighting may be used to allow work to continue safely within the approved hours.

While artificial lighting could generate direct spill light in excess of the Christchurch District Plan maximum of 4 lux (Open Space Community Park Zone and Residential Banks Peninsular Zone) and 10 lux (Commercial Banks Peninsular Zone) during construction of the wharf, such lighting effects are expected to be of short duration, considered against a semi-urban backdrop and localised in nature. These effects are considered to be **no more than minor**¹⁸⁶ as primarily associated with mobile illumination in relation to ecological effects and sky glow¹⁸⁷.

In terms of operational or **permanent lighting**, based on recommendations in the assessment and as subject to volunteered conditions, it is considered that effects (such as glare, spill light, sky glow, and ecological effects) will be **less than minor**, and potentially an improvement on the existing lighting¹⁸⁸.

6.15 Stormwater Effects

The Stormwater assessment¹⁸⁹ identifies that *'no stormwater treatment is required nor provided on the existing Akaroa Wharf'*¹⁹⁰.

The assessment identifies that stormwater discharged from the replacement wharf would comply with CREP Rule 7.1 which governs discharges to the CMA, including that the discharge from the replacement wharf would not result in observable scour, any discernible change in colour, visual clarity or odour in the receiving environment, nor result in any reduction in dissolved oxygen or change in natural temperature¹⁹¹.

In terms of potential contaminant sources associated with the **replacement wharf**, the report identifies that these will not change or increase from the existing environment¹⁹².

For construction activities application of a Construction Environmental Management Plan (**CEMP**) and site-specific Erosion and Sediment Plan(s) as recommended through conditions will address the environmental impacts of potential discharges.

Overall, the main focus recommended is associated with preventative measures like controlling pollution at the source, proper maintenance of the wharf, and monitoring of high-risk areas

¹⁸⁶ Attachment N: Lighting [Executive Summary, 3.3.3]

¹⁸⁷ Attachment N: Lighting [4]

¹⁸⁸ Attachment N: Lighting [Executive Summary, 3.3.4 – 3.3.6, 4]

¹⁸⁹ Attachment J: Stormwater – Storm Environmental

¹⁹⁰ Attachment J: Stormwater [2, 5]

¹⁹¹ Attachment J: Stormwater [Table 1]

¹⁹² Attachment J: Stormwater [8.1]

such as the refuelling site¹⁹³. While stormwater is not proposed to be collected into a network, appropriate practices will minimise contaminant generation and protect the marine environment during both operational and construction phases to ensure that effects will be **less than minor**.

¹⁹³ Attachment J: Stormwater [10, 11]

7 Objectives and Policies

The statutory planning documents relevant to this application are the NZCPS, RPS, RCEP, and District Plan. An assessment of the objectives and policies relevant to the proposal is contained below.

Based on the assessment undertaken, the replacement Akaroa wharf and temporary reclamation adjoining the Akaroa Boat Ramp are consistent with the relevant objectives and policies of the relevant statutory planning documents.

7.1 New Zealand Coastal Policy Statement

Provision	Analysis
<p>Policy 2 (The Treaty of Waitangi, tangata whenua and Māori heritage) seeks to ensure the principles of the Treaty of Waitangi (Te Tiriti o Waitangi), and kaitiakitanga, are taken into account by: recognising tangata whenua connection with the coastal environment (a); providing opportunities for Māori to be involved in consent application decision making (d); and, taking into account iwi management plans (e).</p>	<p>This policy supports Objective 3. This policy aims to ensure that the relationship of tangata whenua with the coastal environment is recognised, and that account is taken of relevant iwi management plans as associated with the subject area.</p> <p>As outlined in Section 2.1.4 of the application there are a number of cultural values associated with the location of Akaroa Wharf and associated broader values associated with the Harbour. This application seeks to recognise the enduring relationship of tangata whenua over their lands, rohe, resources and values, and have obtained a CIA for Mahaanui Kurataiao which forms part of this application (Attachment K) and has informed the design of the project, its construction management and resulted in several volunteered conditions.</p> <p>The Project Sponsor has engaged with Ōnuku Rūnanga, who have provided written approval to the replacement wharf project.</p> <p>Assessment against the respective provisions in the Maahanui MP and cultural values is provided in Section 6.13 as informed by the CIA.</p>
<p>Policy 6 Activities in the coastal environment Seeks in relation to the coastal environment: <i>(1)(a) recognise that the provision of infrastructure, ... are activities important to the social, economic and cultural well-being of people and communities;</i></p> <p>Seeks in relation to the Coastal Marine Area to: <i>(2)(a) recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area;</i></p>	<p>This policy supports Objective 6. Akaroa Wharf is contained within the definition of <i>Infrastructure</i> - section 2(k) of the Resource Management Act. That is: <i>(k) facilities for the loading or unloading of cargo or passengers carried by sea, including a port related commercial undertaking as defined in section 2(1) of the Port Companies Act 1988:</i> Akaroa wharf has considerable importance in terms of the social, economic and cultural wellbeing of Akaroa township and the wider Banks Peninsula community. The proposed replacement seeks to retain the role and function of the main wharf in facilitating maritime connections, including freight and passenger transport, including enabling on going use by international Cruise Ships.</p> <p>The replacement of Akaroa wharf is to retain commitment to the provision of recreational access to the coastal marine area as provided by the current wharf structure which has reached the end of its design life.</p>

<p>(2)(b) <i>recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places; ...</i></p> <p>(2)(e) <i>promote the efficient use of occupied space, including by:</i> <i>(i) requiring that structures be made available for public or multiple use wherever reasonable and practicable;</i></p>	<p>The replacement wharf provides for the continuing functional and servicing requirements of marine commercial and recreation users. These extend to pedestrians, swimmers, casual fishers, tourists, recreational boats and dinghy tie-up, as well as Commercial fishing vessels for loading and unloading, and commercial tourism boats including cruise tenders, all of which have a functional need to be located in, or adjoining the CMA. The wharf replacement in this location is appropriate as considered through the MCA (Section 3.2).</p> <p>The wharf design, utilities provided, and scale promotes multiple uses.</p>
<p>Policy 10 Reclamation and de-clamation</p> <p>(1) <i>Avoid reclamation of land in the coastal marine area, unless:</i></p> <ul style="list-style-type: none"> (a) <i>land outside the coastal marine area is not available for the proposed activity;</i> (b) <i>the activity which requires reclamation can only occur in or adjacent to the coastal marine area;</i> (c) <i>there are no practicable alternative methods of providing the activity; and</i> (d) <i>the reclamation will provide significant regional or national benefit.</i> 	<p>This policy supports Objectives 1, 2, 4, 5 and 6</p> <p>For the temporary reclamation, in relation to (1)(a) and (b) the functional purpose of the reclamation is to provide for the efficient and effective transporting of barged materials to assist with deconstruction and construction activities. Such a functional purpose cannot otherwise be accommodated outside the CMA. At the cessation of construction works, there is no functional purpose that would support the reclamation, and it is to be removed and naturalised through the certified Rehabilitation Plan. The additional Akaroa Wharf reclamation associated with the L-wall is small in scale and necessary to facilitate the construction of the replacement wharf as associated with occupation in the coastal marine area.</p> <p>In terms of (1)(c), whilst an alternative would be to transport material by heavy vehicle through Akaroa township, over the duration of construction activities (14 months) this would result in substantial conflicts with the transport network, and users of the network. Practicable is understood to mean <i>‘being able to be done or put into practice successfully’</i>. In this instance, the alternatives of utilising heavy vehicles to transport construction materials or finding and utilising an alternative proximate laydown area (either on-shore, temporary wharf, or by barge) is neither considered to be a successful or practicable alternative to the temporary reclamation.</p> <p>In terms of (1)(d), Akaroa Wharf is considered regionally significant infrastructure¹⁹⁴. The temporary reclamation is necessary only during construction activities to provide for the replacement wharf and the continuation of associated benefits to the region. The additional Akaroa Wharf reclamation</p>

¹⁹⁴ Canterbury Regional Policy Statement. Glossary ‘Transport Hub’ *A place where: 1. passengers are exchanged at a strategic public transit interchange, Regionally Significant Infrastructure (12) Transport Hubs.*

<p>(2) <i>Where a reclamation is considered to be a suitable use of the coastal marine area, in considering its form and design have particular regard to:</i></p> <ul style="list-style-type: none"> (a) <i>the potential effects on the site of climate change, including sea level rise, over no less than 100 years;</i> (b) <i>the shape of the reclamation, and, where appropriate, whether the materials used are visually and aesthetically compatible with the adjoining coast;</i> (c) <i>the use of materials in the reclamation, including avoiding the use of contaminated materials that could significantly adversely affect water quality, aquatic ecosystems and indigenous biodiversity in the coastal marine area;</i> (d) <i>providing public access, including providing access to and along the coastal marine area at high tide where practicable, unless a restriction on public access is appropriate as provided for in policy 19</i> <p>(3) <i>In considering proposed reclamations, have particular regard to the extent to which the reclamation and intended purpose would provide for the efficient operation of infrastructure,</i></p> <p>(4) <i>De-reclamation of redundant reclaimed land is encouraged where it would:</i></p> <ul style="list-style-type: none"> (a) <i>restore the natural character and resources of the coastal marine area; and</i> (b) <i>provide for more public open space.</i> 	<p>associated with the L-wall is small in scale, and is associated with a reduction in overall reclaimed area given partial removal of the 1887 abutment.</p> <p>In terms of 2(a), the temporary reclamation will be removed at the cessation of construction works. Application of a 100-year SLR is irrelevant in that context as, the sole purpose of the reclamation is to facilitate the temporary (14 month) transfer of construction materials.</p> <p>2(b) and (c) require the consideration as to design materials and avoidance of materials that could adversely affect water quality, aquatic ecosystems and biodiversity. These matters have been considered by RMM¹⁹⁵ and Cawthron¹⁹⁶ respectively who have determined that the design and materials associated with the temporary reclamation and L-wall reclamation are appropriate given function and design life.</p> <p>In terms of 2(d) it is not considered appropriate given its purpose that the temporary reclamation provide for public access, and restrictions on public access is necessary including a consideration of Policy 19(e) which confirms that public access can be restricted to <i>protect public health and safety</i>. The L-wall reclamation promotes wharf replacement and public access.</p> <p>With regard to Clause (3), the temporary reclamation provides for the efficient construction of Akaroa wharf.</p> <p>In terms of Clause (4), the removal of 20m of the existing 30m length of the Akaroa abutment and replacement with a reduced reclaimed L-wall and abutment and new rip-rap as scour protection at the foreshore provides opportunities for the restoration of the natural character¹⁹⁷, allowing for the commensurate re-establishment of biota and re-establishment of tidal processes. The proposed rip-rap along the northern side of the abutment can provide an informal access to the foreshore which will result in positive experiential effects in terms of supporting informal interaction with the marine environment¹⁹⁸.</p>
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¹⁹⁵ Attachment C. RMM

