

Zheyenne Stowers

From: Dale Chittenden
Sent: Thursday, 5 March 2020 5:17 pm
To: s9(2)(a)
Cc: Ren Leppens; s9(2)(a)
Subject: FW: Notes from the Hunter meeting
Attachments: Notes from Hunter family meeting 11th February 2020.docx

FYI
Dale

From: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>
Sent: Thursday, 5 March 2020 4:55 p.m.
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Cc: Matt Russell <Matt.Russell@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; Jon Spraggon s9(2)(a); Simon Moran <Simon.Moran@southlanddc.govt.nz>
Subject: Notes from the Hunter meeting

Hi Dale
Finally got my notes together in one place!

Please note as I said at the meeting: these are not minutes but notes of the discussions. As you will recall I left the meeting at 12.20pm so my notes are only to that point.

Cheers



Karen Purdue

Community Partnership Leader

Southland District Council

PO Box 903

Invercargill 9840

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Notes from Hunter family meeting 11th February 2020 @ BNZ, Esk Street, Invercargill

Present: s9(2)(a)

(Hunter family)

Dale Chittenden and Ren Leppens (Department of Conservation)

Mark Day, Simon Moran, Karen Purdue (Southland District Council)

Jon Spraggon (Stewart Island Rakiura Community Board)

Apology: s9(2)(a) (Walking access NZ)

This meeting was convened by DOC with the Hunter family and SDC took the opportunity to update the Hunters on the jetty's project and to get their feedback on progress and alternate location.

Dale outlined the current situation:

- Jetty at the end of it's useful life
- Approximate costs of a rebuild
- Access agreement to tracks, made with the Hunter family is coming to end of term (June 2020)

Mark provided an update on the SDC Ulva Island Jetty project:

- As suggested by the Hunter family at the previous meeting, SDC have looked at Bathing Bay as an alternative location. In addition, other sites were identified. Some community engagement had been done with operators and the Community Board about the suitability of each alternate site. It was generally agreed that the only suitable site that should be considered was Bathing Bay.
- There was agreement however that the current site was the best location and that Bathing Bay should only be considered if agreement could not be reached about access between DOC and the Hunter family.
- The current design for a replacement jetty at Ulva Island was outlined. An increase of 4 metres, higher and wider than the current footprint.

Mark also mentioned issues associated with the alternate site @ Bathing Bay. Agreement would be required from DOC for access, work would need to be done on creating a new track and some DOC infrastructure would need to be relocated. Geotech testing has not been done and there may be more cost involved in obtaining a resource consent.

Jon outlined the Community Board thinking around a new jetty being that:

- It was fit for purpose
- That it be "future proofed" (taking into account the ability of the jetty to handle bigger vessels and increased visitors to Ulva)
- That the design took account of expected bigger tides and sea level rise (Climate change)

- That the proposed design will mitigate some Health & Safety concerns
- That the community had given support for the proposed design

Both the Hunters and DOC agreed that the current location is the best site.

DOC noted that they would not be prepared to contribute financially in any way towards funding the new jetty. They also noted that moving to Bathing Bay would create major complications for them.

DOC are not prepared to do any of the work associated with the alternative location because of funding constraints.

Discussion turned to the access agreement.

Hunter family are happy with the status quo in regard to negotiating a new 20 year access agreement. It has worked for 98 years, DOC and the family have mutual interests and have had a good working relationship.

The Hunter family and DOC have been discussing capping the number of visitors to Ulva and management of the tracks.

DOC outlined that they are looking at a long term plan for Ulva. They are getting feedback that the visitor experience is less with increasing numbers. However, land tenure may have to change to accommodate capping numbers.

The Hunter family believe that public access is important however so is their privacy and experience.

The family have the following concerns about the replacement design:

- The additional length of the proposed new design.

The family feel that this will fundamentally change the feel of the island, create less privacy and also have concerns about the impact on the marine reserve. The family do not accept that:

- Access for larger vessels is required (the vessels should only be dropping off and picking up)
- That Health & Safety concerns are valid (“How many incidents have there been?”)
- That visitor numbers are going to increase
- That any change to the causeway is necessary
- that sea level rise is a fact
- SDC require a 30 year access agreement to build a jetty

The Hunter family can live with:

- A jetty being built on the same footprint
- Raising the height and width of the walkway

The family feel that SDC are more likely to get agreement for a replacement jetty if the jetty is replaced within the current footprint than with the proposed extension and mentioned that they have an option through the resource consent process to object.

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Zheyenne Stowers

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Wednesday, 27 January 2021 10:57 am
To: Ren Leppens
Cc: Nick Hamlin;Mark Day
Subject: RE: DOC agreement with the Hunter family for access to Ulva

Ren,

Many thanks, we look forward to hearing from you.



Stuart O'Neill

Project Manager

Southland District Council

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Invercargill 9840

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From: Ren Leppens <rleppens@doc.govt.nz>
Sent: Wednesday, 27 January 2021 10:55 am
To: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Cc: Dale Chittenden <dchittenden@doc.govt.nz>
Subject: RE: DOC agreement with the Hunter family for access to Ulva

Kia Ora Stuart,

I have had a catch up regarding the MOU with Dale at the beginning of the New Year to also provide this information to Karen Purdue, it's my understanding that the Hunter Family had put the agreement in front of their solicitors at the same time and the commentary received was we could expect some traction in a couple of weeks' time.

That time frame is approximately now, I'm assuming that we should have the MOU at any stage, I will ask Dale to follow up and I will respond back to you once we have further clarity around the timing.

I do understand the urgency and will follow up on this matter today and provide you with a response from the Hunter Family as soon as we have received a reply.

Nga mihi

Ren Leppens

Operations Manager – Stewart Island /Rakiura

Pou Matarautaki

Department of Conservation - Te Papa Atawhai

Ph. 03 219 0002 | VPN: 5851 | s9(2)(a)

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From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>

Sent: Wednesday, 27 January 2021 9:32 a.m.

To: Ren Leppens <rleppens@doc.govt.nz>

Cc: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Subject: DOC agreement with the Hunter family for access to Ulva

Hi Ren and Dale,

RE: Doc Agreement with the Hunter Family

- I am the project manager for the Ulva Island Wharfe project working for Southland District Council.
- One deliverable left outstanding at this point is the agreement between Doc and the Hunter family.
- Can you please advise what the status of this agreement is and what we may need to do to assist in getting this formalised and complete?

Many thanks



Stuart O'Neill
Project Manager
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From: Brendan Gray
Sent: Tuesday, 22 December 2020 8:26 am
To: Dale Chittenden <dchittenden@doc.govt.nz>
Cc: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>
Subject: RE: DOC agreement with the Hunter family for access to Ulva

Hi Dale

Do you have any update on the agreement between DOC and the Hunter family?

Thanks



Brendan Gray
Project Manager
Southland District Council
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HAPPY HOLIDAYS

Southland District Council management, staff and elected members wish you a merry Christmas and a safe and happy New Year. For information about our office and library hours, refuse sites and wheelie bin collection dates please click on the banner to visit our website.



From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Sent: Friday, 30 October 2020 3:52 pm
To: Brendan Gray <brendan.gray@southlanddc.govt.nz>
Subject: RE: DOC agreement with the Hunter family for access to Ulva

Hi Brendan
2nd draft will be finished and reviewed by our legal team next week.
It will then go to the Hunter Family Trust and they will get legal advice also.
Hopefully that's all that is needed and we can get it signed off.
I will aim for the end of November and let you know if any issues arise.
Dale

From: Brendan Gray <brendan.gray@southlanddc.govt.nz>
Sent: Friday, 30 October 2020 2:22 p.m.
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Subject: DOC agreement with the Hunter family for access to Ulva

Hi Dale

I am assisting from a project manager position with regards to the Ulva Island jetty rebuild and was wondering how you are getting on with the DOC agreement with the Hunter family representatives?

The SIRCB has stipulated in their resolution that no funding is approved/to be spent until a signed access agreement for no less than 20 years is agreed, signed and received between DOC and the Hunters.

If you can give me an approximate timeframe or update on how this is going then I can add it to the project timeline.

Thanks in advance

Brendan



Brendan Gray

Project Manager

Southland District Council

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Zheyenne Stowers

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Wednesday, 3 March 2021 12:37 pm
To: Ren Leppens
Subject: RE: Doc & Hunter Agreement Urgency

Thanks Ren



Stuart O'Neill
Project Manager
Southland District Council
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P: 0800 732 732 | F: 0800 732 329
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From: Ren Leppens <rleppens@doc.govt.nz>
Sent: Wednesday, 3 March 2021 12:35 pm
To: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Cc: Dale Chittenden <dchittenden@doc.govt.nz>
Subject: FW: Doc & Hunter Agreement Urgency

Hi Stuart,

We are hopefully almost there, apologies around the delay as you will see context below, I will ensure we keep this in the forefront of our work program and will seek an update next week on progression.

Nga mihi

Ren Leppens
Operations Manager – Stewart Island / Rakiura
Pou Matarautaki

Department of Conservation - Te Papa Atawhai
Ph. 03 219 0002 | VPN: 5851 | s9(2)(a)

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From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Wednesday, 3 March 2021 12:27 p.m.

To: Ren Leppens <rleppens@doc.govt.nz>

Subject: RE: Doc & Hunter Agreement Urgency

Hi

We are still working through it.

I thought that we were almost there, I just talked to s9(2)(a), he has informed me that one of the family members has some more changes which he will get through today.

Dale

From: Ren Leppens <rleppens@doc.govt.nz>

Sent: Wednesday, 3 March 2021 11:23 a.m.

To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Subject: FW: Doc & Hunter Agreement Urgency

Importance: High

Hi Dale,

Please direct any further correspondence to me on this topic so I can respond directlydo we need to have a catch up on this, it appears to be taking some time to get progression.

Cheers

Ren Leppens

Operations Manager – Stewart Island /Rakiura

Pou Matarautaki

Department of Conservation - Te Papa Atawhai

Ph. 03 219 0002 | VPN: 5851 | s9(2)(a)

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From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Wednesday, 3 March 2021 11:00 a.m.
To: Ren Leppens <rleppens@doc.govt.nz>
Cc: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Subject: Doc & Hunter Agreement Urgency
Importance: High

Hi Ren,

RE: Doc & Hunter Agreement

- The SIRCB has proved approvals to proceed with consenting
- We are in the process of gaining consent for the for Ulva Island wharf
- The agreement between DoC and the Hunter family remains unsigned
- We will be unable to gain consent without this document which can result in delays in the consent and for the project
- Can you please advise when this agreement will be signed



Stuart O'Neill
Project Manager
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From: Ren Leppens <rleppens@doc.govt.nz>
Sent: Tuesday, 9 February 2021 4:27 pm
To: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Subject: FW: Agreement

Kia ora Stuart,

Please see the below correspondence re Hunter Family Trust MOU with DOC .

I am aware that this needs to be fast tracked and can assure you that once we have this returned for scrutiny I will ensure it is given priority and I will keep you posted on our progression.

Nga mihi

Ren Leppens

Operations Manager – Stewart Island /Rakiura

Pou Matarautaki

Department of Conservation - Te Papa Atawhai

Ph. 03 219 0002 | VPN: 5851 | s9(2)(a)

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From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Tuesday, 9 February 2021 4:21 p.m.

To: Ren Leppens <rleppens@doc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>

Subject: FW: Agreement

Hi

FYI - The access agreement with the Hunter Family is still a work in progress.

The latest draft agreement back from their solicitor as some recommended changes. I will work through these with the DOC lawyer as fast as I can.

Dale

From: s9(2)(a)

Sent: Tuesday, 9 February 2021 3:03 p.m.

To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Cc: s9(2)(a)

Subject: Re: Agreement

Hi Dale

Sorry for the delay

Please see attached the marked up version from our solicitor

It has changes to clause 3.3 and a new clause in 4

If you would like to discuss feel free to give me a call

Regards

s9(2)(a)

Sent from my iPad

On 9/02/2021, at 2:21 PM, Dale Chittenden <DCHITTENDEN@doc.govt.nz> wrote:

Hi s9(2)(a)

Sorry I've been away a week or two recently.
Any word back for your lawyer on the access agreement.
Meeting on Rakiura this Sunday and the SDC are asking for an update.
Dale

From: Dale Chittenden

Sent: Wednesday, 27 January 2021 11:13 a.m.

To: s9(2)(a)

Subject: Agreement

Hi s9(2)(a)

Any word back from your solicitor on the agreement?
SDC are asking as there is a wharfs users meeting on the 14th Feb.
Dale

Dale Chittenden | Senior Ranger Visitor/Historic – Rakiura

Department of Conservation Te Papa Atawhai

Rakiura National Park Visitor Centre

15 Main Rd, Halfmoon Bay, Stewart Island 9846

VPN: 5909 | Mobile: s9(2)(a)

Email: dchittenden@doc.govt.nz

<[image001.png](#)>

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Zheyenne Stowers

From: Kirsten Hicks <kirsten.hicks@southlanddc.govt.nz>
Sent: Thursday, 18 February 2021 12:17 pm
To: Ren Leppens
Subject: FW: Workshop – Stewart Island wharf user charges and Ulva Island Wharf update - 14 February 2021
Attachments: Workshop – Stewart Island wharf user charges and Ulva Island Wharf update - 14 February 2021.pdf
Categories: Ulva Wharf



Kirsten Hicks

Committee Advisor/Customer Support Partner

Southland District Council

PO Box 903

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From: Kirsten Hicks
Sent: Thursday, 18 February 2021 12:11 p.m.
Subject: Workshop – Stewart Island wharf user charges and Ulva Island Wharf update - 14 February 2021

Hello,
Please find attached the notes from last Sunday's workshop.

Nga mihi

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Workshop – Stewart Island wharf user charges and Ulva Island Wharf update.

7.35pm, 14 February 2021

Present: Cameron McIntosh (CE, SDC), Ebel Kremer (Deputy Mayor), Karen Purdue (Community Partnership Leader), Jon Spraggon (Chair, Community Board), s9(2)(a) (Jetties Advisory Group

s9(2)(a) Dale Chittenden (Jetties Advisor Group & DOC licence holder), s9(2)(a)

s9(2)(a) (Real Journeys licence holder)

Lyndon Cleaver (Environment Southland, Jetties Advisory Group) via zoom link

Apologies:

s9(2)(a) (licence holder), s9(2)(a) (Jetties Advisor Group & licence holder) s9(2)(a)

(Jetties Advisory Group and licence holder), Ren Leppens (DOC), s9(2)(a)

Notes by Kirsten Hicks, Committee Advisor

Ulva Island wharf update:

The Ulva Island wharf is next in line for an upgrade, to be followed by Golden Bay wharf as a separate project. SDC and the Hunter family have reached agreement, DOC's agreement with the Hunters is still progressing. Consultation with iwi is underway. In the meantime the current agreement is rolling over.

The community board will be asked tomorrow to release funding to enable early contractor engagement and the lodging of resource consent applications. Once work is underway, the wharf and Post Office Cove will become a restricted construction zone. Alternative access to the island will be required.

A team of 3 SDC staff and community board chairperson Jon Spraggon are working on this project. It is planned to seek expressions of interest from contractors and other relevant people (including businesses on the Island). A winter build is considered more desirable and it is acknowledged that both accommodation and timber supplies may be an issue. The basic design (higher, wider but not longer than the current wharf) will have contractor input to ensure the best construction methods are used. The Hunter family will also have input.

The causeway is not part of the wharf rebuild at this point. The aesthetics are of concern to the Hunters. out of scope

out of scope

out of scope

It is important to ensure there are no health and safety issues in any time period following the completion of the wharf rebuild and prior to the causeway development. It was suggested there is a pine tree on the hill which should be removed before construction commences.

Environment Southland are reasonably confident that this project would be subject to non-notifiable consents due to the footprint of the wharf and the current discussions with affected parties.

The build will need to be partly funded by a loan, with visitor levy applications to cover repayments.

Wharf User Charges:

Current wharf user charges are \$1350 (GST inc) per vessel. The rate is proposed to rise to \$1500 (GST inc) per vessel in 2023. It is also suggested that this base rate have another component based on usage. This may be per passenger but possibly frequency of visits. The licence covers all 6 wharves/jetties.

Ideally a guaranteed income is required to ensure funding for necessary rebuilding/maintenance for all wharf assets. It is envisaged that this will be covered partially by a local rate, hopefully with some district rate input also. Visitor levy grants have been successful in the past, but as they are subject to approval by the allocations subcommittee, they are less reliable. A 10 year funding plan for the visitor levy will be formulated later this month. It may be possible to borrow funds to get projects underway/achieved, with the visitor levy covering repayments.

Currently there are 13 boats with wharf user licences. Now that Golden Bay wharf has been added to SDC ownership, Sanfords and cruise ship tenders would also be involved.

Concern was expressed that should the licence charge be increased, some operators will withdraw. If the rate was applied per passenger, operator honesty is required. It is important that any fees apply to all users, including cruise ships. The wharves are also used by recreational users. It was considered that their contribution will come in the form of local or district rates.

It was suggested that many operators would prefer an increased base rate only, especially as this doesn't entail the same administration burden for operators that a usage component would. It was also suggested that raising the visitor levy rate might be a possibility, with a set amount being earmarked for Stewart Island wharf infrastructure. It was considered that when the previous visitor levy increase was proposed, there were no projects requiring funding that justified the increase. Some at the workshop feel this situation has now changed.

Licence holders were keen to be further informed as to what amount the fees were likely to be.

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Zheyenne Stowers

From: Bobbi Brown <bobbi@greatsouth.nz>
Sent: Monday, 3 May 2021 5:19 am
To: Ren Leppens
Cc: Matt Russell; Karen Purdue
Subject: RE: out of scope [REDACTED] and Ulva Island Access Agreement

Hi Ren,
out of scope [REDACTED]

out of scope [REDACTED]

Happy to chat if there was to be a joint meeting of stakeholders.

Cheers,
Bobbi

From: Ren Leppens <rleppens@doc.govt.nz>
Sent: Friday, 30 April 2021 12:20 pm
To: Bobbi Brown <bobbi@greatsouth.nz>
Subject: out of scope [REDACTED] and Ulva Island Access Agreement

Kia ora Bobbi,

out of scope [REDACTED]

The Ulva Island Access Agreement is currently with the Director General Lou Sanson for final sign off, I envisage this will be completed next week, it has gone through our legal team and has been given the green light to proceed.

Please contact me if you require any further detail.

Nga mihi

Ren Leppens

Operations Manager – Stewart Island /Rakiura

Pou Matarautaki

Department of Conservation - Te Papa Atawhai

Ph. 03 219 0002 | VPN: 5851 | Mob. s9(2)(a)

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Zheyenne Stowers

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Tuesday, 7 December 2021 2:37 pm
To: Ren Leppens; Dale Chittenden
Cc: Mark Day; Nick Hamlin; Karen Purdue
Subject: P - 10854 - Ulva Island Wharf - Advice Note 084 - SDC to DoC Document share

Categories: Ulva Wharf

Kia Ora,

RE: P - 10854 - Ulva Island Wharf - Advice Note 084 - SDC to DoC Document share

In preparation to tomorrows meeting I have prepared a sharefile link to access important subject matter which informs us about the project, these are:

- | | |
|---|---|
| • Land title survey scheme plan and survey plans
Ulva Island | Provides factual evidence of land ownership on
Ulva Island |
| • Archaeological report provided by s9(2)(a) | Informs us about the archaeological consideration |
| • Ecological Assessment provided by out of scope | Informs us about the Ecological Assessment and
effects and benefits of wharf renewal |
| • Geotechnical Reports WSP & OCEL | Informs us of geotechnical matters |
| • OCEL Wharf Design Plans & Requirements | Informs us of the preliminary design |
| • s9(2)(a) | Informs us about DoC specifications for tracks |
| • DoC Hunter Agreement
and can have moving forward | Helps us to understand the relationships we have |

These documents may be updated to incorporate any feedback from stakeholders. In future please make contact to ensure your are referencing the latest version of any document

[Ulva Island Wharf Support Documents](#)



Stuart O'Neill
Project Manager
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Zheyenne Stowers

From: Dale Chittenden
Sent: Thursday, 9 December 2021 5:34 pm
To: Nick Hamlin; Karen Purdue; Mark Day
Cc: Ren Leppens
Subject: FW: Latest proposed Ulva wharf designs

Categories: Ulva Wharf

Hi
Sharing information as suggested, if in need of any further detail then please contact me not our engineers.

As per the Hunter Family Trust , DOC needs to understand the full implications of why a like for like wharf (or close to) is not seen as an acceptable solution. DOC along with SDC is also a major asset manager so it I understands the value of (fit for purpose) infrastructure. Our engineer who knows the site well has raised the following after reviewing the documents.

Can you please let us know:

I suggest you ask SDC to nominate exactly which specific pieces of Legislation/Codes of Practice/Government Rules are driving this decision so that we can check that they are relevant to this situation.

Dale

From: Tim Cross <tcross@doc.govt.nz>
Sent: Wednesday, 1 December 2021 8:06 a.m.
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Peter Mulqueen <pmulqueen@doc.govt.nz>
Cc: Ren Leppens <rleppens@doc.govt.nz>; Jonathan Calder <jcalder@doc.govt.nz>
Subject: RE: Latest proposed Ulva wharf designs

Hi Dale,

There is nothing in the Building Act that I am aware of that would preclude building a fixed rather than floating jetty. I doubt that Maritime NZ or Worksafe rules would be that specific in only allowing a floating jetty to be constructed/operated given that fixed jetties and wharves are in use all around the country.

Some sites where driving/jetting piles is difficult would be more suitable for a floating option. This is the case at Deep Cove where the water is too deep for driven piles. The Ulva design still needs piles to keep the pontoon in position. I suspect SDC's Consultant is used to designing floating rather than fixed structures and that is where the preference comes from.

I suggest you ask SDC to nominate exactly which specific pieces of Legislation/Codes of Practice/Government Rules are driving this decision so that we can check that they are relevant to this situation. I couldn't see anything obvious in the documents attached to your email.

regards

Tim Cross
ENGINEER - Structures

From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Sent: Tuesday, 30 November 2021 4:21 pm
To: Peter Mulqueen <pmulqueen@doc.govt.nz>; Tim Cross <tcross@doc.govt.nz>
Cc: Ren Leppens <rleppens@doc.govt.nz>; Jonathan Calder <jcalder@doc.govt.nz>
Subject: RE: Latest proposed Ulva wharf designs
Importance: High

Hi All
Any help would be greatly appreciated team as I don't think this is going to be any middle ground.
Land owner wants (Like for like replacement) wharf Council wants (cc attachment # 2)

We have an obligation with the private land owners (in the track agreement) that we will support them on issues such as this. However we also have a good relationship with SDC!

If the wharf has to be bigger/better to meet all the H&S regulations then so be it. But we are also conscious that there maybe outside influences on this one.
Dale

From: Jonathan Calder <jcalder@doc.govt.nz>
Sent: Tuesday, 30 November 2021 3:47 p.m.
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Peter Mulqueen <pmulqueen@doc.govt.nz>; Tim Cross <tcross@doc.govt.nz>
Subject: Latest proposed Ulva wharf designs
Importance: High

Hi Dale – I'm not familiar with the rules governing marine structures but Pete might be, and Tim might be able to provide some background on Ocean Beach and Port William. The only other recent DOC wharf project is at Deep Cove, and that's a reasonably elaborate floating structure.

Cheers
Jono

From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Tuesday, 30 November 2021 3:23 pm

To: Jonathan Calder <jcalder@doc.govt.nz>

Subject: FW: latest proposed Ulva wharf designs

Importance: High

Hi Jono

Urgent one please meeting this Friday with Council.

On Ulva Isl (icon site) there is a wharf that Southland District Council are wanting to replace the wharf connects to private property and then into National Park.

We have just done a new access agreement with the landowners and have a good relationship. While at a meeting with landowners, SDC and DOC the replacement of the wharf was discuss. The landowners are wanting a like for like replacement, cc attachment. If you will see that it is far from that. The council are saying that they cannot do a like for like as it does meet the obligations of worksafe, Building code and Maritime NZ. I have seen wharfs replaced on Rakiura (Ocean Beach and Port William) with like for like why cannot this one?

Have you got any examples of wharf replacements within DOC that are high use yet simple in design?

Zheyenne Stowers

From: Matt Schmidt
Sent: Friday, 17 December 2021 11:06 am
To: Dale Chittenden; Nick.Hamlin@southlanddc.govt.nz; Tim Cross
Cc: Karen Purdue; Stuart O'Neill; Mark Day; DLVC_STEWART ISLAND PAVILION TRUST; Ren Leppens
Subject: RE: Ulva Island

Sensitivity: Private

Kia ora all

I reviewed the 'archaeological' assessment, and it is not an appropriate assessment for this structure.

I worked for many years on heritage harbour structures and a core problem with this assessment is that the wharf is approached as an archaeological site. Heritage wharfs are not assessed as 'archaeological', they are assessed as heritage structures or features and as such a Heritage Assessment should have been undertaken which provides a more in-depth cultural heritage consideration of the wharf.

The research on the site was poor particularly regarding teasing out the age and change over time of the structure and there was no on-site visit by the heritage consultant to assess the heritage fabric in detail which is a major failing. Key resources were not used, such as the records of the wharf in the Rakiura Museum and interviewing the Hunter family, and there was little recognition of the contribution of the structure to the history of the island overall. Within minutes of reviewing this assessment I was able to find readily past pictures of the wharf to start to build up a history of its construction and use. In summary, the tangible and intangible cultural heritage values of the current wharf structure have not been assessed properly.

Key to heritage assessments for structures like this in remote places is talking to those who have the most direct connection to them, and in this instance, this is the Hunter family and DOC, irrespective of who owns the structure. This relates to the intangible values which need to be assessed. Ultimately, it is the landowners on the island who over the generations have allowed people to access the island and hence they are a key part of the social association with the current wharf. The people here to consider in culture heritage terms when looking at social impacts of any wharf design proposals are the occupiers of the island, not other parties such as commercial operators and the public.

I am happy to discuss, and a workshop is a good idea.

Nga mihi

Matt



Dr Matthew Schmidt
Senior Heritage Advisor | Kaitohu Matua Taonga Tuku Iho
Department of Conservation | Te Papa Atawhai
Ōtepoti | Dunedin Office, Level 1, John Wickliffe House, 265 Princes Street, Dunedin
Ph. s9(2)(a) | Email mschmidt@doc.govt.nz | doc.govt.nz

Our vision is for New Zealand to be the greatest living space on Earth | Kāore he wāhi i tua atu
i a Aotearoa, hei wahi noho i te ao



International Correspondent for the Asia-Pacific Cultural Centre for UNESCO

From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Thursday, 16 December 2021 5:34 pm

To: Nick.Hamlin@southlanddc.govt.nz; Matt Schmidt <mschmidt@doc.govt.nz>; Tim Cross <tcross@doc.govt.nz>

Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Stuart O'Neill <Stuart.ONEILL@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; DLVC_STEWART ISLAND PAVILION TRUST s9(2)(a); Ren Leppens <rleppens@doc.govt.nz>

Subject: FW: Ulva Island

Sensitivity: Private

Hi Nick

Thanks for the information, I have added comments at the bottom (in blue) to clarify some points of interest. I'll have shared this with our Engineer (Tim Cross) and Historic Advisor (Matt Schmidt) and they will let you know if they have any further questions themselves. Also attached FYI are the original meeting notes between SDC, DOC and the Hunter Family Trust around the track agreement and proposed wharf. I have also attached a segment from the Coastal Plan that you will need to be consider for any further implications. I'm not able to interpret all the details in the information above, so I leave this with the experts Tim & Mat from our end and however you appoint at your end as their contacts.

Option 3 in the "workshop with the Hunter Family" is an appealing option which would certainly fit the values and current needs of the site. Perhaps raising the platform and causeway would also be needed.

What date did you have in mind for final decision on the way forward?

Dale

Regional Coastal Plan 2013

Section 7(e) of the Resource Management Act 1991 states that particular regard is to be given to the “recognition and protection of the heritage values of sites, buildings, places, or areas”.

Sites from the Historic Resources Strategy which are to be protected from the effects of activities in the coastal marine area:

H40 Ulva Island, Tourism/Nature Reserve, Paterson Inlet - First Post Office for Stewart Island (1-9-1872); first area set aside for preservation of native game and vegetation (23-10-1899)

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Sent: Monday, 13 December 2021 3:19 p.m.

To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Ren Leppens <rleppens@doc.govt.nz>

Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; Jon Spraggon s9(2)(a)

Subject: Ulva Island

Sensitivity: Private

Hi Dale, Ren

Dale Thanks for your responses and providing some feedback on our project documents to date, I have summarised below our response and provided some other key considerations.