¹⁹⁶ Attachment D1 and D2. Cawthron

¹⁹⁷ Attachment C. RMM [5.2]

¹⁹⁸ Attachment C. RMM [5.2]

	The removal of the temporary reclamation at the end of the construction works will revert and restore natural character of this area, and remove restrictions on public access along this part of the foreshore.
<p>Policy 11 - Indigenous biological diversity (biodiversity)</p> <p>...</p> <p>(a) avoid adverse effects of activities on:</p> <p>(i) indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;</p> <p>(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on:</p> <p>(i) areas of predominantly indigenous vegetation in the coastal environment.</p> <p>...</p> <p>(iii) indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, ...;</p> <p>(iv) habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;</p> <p>(v) habitats, including areas and routes, important to migratory species; and</p> <p>...</p>	<p>This policy supports Objective 1.</p> <p>Both the Benthic and Marine Mammal Assessments (Attachment D1 and E) considers each of these matters in some detail and concludes that adverse effects on indigenous biological diversity in the coastal environment are contained within the spectrum of less than minor to negligible as subject to management and mitigation.</p> <p>It is also acknowledged that this provision uses the directive 'avoid' in terms of the outcomes to be achieved.</p> <p>In terms of specific provisions:</p> <p>Clause (a)(i)</p> <ul style="list-style-type: none"> The Benthic Assessment (Attachment D1) concludes that there are no <i>Threatened</i> or <i>At Risk</i> indigenous taxa, or areas of significant examples of indigenous community types that would be adversely affected by the proposal or construction activities. The Marine Mammal Assessment (Attachment E) (and the NZCPS) identifies Hector's Dolphin as '<i>Threatened</i>'. The assessment identifies that as subject to a management regime, including a MMMP and MMOZ adverse effects can be avoided such that any residual effects of hearing stress or impairment are expected to be negligible and behavioural effects are expected to range from negligible to less than minor. In relation to clause ((b) (iii), (iv), and (v)), the Benthic Assessment concludes that these values are either not present or would not be affected beyond a less than minor extent. In relation to seagrass communities as associated with clause (b)(i), the Benthic Assessment (Attachment D2) concludes that subject to conditions associated with careful placement of dredging material and containment measures, effects will be minor, localised and temporary.
<p>Policy 13(1) (Preservation of natural character) seeks to preserve the natural character of the coastal environment by protecting it from inappropriate use, and development. The policy seeks to achieve this by:</p> <p>(a) avoid adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character; and</p> <p>(b) avoiding significant adverse effects and avoiding, remedying or mitigating other adverse effects on natural character.</p>	<p>This policy supports Objective 2.</p> <p>Within the RCEP the site is identified as:</p> <ul style="list-style-type: none"> An Area of Banks Peninsula to be maintained in present natural states. <p>Within the Christchurch District Plan (the landward aspects of the Proposal) are identified as:</p> <ul style="list-style-type: none"> Coastal Environment. <p>For the avoidance of doubt, the site(s) are not identified in the District Plan as</p> <ul style="list-style-type: none"> An area of at least high natural character in the coastal environment; and Natural character in the coastal environment.

	<p>The Rough Milne Mitchell Landscape and Visual Assessment (Attachment C) concludes that the impacts of the replacement wharf on natural character during construction will be Low Moderate, reducing to Neutral – Low / moderate positive once operational. These impacts equate in an RMA context as being adverse minor and improving to minor positive when the wharf replacement is operational. Accordingly, effects on natural character are not significant, and adverse effects associated with operation are mitigated by the function and approximate footprint of the wharf will remain commensurate with the existing structure within the context of an already modified harbour edge.</p> <p>With regard to the temporary reclamation these effects are low-moderate.</p> <p>That conclusion is agreed with; the proposal is consistent with this Policy.</p>
<p>Policy 14(c) (Restoration of natural character) seeks to restore or rehabilitate, where practicable, through resource consent conditions where the coastal environment is degraded. This includes restoring indigenous habitats and ecosystems, using local genetic stock where practicable ((c)(i)).</p>	<p>This policy supports Objective 2.</p> <p>As outlined in the Rough Milne Mitchell Landscape and Visual Assessment, the subject site has low levels of natural character. As the Proposal seeks to replace the existing wharf, options for restoration to a natural state are not practicable, albeit the de-clamation associated with removal of some 20m abutment provides modest opportunities for restoration of natural character at the interface with the foreshore.</p> <p>At the conclusion of the construction phase the temporary reclamation at Akaroa Boat Ramp will be removed and the area restored.</p> <p>The Proposal is consistent with the policy.</p>
<p>Policy 15 (Natural features and natural landscapes) seeks to protect the coastal environment's natural features and natural landscapes from inappropriate use, and development by:</p> <ul style="list-style-type: none"> (a) avoiding adverse effects of activities on outstanding natural features and outstanding natural landscapes; and (b) avoiding significant adverse effects and avoiding, remedying, or mitigating other adverse effects of activities on other natural features and natural landscapes in the coastal environment. 	<p>This policy supports Objective 2.</p> <p>As outlined in the Rough Milne Mitchell Landscape and Visual Assessment (Attachment C), neither the Akaroa Wharf site nor temporary reclamation are identified as being an outstanding natural feature and / or outstanding natural landscape for the purposes of clause (a). The site(s) are identified in the Rough Milne Mitchell Landscape assessment as highly modified with concrete sea walls, rock revetments, wharves, and boat ramps</p> <p>In terms of clause (b), the Assessment identifies that the Proposal does not result in material adverse effects on other natural features and landscapes.</p>

	<p>In relation Akaroa Wharf, the RMM assessment identifies that the proposal will remain synonymous with the existing wharf footprint and function¹⁹⁹, with no detracting from the underlying geological or landform features of the bay. Accordingly, effects are in keeping with historical marine wharf location, function and usage and the visual associations and landscape effects on other (as not notated as outstanding) natural features and natural landscapes in the coastal environment and are considered less than minor.</p> <p>Accordingly, the Proposal is consistent with the policy, with adverse effects appropriately avoided through location, design and scale.</p>
<p>Policy 17 (Historic heritage identification and protection) seeks to protect the coastal environment's historic heritage, in the coastal environment, from <u>inappropriate</u> use, and development. Clause (f) seeks that Coastal Plans include provisions providing for historic heritage.</p>	<p>This policy supports, in part, Objective 6.</p> <p>Akaroa Wharf is not a specific Scheduled Heritage item (ID.5.12.32) as well as contextually being located adjoining the French Landing Site (ID 5.12.46).</p> <p>The Calibre assessments (2018, 2019 and 2021) identify that the wharf condition is in a perilous condition, and that the structure and associated functions are beyond the design life of the structure.</p> <p>Ongoing maintenance is neither reasonable, nor practicable in terms of ensuring that the wharf structure remains able to achieve its purpose and respond to needs for greater resilience as associated with forecast sea level rise. Retaining the wharf in situ is not an alternative response as the wharf will continue to deteriorate and would ultimately collapse in whole, or in part with consequential effects on maritime safety and navigation, as well as coastal amenity and landscape values.</p> <p>The Heritage assessment identifies that whilst the replacement of the existing wharf results in the loss of heritage fabric, the extent of effects on historic heritage is remediated in that the new Akaroa wharf will extend the intangible heritage values associated with the existing wharf through retention of a functional wharf in the same location and of the same shape and scale.</p> <p>Accordingly, whilst effects on historic heritage are considered to be more than minor they are not considered to be Significant. Importantly, as outlined alternatives associated with ongoing maintenance or retention in situ are neither practicable nor appropriate. Accordingly, the proposal</p>

¹⁹⁹ Attachment H. RMM

	<p>whilst not furthering this Policy is not considered to be inconsistent with it, as the replacement of the existing wharf is not considered an inappropriate development of historic heritage.</p> <p>As identified in the Heritage Assessment:</p> <p><i>The test of ‘appropriateness’ in terms of the directive to protect historic heritage extends beyond just the heritage discipline and requires consideration against broader considerations. In terms of heritage, and as reliant on the engineering assessment it is concluded that heritage fabric would be diminished regardless of the demolition proposed. This would occur through either maintenance, or as identified the inevitable deterioration of the structure. It is acknowledged that this is not an instance of demolition by neglect as both the engineering reports and Draft Conservation Plan identify a consistent approach to maintenance as funded by the Christchurch City Council²⁰⁰.</i></p>
<p>Policy 18 (Public open space) seeks to recognise the need for public open space, including for active and passive recreation) within and adjacent to the CMA. In providing public open space it is necessary to: ensure the location and treatment of the space is compatible with the natural character, natural features and landscapes, and amenity values of the area (a); ensure walking access linkages between public open space areas are maintained and enhanced (c); and, consider the impacts of coastal processes and climate change so as to not compromise use by future generations (d).</p>	<p>These policies support Objective 4.</p> <p>The Proposal supports the achievement of these provisions. The replacement of Akaroa Wharf will retain public access to, and the public’s appreciation of the Akaroa coastal bay in a manner that improves amenity values, and is compatible with natural character of this coastal environment.</p> <p>The replacement wharf and increased deck height appropriately considers the likely impact of coastal processes and climate change within the design life of the wharf so as to support functional use for future generations.</p>
<p>Policy 19 (Walking access) seeks to recognise that there is a public expectation and need for practicable, free and safe walking access to and along the coast (Clause (1)). Clause (2) states that public walking access along and adjacent to the CMA is to be maintained and enhanced, including by, enhancing and restoring public walking access that: connects existing public areas (i); improves and promotes outdoor recreation (ii); provides access for people with disabilities (iii); and, addresses the long-term availability of public access where it is threatened by erosion or sea level rise (iv).</p>	<p>The replacement of Akaroa Wharf ensures the long-term availability of the public access in this area. Whilst during construction activities public access to Akaroa Wharf and the temporary reclamation will be restricted for reasons of protecting public health of safety (clause (e)), once operational the replaced wharf will not constrain public access in any manner.</p>
<p>Policy 22(2) – Sedimentation</p>	<p>This policy supports, in part, Objective 1</p>

²⁰⁰ Attachment I. Team Architects [8]