1. Thanks for the visitor information and while this is good information without the survey being specific to Health and Safety or accessibility it doesn't provide the detail required for any sort of design input [Correct – just highlighting that visitors to Ulva are not have any H&S or accessibility issues.](#)
2. I attach the response to the Hunter Family on operational and various building code requirements that have to be considered and included in any project - [Thanks as requested by DOC engineer.](#)
3. All of our documents and reports provide full detail on why a like for like structure is not appropriate in this instance [We need to fully understand all the issues, engineer, historic etc.](#)
4. Provided is a copy of SDC design expert and design engineer OCEL which demonstrates their experience in all wharf construction types [Should the DOC engineer be talking to him directly?](#)
5. Thank you for the review and input into the historic inputs – we will certainly take these back to our experts [cc Contact and further details on coastal plan implications](#)

6. You will see from all of our correspondence that SDC is proactively engaging with the Hunter Family and providing detailed responses and information to all their concerns they have raised to date [Good to see](#).
7. We agreed to discuss collaboratively between: Archaeologists and ecologist. [Contact details attached](#)

Information provided to the Hunter Family so far FYI

1. Ecological report
2. Operational report
3. Geotech reports
4. Archaeological report
5. Land Survey
6. All design drawings including all options considered
7. Formal presentation to Family

To clarify some matters raised in your emails I draw to DOC's attention clauses within the DOC and Hunter agreement and SDC and Hunter family MOU

1. This project at this stage does not include the causeway and is only relating to the Wharf, the project team is considering ideas and options but this is not part of the project at this stage and the community have committed no funds to this [Ok, but need to keep in mind the causeway and one may effect the other](#).
2. SDC sought legal advice on its responsibilities as a PCBU prior to taking ownership of wharves in 2018 so have a very clear understanding of our responsibilities. [Yes we need a fit for proposed structure and the new one on Rakiura are a good example](#).
3. Clause 2.3 of your agreement states members of the public having access by foot, pushchair and wheel chair this is in line with your short walks NZ Standard [Correct but Ulva is not a short walk it is a Day Visitor track which caters for inexperienced people with a low level of fitness. The standard for People for Mobility difficulties is Short work or Path standard this is a much higher standard of track. We are not excluding these users but it not what the track is designed for. We had to put into the agreement what may be used as to exclude what we don't what used e.g mountain bikes which were actually taken on by a Cruise ship tender once!](#)
4. While SDC is aware discussions have taken place on a like for like structure this is recorded nowhere in either the DOC agreement and SDC MOU FYI - [Have attached the meeting notes](#)
5. The SDC MOU states that it relates to the causeway not the wharf and also states that the final design is at SDC discretion.
6. The design of the proposed wharf is based on existing operators and vessels only, DOC control the number of visitors to the Island not SDC [Good to know that no larger vessel are not proposed as there have been issues in the past the Cruise ship tenders and comment from operators seem to have concerns with larger vessels monopolising this wharf at times](#).

I trust this information provides wider context to how the project has progressed and full due diligence is nearing completion, SDC is required to meet as many of all the requirements as reasonability practicable

Happy to provide to DOC any updated documents in the coming weeks

Kind Regards
Nick



Nick Hamlin

**Group Manager Programme Delivery
Southland District Council**

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Ph - 0800 732 732 | Email - emailsdc@southlanddc.govt.nz

Zheyenne Stowers

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Sent: Monday, 13 December 2021 3:19 pm
To: Dale Chittenden; Ren Leppens
Cc: Karen Purdue; Stuart O'Neill; Mark Day; Jon Spraggon
Subject: Ulva Island
Attachments: OCEL -Ulva Island Operational Requiriemetns - Draft 1.pdf; Letter of response - Ulva Island 18 Nov 2021.pdf; P - 10854 - EOI Response - OCEL - Port and Harbour Works Experience.pdf; Workshop with the Hunter Family - Ulva Island 27.10.2021 v5.pdf

Sensitivity: Private

Categories: Ulva Wharf

Hi Dale, Ren

Dale Thanks for your responses and providing some feedback on our project documents to date, I have summarised below our response and provided some other key considerations.

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3. All of our documents and reports provide full detail on why a like for like structure is not appropriate in this instance
4. Provided is a copy of SDC design expert and design engineer OCEL which demonstrates their experience in all wharf construction types
5. Thank you for the review and input into the historic inputs – we will certainly take these back to our experts
6. You will see from all of our correspondence that SDC is proactively engaging with the Hunter Family and providing detailed responses and information to all their concerns they have raised to date
7. We agreed to discuss collaboratively between: Archaeologists and ecologist.

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1. This project at this stage does not include the causeway and is only relating to the Wharf, the project team is considering ideas and options but this is not part of the project at this stage and the community have committed no funds to this
2. SDC sought legal advice on its responsibilities as a PCBU prior to taking ownership of wharves in 2018 so have a very clear understanding of our responsibilities
3. Clause 2.3 of your agreement states members of the public having access by foot, pushchair and wheel chair this is in line with your short walks NZ Standard
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5. The SDC MOU states that it relates to the causeway not the wharf and also states that the final design is at SDC discretion

6. The design of the proposed wharf is based on existing operators and vessels only, DOC control the number of visitors to the Island not SDC

I trust this information provides wider context to how the project has progressed and full due diligence is nearing completion, SDC is required to meet as many of all the requirements as reasonability practicable

Happy to provide to DOC any updated documents in the coming weeks

Kind Regards
Nick



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16 November 2021

Hunter family

s9(2)(a)

Dear Hunter family

Ulva Island wharf

Following our meeting on 29 October 2021 please find attached and below responses to the key questions raised along with other key information, once reviewed Southland District Council (SDC) would like to arrange a further zoom call to discuss the next steps.

1. **Whole of life asset costs – comment on the asset life and maintenance costs of the timber structure alternative**
 - a. A hardwood structure should last 50 years, however hardwood is hard to source, A treated Pinus Radiata doesn't last as long and it will require regular maintenance to fix minor issues – damaged timber elements, timber coming loose - a timber structure is equal in life span to a floating structure other than, any refurbishment has to be done on site unlike the floating structure which can be towed away.
 - b. The steel pontoon is constructed of steel with a high quality Carboline paint system and has sacrificial anodes attached. With maintenance the pontoon can be expected to last 50 years, the same as an onshore engineering structure. We understand that the paint supplier can guarantee the paint system for up to 25 years with ongoing maintenance before full replacement of the paint system is required. There are numerous examples of floating pontoons/ wharves in Doubtful Sound and Milford Sound most designed by OCEB, some in Deep Water Basin, Milford Sound tourist boat harbour that are over 15 years old with no major maintenance. If the pontoon requires renewal of the paint system it can be detached from its mooring in between the piles and taken off site for sand blasting and a new paint system, then towed back into position.
2. **How does the wharf affect the Hunter mooring?**
 - a. The effect would be dependent on the length of the boat moored there. A swing mooring allowing the moored vessel to rotate/ weathervane 360 degrees in the horizontal plane would be problematic even for the approach to the existing wharf, however we believe a stern mooring back to the beach would likely be used to control the orientation of the moored boat. In that case there would not be any significant change from the existing situation with regard to clearance to marine traffic in and out of the pontoon if it was 10m further out than the existing wharf. The attached drawings show both cases – existing and proposed. The large boats – 15-20m - using the wharf/ pontoon berth on the outer face

and the smaller water taxis can use the inside berthing face. The proposed pontoon will offer the full 15m of berthing space on the inside of the pontoon, it would be possible to accommodate the Hunter family boat, assuming it is of water taxi size, on the inner half of the inside berthing face.

3. **Can you provide information about the exposure to waves and surges around Ulva Island and the effects on the proposed structure? –**
- a. Post Office Cove is a sheltered location but is directly exposed to short period wind waves generated on local wind fetches to the north (≈ 1.7 km) and northwest (≈ 4 km). Swell waves from the east and southeast enter Paterson Inlet through the processes of refraction and diffraction and run past Post Office Cove through the channel between Ulva Island and the peninsula headland on the northern side of the entrance and can diffract in to Post Office Cove to reach the wharf. The easterly swell height reported at the entrance to Paterson Inlet can be 1.5m high reducing to 1m 100-150m off the wharf, reducing to 0.5m at the wharf. This is long period ocean swell and causes a surging motion at the wharf. The piles securing the pontoon in position will be designed to resist the surge action acting on the pontoon and the boats moored alongside and the connection of the piles to the pontoon will be incorporated with rubber fenders to absorb/ buffer the energy of the surging motion. The wharf is completely sheltered from the south. The locally generated wind waves are short period <4 seconds period with heights up to $H_s = 1$ m significant wave height. The waves from the northwest are at an angle to the face of the inlet and suffer some energy loss through diffraction when they enter the cove. During the consultation with wharf stakeholders/ boat operators the boat operators were asked if on the basis of their operating experience was the location suitable/ operable for a floating pontoon? The answers received were affirmative generally noting that if a floating pontoon could be used at Golden Bay where the exposure to wave action was more severe than a floating pontoon would work at Ulva Island. The length of the pontoon at 15m is of the order of magnitude of the wave length of the short period waves reaching the wharf which will limit the wave induced motion. In addition, a wave deflection panel will be attached to the piles at the offshore end to shelter the pontoon.
4. **Can the length of the wharf be reduced, and built on the existing footprint and if not feasible, the reasons why?**
- a. In short no, as the length of the pontoon limits the wave induced motion and allows a continuous berthing face for the vessels using the berth to securely moor alongside it, held fore and aft (front and back) of the boat. If the pontoon structure was pulled back in on the existing footprint it would be aground at low tide at the inshore end. The gangway accessing the pontoon from the end of the causeway also has to be 16m to achieve the maximum slope limit set by the marina code. If the pontoon was in on the existing wharf footprint then the gangway would obstruct much of the pontoon length and the width/ beam of the pontoon would need to be sustainably increased to allow access around it.
- b. There are also current access issues for boats at present to use both sides of the current wharf for access due to close location to shore and rocks.

- c. We do however believe that the pontoon could be shortened by the 1.25 m without significant impact. Again, the length is important in relation to the wavelength of the waves reaching the location. If the pontoon length is near the maximum wave length for the short period wind waves the pitching motion is not significant.

Additional relevant information

5. **Additionally, is there a rock in the bay that needs to be blasted to improve the navigation of the bay?**
 - a. There are rocks alongside the berthing face close into shore, effectively setting the limit to boat access inshore, that could be blasted to remove them. They are in a scour hole created by propeller wash and mostly below seabed but have contacted boats in the past. They could be removed at the same time a rock socket is created for the inshore pile.

out of scope

7. **Design Engineer**
 - a. As mentioned in our initial meeting SDC secured the services of one of the country's most experienced wharf design companies, in particular this project lead designer Gary Teear of OCEL consultants who has many years of experience in design and constructing wharf structures throughout New Zealand. Given the investment in both this wharf and the Golden Bay wharf in the near future it was critically important to the success of these projects that SDC secured the technical experience to provide the best project outcome for now and into the future.

Gary's bio is attached in this link <https://ocel.co.nz/gary-teear/> and we have attached the company CV of OCEL.

8. **Design and legal standards the structure must adhere to**

During the detailed design phase, a full review was done against the original timber concept and now proposed floating solution and it was quickly realised that a fixed timber solution would fail to meet the required operational and legislative requirements of this development. We have detailed below the key requirements that we are required to meet including all national building and safety clauses. Consultation was also carried out with the key wharf users on operational requirements and constrains of the current wharf including operating off the existing and addressing safety concerns operators had raised during that consultation. A key note is because this is an operational wharf used by paying operators that clearly places SDC as the lead PCBU and all the requirements of the Health and Safety at Work Act.

- a. Health and Safety at Work Act 2015 in particular sections 36-44 as Council as a PCBU a person conducting a business or undertaking and some of the following considerations within the act
- i. Under section 37(1) of the act, PCBU's in charge of a workplace must, so far as is reasonably practicable, make sure the workplace, the means of entering and exiting the workplace, and anything arising from the workplace are without risks to the health and safety of any person. The PCBU has an obligation to make sure structures are safe.
 - ii. Under Section 39 Duty of PCBU (safety by design) who designs plant, substances, or structures
 - this section applies to a PCBU (a designer) who conducts a business or undertaking that designs—
 - plant that is to be used, or could reasonably be expected to be used, as or at a workplace; or
 - a substance that is to be used, or could reasonably be expected to be used, at a workplace; or
 - a structure that is to be used, or could reasonably be expected to be used, as or at a workplace
 - the designer must, so far as is reasonably practicable, ensure that the plant, substance, or structure is designed to be without risks to the health and safety of persons—
 - iii. Section 20 – HASAWA 2015 (the act)
 - in the act, unless the context otherwise requires, a workplace—
 - (a) means a place where work is being carried out, or is customarily carried out, for a business or undertaking; and
 - (b) includes any place where a worker goes, or is likely to be, while at work.
 - In this section, place includes—
 - (a) a vehicle, vessel, aircraft, ship, or other mobile structure; and
 - (b) any waters and any installation on land, on the bed of any waters, or floating on any waters.
- b. Maritime Safety Act 1994 – duties as an operator
- i. The interface between HSWA (Health and Safety at Work Act 2015) and the MTA (Maritime Transport Act 1994) in regard to the operation of the wharf is; the design and construction of the wharf needs to meet the requirements of HSWA with all reasonably practicable steps taken to ensure that the wharf is not going to affect the health and safety of those using it.
 - ii. Section 57 – The Maritime Transport Act (the MTA)
 - iii. Section 168 – HASAWA 2015 (the Act)
 - iv. Maritime NZ regulates all commercial vessels and their activities which may include embarking and disembarking from a wharf.

- c. NZ Standards 4121 2001 Design for Access and Mobility
- i. Requirement to provide a safe route that is usable by people with disabilities, it is a continuous route that can be negotiated unaided by a wheelchair user, walking device or by a person with a guide dog.
 - ii. Section 12.3 Places of recreation – People with disabilities shall be able to access and use all parts of a recreation facility in accordance with the requirements of this standard.
 - iii. Section 13 Accessible outdoor public areas.
 - iv. Appendix A Statutory Obligations relating to access and buildings Item Z to include other buildings, premises or facilities to which the public are to be admitted, whether payment or otherwise.
- d. Building Act 2004 Access for Persons with Disabilities
- definition for sections 118 to 120
 - in sections 118 to 120, unless the context otherwise requires, building includes—
 - (a) parts of a building (including driveways, access ways, passages within and between complexes and developments, and associated landscaping (if any)); and
 - (b) any premises or facilities.