Require that subdivision, use, or development will not result in a significant increase in sedimentation in the coastal marine area, or other coastal water	Controls associated with Construction Management, and the formation and removal of the temporary reclamation area will ensure that there is not a significant increase in sedimentation.
Policy 23(1) (Discharge of contaminants) seeks to manage the discharges to the coastal environment by considering: the sensitivity of the receiving environment (a); the nature of and risks associated with the contaminants (b); the assimilative capacity of the environment (c); the need to avoid significant adverse effects on ecosystems and habitats (d); and, the need to minimise the mixing zone and adverse effects on the life-supporting capacity of the water within that zone ((e) and (f)).	This policy supports, in part, Objective 1 . The Benthic Assessment (Attachments D1 and D2) concludes that the proposal (both construction and operational effects) will not result in material changes in terms of suspended solids or water quality.
Policy 25 (Subdivision, use, and development in areas of coastal hazard risk) seeks to manage redevelopment so as to avoid and reduce the risk of adverse effects from coastal hazards over the next 100 years ((b) and (c)), including by considering the use of alternatives options to the use of hard protection structures (e).	<p>This policy supports Objective 5. The subject site is not located within the identified Coastal Hazard Zone as identified within the Coastal Regional Environment Plan. Regardless the site remains within the CMA where there is the risk of sea level rise.</p> <p>The proposed wharf replacement is not designed to provide for coastal protection, nor alter the risk profile associated with the existing structures (and deck heights).</p> <p>The MfE Coastal Hazard Guidance (2024) updates the 2017 Guidance as inclusive of NZ SeaRise research programme's updated Aotearoa sea-level rise projections (2022) and for assessments to acknowledge localised rates of vertical land movement (VLM) for the local / regional area.</p> <p>The Guidance recommends interim precautionary relative sea-level rise allowances for coastal planning, including for existing coastal uses and assets (Planning Category C) and non-habitable short lived assets with a functional need to be at the coast (Category D)²⁰¹. These matters have been considered in the Coastal Processes and Hazards assessment. The assessment concludes that the proposed deck height is seen as being appropriate as considered against that Guidance²⁰².</p> <p>The replacement wharf and elevated deck level represents an enhancement in the resilience of the wharf in comparison to the existing environment. The proposed wharf deck design elevation is above the projected MHWS level by 2130 (to provide a 100-year period) with a 0.25m freeboard. Only in a 100-year extreme level event are interactions with the wharf deck predicted by 2100, with</p>

²⁰¹ MfE Climate Hazards and Climate Change Guidance (2024. [Table 8, Categories C and D].

²⁰² Attachment M. Jacobs [5.1.1]

	<p>these interactions at a depth of 0.07m and limited to short time period at the peak of high tide during the storm event.</p> <p>Any concerns for pedestrian safety on the wharves from storm overtopping are unlikely to occur much beyond the 35 year life of consent required for construction and initial occupation. The improved structural integrity to the wharf provided by the consented works will minimise or prevent damage to the wharf during extreme events in comparison to the existing wharf structure and acknowledged issues with its structural condition and resilience. The Proposal will be consistent with this policy.</p>
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7.2 Canterbury Regional Policy Statement

Provision	Analysis
<p>Objective 5.2.1²⁰³ Location, Design and Function of Development Development is located and designed so it functions in a way that:</p> <p>(2) Enables people and communities, including future generations to provide for their social, economic and cultural well-being and health and safety; and which:</p> <ul style="list-style-type: none"> (a) maintains, and where appropriate, enhances the overall quality of the natural environment ... including its coastal environment, outstanding natural features and landscapes, and natural values; (g) avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure; (i) avoids conflicts between incompatible activities. 	<p>The wharf replacement will ensure the continuation of the social, economic and cultural benefits provided by the existing wharf.</p> <p>In terms of (a), the Landscape assessment confirms that the proposal will not generate adverse effects on the natural character of the coastal environment, nor is the area identified as being an outstanding natural landscape. The Benthic Ecology and Marine Mammal assessment identify for the former that any adverse effects will be less than minor, with benthic communities quickly re-establishing on the new wharf structure; for the latter, as subject to appropriate controls relating to implementation of an MMMP and MMOZ, as well as controls relating to biosecurity the qualities of this natural environment will be maintained.</p> <p>For (b), the proposal seeks to retain the presence of a main wharf in Akaroa as regionally significant infrastructure.</p> <p>Conflicts between incompatible activities (clause (c)) during the construction phases will be managed by CEMP, CTMP and construction staging and design – such as through the use of the temporary reclamation to substantially reduce heavy vehicles traversing through Akaroa township to access the site.</p>
<p>Policy 5.3.9 Regionally Significant Infrastructure In relation to regionally significant infrastructure (including transport hubs):</p> <p>(2) provide for the continuation of existing infrastructure, including its maintenance and operation...</p> <p>(3) provide for the expansion of existing infrastructure and development of new infrastructure, while:</p> <ul style="list-style-type: none"> (a) recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists 	<p>The proposal provides for the continued operation and function of the main Akaroa Wharf (Clause (2)) in terms of servicing the maritime transport needs associated with Akaroa township and associated Harbour.</p> <p>In relation to Clause (3)(a), the wharf by its very function must be located within the CMA.</p> <p>In relation to Clause (3)(b), the accompanying expert technical assessments identify that the adverse effects on significant natural and physical resources and cultural values are avoided, with the exception of the heritage values inherent within the 1887 Akaroa Wharf. The accompanying heritage assessment and reliance on the Calibre Condition Assessment identify that retention (and</p>

²⁰³ The site is located outside of that area defined as 'Greater Christchurch', and is subject to application of the provisions in Chapter 5

<p>(b) avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and</p> <p>(c) when determining any proposal within a sensitive environment (including any environment the subject of section 6 of the RMA), requiring that alternative sites, routes, methods and design of all components and associated structures are considered so that the proposal satisfies sections 5(2)(a) – (c) as fully as is practicable</p>	<p>maintenance) of the existing structure is not practicable. All residual effects on the environment are appropriate controlled through the management of construction activities, including Conditions requiring the implementation of Management Plans.</p> <p>In relation to Clause (3)(c), the project by its nature engages with values subject to Sections 6(a), 6(c), 6(d), 6(e) and 6(f). Alternative <i>‘sites, routes, methods and design of all components and associated structures’</i> have been considered as confirmed in Section 3.2.</p>
<p>Objective 8.2.2 (Provision for appropriate activities in the coastal environment) aims to provide for occupation, use and development of the coastal environment while ensuring that associated adverse effects are managed.</p>	<p>Policy 8.3.3 of the RPS supports this objective. Please refer to the assessment of Policy 8.3.3 below as this policy expands on this objective.</p>
<p>Objective 8.2.4 (Preservation, protection and enhancement of the coastal environment) aims to: preserve and protect the coastal environment’s natural character from inappropriate use and development (1); and, restore or enhance natural, ecological, cultural, amenity, recreational and historic heritage values that are present in the coastal environment (2).</p>	<p>Policy 8.3.4 of the RPS supports this objective. Please refer to the assessment of Policy 8.3.4 below as this policy expands on this objective.</p>
<p>Objective 8.2.5 (Provision of access) aims to maintain and enhance access to and along the CMA by the public and Ngāi Tahu to enhance recreational opportunities and the ability of Ngāi Tahu to access kaimoana and exercise tikanga Māori.</p>	<p>Policy 8.3.5 of the RPS supports this objective. Please refer to the assessment of Policy 8.3.5 below as this policy expands on this objective.</p>
<p>Objective 8.2.6 (Protection and improvement of coastal water) aims to protect coastal water quality, and the associated values of the coastal environment, from significant adverse effects of discharges. The objective also aims to enhance coastal water quality where it is degraded.</p>	<p>Please refer to the assessment, contained below in this table, of Objective 7.1 and Policy 7.4 (as well as Policies 7.7 and 7.8) of the Coastal Plan.</p>
<p>Policy 8.3.3 (Management of activities in the coastal environment) outlines that within the CMA a framework will provide for the use of resources while ensuring that the values are protected and adverse effects are avoided, and where this is not practicable adverse effects are remedied or mitigated. Clause (6) of this policy lists the values associated with the coastal environment, relevant this application, as: the life-supporting capacity and/or mauri of ecosystems and the natural</p>	<p>As outlined in the accompanying Rough Milne Mitchell Landscape and Visual Assessment (Attachment C) and Cawthron Benthic and Marine Mammal Assessments (Attachments D1 and D2 and E), the Proposal seeks to replace the existing main Akaroa wharf structures within a modified coastal environment to retain access within and along the coastal environment as associated with an existing footprint and occupation of the coastal marine area. The Proposal including construction methodology and design achieves this outcome without generating material adverse effects on indigenous species or natural character and enhances amenity and recreational values. Of particular</p>

<p>processes that sustain them (a); indigenous species, areas of significant indigenous vegetation and significant habitats of indigenous fauna (b); natural character, outstanding natural features and landscapes (c); amenity, cultural and recreational values (d); areas of cultural significance identified in by Ngāi Tahu (e); the health and safety of people (f); and, historic heritage values, including associated landscapes (g).</p>	<p>importance is the matrix of controls that are recommended as associated with the Marine Mammal Management Plan and the MMOZ to ensure management of effects on Hector's Dolphins as a taonga species in Akaroa Harbour.</p> <p>The values listed in Clause (6) will be engaged with in terms of the temporary reclamation to be established (and subsequently removed) adjoining the Akaroa boat ramp. The construction methodology and design, and technical assessments identifies that the adverse effects on the identified values will be less than minor, and temporary in nature.</p> <p>Specifically in relation to Clause (6)(g) which relates to the protection of historic heritage values, it is considered that this protection is not absolute, and the policy identifies that where practicable effects on the coastal environment can be mitigated. As identified, the retention (and ongoing maintenance) of the existing Akaroa wharf is not practicable, despite its recognised heritage values.</p> <p>The Proposal achieves this policy.</p>
<p>Policy 8.3.4 (Preservation of the natural character of the coastal environment) seeks to preserve and restore the natural character of the coastal environment, where relevant to this application, by: protecting outstanding natural features and landscapes from inappropriate occupation, use and development (1); protecting and enhancing indigenous ecosystems and associated ecological processes (2); and, promoting integrated management of activities that affect natural character in the coastal environment and the CMA, in particular coastal landforms and landscapes that are significant, representative or unique to the region (3).</p>	<p>This matter is discussed in terms of the assessment against NZCPS Policy 14 and Policy 15. It is considered that the proposal is consistent with the policy, the Proposal:</p> <ul style="list-style-type: none"> • is not contained within an area identified as an outstanding natural feature or landscape. • the Benthic Assessment and Marine Mammal Assessment identifies that adverse effects on indigenous ecosystems and processes do not result in material adverse effects. • the proposal is not considered to represent 'new' development as it replaces an existing occupation of the coastal marine area, within the context of an existing modified environment. • a number of appropriate conditions are volunteered to ensure management.
<p>Policy 8.3.5 (Maintenance and enhancement of public and Ngāi Tahu access) seeks to maintain and enhance access to and along the CMA, provided: public health and safety is protected (1); significant adverse effects on the values present are avoided (2); sites of value to Ngāi Tahu are protected (4); and, conflicts with other legal rights and lawful activities are avoided.</p>	<p>Please refer to the above assessment of Policies 18 and 19 of the NZCPS. These NZCPS policies relate to the provision of public access to and along the CMA.</p> <p>Based on the NZCPS assessment, it is considered that the proposal retains and enhances public access to and along the CMA, including for Ngāi Tahu.</p> <p>The Proposal will not give rise to significant adverse effects on the values associated with the area, nor will it give rise to conflicts with other lawful activities in the area (noting that a limited number of swing mooring holdings within the construction envelope associated with the wharf replacement will be relocated).</p>
<p>Policy 8.3.6 Regionally Significant Infrastructure seeks to provide for the efficient and effective development of such infrastructure (1);</p>	<p>The proposal provides for the effective and efficient (re) development of the main Akaroa wharf within the same occupational footprint as the existing wharf, reinforcing its connections and</p>

recognising that a range of associated activities have an operational requirement to be located in that environment (2). In providing regionally significant infrastructure, adverse effects are to be avoided, remedied or mitigated, and the effects of climate change and sea level rise are to be accounted for (Clause (1)(g)).	operational requirements associated with this location in the coastal marine environment. The accompanying technical assessments demonstrate that adverse effects are appropriately avoided or mitigated, and the Coastal Processes and Hazards Technical Assessment demonstrates that the effects associated with climate change and sea level rise are accounted for within the design and elevated deck level.
Objective 9.2.1 (Halting the decline of Canterbury's ecosystems and indigenous biodiversity) aims to halt the decline in the quality and quantity of the region's ecosystems and indigenous biodiversity, and to safe-guard their life-support capacity and mauri.	<p>There are a number of other objectives and policies contained in Chapter 9 of the RPS that may also be relevant to this application. The potential effects of the Proposal on ecosystems and indigenous biodiversity primarily relate to activities in the coastal environment, and these matters are considered in the context of the relevant Chapter 8 objectives and policies (of the RPS - refer immediately above), as well as the NZCPS and Coastal Plan objectives and policies. In addition, the relevant ecosystem and indigenous biodiversity related objectives and policies of the District Plan have also been considered (refer below) in relation the context of potential effects on the land. On this basis, Chapter 9 provisions have not been fully assessed.</p> <p>Based on the Technical Assessments associated with Benthic communities, Marine Mammals and Avifauna, the proposal appropriately accounts for and manages any actual or potential adverse effects where these engage with relevant ecosystems and indigenous biodiversity. The proposal safeguards the quality and quantity of ecosystems and indigenous biodiversity in the Akaroa Harbour as related to the project, and safeguards mauri.</p>
Objective 11.2.3 (Climate change and natural hazards) aims, in the context of resource management activities, to recognise and provide for the effects of climate change and its influence on sea levels, as well as the frequency and severity of natural hazards.	<p>There are also policies contained in Chapter 11 of the RPS that may also be relevant to this application. The implications of climate change and sea level rise in relation to this proposal are considered in the context of the relevant Chapter 8 objectives and policies (of the RPS - refer immediately above), as well as the NZCPS and Coastal Plan objectives and policies. Fundamentally, the implications of climate change and sea level rise are appropriately accounted for within the wharf replacement.</p> <p>Therefore, please refer to the assessment, as contained in this table, of Chapter 8 of the RPS, as well as the NZCPS and Coastal Plan assessments.</p>
Objective 12.2.1 (Identification and protection of outstanding natural features and landscapes) aims to protect identified outstanding natural features and landscapes from inappropriate use and development.	<p>There are also policies contained in Chapter 12 of the RPS that may also be relevant to this application. The potential effects of the Proposal on landscape and visual amenity values are considered in the context of the relevant Chapter 8 objectives and policies (of the RPS - refer immediately above), as well as the NZCPS, Coastal Plan and District Plan objectives and policies. Therefore, please refer to these policy framework assessments.</p>
Objective 12.2.2 (Identification and management of other landscapes) aims to manage other landscapes, which includes landscapes with natural character, amenity or historic and cultural heritage values.	

<p>Objective 13.2.1 (Identification and protection of significant historic heritage) aims to protect identified significant historic heritage items from inappropriate use and development.</p>	<p>There are also policies contained in Chapter 13 of the RPS that may also be relevant to this application. The potential effects of the Proposal on identified significant historic heritage items, namely Akaroa wharf and the French Landing site, are predominantly considered in the context of the relevant NZCPS Policy 17. The Proposal is considered to be consistent with these provisions. As identified, whilst the proposal will result in the deconstruction of the 1887 Akaroa wharf, reliance on the Calibre Condition Reports and the Heritage Assessment, the loss of these Historic Heritage values is not considered inappropriate.</p>
<p>Policy 13.3.4 Appropriate Management of Historic Buildings seeks to recognise and provide for the social, economic and cultural well-being of people and communities by enabling appropriate ... rebuilding, ... of historic buildings and their surrounds in a manner that is sensitive to their historic values</p>	<p>The Proposal enables social and economic wellbeing as associated with the replacement wharf, and the design and its connections are sensitive to the surrounding historic context as inclusive of the cultural and historic associations as concentrated in this part of the Akaroa foreshore.</p>

7.3 Regional Coastal Environment Plan

Provision	Analysis
<p>Objective 6.1 - To protect, and where appropriate enhance, the following areas, sites and habitats of high natural, physical, heritage or cultural value:</p> <ul style="list-style-type: none"> (a) Areas of Significant Natural Value (identified in Schedule 1, and shown on the Planning Maps in Volume 2); (b) Those Areas listed in Schedules 2 and 3; (c) Areas within the intertidal or subtidal zone that contain unique, threatened, rare, distinctive or representative marine life or habitats (including coastal wetlands) or are significant habitats of marine species generally; (d) Areas used by marine mammals as breeding, feeding or haul out sites and breeding, roosting or feeding areas of indigenous bird species; (e) Areas, including adequate buffer zones, that contain locally, regionally, nationally or internationally significant: ecosystems, vegetation, individual species, or habitat types, (for example coastal lakes, wetlands, lagoons, estuaries); (f) Historic, archaeological, and geo-preservation sites in the coastal marine area; (g) Coastal landforms and landscapes, submerged platforms and seascapes that are regionally, nationally or internationally representative or unique, including the Kaikoura coast, Banks Peninsula, Kaitorete Spit, and the Timaru reefs; (h) Areas identified in consultation with Tāngata whenua including wahi tapu, Urupā, tauranga waka and mahinga kai; (i) Areas of significant amenity value, including recreational attributes; (j) Areas having high natural character in the coastal environment; (k) Areas having significant heritage values; and 	<p>The proposal site(s) in Akaroa Harbour as associated with both the Akaroa wharf and temporary reclamation are not identified as an Area of Significant Natural Value (Clause (a)) but are identified in Schedule 2 as an Area of High Natural, Physical, Heritage or Cultural Value (clause (b)).</p> <p>In terms of clause (c), the proposal site does not contain (as recorded) <i>Threatened</i> or <i>At Risk</i> species within the intertidal or subtidal zone, with representatives supporting species that are widely distributed around Banks Peninsula. Although as recognised in the Benthic Assessments (Attachment D1 and D2), Benthic ecology will recolonise any disturbed areas within months which in combination with the small spatial scale of works and temporary construction results in negligible adverse effects. The Avifauna assessment identifies that <i>Threatened</i> or <i>At Risk</i> are at a low or very low risk from constriction activities as the wharf is not used for nesting.</p> <p>In terms of clause (d), the proposal site will have negligible adverse effects on avifauna. As set out in the Marine Mammal Assessment, and recommended in Conditions there is a substantial matrix of controls associated with the management of construction works on Marine Mammals. Subject to those controls adverse effects are acceptable.</p> <p>As outlined in Section 6.10 of this AEE, the proposal does not result in adverse effects associated with landscape and natural character, the replacement will maintain amenity values and recreational attributes as associated with the ongoing use of the wharves (clause (i)). Natural values are not considered 'high' given the extent of urban modification associated with the Akaroa foreshore in this location (clause (j)), and the proposal will not adversely affect coastal landforms and landscapes that are representative or unique (clause (g))²⁰⁴.</p> <p>Section 6.10 identifies that the removal of the 1887 Akaroa wharf as notated Heritage Structure results in more than minor adverse effects. However, when considered in the broader context, including structural condition of the existing wharf and that the replacement <i>will inherit the</i></p>

<p>(l) <i>Habitats of species which are important for commercial, recreational, traditional, or cultural purposes.</i></p>	<p><i>intangible heritage values of the two previous wharfs²⁰⁵</i> the outcome is not inappropriate (clause (f and k)).</p>
<p>Policy 6.1 seeks to control and development by remedying and mitigation adverse effects, and avoiding significant effects, on the various values listed in Objective 6.1.</p> <p>The policy implements an effects hierarchy where significant effects (clause ii) on acknowledged values are to be avoided, or otherwise remedied or mitigated.</p> <p>The policy also seeks to adopt a precautionary approach where the effects, including cumulative effects, are unknown or little or poorly understood.</p>	<p>Section 6.13 acknowledges that cultural values have been incorporated into the design of the wharf and management of adverse effects, particularly during construction (clause h).</p> <p>Given the directive provisions contained in Policy 6.1, the effects of the proposal are well understood and therefore the concept of applying a precautionary approach (Policy 6.1(iii)) is not relevant to this application.</p> <p>Neither Akaroa wharf nor the temporary reclamation area is identified as an Area of Significant Natural Value. Akaroa wharf is identified as containing identified heritage values.</p> <p>The Technical assessments associated with Coastal processes and Marine Ecology identify that the proposal will not result in significant adverse effects on coastal ecosystems and processes. Residual adverse effects are managed by the scale of works, design and volunteered conditions.</p> <p>The Technical landscape assessment identifies that the site(s) is not considered to be an area of natural character within a coastal environment where natural character predominates, as this area of Akaroa foreshore has been substantially modified.</p> <p>Lastly, the loss of heritage fabric associated the removal of the 1887 wharf represents a more than minor adverse effect, however this is not considered to be significant. Regardless, as considered in Section 6.10 of this assessment, the replacement of Akaroa Wharf with a more resilient structure to meet a 100-year design life represents a special and unique reason as to why the retention of heritage fabric cannot, in this instance, be avoided. Accordingly, this aspect of the proposal is provided for by the Policy, and is not inconsistent with the outcomes sought.</p> <p>The assessments, management approach and conditions will ensure that the adverse effects for all remaining values specified in Policy 6.1 are managed to acceptable levels.</p>