We thank you for your engagement and review to date and look forward to meeting again to discuss. Our plan would be to include our lead designer as well in the next discussion.

Yours faithfully

s9(2)(a)

Nick Hamlin

Group manager – programme delivery

OPERATIONAL REQUIREMENTS ULVA ISLAND WHARF

INTRODUCTION

Offshore & Coastal Engineering Ltd. (OCEL) was engaged by the Southland District Council (SDC) to develop **Principal's Requirements (PRs) for the proposed new wharf on Ulva Island in Post Office Cove** to replace an existing deteriorated timber wharf structure. In order to understand both what size boats were being used, and for what purpose, and what the future requirements might be, as part of establishing what berthing impact energies and wharf loadings were to be used in the new wharf design OCEL contacted and spoke to the ten boat operators/wharf users nominated by the SDC.

All the respondents were very helpful and practical and pleased to be consulted. There were some common themes in their responses. One prominent one was health and safety concerns about getting passengers on and off the wharf via the platform at low water and via the stairs down to the platform as the tide rose. Assistance was required for elderly and physically impaired passengers and some refused to attempt getting on and off due to personal safety concerns. The wharf was being used by large vessels that were hard on the wharf and a new wharf would need to be more robust to accommodate the vessels using it. Six of the respondents expressed interest in a floating wharf to provide safe access on and off boats and allow more berthing options along the wharf. The general consensus was that the location was suitable for the use of a floating wharf or pontoon. Good background design information for the design was obtained.

OPERATOR FEEDBACK

Operability of the Existing Wharf - Limitations

The principal use of the wharf is to transfer tourists on and off the island. The wharf was designed for much smaller vessels than the largest ones, just over 20 m long, now currently using the wharf. The largest vessels, the Foveaux Strait catamaran ferries operated by Real Journeys, which are 24 m long, berth stern in to match up the passenger loading door in the bulwark enclosing the deck aft of the passenger cabin with either the low-level platform at low tide or the stairs up to deck level at intermediate tide. In this alignment the bow projects well seaward of the pile structure at the seaward end of the wharf and exerts considerable force on the structure pivoting on the piles. In strong NW conditions the ferries drop an anchor off the port bow to help hold the vessel off the end piles. In general, the boat operators have adapted to make use of the existing facilities, accepting its limitations. In the future Real Journeys (RJ) have advised that the ferry length may increase to 27 m.

The catamarans are highly manoeuvrable because they have two propellers widely spaced, one in each hull, and can easily pivot to back in. Other large vessels come in bow first so that the propeller is offshore and less exposed to shallow water alongside the existing wharf. Propeller wash from the ferries has helped keep the berthing face for the larger vessels clear by scouring the seabed, some boulders halfway along the wharf have been sunk into the seabed by the scouring produced by the propeller wash.

There was comment from the smaller boat operators that the bigger boats monopolise the wharf when they are there making it harder for the smaller water taxis to come in. This is unavoidable because of the limited berthing space available. The water taxis typically use the inside berthing berth in the gap between the headland rocks and the wharf structure. That space is limited to effectively one boat at a time because there is limited berthing space available in which to transfer passengers to the wharf.

The existing wharf is not anchored into the seabed and moves significantly under berthing impact. It is effectively held in position by its own self weight because the piles sit on shallow depressions the rock exposed under the wharf and the depth of sand overlying the rock at the end of the existing wharf is too shallow to allow full lateral pile resistance to develop. At high tide the deck of an RJ ferry is above the wharf deck and the mooring lines run down to the wharf. Because of the inclination the mooring tensions have a vertical upward force component lifting the wharf that the RJ skippers have to be aware of to avoid actually lifting the wharf.

There is a draft limitation on the existing wharf of 1.6 m close to low tide. Vessels can only use up to half the length of the existing wharf at low tide.

Health & Safety - Accessibility

Health and safety concerns about getting passengers on and off the wharf via the platform at low water and via the stairs down to the platform as the tide rose were expressed by half the respondents. Assistance was required for elderly and physically impaired passengers and some refused to even attempt getting on and off due to personal safety concerns. Concerns about the slipperiness of the lower platform on account of seaweed and submergence were also noted. The tourist demographic since the onset of the Covid pandemic has shifted to older retired people magnifying the access problem.

Tourists want to go to the island to experience the bird life and the native bush surroundings the island is renowned for, to have to negotiate a hazard to get there is not what they expect. It also contravenes the requirements of the Health and Safety at Work Act. At other major tourist locations around the South Island, at the Milford Sound tourist boat harbour, Kaikoura Whale Watch, Doubtful Sound, Akaroa Harbour Cruise ship pontoons, all designed by OCEL, tourist access on and off boats is via walk on walk off access from floating pontoons/wharves. Ulva Island is an outlier in this regard. The SDC is responsible for the HSE environment on the wharf, the vessel operators have Health and Safety responsibilities under the Maritime Transport Act which finish with the transfer of passengers off their vessels.

Six of the respondents noted that a floating wharf would address the problems associated with transferring passengers onto a fixed structure and would improve accessibility for physically impaired and disabled tourists, dry walk on walk off access and the replacement of stairs with a sloping ramp.

Manoeuvring & Mooring to a Floating wharf

The approach to a new floating wharf would be close to the same as for the existing facility, essentially no change. The floating wharf would be extended out up to 10 m beyond the end of the existing wharf but would have a much lower profile. The full length of the berthing faces would be available both sides of the pontoon for all tide walk on walk off access. Steps or ramps might be required to accommodate differing freeboard heights. All vessels could lie alongside the pontoon without significant overhangs either end allowing balanced mooring line arrangements at all stages of the tide.

The existing mooring in the cove would be unaffected because the approaches to the berth would be unchanged. The moored vessel has to be held fore and aft in any case and not allowed unrestricted swing room through the full 360° in the horizontal plane because that would obstruct access for the existing wharf.

Sea state Limitations

The consensus of the wharf users was that a floating wharf would work in this location. Reference was made to the existing Golden Bay wharf - if a floating pontoon could work at that location with its much greater exposure then a floating pontoon would work at Ulva Island. The wave fetches to which the wharf is exposed is from the NW and North and limited by the width of Paterson Inlet at Ulva Island. The wave periods are short < 3 secs. and the wave lengths are correspondingly short, close to or less than the length of the pontoon which will reduce the wave induced movement. Long period but low height swell can reach the location to result in a surging type action which will be resisted by the piles holding the pontoon. In addition, the end piles will have a wave protection panel connected between the end piles.

Zheyenne Stowers

From: Dale Chittenden
Sent: Thursday, 16 December 2021 5:34 pm
To: Nick.Hamlin@southlanddc.govt.nz; Matt Schmidt; Tim Cross
Cc: Karen Purdue; Stuart O'Neill; Mark Day; DLVC_STEWART ISLAND PAVILION TRUST; Ren Leppens
Subject: FW: Ulva Island
Attachments: OCEL -Ulva Island Operational Requiriemetns - Draft 1.pdf; Letter of response - Ulva Island 18 Nov 2021.pdf; P - 10854 - EOI Response - OCEL - Port and Harbour Works Experience.pdf; Workshop with the Hunter Family - Ulva Island 27.10.2021 v5.pdf; FW: Notes from the Hunter meeting

Sensitivity: Private

Hi Nick

Thanks for the information, I have added comments at the bottom (in blue) to clarify some points of interest . I'll have shared this with our Engineer (Tim Cross) and Historic Advisor (Matt Schmidt) and they will let you know if they have any further questions themselves. Also attached FYI are the original meeting notes between SDC, DOC and the Hunter Family Trust around the track agreement and proposed wharf. I have also attached a segment from the Coastal Plan that you will need to be consider for any further implications. I'm not able to interpret all the details in the information above, so I leave this with the experts Tim & Mat from our end and however you appoint at your end as their contacts.

Option 3 in the "workshop with the Hunter Family" is an appealing option which would certainly fit the values and current needs of the site. Perhaps raising the platform and causeway would also be needed.

What date did you have in mind for final decision on the way forward?

Dale

Regional Coastal Plan 2013

Section 7(e) of the Resource Management Act 1991 states that particular regard is to be given to the "recognition and protection of the heritage values of sites, buildings, places, or areas".

Sites from the Historic Resources Strategy which are to be protected from the effects of activities in the coastal marine area:

H40 Ulva Island, Tourism/Nature Reserve, Paterson Inlet - First Post Office for Stewart Island (1-9-1872); first area set aside for preservation of native game and vegetation (23-10-1899)

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Sent: Monday, 13 December 2021 3:19 p.m.

To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Ren Leppens <rleppens@doc.govt.nz>

Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; Jon Spraggon
s9(2)(a)

Subject: Ulva Island

Sensitivity: Private

Hi Dale, Ren

Dale Thanks for your responses and providing some feedback on our project documents to date, I have summarised below our response and provided some other key considerations.

1. Thanks for the visitor information and while this is good information without the survey being specific to Health and Safety or accessibility it doesn't provide the detail required for any sort of design input [Correct – just highlighting that visitors to Ulva are not have any H&S or accessibility issues.](#)
2. I attach the response to the Hunter Family on operational and various building code requirements that have to be considered and included in any project - [Thanks as requested by DOC engineer.](#)
3. All of our documents and reports provide full detail on why a like for like structure is not appropriate in this instance [We need to fully understand all the issues, engineer, historic etc.](#)
4. Provided is a copy of SDC design expert and design engineer OCEL which demonstrates their experience in all wharf construction types [Should the DOC engineer be talking to him directly?](#)
5. Thank you for the review and input into the historic inputs – we will certainly take these back to our experts [cc Contact and further details on coastal plan implications](#)
6. You will see from all of our correspondence that SDC is proactively engaging with the Hunter Family and providing detailed responses and information to all their concerns they have raised to date [Good to see.](#)
7. We agreed to discuss collaboratively between: Archaeologists and ecologist. [Contact details attached](#)

Information provided to the Hunter Family so far FYI

1. Ecological report
2. Operational report
3. Geotech reports
4. Archaeological report
5. Land Survey
6. All design drawings including all options considered
7. Formal presentation to Family

To clarify some matters raised in your emails I draw to DOC's attention clauses within the DOC and Hunter agreement and SDC and Hunter family MOU

1. This project at this stage does not include the causeway and is only relating to the Wharf, the project team is considering ideas and options but this is not part of the project at this stage and the community have committed no funds to this **Ok, but need to keep in mind the causeway and one may effect the other.**
2. SDC sought legal advice on its responsibilities as a PCBU prior to taking ownership of wharves in 2018 so have a very clear understanding of our responsibilities. **Yes we need a fit for proposed structure and the new one on Rakiura are a good example.**
3. Clause 2.3 of your agreement states members of the public having access by foot, pushchair and wheel chair this is in line with your short walks NZ Standard **Correct but Ulva is not a short walk it is a **Day Visitor track** which caters for inexperience people with a low level of fitness.** The standard for People for Mobily difficulties is **Short work or Path standard** this is a much higher standard of track. We are not excluding these users but it not what the track is designed for. We had to put into the agreement what may be used as to exclude what we don't what used e.g mountain bikes which were actually taken on by a Cruise ship tender once!
4. While SDC is aware discussions have taken place on a like for like structure this is recorded nowhere in either the DOC agreement and SDC MOU FYI - **Have attached the meeting notes**
5. The SDC MOU states that it relates to the causeway not the wharf and also states that the final design is at SDC discretion.
6. The design of the proposed wharf is based on existing operators and vessels only, DOC control the number of visitors to the Island not SDC **Good to know that no larger vessel are not proposed as there have been issues in the past the Cruise ship tenders and comment from operators seem to have concerns with larger vessels monopolising this wharf at times.**

I trust this information provides wider context to how the project has progressed and full due diligence is nearing completion, SDC is required to meet as many of all the requirements as reasonability practicable

Happy to provide to DOC any updated documents in the coming weeks

Kind Regards
Nick



Nick Hamlin

Group Manager Programme Delivery

Southland District Council

PO Box 903

Invercargill 9840

P: 0800 732 732 | F: 0800 732 329

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Ph - 0800 732 732 | Email - emailsdc@southlanddc.govt.nz

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ULVA ISLAND WHARF RENEWAL



Project Delivery Timeline

- With the securement of TIF funding and engagement of the full design and project team the project has now reached a critical milestone.
- The project team recognised the need for a specialist marine construction expert to be involved in the design and delivery of this project given its specific design and build process and location.(See following Slides)
- The expressions of interest process identified a Marine construction expert (OCEL) and selected the preferred tenderers for the design and build stages.
- SDC and OCEL have completed all the due diligence requirements to determine the key legislative and operational inputs into the proposed options.

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Due Diligence of Project Inputs

Due diligence on the legislative and operational perspectives relating to:

- Health and Safety at Work Act 2015 (the Act)
- Maritime Transport Act (MTA)
- Building Act, Building Code, other standards and legislation and regulations
- Hunter / DoC Agreement
- Hunter / SDC Agreement
- Functional wharf design requirements
- Resource Consent Requirement and future process
- Ecological Assessment
- Geotechnical Assessment
- Archeological Assessment
- Land Tenure Matters

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Next steps for Ulva Wharf Project Delivery

Next steps for the project:

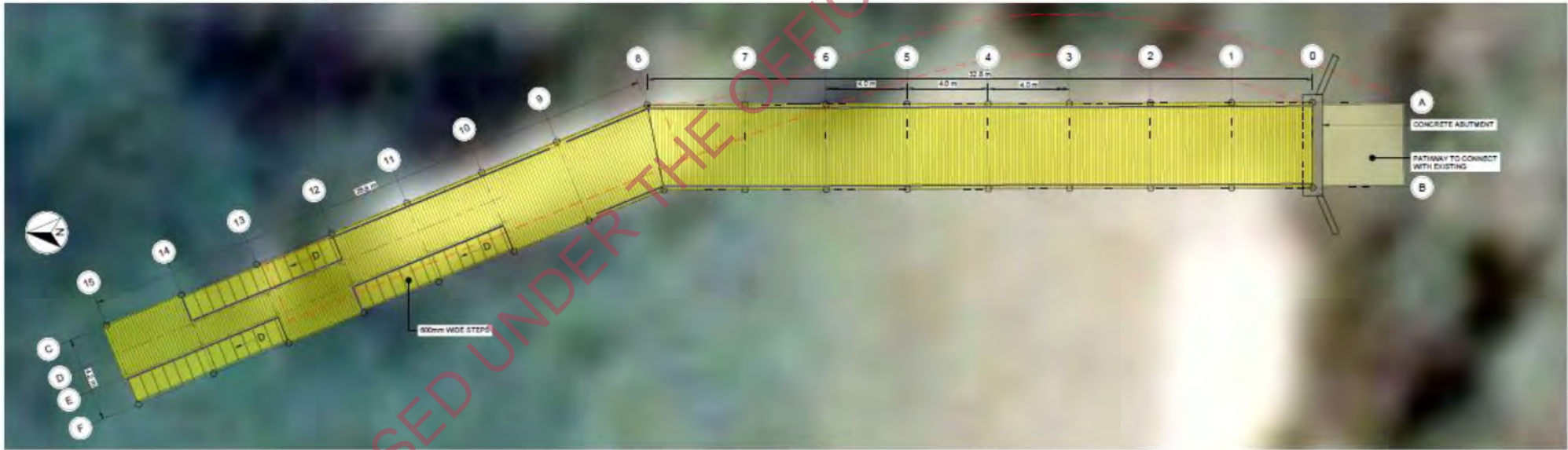
- Review and approval of the preliminary design options
- Agree timing of discussions with the Hunter family and engagement on the preliminary design
- Final Functional assessment with wharf users, other PCBUs, JAG
- Final design approval and complete estimate costings
- Submission of resource consent and consent process
- Tender Process to the selected suppliers
- Community Board review and approval of total project and costings
- Council approval of contract award and funding mechanisms
- Final construction Programme circulated to all Stakeholders and users
- Demolition and Construction as planned within shoulder season

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ORIGINAL WHARF AND CAUSEWAY DESIGN
WSP 1

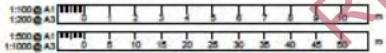


1 SITE PLAN
SCALE: 1:500



2 GENERAL ARRANGEMENT
SCALE: 1:100

- NOTES:**
1. THIS WORK IS BASED ON UNCLASSED LINZ DATA WHICH ARE LICENSED BY LAND INFORMATION NEW ZEALAND (LINZ) FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL LICENCE.
 2. NO ON-SITE TOPOGRAPHICAL SURVEY HAS BEEN UNDERTAKEN.
 3. LOCATION AND EXTENT OF PROPOSED STRUCTURE SHOWN IS APPROXIMATE ONLY.



Rev	Description	Date	By	Checked
A	ISSUED FOR COMMENT	05/10/2019		
B	ALIGNMENT CHANGED	05/10/2019		



WSP | OPUS
Chaldchurch Office
PO Box 1402
Chaldchurch 9140
New Zealand

SOUTHLAND DISTRICT COUNCIL
ULVA ISLAND WHARF
EXTENDED WHARF OPTION
Site
SITE PLAN AND GENERAL ARRANGEMENT

Project	
Client	
Drawn by	C. LOWREY
Scale	1:500, 1:100 AT A1

Drawn by	
Scale	
Drawn No.	6-VN101.00(01)

PRELIMINARY



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ORIGINAL WHARF AND CAUSEWAY DESIGN
WSP 1



DO NOT SCALE FROM THIS
VIEW OF EXISTING WHARF

PRELIMINARY

REV	DATE	BY	CHKD	DESC
1	26/10/2021	RVC	RVC	PRELIMINARY
APPROVED				

SOUTHLAND DISTRICT COUNCIL

OCCEL OFFSHORE AND COASTAL ENGINEERING LIMITED

14 RIVERVIEW TERRACE
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ULVA ISLAND WHARF UPGRADE, STEWART ISLAND
FLOATING JETTY OPTION
PERSPECTIVE VIEW OF PROPOSED EXTENDED TIMBER JETTY

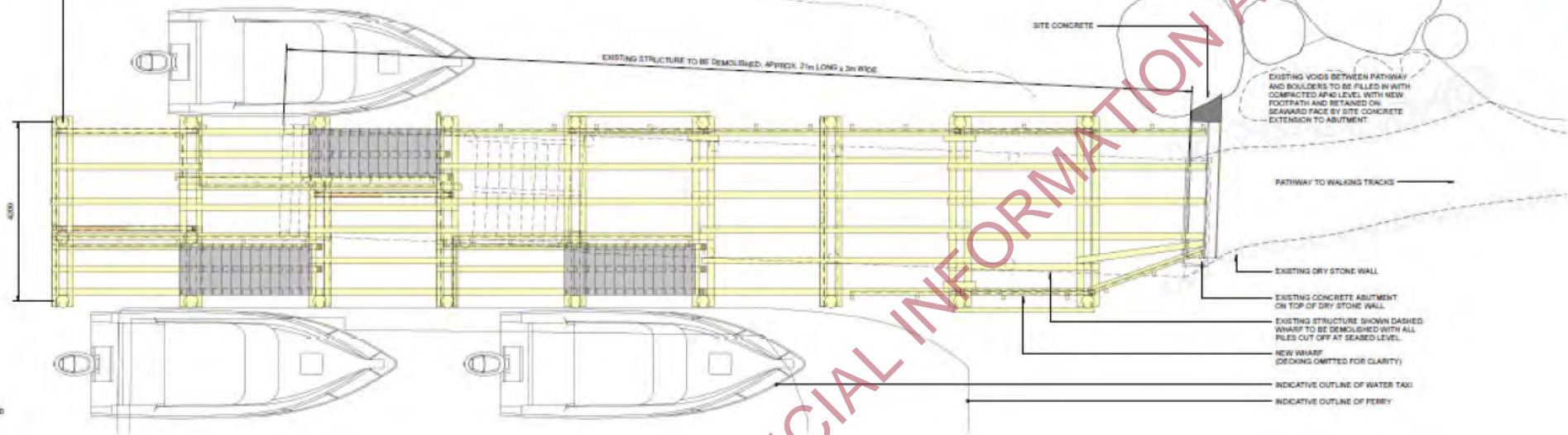
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Drawing No	Rev
DR-210902-023	1

SOUTHLAND DISTRICT COUNCIL

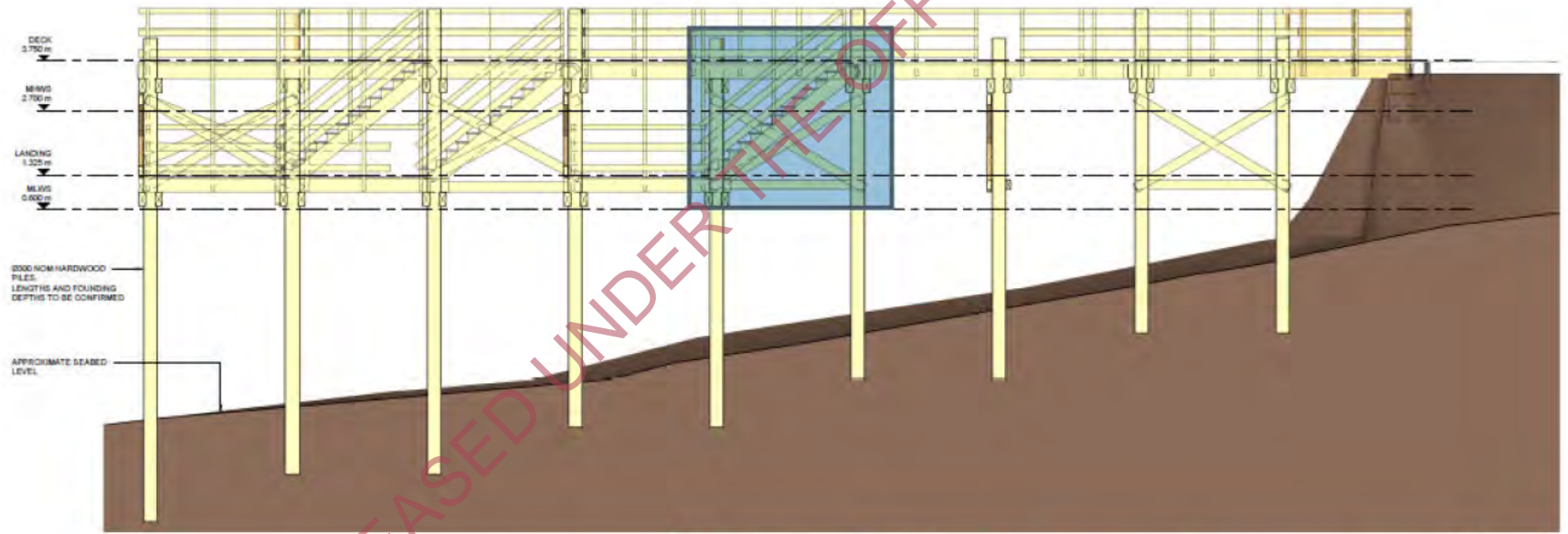
WSP_OPTION 2



ALL PILE SET-OUT POSITIONS TO BE DETERMINED FOLLOWING CONTRACTOR'S SURVEY OF EXISTING PILE POSITIONS AFTER SOCA REMOVAL (REFER TO PROJECT SPECIFICATION)



PLAN SCALE 1:50



WEST ELEVATION SCALE 1:50

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PRELIMINARY

Revised	Description	Approved	Revision Date
A	ISSUED FOR REVIEW & COMMENT	ARB	2018-04-05



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Project
SOUTHLAND DISTRICT COUNCIL
ULVA ISLAND
WHARF REPLACEMENT
Title
GENERAL ARRANGEMENT

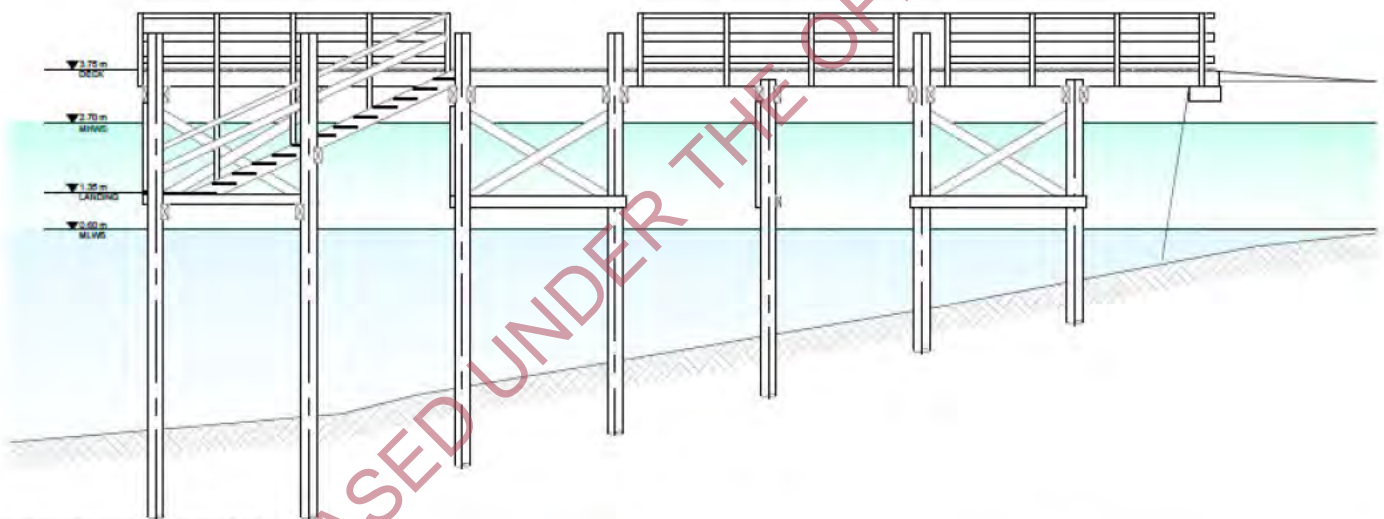
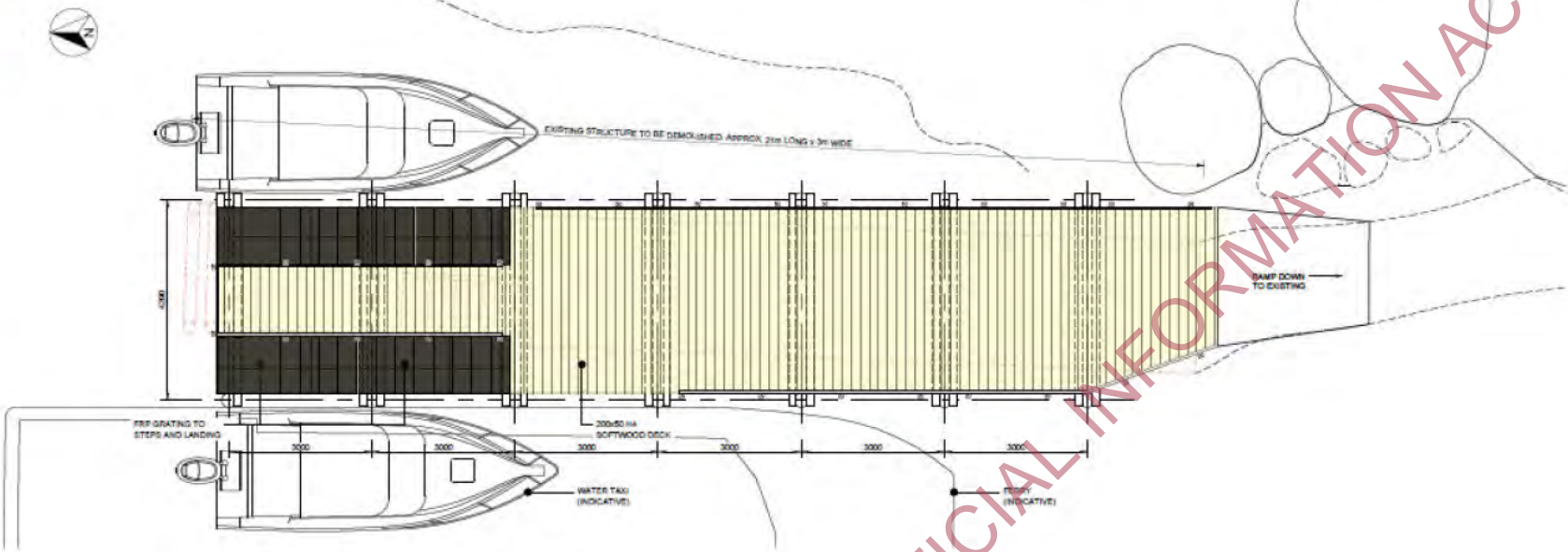
Drawn	Checked	Authorised
C. PROWSE	A. BOYCE	2018-04-05
C. LOWREY	1:50 @ A1	

Scale: 1:50 @ A1
File No: 6-VN101.00

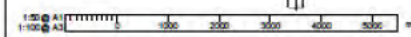
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WSP_OPTION 3



- NOTES:**
1. ALL LEVELS SHOWN ARE TO BLUFF CHART DATUM.
 2. TIDE LEVELS SHOWN ARE FOR GOLDEN BAY.
 3. NO ON SITE TOPOGRAPHICAL SURVEY HAS BEEN UNDERTAKEN.
 4. EXISTING STRUCTURE IS SHOWN APPROXIMATE ONLY.
 5. FINAL DESIGN LEVELS, LOCATION AND ORIENTATION IS SUBJECT TO CHANGE PENDING ON SITE SURVEY.