<p>Policy 6.3 Restoration and Rehabilitation</p> <p>Environment Canterbury will encourage the restoration or rehabilitation of areas or sites within the coastal environment where this would: assist in maintaining or enhancing the integrity or functioning of sites of high natural, physical or cultural value and Areas of Significant Natural Value; contribute to the preservation of natural character; maintain the ecological functioning of the coast; or enhance intrinsic, cultural, heritage or amenity values.</p>	<p>The partial removal of the abutment provides modest opportunities for the de-clamation of this area of foreshore and commensurate improvements in natural character and coastal processes.</p> <p>The removal of the temporary reclamation will ensure that the natural character and coastal processes associated with this area adjoining Akaroa boat ramp will, in the long term, be maintained in its current condition.</p>
<p>Objective 6.3 seeks to enable commercial and recreational activities in the coastal environment, whilst protecting regionally significant infrastructure and managing adverse effects on natural character.</p>	<p>The proposal is predicated on ensuring that commercial and recreational activities facilitated by the existing 1887 Akaroa wharf will be enduring into the future. As identified in the Landscape and Marine Ecology Technical Reports adverse effects on natural character are appropriately managed.</p>
<p>Objective 7.1 aims to enable present and future generations to gain cultural, social, recreational, economic, health and other benefits from the quality of the water in the CMA, while also ensuring that the overall existing high natural water quality of coastal waters is maintained.</p>	<p>Policies 7.7 and 7.8 of the Coastal Plan also seeks to ensure that significant adverse effects from discharges to the CMA, on values of significance to Ngāi Tahu and ecological values, are avoided. The project sponsor has engaged with Ōnuku Rūnanga, who have provided written approval to the replacement wharf project. Assessment against the respective provisions in the Maahanui Management Plan and cultural values is provided in Section 6.13 as informed by the CIA, including values associated with water quality.</p> <p>As assessed in Section 6.6 of this application, the only discharge associated with the Proposal relates to the temporary construction activity (i.e., removal or placement of piles and provision of temporary reclamation).</p> <p>As the contractor will be required to implement controls, in accordance with the CEMP (and associated erosion and sediment control), to ensure appropriate management of activities, there will no significant adverse effect on coastal water quality and thus on the other values associated with Akaroa Harbour water quality. In this context, the existing water quality of coastal waters in the area will be maintained.</p> <p>Attachments D1 and D2 (Marine Ecology) concludes that the Proposal will not result in material adverse effects on water quality.</p>
<p>Policy 7.2(c)(viii) establishes the water quality in Akaroa Harbour as related to the subject site(s) as classified as water managed for shellfish gathering and contract recreation.</p>	
<p>Policy 7.4 outlines the criteria to be applied when granting a resource consent for a point source discharge in the CMA that does not meet the water quality standards, after reasonable mixing. The criteria include that: exceptional circumstances justify the granting of the consent (a); or, the discharge is temporary (b); or, the discharge is associated with necessary maintenance work (c); or, practicable alternatives to avoid the discharge are not available (d).</p>	

<p>Policy 7.9 seeks to ensure that appropriate and adequate Sewage and rubbish facilities are provided.</p>	<p>The replacement wharf will replicate the existing provision of limited sewer connections for the Black Cat building, and refuse facilities will remain as provided on the foreshore.</p>
<p>Objective 8.1(1) aims to enable people to use the CMA and its resources, while avoiding, remedying or mitigating any adverse effects associated with this use, including on: people's well-being, health, safety and amenity (a); and, on natural character, and other (natural, ecological, amenity, Tāngata whenua, historic and cultural) values of the coastal environment (b).</p>	<p>During construction, public access to the CMA area as associated with construction works for the replacement wharf and that area immediately adjacent the Akaroa Boat Ramp Laydown Area will be restricted. This restriction is for the purposes of people's health and safety.</p> <p>However, access to the CMA external to the construction area will continue to be provided along the Akaroa foreshore.</p> <p>Once construction activities are complete, access to the CMA as is currently provided by the 1887 wharf will be returned to existing levels as facilitated by the replacement wharf.</p>
<p>Policy 8.3 outlines that when considering resource consent applications to undertake activities in the CMA, CRC will have regard to: the existing level of development in the area and the national priority in the NZCPS to preserve the natural character of the coastal environment (a); the need to protect characteristics that are special value to Tāngata whenua (b); effects on public use and enjoyment and the contribution of open space to the amenity value of the coast (c); and, cumulative effects (d).</p>	<p>In terms of Objective 8.1(1)(b) and Policy 8.3 the potential for adverse effects on natural character, ecological and amenity values are appropriately managed and avoided (including cumulative effects) as attested in the accompanying Technical assessments. The values associated with Tāngata Whenua have been taken into account and form a component of the application.</p> <p>The Proposal achieves these provisions.</p>
<p>Policy 8.4 identifies that the CRC in considering reclamations within the CMA will have regard to: available alternative sites and the rationale associated with the reclamation site (a); ensuring that reclamation material does not include contaminants (b); and effects on natural processes.</p>	<p>The temporary reclamation is necessary to assist in the deconstruction and construction works associated with Akaroa wharf and accordingly remove heavy vehicle movements from the wider road network. The location is proximate to the only Laydown area where substantial amounts of construction related materials can be functionally located within the confines of Akaroa township and also benefits from the existing sealed manoeuvring area as associated with Akaroa Boat ramp so as to facilitate the loading / unloading of barges to transfer materials and equipment to Akaroa wharf.</p> <p>As outlined in the Technical Assessments, the reclamation material will not contain contaminated materials, and natural processes will not be materially affected. The temporary reclamation will be removed at the completion of construction works (14 months) and natural coastal processes and landforms re-established.</p>
<p>Policy 8.5 outlines that when considering resource consent applications to occupy the CMA, CRC are to: avoid displacement from existing public recreational use of the area (a); avoid impeding navigational channels and access to wharves and slipways (b); have regard to existing commercial uses (d); consider the adverse effects on the natural character values (e); consider the adverse effects on the cultural, historic, scenic, amenity, Tāngata whenua, and natural values of the area (f); have regard to available alternative sites and the reasons for the choice of site (g); and, have regard to existing use and development and</p>	<p>In terms of clause (c), the replacement of Akaroa Wharf and the new pontoon configuration triggers the need to seek a coastal permit to occupy the CMA. This occupation is not an exclusion, and it will maintain (rather than displaces) public recreational use (except as associated with the construction period), as well as retain and facilitate the existing commercial use of the area (clause (d)).</p> <p>In terms of clause (b) the Applicant and the Harbour Master are facilitating a process to relocate a limited number of existing moorings that may otherwise impede the construction envelope associated with the works to demolish and replace the Wharf. These moorings will largely be able to relocate back to their current location at the cessation of works.</p>

<p>the extent to which the natural character of the area has already been compromised (h).</p>	<p>The temporary reclamation will only restrict public access for the extent of construction works. The design of the reclamation and associated spoil area are designed and will function in a manner that will not impede the navigational channel associated with the Akaroa boat ramp / slipway (clause (b)).</p> <p>In terms of clauses (e) and (f), as outlined the Proposal will not result in adverse effects on natural character or historic heritage values, both within and outside the immediate context.</p> <p>The temporary reclamation will be removed at the cessation of works (clause (i)), and represents a practicable alternative to use of the road network to transfer demolition and construction material to the main Akaroa wharf site. In addition, the proximity of the temporary reclamation has locational advantages of locating adjacent to the Akaroa Recreation Ground laydown area and the functionality provided by the sealed manoeuvring and parking area associated with the Akaroa boat ramp / slipway (clause (g)).</p> <p>Both the replacement of Akaroa wharf and the temporary reclamation are located in modified areas where the extent of natural character is already compromised (clause (h)).</p> <p>The Proposal, within the confines of its functional and operational purpose appropriately seeks to account for and embed cultural, historic and tāngata whenua values within the design narrative (clause (f)).</p>
<p>Policy 8.9 outlines that in controlling activities that generate noise, the consent authority will apply appropriate noise standards (as separate to those associated with Port Operational Areas).</p>	<p>In terms of terrestrial noise, that is noise received landward of the CMA, the Acoustic Assessment (Attachment O) identifies that noise effects are specific to construction works as associated with Akaroa Wharf, and typically there is compliance with the relevant thresholds in NZS:6803:1999 Construction Noise. For those limited periods associated with proximate piling operations to the shoreline, a number of conditions are volunteered that ensure that noise effects from these short duration works remain appropriate as also provided for within NZS:6803:1999.</p> <p>In terms of aquatic noise, that is noise received within the CMA, the Marine Mammal Assessment (Attachment E1) as predicated on a bespoke underwater noise propagation model (Pine, 2023) identifies that the short duration of piling, as associated with a matrix of management conditions (e.g. MMMP and MMOZ) will ensure that adverse acoustic effects on marine mammals are acceptable.</p>
<p>Policy 8.15 identifies that, except for a limited number of exemptions, Areas of Banks Peninsula as listed in Schedule 5.13 should be maintained in their present state, <u>free of additional structures</u>, unless it can be established that the structures will have less than minor adverse effects on related coastal values and ecology.</p>	<p>For Akaroa wharf replacement it is considered that the wharf does not represent an ‘additional structure’ as the proposal is largely synonymous with the existing extent of occupation. Regardless, the accompany Technical Assessments identify that adverse effects on values including natural character (a); marine ecology (b); water quality (c); recreational use (d); and the habitat of Hector's Dolphins will be less than minor, including for the latter the imposition of strenuous conditions relating to an MMMP and MMOZ to ensure negligible effects on Hector's Dolphins.</p> <p>Regarding the temporary reclamation adjoining the Akaroa boat ramp, the reclamation (and spoil</p>

	area) will be temporary, and as confirmed by the Technical Assessments adverse effects on the listed values in Policy 8.15 will be no more than minor .
Objective 9.1(a) - To minimise the need for hazard protection works, and avoid or mitigate the actual or potential effects of coastal hazards by locating use and development away from areas that are subject to coastal erosion and sea water inundation.	It is noted that the subject site is not located within the identified Coastal Hazard Zone as identified within the Coastal Regional Environment Plan. Regardless the site remains within the CMA where there is the risk of sea level rise etc].
Policy 9.1(b) - Any new development in the coastal environment should be designed or located in such a way that the need for coastal protection works, now and in the future, is minimised.	The proposed replacement of Akaroa wharf is not designed to provide for coastal protection; however, the design life of the wharf and associated risk profile has been accounted for in terms of ensuring a more resilient structure (and deck heights) to interact with increased sea level rise. As identified in the Coastal Processes and Hazards Technical Report accompanying this application, the MfE Coastal Hazard Guidance (2024) for major new infrastructure and for sea level rise has been accounted for into the design of the replacement wharf and reintegrated buildings. This consent does not extend to consenting the existing Akaroa Wharf buildings.