REVISION	AMENDMENT	DATE
A	ISSUED FOR COMMENT	2020-11-12



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New Zealand

CIVIL - MARINE

SCALE 1:50	ORIGINAL SIZE A1
DRAWN C LOWREY	DESIGNED C FRENCH
DRAWING REVISIONS	APPROVED DATE 2021-11-12
DESIGN REVISIONS	APPROVED BY J STANWAY
DRAFT	

PROJECT
SOUTHLAND DISTRICT COUNCIL
ULVA ISLAND
WHARF REPLACEMENT

TITLE
OPTION 3
GENERAL ARRANGEMENT

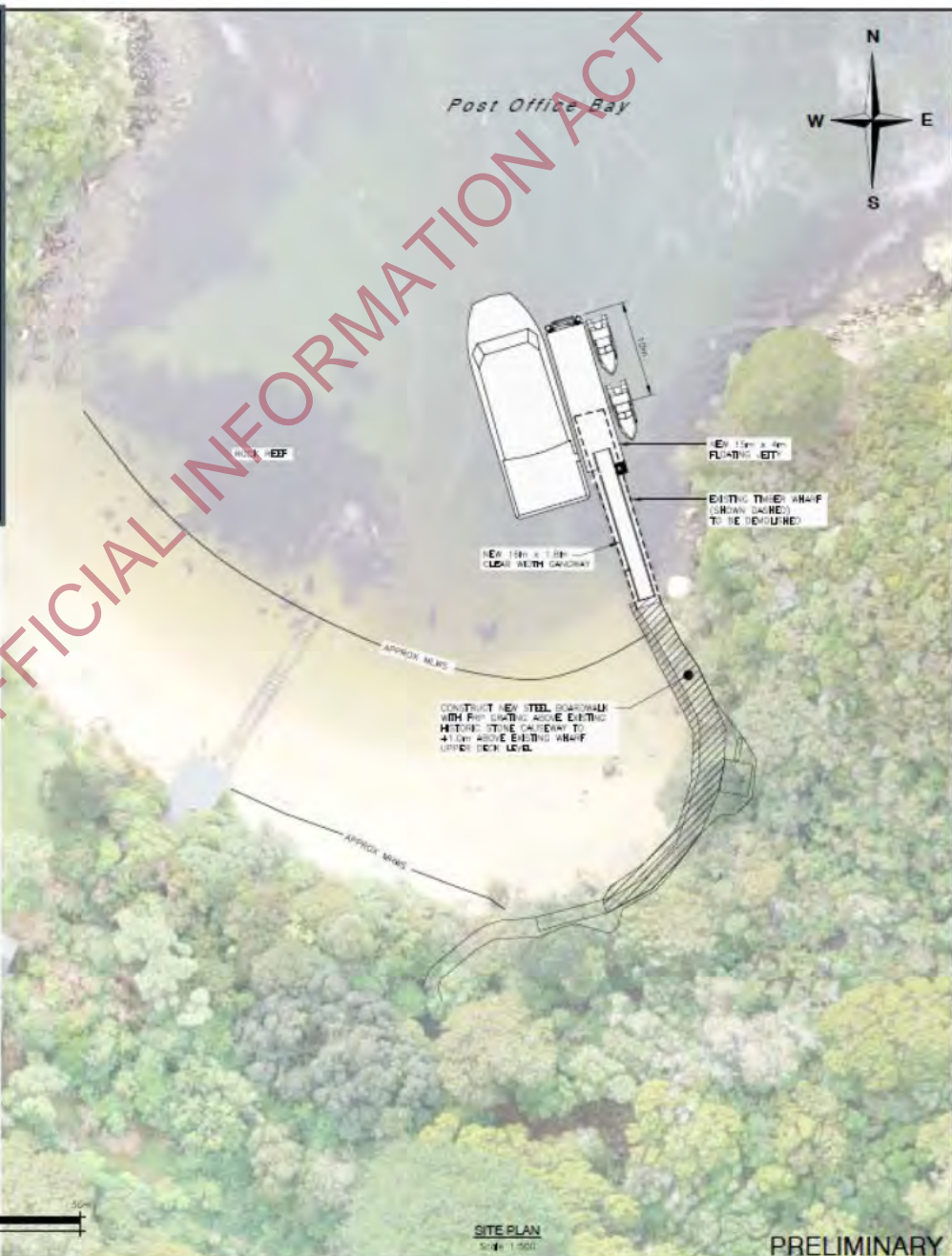
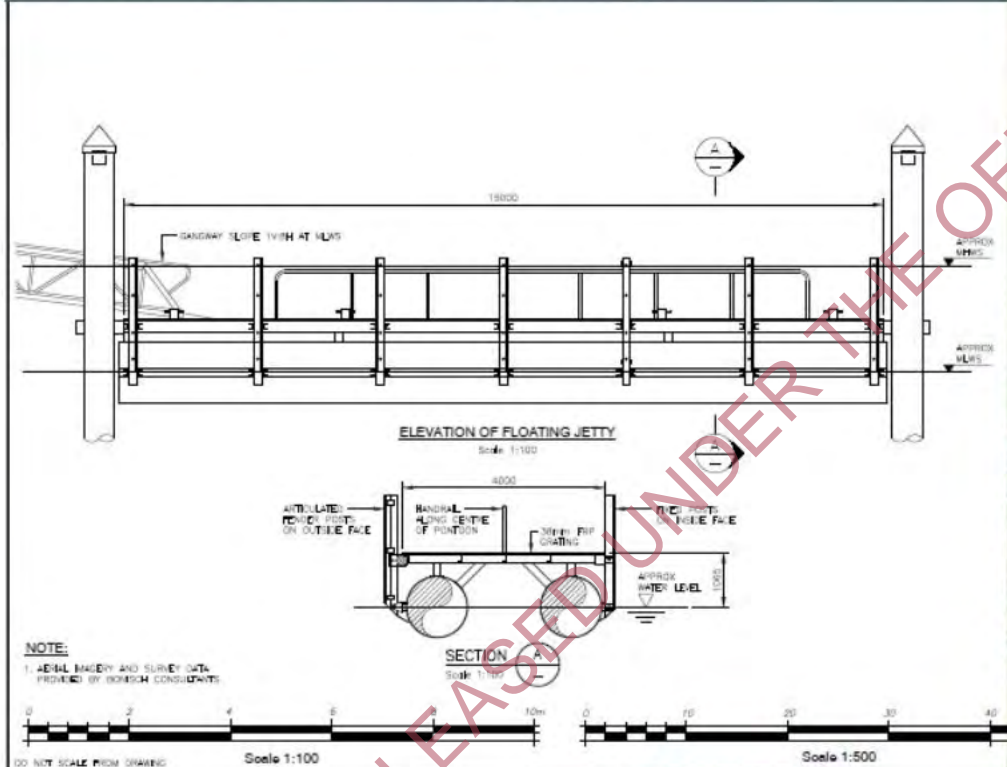
PROJECT NO. (SUBPROJECT)
6-VN101.00

SHEET NO.
C-1301

REVISION
A



LOCATION IN THE BAY – EXISTING AND FLOATING



EXTENT AND MATERIAL OF CHANGES ADVISED	3	25/09/2023	R/E	PRELIMINARY	Checked	
PRELIMINARY ISSUE		19/09/2023	R/E	PRELIMINARY	Issued	
PRELIMINARY ISSUE		10/08/2023	R/E	PRELIMINARY	Approved	
Author/Designer	R/R/A	Date	Issued	Issued date	Date	09/21



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SOUTHLAND DISTRICT COUNCIL
ULVA ISLAND WHARF UPGRADE, STEWART ISLAND
FLOATING JETTY OPTION
OPTION 3 – EXTEND FOOTPRINT 10m BEYOND EXISTING

Scale (AS)	ACAD Reference
1:500, 100	DR-210902-003
Drawing No.	Rev.
DR-210902-003	3



COMPARISON DESIGN FIXED AND FLOATING



EXTENT OF PROPOSED FLOATING JETTY SHOWN BEING PROPOSED TIMBER JETTY FOR COMPARATIVE PURPOSES

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				11 Rotorua Drive Christchurch New Zealand		Tel: (03) 3799344 Email: info@ocec.co.nz www.ocec.co.nz		Drawing No. DR-210902-026		Rev. 1	
PRELIMINARY ISSUE Date: 26/10/2021 Drawn: [Blank] Issued for: [Blank]	Date: [Blank] Drawn: [Blank] Issued for: [Blank]	Status: PRELIMINARY Approved: [Blank]	Date: 09/21								



WHARF DESIGN - COMPARISONS



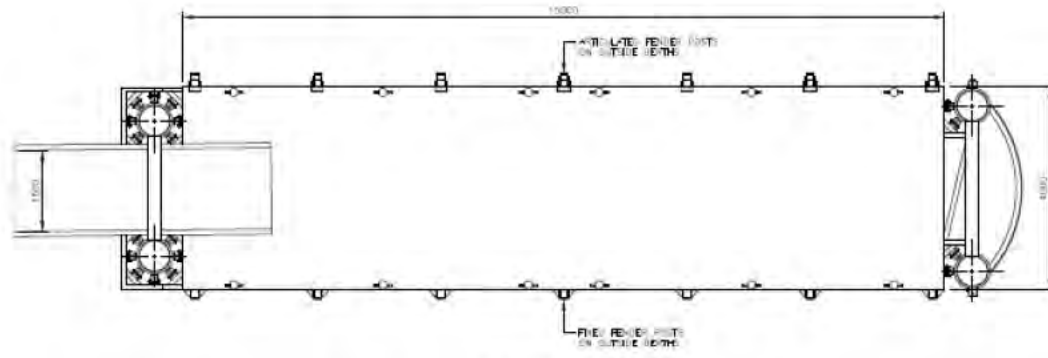
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PRELIMINARY

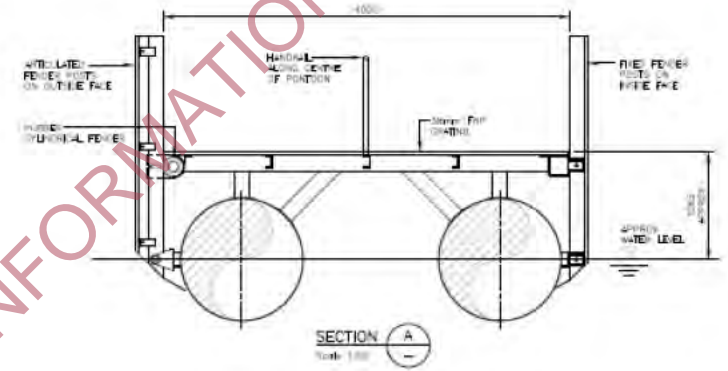
				Drawn	RVC			OFFSHORE AND COASTAL ENGINEERING LIMITED 14 Richardson Terrace Christchurch, New Zealand Tel (03) 3790444 Email: info@occel.co.nz www.occel.co.nz	This drawing and its content are the property of Offshore and Coastal Engineering Limited and are not to be used or reproduced in any form without the written consent of the company.	SOUTHLAND DISTRICT COUNCIL ULVA ISLAND WHARF UPGRADE, STEWART ISLAND FLOATING JETTY OPTION COMPARISON OF PROPOSED JETTIES		Scale (A3)	ACAD PDrawing
			Checked							2000-01/06-0100-0001			
PRELIMINARY ISSUE	25/10/2021	RVC	PRELIMINARY	Issued						Drawing No.	DR-210902-025	Rev.	1
Amendments	Rev'n	Date	Drawn	Issued for	Date	09/21							