7.4 Christchurch District Plan

Provision	Analysis
<p>Strategic Objective 3.3.9 - Natural and cultural environment.</p> <p>a. A natural and cultural environment where:</p> <p>i. People have access to a high quality network of public open space and recreation opportunities, including areas of natural character and natural landscape; and ...</p>	<p>This strategic objective also identifies that specifically recognised natural cultural values are to be appropriately managed. Other objectives and policies of the District Plan, as assessed below in this table, reflect this strategic objective aim.</p> <p>In relation to Clause (a)(i) of this objective, the Wharf replacement will both maintain and facilitate people's access to open space and recreational opportunities within the Akaroa Bay coastal environment.</p>
<p>Policy 5.2.2.1.1 Manage activities to address natural hazard risks</p> <p>a. Manage activities in all areas subject to natural hazards in a manner that is commensurate with the likelihood and consequences of a natural hazard event on life and property.</p>	<p>The proposal will not introduce additional structures or hazard risk landwards of the MHWS.</p> <p>As relevantly assessed above in relation to Objective 9.1(a) and Policy 9.1(b) of the Coastal Plan, it is considered the Proposal is not inconsistent with managing the potential commensurate risks arising from and to coastal processes (i.e., coastal erosion, inundation and tsunami).</p>
<p>Policy 5.2.2.1.4 - No transferring of natural hazard risk</p> <p>a. Ensure that subdivision, use and development (including proposals for hazard mitigation works or hazard removal) do not transfer or create unacceptable natural hazard risk to other people, property, infrastructure or the natural environment.</p>	
<p>Objective 6.1.2.1 – Adverse noise effects</p> <p>a. Adverse noise effects on the amenity values and health of people and communities are managed to levels consistent with the anticipated outcomes for the receiving environment.</p>	<p>Whilst it is considered that there will be some tension with the Objective, specifically in relation to pile driving operations, construction activities associated with the replacement Wharf remain consistent with the subservient policies.</p> <p>The construction activities, through application of the NZ Construction Noise Standard (6803) and implementation of the CNVMP will mitigate noise effects to reasonable levels.</p> <p>It is acknowledged that there will be disruption and effects on amenity expectations. However, such disruption is inevitable with a project of this size given piling operations are a necessary component of the wharf replacement, and its location within the existing urbanised Akaroa harbour dictates the relationship between sensitive receivers and these operations.</p> <p>Conditions on the consent, the duration and frequency of piling works, and application of the CNVMP to propose and implement further measures ensure that the obligations on the consent holder under Section 16 of the Act to ensure that the emission of noise does not exceed a reasonable level is upheld.</p> <p>No piling operations will occur within nighttime hours.</p> <p>Activities undertaken on the replacement Wharf once operational will be the same as existing and will not exceed District Plan standards.</p>
<p>Policy 6.1.2.1.1 – Managing Noise effects</p> <p>a. Manage adverse noise effects by:</p> <p>i. limitations on the sound level, location and duration of noisy activities;</p> <p>ii. requiring</p>	
<p>Policy 6.1.2.1.2 – Noise during night hours</p> <p>a. Achieve lower noise levels during night hours to protect sleep, and the amenity values of residential and other sensitive environments, so far as is practicable.</p>	

<p>Objective 7.2.2 – Adverse effects from the transport system</p> <p>a. <i>Enable Christchurch District's transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.</i></p>	<p>The proposed construction activities will include the transportation of bulk materials principally by arterial road, including SH75 to the primary storage at the Akaroa Recreation Ground laydown area.</p>
<p>Policy 7.2.2.1 - Effects from the strategic transport network</p> <p>a. <i>To manage any adverse effects from the ongoing use, ... of the strategic transport network, whilst recognising the national and regional scale and economic importance of this network, and the role of the strategic transport network in the recovery of Christchurch.</i></p>	<p>The project seeks to minimise conflicts within the local more constrained transport environment and at the interface with commercial and residential activities through the transfer of bulk materials from the Akaroa Recreation Ground to the wharf by use of barge.</p>
<p>Policy 7.2.2.3 - Effect on adjacent land uses to the Transport Zone</p> <p>a. <i>Manage the adverse effect(s) of an activity within the Transport Zone so that the effects of the activity are consistent with the amenity values and activity of adjacent land uses, whilst providing for the transport network, in particular the strategic transport network to function efficiently and safely.</i></p>	<p>All construction activities will be managed by CTMP which is to implement such matters as: construction programme and restrictions; heavy vehicle travel routes; management plan for oversized loads; driver protocols and communication and complaints arrangements.</p> <p>The effects of transport movements will be consistent with the amenity values of adjacent land uses, all the while providing for the transport network to function efficiently and safely.</p> <p>The proposed construction activities will be consistent with the Objective and associated policies.</p>
<p>Objective 9.1.2.1.1 - Protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna</p> <p>a. <i>Areas of significant indigenous vegetation and significant habitats of indigenous fauna are protected so as to ensure there is no net loss of indigenous biodiversity.</i></p>	<p>There are no landward ecological habitats, nor notated areas of significant indigenous vegetation and significant habitats of indigenous fauna.</p>
<p>Policy 9.1.2.2.6 - Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1</p> <p>a. <i>Recognise and protect the indigenous vegetation and habitats of indigenous fauna within each site listed in the Sites of Ecological Significance in Schedule A of Appendix 9.1.6.1 so as to ensure no net loss of indigenous biodiversity by:</i></p> <ul style="list-style-type: none"> i. <i>avoiding the adverse effects of vegetation clearance and the disturbance of habitats as far as practicable; then</i> ii. <i>remedying any adverse effects that cannot be avoided; then</i> iii. <i>mitigating any adverse effects that cannot be remedied; and</i> iv. <i>...</i> 	<p>Effects on Avifauna, Marine Ecology and Marine Mammals are appropriate discussed in relation to provisions contained within the RCEP above.</p>
<p>Policy 9.1.2.2.8 also aims to protect indigenous vegetation and habitats of indigenous fauna in the coastal environment, by avoiding adverse effects on significant values and avoiding, remedying or mitigating significance adverse</p>	

effects on other values.	
<p>Objective 9.2.2.1.1 - Outstanding natural features</p> <p>a. <i>The outstanding natural features of the Christchurch District that are listed in Appendix 9.2.9.1.1 are protected.</i></p>	<p>The proposal is not located within an area identified in the Plan as being an outstanding natural landscape / feature (Appendix 9.2.9.1.1 and 9.2.9.1.2 / Planning Maps).</p> <p>The broader Akaroa Harbour is notated as an Area of outstanding and high (and very high) natural character in the coastal environment (Appendix 9.2.9.1.5) however this excludes the township foreshore and Proposal site(s) (which is instead notated as 'District Plan Coastal Environment' (Map 9.2.9.2.12).</p>
<p>Objective 9.2.2.1.4 - Natural character</p> <p>a. <i>The natural character of the Christchurch District's coastal environment, wetlands, and lakes and rivers and their margins is preserved.</i></p>	<p>Regardless, as assessed in the Landscape and Visual Assessment (Attachment C) which also considers cumulative effects (Policy 9.2.2.2.9) adverse effects on the natural character on the coastal environment (as landward of the MHWS) as associated with laydown areas will be low moderate during construction activities, which equates to a minor adverse effect, these effects are temporary and upon completion effects on amenity, natural character and landscape values including those associated with the replacement wharf will be minor positive.</p>
<p>Policies 9.2.2.2.1 and 9.2.2.2.7, in support of the above objectives, aim to recognise and then protect/preserve the landscape values from inappropriate development.</p>	<p>The Proposal is consistent with these provisions.</p>
<p>Objective 9.3.2.1.1 (Historic heritage) aims to protect and conserve significant historic heritage, by enabling and support, amongst a range of management approaches, the retention, use and adaptive re-uses of the city's historic heritage. The objective acknowledges that in some situations demolition may be justified by reference to the matters in Policy 9.3.2.2.8 (clause iii).</p>	<p>As outlined in Section 4.1 of this application from an abundance of caution the abutment only, as considered a reclamation would be located outside of the CMA. As identified as Heritage Item #1137, the demolition of the abutment is to be considered against the provisions in Objective 9.3.2.1.1 and Policy 9.3.2.2.8.</p>
<p><u>PC13: There are no amendments to the Objective.</u></p>	<p>Construction works will be undertaken within the Heritage setting, including in close proximity to the Wharfingers Office. All construction works will be undertaken in conjunction with a TPP and accordingly the risk of accidental damage to heritage fabric or the setting as associated with Heritage Setting ID526 are managed, with adverse effects anticipated to be less than minor.</p>
<p>Policy 9.3.2.2.3(b), in support of the above objective, seeks to ensure that any works <u>on</u> heritage settings in accordance with the principles in clauses (i) to (vi).</p> <p><u>PC13: There are no relevant amendments to the Policy.</u></p>	<p>The construction laydown area and location within the Setting is considered necessary to provide for the functional and efficient removal and replacement of Akaroa Wharf.</p> <p>Works associated with trenching for service provision will be documented as also required in conjunction with the requisite Archaeological Authority obtained for the project (clause (b)(iv)).</p>
<p>Policy 9.3.2.2.8 Demolition of heritage items</p>	<p>Considering each of these matters in turn, and as addressed in Section 6.10:</p>

<p>(a) When considering the appropriateness of the demolition of a heritage item scheduled in Appendix 9.3.7.2 have regard to the following matters:</p> <ul style="list-style-type: none"> (i) whether there is a threat to life and/or property for which interim protection measures would not remove that threat; (ii) whether the extent of the work required to retain and/or repair the heritage item is of such a scale that the heritage values and integrity of the heritage item would be significantly compromised; (iii) whether the costs to retain the heritage item (particularly as a result of damage) would be unreasonable; (iv) the ability to retain the overall heritage values and significance of the heritage item through a reduced degree of demolition; and (v) the level of significance of the heritage item. <p>PC13 amends clause (ii) as below:</p> <ul style="list-style-type: none"> (ii) whether the extent of the work required to retain and/or repair the heritage item is of such a scale that the heritage values and integrity of the heritage item would be significantly compromised, <u>and the heritage item would no longer meet the criteria for scheduling in Policy 9.3.2.2.1.</u> 	<p>For clause (i), the Opus (2015) and Calibre (2018, 2019 and 2021) Conditions Report identifies that the 1887 Akaroa wharf is well beyond its design life, with associated health and safety risks for the level of service adopted, noting that this extends beyond public usage of the site to berthing and lateral load tolerances and a resultant reduction in functionality. Increasing risks with interactions with coastal hazards associated with sea level rise can also be inferred from the Coastal Processes and Hazards Assessment. It is noted that priority repairs associated with identified Health and Safety hazards have been ongoing, including decking and critical stringer beams.</p> <p>In terms of clause (ii) the Condition Reports identify a rolling continuation of the removal of original fabric that would be required to facilitate structural integrity of the existing structure at its present level of service. The Calibre 2021 Report²⁰⁶ identifies that:</p> <p><i>“The structure was inspected by Calibre in 2018 and 2021 and found to be in a moderate to poor condition with numerous elements nearing the end of their life. Many of the original structural elements have been made redundant by the addition of new piles, steel bracing and steel and concrete beams. Repairs completed in the last 10-15 years include the addition of galvanised steel beams where the original timber beams had deteriorated and stainless-steel bracing replacing the original timber bracing where it had failed....</i></p> <p><i>Many of the original piles remain but have been repaired or made redundant by the addition of approximately 20 piles. A dive inspection in August 2018 and June 2021 indicated widespread teredo worm damage. The extent of degradation is highly variable but is typically confined to the intertidal zone. Once marine borer are in the piles there is little that can be done to mitigate the deterioration except to replace the piles and to install a barrier covering at the intertidal zone to prevent future infestation”</i></p> <p>The Heritage Assessment and Archaeological Report also identify the extent of modification of original fabric.</p> <p>Specifically in terms of the partial removal of the abutment, the Archaeological Report²⁰⁷ identifies that the abutment condition is moderate to poor, inclusive of damage incurred from the Christchurch Earthquake Sequence which resulted in ‘severe cracking in the walls’²⁰⁸. Endeavours to strengthen the abutment and integrate a sloping section to achieve the 500mm</p>
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²⁰⁶ <https://ccc.govt.nz/assets/Documents/Consultation/2021/12-December/711779-20211208-TA-Akaroa-Wharf-Developed-Concept-Report-reduced-file-size.pdf> [2.4]