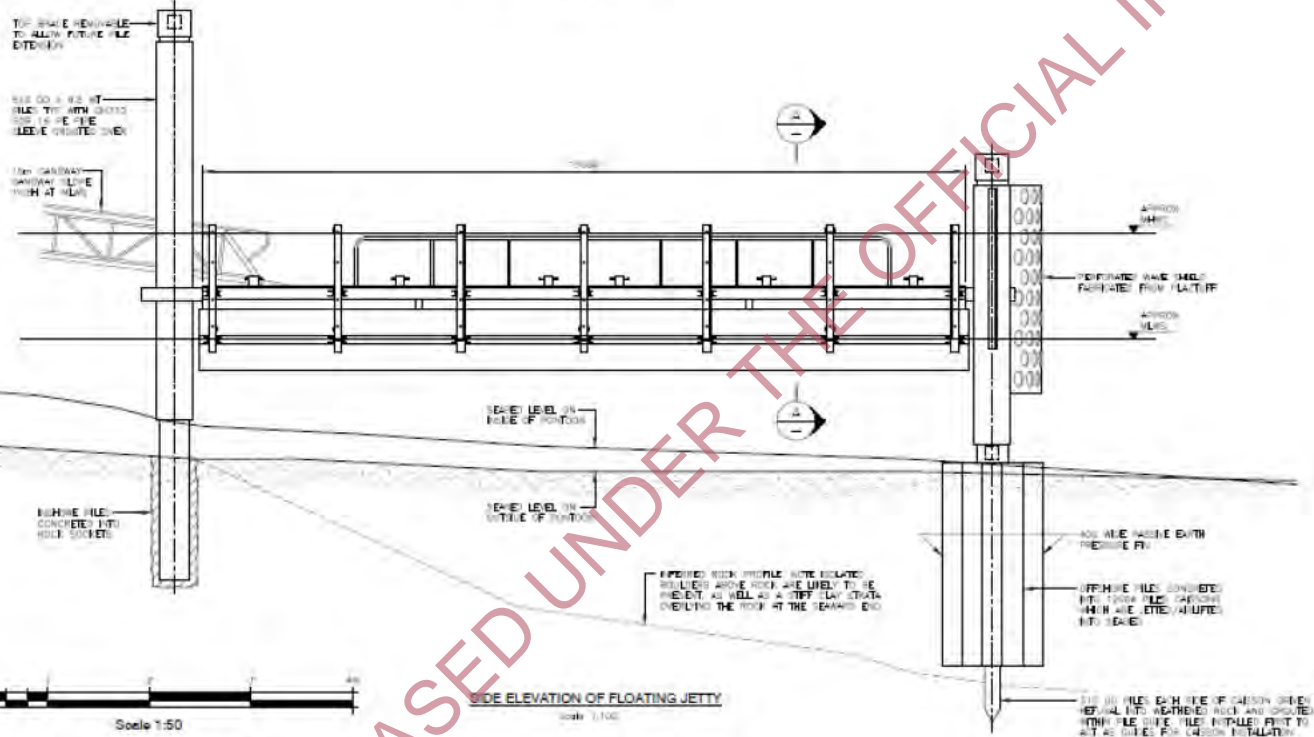
PROPOSED FLOATING WHARF DETAIL DESIGN



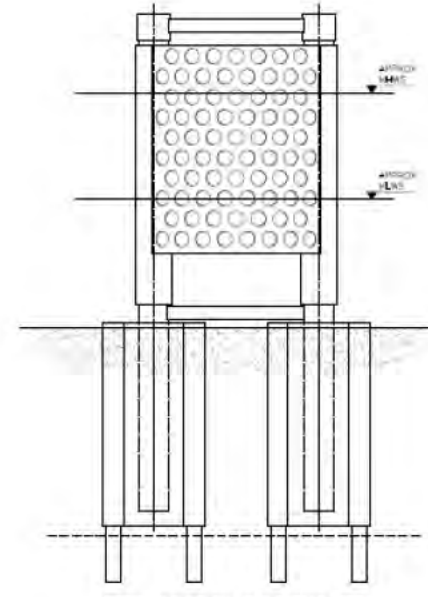
PLAN OF FLOATING JETTY
Scale 1:100



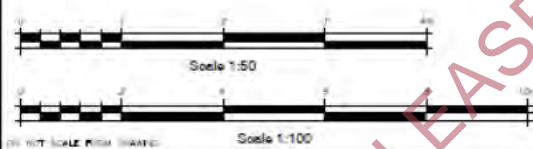
SECTION A
Scale 1:50



SIDE ELEVATION OF FLOATING JETTY
Scale 1:100



FRONT ELEVATION OF FLOATING JETTY
Scale 1:100



REVISIONS			
No	Date	Description	By

SOUTHLAND DISTRICT COUNCIL

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SOUTHLAND DISTRICT COUNCIL
ULVA ISLAND WHARF UPGRADE, STEWART ISLAND
FLOATING JETTY OPTION
FLOATING JETTY GENERAL DETAILS

Scale (A1)	A1/A4
Scale (A2)	A3/A4
Drawn By	DR-210902-015
Sheet No	1

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Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



Preliminary Design Options review



OPERATIONAL REQUIREMENTS ULVA ISLAND WHARF

INTRODUCTION

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OPERATOR FEEDBACK

Operability of the Existing Wharf - Limitations

The principal use of the wharf is to transfer tourists on and off the island. The wharf was designed for much smaller vessels than the largest ones, just over 20 m long, now currently using the wharf. The largest vessels, the Foveaux Strait catamaran ferries operated by Real Journeys, which are 24 m long, berth stern in to match up the passenger loading door in the bulwark enclosing the deck aft of the passenger cabin with either the low-level platform at low tide or the stairs up to deck level at intermediate tide. In this alignment the bow projects well seaward of the pile structure at the seaward end of the wharf and exerts considerable force on the structure pivoting on the piles. In strong NW conditions the ferries drop an anchor off the port bow to help hold the vessel off the end piles. In general, the boat operators have adapted to make use of the existing facilities, accepting its limitations. In the future Real Journeys (RJ) have advised that the ferry length may increase to 27 m.

The catamarans are highly manoeuvrable because they have two propellers widely spaced, one in each hull, and can easily pivot to back in. Other large vessels come in bow first so that the propeller is offshore and less exposed to shallow water alongside the existing wharf. Propeller wash from the ferries has helped keep the berthing face for the larger vessels clear by scouring the seabed, some boulders halfway along the wharf have been sunk into the seabed by the scouring produced by the propeller wash.

There was comment from the smaller boat operators that the bigger boats monopolise the wharf when they are there making it harder for the smaller water taxis to come in. This is unavoidable because of the limited berthing space available. The water taxis typically use the inside berthing berth in the gap between the headland rocks and the wharf structure. That space is limited to effectively one boat at a time because there is limited berthing space available in which to transfer passengers to the wharf.

The existing wharf is not anchored into the seabed and moves significantly under berthing impact. It is effectively held in position by its own self weight because the piles sit on shallow depressions the rock exposed under the wharf and the depth of sand overlying the rock at the end of the existing wharf is too shallow to allow full lateral pile resistance to develop. At high tide the deck of an RJ ferry is above the wharf deck and the mooring lines run down to the wharf. Because of the inclination the mooring tensions have a vertical upward force component lifting the wharf that the RJ skippers have to be aware of to avoid actually lifting the wharf.

There is a draft limitation on the existing wharf of 1.6 m close to low tide. Vessels can only use up to half the length of the existing wharf at low tide.

Health & Safety - Accessibility

Health and safety concerns about getting passengers on and off the wharf via the platform at low water and via the stairs down to the platform as the tide rose were expressed by half the respondents. Assistance was required for elderly and physically impaired passengers and some refused to even attempt getting on and off due to personal safety concerns. Concerns about the slipperiness of the lower platform on account of seaweed and submergence were also noted. The tourist demographic since the onset of the Covid pandemic has shifted to older retired people magnifying the access problem.

Tourists want to go to the island to experience the bird life and the native bush surroundings the island is renowned for, to have to negotiate a hazard to get there is not what they expect. It also contravenes the requirements of the Health and Safety at Work Act. At other major tourist locations around the South Island, at the Milford Sound tourist boat harbour, Kaikoura Whale Watch, Doubtful Sound, Akaroa Harbour Cruise ship pontoons, all designed by OCEL, tourist access on and off boats is via walk on walk off access from floating pontoons/wharves. Ulva Island is an outlier in this regard. The SDC is responsible for the HSE environment on the wharf, the vessel operators have Health and Safety responsibilities under the Maritime Transport Act which finish with the transfer of passengers off their vessels.

Six of the respondents noted that a floating wharf would address the problems associated with transferring passengers onto a fixed structure and would improve accessibility for physically impaired and disabled tourists, dry walk on walk off access and the replacement of stairs with a sloping ramp.

Manoeuvring & Mooring to a Floating wharf

The approach to a new floating wharf would be close to the same as for the existing facility, essentially no change. The floating wharf would be extended out up to 10 m beyond the end of the existing wharf but would have a much lower profile. The full length of the berthing faces would be available both sides of the pontoon for all tide walk on walk off access. Steps or ramps might be required to accommodate differing freeboard heights. All vessels could lie alongside the pontoon without significant overhangs either end allowing balanced mooring line arrangements at all stages of the tide.

The existing mooring in the cove would be unaffected because the approaches to the berth would be unchanged. The moored vessel has to be held fore and aft in any case and not allowed unrestricted swing room through the full 360° in the horizontal plane because that would obstruct access for the existing wharf.

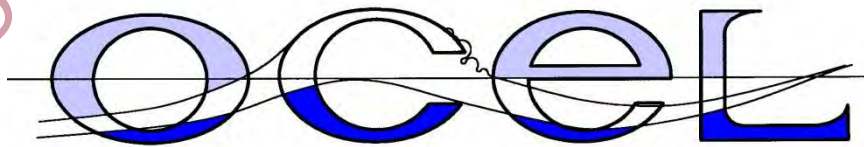
Sea state Limitations

The consensus of the wharf users was that a floating wharf would work in this location. Reference was made to the existing Golden Bay wharf - if a floating pontoon could work at that location with its much greater exposure then a floating pontoon would work at Ulva Island. The wave fetches to which the wharf is exposed is from the NW and North and limited by the width of Paterson Inlet at Ulva Island. The wave periods are short < 3 secs. and the wave lengths are correspondingly short, close to or less than the length of the pontoon which will reduce the wave induced movement. Long period but low height swell can reach the location to result in a surging type action which will be resisted by the piles holding the pontoon. In addition, the end piles will have a wave protection panel connected between the end piles.

OCEL

CONSULTING PROFESSIONAL ENGINEERS

PORT AND HARBOUR WORKS EXPERIENCE



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INTRODUCTION

OCEL is an engineering consultancy with specialist skills in coastal and offshore engineering. OCEL is an acronym for Offshore & Coastal Engineering Limited, a title which reflects the company's specialist expertise and experience. OCEL was incorporated as OCEL Consultants Limited in 1992 following the death of Bob Morris the principal of OCEL's predecessor practice R W Morris and Associates Limited. The company name was simplified to Offshore and Coastal Engineering Limited, as was originally intended, in 2017. The senior engineers of OCEL all previously worked for the OCEL predecessor firms R W Morris and Associates and Morris and Wilson before that, and continue to focus in the areas of coastal, marine and civil construction engineering. OCEL both by itself and through the predecessor practices has an unmatched track record in port and harbour work in New Zealand. OCEL has designed more heavy duty wharves in New Zealand in the last 25 years than any other engineering consultancy.

OCEL is unusual among engineering consultancies to the extent that it has a strong practical component reflecting the fact that a significant proportion of its work is carried out for contractors, national and international. The senior engineers of the firm have commercial diver qualifications and experience. The firm can and does run its own diving inspection and subsea soil investigation work. This practical hands on approach is reflected in the practicality of the designs produced – know how, combined with know how to implement.

As specialists in the marine field OCEL have worked on all aspects of port and harbour engineering and are well used to working under the provisions of various international environmental and health and safety standards. The company also has a history of innovation. In 1996 OCEL in joint venture with NZ Diving and Salvage Limited carried out the subsea investigation work for the proposed new coal export jetty at Ngakawau on the West Coast of New Zealand using a diver operated drilling rig designed by OCEL. The work was tendered on the basis of either a jack up barge or a drill ship to support the drilling operation. The OCEL approach which made the drilling operation largely independent of rough sea conditions saw the job completed for less than the mobilisation cost of a jack up barge. The subsea drilling rig has evolved during the course of six subsea drilling campaigns undertaken to collect geotechnical data prior to the deployment of jackup rigs to drill exploratory wells. OCEL did the detail design work for, and carried out the initial field trials off Akaroa Head of, a 36 tonne wave power device for Industrial Research Limited (IRL) in 2011.

OCEL is independent of any other organisation. There is a total staff of six focused on specialist marine and construction work. The Company's head office is in Christchurch.

While the firm may appear small relative to the size of some of its competitors for this type of work OCEL is focused on marine work and does not offer services over the full spectrum of engineering services as the larger firms do. The number of engineers with significant experience in port and harbour work in the firm is hence equal to or greater than that in other less focused firms. All senior OCEL professional engineers have port and harbour design and construction experience.

OCEL
PORT AND HARBOUR EXPERIENCE

A large component of the work carried out by OCEL relates to port and harbour offshore engineering.

OCEL has been involved, with its predecessor company R W Morris and Associates Consulting Engineers Limited, in marine and harbour works since 1964. Projects undertaken include the investigations and layouts for Greenfields port developments, design and construction supervision of a number of heavy duty wharf structures around New Zealand, and planning and assessment of the feasibility of a number of port facilities including haul outs, ship lifts, travel lift haul out bays, graving docks and ferry loading facilities. Geotechnical investigation work both from OCEL's floating pontoon and subsea diver assisted. Many of the wharf projects for heavy duty service have been designed as piled flat slabs using finite element analysis techniques, and OCEL uses the Optimoor software package to assess mooring loads and forces.

Some of these projects are:

Heavy duty wharf structures include:

- Port Otago Limited – multipurpose wharf extension (MPWE) at Port Chalmers. OCEL the design component of a successful design and build tender by HEB Construction Limited. Construction started November 2017, completed October 2018.
- New heavy duty 200 m long sheet piled quay for Avenell Engineering Services offshore marine base in Port Moresby Papua New Guinea. 2017 construction nearly completed 2019.
- Port Marlborough New Zealand Limited – upgrade of the historic Waitohi Wharf (1910) to enable it to take the lateral loads associated with larger cruise ships and ferries. Seven clusters of 4 raker piles per cluster will substantially increase the lateral resistance of the wharf to allow it to take berthing impacts from larger vessels in combination with a new fendering system – completed 2016.
- Evaluation and analysis of the existing berthing and mooring dolphins at the Marsden Point refinery to check the ability of the existing crude jetty to take Suezmax tankers up to 180,000 tonne displacement – Refining NZ – 2014-2019. Load test mooring dolphin A8 2019.
- Preliminary design and costing of a dry goods berth and a bulk liquids berth for the Port of Lae, PNG. Smithbridge Australia for the PNG Port Corporation – 2015.
- Port of Tauranga Limited - design of a new container berth for HEB Structures Limited – 2012-2013.
- Port of Napier Limited – design of No 4 Wharf and reclamation for HEB Structures Limited – 2008/2009.
- Nelson - for McConnell Smith and Port Nelson Limited, Main Wharf – 2009.
- Napier - Middle Wharf 1B designed 2003, construction on hold.
- Nelson - for McConnell Smith and Port Nelson Limited, Main Wharf South – 2001.
- Shakespeare Bay - wharf for McConnell Smith and Port Marlborough New Zealand Limited – 1998.
- New Plymouth – new breakwater berth for Albert Smith Industries and Westgate Transport Limited – 1994/1995.
- Napier – new berth (Middle Wharf 1A 1995) for Port of Napier Limited.
- Lyttelton – CQ4 container berth for Lyttelton Port Company Limited – 1992.
- Port Chalmers – for Albert Smith Industries Limited and Port Otago Limited – 1991.
- Port of Tauranga Limited – design of Sulphur Point wharf for Albert Smith Industries Limited – 1988.
- Timaru – North Mole concrete wharf extension for Port of Timaru Limited – 1975.