²⁰⁷ Attachment U. Archaeological Assessment [1.4]

²⁰⁸ <https://ccc.govt.nz/assets/Documents/Consultation/2021/12-December/711779-20211208-TA-Akaroa-Wharf-Developed-Concept-Report-reduced-file-size.pdf> [2.4]

	<p>raised wharf deck height would present unreasonable programme costs and risk (clause iii), and regardless retention and integrity would be challenged during construction works associated with piling works (clause ii).</p> <p>In relation to the amendments notified through PC13 to clause (ii):</p> <ul style="list-style-type: none"> • <u>the demolition of the wharf (CRC) and residual heritage values and integrity of the abutment in isolation would unlikely be sufficient to warrant a 'Significant' status in terms of the criteria for scheduling in Policy 9.3.2.2.1; regardless</u> • <u>the continuing rapid deterioration of the structure, as absent of ongoing Council funded maintenance to retain tangible heritage fabric and values would degrade the integrity of the residual heritage fabric.</u> <p>In terms of Clause (iii) as identified in the Calibre 2021 Report:</p> <p><i>"...submissions received during the consultation were in favour of completing the 'minimum' repairs required to keep the wharf in its current form. The condition of the wharf has been assessed by two independent engineering consultants, both of which have indicated that even with regular maintenance, the remaining life of the structure is considered to be less than 10 years.</i></p> <p><i>A large amount of repair work is needed to keep the wharf operational and the volume, cost of repairs and level of disruption can be expected to continue increasing. Doing 'minimum' repairs periodically would be less efficient and more expensive than completing a rebuild of the structure The prioritisation of piecemeal repairs is difficult as much of the deterioration is hidden and a rebuild removes the increasing risk of wharf failure due to unseen defects in the ageing structure. Examples of hidden defects include marine borer eating the piles from the inside and the rotting of timber stringers from the top down"²⁰⁹.</i></p> <p>The term 'costs' within Policy 9.3.2.2.8(a)(iii) is not narrowed to purely an economic consideration. As identified in the Coastal Processes and Hazards assessment, the replacement wharf and elevated deck height provides for increased hazard resilience especially in terms of interactions with extreme events accounting for sea level rise. Without that increase in resilience, reductions in the functionality of the wharf and increased interactions with overtopping represents social costs to the wider community and economic</p>
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	<p>costs associated with retaining existing commercial fishing and commercial recreational operations, as well as increased risks in terms of community health and safety.</p> <p>Accordingly, both the economic, and broader consideration of costs of retaining the existing structure are considered unreasonable.</p> <p>With regard to clause (vi), given the interrelated nature of all of the components of the wharf in terms of supporting its primary function to provide marine connections for commercial fishery and commercial recreational uses, a reduced extent of demolition is not considered feasible. That consideration is based on the primary function and nature of the wharf, this requires a cohesive consideration of the 100-year design life of the wharf structure and consequences for design, including accounting for sea level rise and resilience, and meeting the needs of existing and potential future users. Partial retention, or ongoing and rolling maintenance is not feasible in that context.</p> <p>Lastly, in terms of clause (v), the Heritage Assessment acknowledges that the 1887 is appropriately deemed a 'Significant' (Group 2) Heritage item within the District Plan. That classification is not disputed, however as noted within Section 6.10 it is neither reasonable nor practicable to restore the existing wharf for a design life for the next 100 years. A requirement to retain the structure in-situ will, given the environmental stresses associated with the coastal environment, will result in rapid deterioration of the structure to the extent that the tangible heritage fabric and values associated with the wharf will be degraded to an extent that would impact on the statement of significance attributed to the wharf.</p>
<p>Objective 9.5.2.1.2 - Integrated management of land and water</p> <p>a. <i>Ngāi Tahu cultural values, including as to natural character, associated with water bodies, repo / wetlands, waipuna / springs and the coastal environment of Ōtautahi, Te Pātaka o Rākaihautū and the greater Christchurch Area are maintained or enhanced as part of the rebuild and future development of the District - Ki Uta Ki Tai (from the mountains to the sea).</i></p>	<p>CCC has engaged with Ōnuku Rūnanga in relation to this proposal. A CIA has been provided by Mahaanui Kurataiao. As summarised in Sections 6.13 and 9 of this application. In addition, an assessment of the Proposal against relevant objectives and policies of the Mahaanui MP has been provided in Section 2.1.4.2 of this application as informed by the CIA.</p>
<p>Objective 9.5.2.1.3 - Cultural significance of Te Tai o Mahaanui and the coastal environment to Ngāi Tahu</p> <p>a. <i>The cultural significance of Te Tai o Mahaanui, including Te Ihutai ... and the coastal environment as a whole to Ngāi Tahu is recognised and Ngāi Tahu are able to exercise kaitiakitanga and undertake customary uses in accordance with tikanga within the coastal environment.</i></p>	

<p>Policies 9.5.2.2.2 and 9.5.2.2.3, in support of the above objectives, aim to recognise Ngāi Tahu relationship with Ngā Tūranga Tūpuna and Ngā Wai and to respond in the manner outlined within these policies.</p>	
<p>Objective 9.6.2.1.1 - The coastal environment</p> <p>a. <i>People and communities are able to provide for their social, economic and cultural wellbeing and their health and safety, while maintaining and protecting the values of the coastal environment, including:</i></p> <ul style="list-style-type: none"> i. <i>indigenous biodiversity and the maintenance of the ecological function and habitats;</i> ii. <i>natural features and landscapes;</i> iii. <i>natural character;</i> iv. <i>historic heritage;</i> v. <i>Ngāi Tahu cultural values;</i> vi. <i>visual quality and amenity; and</i> vii. <i>recreation values.</i> 	<p>The potential effects associated with the replacement of Akaroa wharf and the temporary reclamation have been assessed in Section 6 of this application. That assessment covers the matters identified in these objectives and policies and concludes that, given the mitigation measures proposed, potential effects will be avoided or mitigated. On this basis, the values of the coastal environment associated with the area will be at least maintained (and retained in terms of access to the CMA with increased resilience in terms of risk to public health and safety, Policy 9.6.2.2.2) and therefore protected.</p>
<p>Objective 9.6.2.1.2- Access to and along the coast</p> <p>a. <i>Public access to and along the Coastal Marine Area is maintained or enhanced by providing access in places and in forms which are compatible with public health and safety, sensitivity of the receiving environment and protecting the natural, historic and Ngāi Tahu cultural values of the coastal environment.</i></p>	
<p>Policy 9.6.2.2.1, in support of Objective 9.6.2.1.1, aims to provide of the use and development of the coastal environment provided the scale is appropriate to maintain and protect the listed values where present in the coastal environment.</p>	
<p>Policy 9.6.2.2.2, in support of Objective 9.6.2.1.2, aims to maintain existing public access and provide additional public access, where it is, amongst a number of matters, need to meet demand, there is an acceptably low risk of danger to public health and safety and it is compatible with the environment.</p>	
<p>Objective 18.2.1.1 – Provision of open spaces and facilities</p> <p>a. <i>A network of open spaces and recreation facilities that:....</i></p> <ul style="list-style-type: none"> v. <i>enables temporary and multifunctional uses;</i> vi. <i>maintains and enhances amenity values, connectivity and public access, where appropriate;</i> 	<p>Laydown Area 1 is zoned Open Space Community Park Zone.</p> <p>The proposal will be temporary in nature, and adverse effects on adjoining sensitive land uses will be managed through an array of Conditions, including the CNVMP and the CEMP. At the cessation of works, the site will be completely rehabilitated and able to be reused for the existing range of recreational and social activities currently undertaken.</p>

<p>Objective 18.2.1.3 – Character, quality, heritage and amenity</p> <p>a. <i>Activities, buildings and structures within open spaces are of a scale, form and design which:</i></p> <p>v. <i>minimise adverse effects on adjoining land uses and the surrounding environment’s ecological, landscape and natural values, historic heritage values and amenity values, both within and outside the open space;</i></p>	<p>During occupation as a laydown area, there will be some restrictions on formalised sporting activities. Access to the public toilets and carparking will remain.</p> <p>Casual family games remain possible. The temporary loss of space will represent some diminution of capacity for annual events, but no impediment to their staging. The short term construction effects will be minor, and not inconsistent with the relevant Objectives (and associated policies).</p>
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8 Other Matters

The relevant provisions of the Mahaanui MP, which was published in 2013, is an expression of the kaitiakitanga and rangatiratanga for the six rūnanga within the takiwā from the Hurunui River to the Hakatere River and inland to Kā Tiritiri o Te Moana are identified in Section 2.1.4.1 and considered in Section 6.11.

9 Consultation/Notification

9.1 Notification

Sections 95A to 95E of the RMA outline the decision process to be followed by consent authorities in deciding the notification pathway, and identifying affected persons, for applications in accordance with the RMA.

Section 95A outlines the steps to be followed when deciding whether or not to publicly notify an application.

The Christchurch City Council (**as applicant**) has requested public notification as pursuant to s95A(3)(a).

The Christchurch City Council have engaged with and consulted with Ōnuku Rūnanga on the project. Written approval for this application has been provided from Ōnuku Rūnanga.

In terms of parties that would be deemed directly affected person(s), these include those where noise from impact piling associated with the replacement wharf will exceed the 70 dB LAeq construction noise limits by up to 7 dB. Noise from impact piling at the façade of the following receivers will exceed 70dB LAeq: 61, 65, 67, 69, 79, 79A, C and D, 81, 83, 85A, B and C, and 89 Beach Road.