Boat harbours, lift out facilities and floating wharves:

- Design of floating berths for a PGF funded project to replace existing dilapidated timber jetties at the ports of Greymouth and Westport to take fishing vessels up to 30 m long. Project ongoing to end of 2020.
- Upgrade slipway at Greymouth to take up to 200 tonne vessels, design shed 30m x 25m x 18m high to cover and enclose two fishing vessels on the slip for sandblasting and painting. Project ongoing 2020.
- Design of floating wharves for Port Marlborough NZ in Picton Harbour, wharves to take fishing vessels and barges. First complete 2016 second 2019.
- Design of floating berths and piled moorings for the Kaiapoi Marine Precinct. Design of dewatering ponds to remove sediment from suction dredge discharge and return clean water to river. KDC 2019.
- Design of replacement jetty structures and floating gangway systems for Whale Watch harbour at Kaikoura following the Kaikoura earthquake and up lift 2017. Construction completed 2018.
- Design of floating wharves for Real Journeys and Meridian Energy at Deep Cove Doubtful Sound. The floating wharves are located in front of the existing Deep Cove heavy duty wharf and are for tourist vessels.

The floating wharves have to be removed to allow infrequent use of the heavy duty wharf by heavy lift vessels bringing components for the Manapouri Power station. The installation of the floating wharves and new high energy absorption fenders on the existing unique cantilever original wharf are the result of OCEL's recommendation for a wharf upgrade recognising two completely different uses for the original wharf. Report 2016. Design 2017. Construction complete 2018.
- Design of travel lift (350 T) haul out bay, sheet piling travel lift runways and adjoining wharf for the Tauranga Marin Centre facility. Construction complete 2018.
- Floating dry dock feasibility study for Port Marlborough New Zealand Limited. Proposed floating dry dock to serve all New Zealand vessels, Cook Strait ferries, coastal freighters and Navy vessels. 2016.
- Pitt Island wharf upgrade 2014 – design of a new sheet piled quay and breakwater structure to replace the existing broken structure.
- Milford Sound tourist vessel harbour, harbour expansion, breakwater relocation, harbour expansion and 3 new floating berths – 2012–2013.
- Chatham Islands study of Wharf Facilities at Chatham and Pitt Islands. Development of design options for new facilities to replace existing deteriorated structures and to provide wave protection to cut weather standby. Study undertaken for the Department of Internal Affairs. OCEL formed the design component of Downers successful bid. – 2012.
- Design of a floating jetty complex for the Real Journey vessels including a new catamaran at Pearl Harbour Manapouri – 2011.
- Design of floating berth facilities for tourist, recreation and cruise liner tenders at Akaroa – 2008 – modified to provide a berth exclusively for cruise ship tenders – 2011.
- Design of the replacement floating wharf 6/7 at Milford Sound – 2009.
- Kaikoura Wharf design and construction supervision for the Kaikoura District Council – 2008/2009.
- Design of floating berths at Akaroa harbour for the CCC – 2008 – and an extension to the South Berth – 2015.
- Oamaru Harbour breakwater inspections and repair – 2003 ongoing.
- Tarakohe, Golden Bay, marina facilities for fishing boats and recreational vessels – 2003.
- Whale Watch Kaikoura, boat harbour to accommodate four 20 m catamarans – 1999.

Greenfield port facility investigations:

- Preliminary design/feasibility design of a new port to export timber and aggregate from East Cape Te Rimu Ventures Limited 2015. Updated 2018.
- Chatham Islands Rock Phosphate – investigation and preliminary design of a new deep water harbour in Ocean Bay Chatham Island to accommodate Cape size rock phosphate export vessels. The concept featured the use of a floating berth given the complete lack of local infrastructure and the required tight time frame – 2012.
- South Bay harbour development, Kaikoura - design of safe harbour and passenger loading facilities for Whale Watch operations – 1998-2000.
- Cape Foulwind port feasibility study – options for development of deep water loading facilities for NZ Cement Holdings.
- Tarakohe Harbour development – development of safe harbour wharf and cement loading facilities for Golden Bay Cement Company – 1979.
- Port Kakariki – development of options for new deep sea port facilities, Tasman Bay.

Smaller scale works include the refendering of the Moturoa Wharf at New Plymouth, strengthening of and back sheathing repairs to the Crane Wharf at Westport, assessment of wharf capacities for mobile container crane operations, design of liquid cargo spill containment area and temporary loading ramp facilities at Port of Timaru, reclamation cargo shed and wharf access reconstruction at Waitangi Chatham Islands. We have also investigated options for handling and infrastructure requirement for import and export of bulk ore products at Timaru. A number of Asian Development Bank projects related to fishing and marine facilities have been carried out by OCEL staff at sites including Sri Lanka, Cook Islands, Vanuatu and Papua New Guinea. The practice also has significant experience in the investigation and interpretation of coastal processes, particularly in relation to the mitigation of coastal erosion, the performance of harbours and moorings, and the design of coastal and offshore structures.

Recent and current port work includes a vessel motion study and development of OCEL's wave recorder to capture long waves, and a study of sedimentation and dispersal of dumped dredgings for Lyttelton Port Company Limited as part of a proposed extension and deepening of the navigation channel to accommodate new generation container vessels. OCEL also undertook tidal current monitoring using an ADCP in the mobile mode supplemented by drogue tracking including monitoring the position of a self reporting mobile phone equipped drogue and turbidity monitoring using OCEL's nephelometer device.

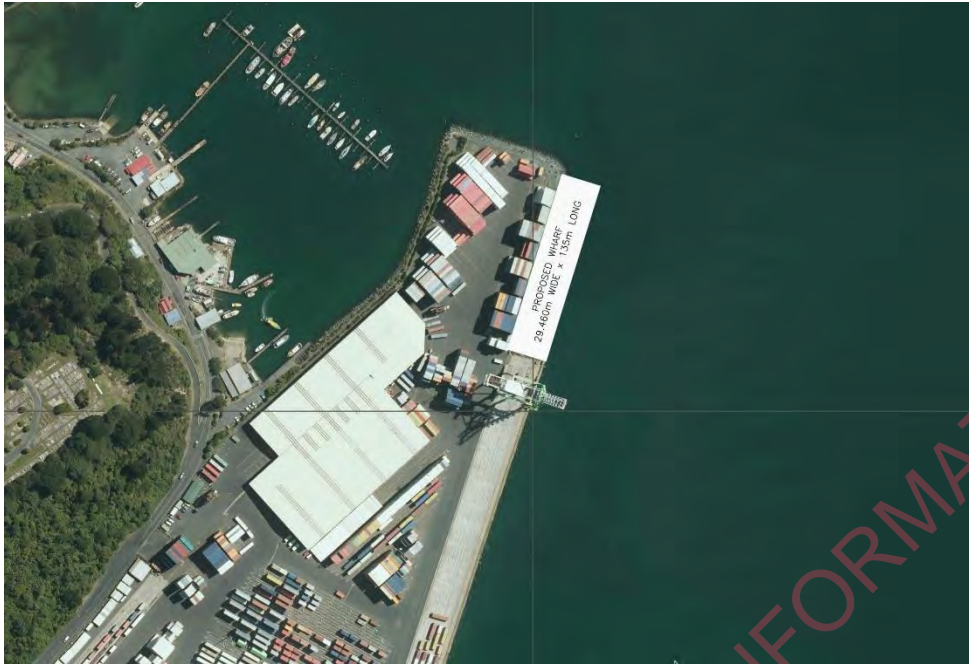
Design for Smithbridge Limited for the construction of an extension to Brunt Quay in Port Nelson, and repairs to substantial oil berth dolphin structures in Guam. OCEL completed the design of modifications to the Inter Island ferry berths in Picton for the Port of Marlborough New Zealand Limited to accommodate the new Toll Shipping ferry 'Kaitaki'.

OCEL has been involved in a number of successful alternative design proposals for wharf projects and has a track record of producing practical and economical design solutions which appeal to constructors. We retain close links with the construction industry and thus have ready access to current construction and materials costs.



Marsden Point

OCEL was engaged by Refining NZ for the evaluation and analysis of the existing berthing and mooring dolphins at the Marsden Point refinery to check the ability of the existing crude jetty to take Suezmax tankers up to 180,000 tonne displacement. The evaluation included tidal current studies, pile echo testing to determine length and underwater diving inspections to assess the corroded state of the mooring dolphins. Mooring dolphin A8 will be subject to a load test in 2019.



New Multipurpose Wharf Extension to the existing container wharves (designed by OCEL) at Port Chalmers. OCEL is the design component of a successful design and build contract won by HEB Construction Limited. The extension is 135 m long x 29.46 m wide and is designed to take container cranes. The design vessel is the container ship Sovereign Maersk 150,000 tonne displacement. Construction started November 2017 completed October 2018.





Sheet Piled Quay Wall Port Moresby PNG

OCEL designed a 200 m long sheet piled quay with tie back wall for Avenell Engineering Services in Port Moresby PNG. The quay is part of an offshore support base that serves local coastal vessels and offshore supply boats for offshore gas fields. Cargo handled by 200-250 tonne tracked cranes. Project complete May 2018.



Avenell Quay



Waitohi Wharf Upgrade 2015

OCEL was engaged by Port Marlborough NZ Limited for the upgrade of Waitohi Wharf (built 1910) to enable the wharf to take the berthing impacts associated with the larger ferries and cruise ships now visiting Picton. The wharf lateral capacity has been substantially increased by installing 7 pile clusters each cluster consisting of 4 raker piles driven at a rake to 1:4. In addition the existing fendering system has been replaced by new super cone fenders. OCEL are currently working on the design of a separate mooring/berthing dolphin to allow for cruise ships much longer than the existing wharf.



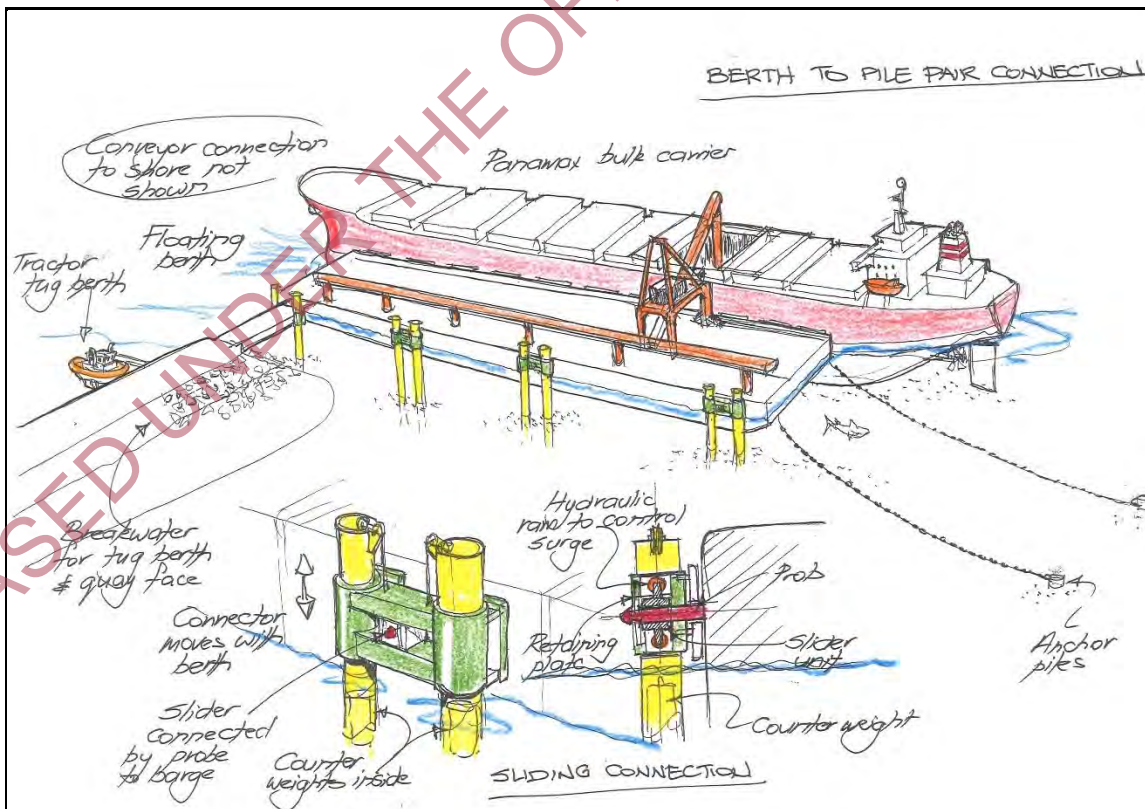
Container Wharf Sulphur Point Port of Tauranga

OCEL was the design component of HEB Construction Limited's successful tender for the design and construction of the 170 m long container wharf extension at Sulphur Point for the Port of Tauranga. The new wharf is a separate structure extension to the already existing 600 m long container wharf. OCEL managed the design team which included Golder Associates who were engaged to model the complicated foundation conditions using the FLAC model. This kinematic soil model allowed modelling of the soil structure interaction during a seismic event. The project was completed in April 2013 to a very tight time line.



Chatham Rock Phosphate Export Port Study 2012

OCEL was engaged by Chatham Rock Phosphate Limited to investigate and undertake the preliminary design and costing for a proposed new deep water harbour in Ocean Bay Chatham Island to accommodate Cape size rock phosphate export vessels. The proposal included bulk handling and storage facilities. The proposed solution incorporated a purpose built (in Asia) floating berth that could accommodate long wave action and solve the problems presented by a complete lack of local infrastructure.





Port of Napier – No 4 Wharf and Reclamation

OCEL was engaged by HEB Structures Limited as the design component of a design and build 'target price' contract for the construction of the No 4 Wharf and backing reclamation. The new wharf replaced and overlaid the existing wharf the deck of which was used as formwork for the new wharf.



Milford Sound Tourist Vessel Harbour Expansion 2012

OCEL was engaged by the Milford Sound Development Authority for the expansion of the Fresh Water Basin tourist boat harbour in Milford Sound. The work encompassed the design of new floating berths, gangways, mooring dolphins and a promenade deck and the relocation and design of the breakwater enclosing the expanded harbour. Dredging was required to deepen the expanded area.



Floating berths for Real Journeys at Pearl Harbour Manapouri 2010