9.2 Requirements under s62 of the Marine and Coastal Area Act 2011

Sections 62(2) and (3) of the Marine and Coastal Area Act 2011, apply to a party lodging an application that relates to rights conferred by a customary marine title order or agreement, notify the applicant group about the application and seek their views. That obligation extends to an applicant group which has applied to the Court for recognition of customary marine title. It is understood that those parties identified in **Table 5**.

Table 5: Applicable Groups s62(2) Marine and Coastal Area Act 2011

Te Rūnanga o Ngāi Tahu on behalf of Ngāi Tahu Whānui Attn: maca@ngaitahu.iwi.nz Tom.Gilmour@Ngaitahu.iwi.nz	Ngāi Tūāhuriri hapū Attn: Upoko o Ngai Tuahuriri, temaire.tau@canterbury.ac.nz ; rachel.robilliard@chapmantripp.com
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Copies of the application, and introductory letters have been issued to these parties on 15 August 2025.

9.3 Broader Consultation

There has been substantial consultation and engagement undertaken as to the main drivers and options associated with the renewal of Akaroa wharf. A copy of the full consultation summary is included in **Appendix V**. An abridged version of the consultation is outlined below and includes:

- Public meetings associated with locational options (2021).
- A public drop-in session(s) undertaken in terms of design and values held by the Community (Dec 2021).
- Individual sessions with stakeholders associated with commercial operations and recreational users (2021)²¹⁰.

Stakeholder groups that have been specifically engaged with, and have raised several matters, issues and values to be considered. These Groups include:

Group	Parties	Considerations
Mana whenua	Ōnuku Rūnanga Mahaanui Kurataiao Ltd Marine and Coastal Area (Takutai Moana) Act 2011	Uphold mana and Kaitiaki Māori Value Assessments and Cultural Impact Assessment Partnership in terms of design and mitigation.
Government Agencies	Department of Conservation	Marine Mammal protections
Local Government	Canterbury Regional Council Christchurch District Council	Statutory process and extent of technical evaluation.
	Te Pātaka o Rākaihautū Banks Peninsula Community Board	Recommendations to project team based on submitter feedback (2022), and regular updates.
	Canterbury Harbour Master	Construction programme. Navigational access and safety. Relocation (temp or permanent) of Moorings.
Environmental Agencies	Heritage New Zealand	Best practice Heritage Assessment and Conditions. Heritage NZ Act 2014 Requirements Archaeological Authorities (s442(a)).
Utility Providers	Christchurch City Council BSP (Fuel) Chorus and Orion	Construction programme / service disruption and reinstallation.
User Groups	On Wharf (Black Cat, Blue Pearl, Murphs Caravan).	Approach to integration, construction timeframe / disruption and relocation.
	Commercial fishing (e.g. Akaroa Fishermen's Association) Commercial Passenger (i.e. Akaroa Dolphins, Fox II, Akaroa Wildlife and Fishing Charters). Cruise tenders	Confirmation of service provision for replacement Wharf (including specifications and locations for utilities – power, water, fuel and hoist). Construction programme, disruption and temporary period of relocation
Akaroa Community Groups	Members of Akaroa Civic Trust Members of the Akaroa Business Group	Construction programme, disruption and mitigation (piling timetable, loss of carparking, road closures, laydown areas). Design & heritage considerations.

²¹⁰ ccc.govt.nz/assets/Documents/Consultation/2022/03-March/Akaroa-Wharf-Replacement-submissions-for-web-and-report-appendix.pdf

Group	Parties	Considerations
	Akaroa Design & Appearances Committee	
Adjoining Businesses and Residences	Akaroa Village Inn Akaroa Cooking School Bruce Apartments Akaroa Dolphins	Construction programme, disruption and mitigation (piling timetable, loss of carparking, road closures, laydown areas).

10 Conditions

10.1 Introduction

Attachment Q provides for recommended and volunteered conditions that the Applicant proposes be attached to the resource consents being sought. The proposed conditions are informed from the respective assessments accompanying this application. A brief description of the conditions is provided below:

10.2 Canterbury Regional Council – Coastal Permit (Section 12)

The Coastal Permits (s12) applied for include:

To remove or demolish a structure; erection and placement of a structure; disturb the foreshore and seabed; to emit noise in the Coastal Marine Area; and to occupy the Coastal Marine Area at Akaroa Wharf	Term 35 Years
The placement of piles and occupation of the coastal marine area as associated with piles and access as relates to the area identified on Figure 1 as Consent B1 and Consent B2 .	Term 35 Years
Construction and rehabilitation within 30 months of a reclamation; disturb the foreshore and seabed; and to occupy the Coastal Marine Area at Akaroa boat ramp reclamation area.	30 months, being 18 months after the date of commencement for construction activities, plus 12 months after the cessation of construction activities for rehabilitation of the reclamation area.
To disturb the foreshore and seabed and to deposit natural material on the foreshore	18 months after the date of commencement

Relevant conditions seek to:

- Ensure notification of the consent authority and Te Ngāi Ōnuku Rūnanga prior to works commencing.
- Provision and certification associated with a Construction and Environment Management Plan for all works (including the reclamation), including Erosion and Sediment Control Plan and Dust Management Plan.
- Controls related to biosecurity during construction, including reporting.
- Establishment, provision and certification of a MMMP and MMOZ including a stated intent to establish a 300m MMOZ for cetaceans (inclusive of Hector's Dolphins).
- Provision of a Historic Heritage Plan for the salvage and reuse of heritage fabric.
- Controls associated with the accidental discovery of archaeological material.

- Controls associated with management of construction spills and hazardous substances.
- Completion work protocols, including maintenance and inspections.
- Establishment of a complaints register.
- Controls and management associated with seagrass communities proximate to the barge reclamation and spoil deposit areas.
- Provision and certification of a Rehabilitation Plan for the temporary reclamation associated with Akaroa boat ramp.
- Controls of the deposition of spoil material associated with the dredged navigation channel for the temporary reclamation associated with Akaroa boat ramp.
- Controls on the volume, period and extent of disturbance (dredging) and deposition associated with the dredged navigation channel for the temporary reclamation associated with Akaroa boat ramp.

10.3 Canterbury Regional Council – Water Take and Discharge (Sections 14 and 15)

The Water take (s14) and discharge (s15) applied for include:

The take groundwater for the purposes of dewatering	Term 5 Years
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Relevant conditions seek to:

- Ensure notification of the consent authority and Te Ngāi Ōnuku Rūnanga prior to works commencing.
- Provision and certification associated with a Construction and Environment Management Plan for all works (including the reclamation).
- Controls associated with management of construction spills and hazardous substances.

10.4 Christchurch City Council – NES Contamination (Section 9(1))

Relevant conditions seek to:

- Provision and certification associated with Contamination Site Management Plan (CSMP).

10.5 Christchurch City Council – Land Use Consents (Section 9(3))

Relevant conditions seek to:

- Ensure notification of the consent authority prior to works commencing.
- Provision and certification associated with the following management plans.
 - Construction Traffic Management (CTMP).

- Temporary Transport Management Plan (TTMP)
- Construction and Environment Management (CEMP).
- Erosion and Sediment Control (ESCP).
- Construction Noise and Vibration Management (CNVMP).
- Temporary Protection Plan (TPP) – Heritage.
- Requirements associated with an accidental discovery protocol (ADP).

11 Conclusion

Christchurch City Council (as the applicant) is responding to structural and conditional reports that identify that the original 1887 Akaroa wharf is beyond its design life. Whilst there have been considerable maintenance endeavours to shore up the wharf, continuation of on-going maintenance efforts is prohibitive and will not maintain function and resilience over time.

A comprehensive analysis of actual or potential effects is assessed in **Section 6** of this application, where it is concluded given the mitigation measures proposed and incorporated into the Proposal, that adverse effects will be avoided or mitigated, except for the loss of heritage fabric. Any residual effects are less than minor or otherwise appropriately managed through construction and management plans, with several positive effects (such as increased reliance to sea level rise) being achieved.

Adverse effects on heritage are more than minor, but not significant. The loss of heritage fabric responds to the special and unique circumstances associated with the retention of a function main wharf for Akaroa (RCEP **Policy 6.1(a)(ii)**) and is neither unreasonable (DP **Policy 9.3.2.2.8(a)(iii)**) or inappropriate (s6(f) RMA1991, and NZCPS **Objective 6, Policy 17**).

A detailed matrix of conditions as necessary to manage noise effects on Hector's dolphins as a taonga species are volunteered to ensure any adverse effects are avoided.

In addition, the activities associated with this application are also consistent with, and therefore not contrary to, the relevant policy framework of the relevant statutory planning documents developed under the RMA (**Section 7** of this application).

Overall, the replacement of Akaroa Wharf given the mitigation and enhancement measures incorporated into the Proposal, provides for the sustainable management of the area's resources as sought by the relevant planning documents (and therefore is in accordance with the purpose and principles of Part 2 of the RMA).

Attachment A: Akaroa Wharf Design Plans.

Attachment B:

Akaroa boat ramp reclamation,
disposal area and site configuration.

Attachment C:

**Landscape Assessment (Rough, Milne,
Mitchell Landscape Architects).**

Attachment D1:

Assessment of Effects on Coastal
Ecology – Akaroa Wharf (Cawthron).

Attachment D2:

Assessment of Effects on Coastal Ecology – Temporary Barge Load Out Area (**Cawthron**).

Attachment E1:

Assessment of Effects on Marine
Mammals (**Cawthron**).

Attachment E2:

Draft Marine Mammal Management
Plan.

Attachment F:

Akaroa Wharf Replacement – Use and Effects Assessment (Rob Greenaway & Associates and Enviser Ltd).

Attachment G:

Avifauna (BlueGreen Ecology Ltd).

Attachment H:

**Cultural Design Framework (Ōnuku
Rūnanga Inc Soc)**

Attachment I:

Heritage (Team Architects Christchurch
Ltd)

Attachment J:

Stormwater (Storm Environmental)

Attachment K:

**Cultural Impact Assessment (Mahaanui
Kurataiao Ltd)**

Attachment L:

Transport Impact Assessment (Stantec)

Attachment M:

Coastal Processes and Hazards (Jacobs)

Attachment N:

Lighting (Pederson Read)

Attachment O:

Construction Noise and Vibration
Assessment (**Marshall Day Acoustics**)

Attachment P:

Construction Methodology (Enviser
Ltd)

Attachment Q: Augier Conditions

Attachment R:

Letter of Support - Ōnuku Rūnanga

Attachment S:

Underwater Noise Report (Styles)

Attachment T:

Records of Title

Attachment U:

**Archaeological Assessment (South
Island Archaeology)**

Attachment V:

Consultation Summary