

# APPENDIX 6

## OPERATIONAL MANAGEMENT PLAN DATED 20 FEBRUARY 2019 [OMP]

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**COMBINED COUNCIL**  
**OPERATIONAL MANAGEMENT PLAN REVIEW**  
**FOR: DOUG'S OPUA BOATYARD**

- 1. The scope of this plan review is to update operational management parameters of a boat maintenance facility as agreed to with each of the representative Councils in conjunction with resource consents CON NLD 997914 (1-4 & 6-9), CON2006 0791410 (10-15) AND CON201207914 (16-18), AND RC 2000812:**

In principle, the purpose of this plan, is to continue a sustainable system of operational management and maintenance in conjunction with conditions of consent regarding discharge to the air, ground, and water from the processes of maintenance, repair, and construction of vessels whilst at or on the site associated with the above land use consents and coastal permits, including newly established rubbish containment and removal controls to certified landfill.

This plan further speaks to conditions of consent (RC 2000812) #'s 3,5,6, & 7, dealing with car parking, safety/security lighting, and signage to effect public knowledge, both general and boating, about the yard operational parameters associated with these consents.

The goals of this plan are therefore, to affect at all practicable times and in the best practice method, a system of adherence to the above principles of consent in achieving conditional criteria related to discharges/environmental effects from those activities and their compatibility between land use and occupation of public and private land, for better understanding within the community in which they must coexist.

This plan review acknowledges treated discharge water access to the Opuia (SWSS) Sanitary Works Scheme by way of improved containment and controlled discharge systems for both wash down and storm water over all working surfaces that have not yet undergone remedial earthworks, which when consented to will trigger further review of this OMP.

The implementation of the plan rests with one person; the owner of Doug's Opuia Boatyard and/or his assignees and/or agents.

- 2. Environmental policies and objectives:**

This boat maintenance facility is an integral planning unit utilizing private land, public land, and seabed within the CMA. There are a considerable number of interrelated activities that take place on each that create a cumulative effect on the overall surrounding marine and coastal residential environment.

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Management policies will depend largely on the scope of each and every individual job, scale of works undertaken, and most practical solution to control discharges and/or effects from those works.

Management objectives will largely focus on the ability to contain and/or dispose of any discharge from the work processes to control structures and to discharge to the air and land and then treated per consent parameters to those structures.

### **3. Factors of operational management:**

There are nine factors of management with regard to boatyard/slipway operations within: (The hours of operation for all outdoor activities associated with the boatyard, with the exception of haulage, shall be limited to 0700 – 2000 hours Monday to Friday and 0800 – 2000 hours Saturday, Sunday and public holidays).

They are therefore in the following order:

- (a) The slipway operations and maintenance of the boat wash-down area “A” as prescribed in conditions of consent (RC 2000812) #'s 4 & 8 & 13; and notice in regards to conditions of consent (RC2000812) #15(b).
- (b) The best practice operations and maintenance of the wash-water Containment Treatment System (CTS) as prescribed in the discharge consents [CON20060791410 (10)]; (as shown on the survey plans #8095 and As Built Plan 15 Feb. 2019).
- (c) The best practice operations and maintenance of the storm-water treatment (CSW) as prescribed in the discharge consents [CON20060791410 (14&15)]; (as shown on survey plans #8095 and As Built Plan 15 Feb. 2019).
- (d) Measures to minimise the discharge of contaminants to ground pursuant to condition of consent [CON20060791410 (13)] #15 and/or for earth works in reconstruction pursuant to condition of consent (RC 2000812) #11; when consented to.
- (e) Measures to minimise the emissions and any adverse effects on the surrounding environment from discharges to air, and/or any noise limits prescribed by condition of consent (RC2000812) #14 and discharge consents [CON20060791410 (11&12)].
- (f) Measures to minimise the effects on the public use of the coastal walking track and local purpose esplanade reserve; i.e., signage, security lighting, and emergency safety barriers when required prescribed by conditions of consent (RC2000812) #'s 7 & 9.

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- (g) Measures to minimise the effects of wharf and slipway structures operations and maintenance within the CMA as prescribed by discharge consents [CON20060791410 (12)].
- (h) Measures to mitigate the effects of maintenance dredging;
- (i) Contingency measures for any unforeseen and/or emergency situation;

#### **4. Procedures for factors of operational management:**

a) Factor 3a; wash-down area "A" (as shown on the attached survey plans #8095/3231c and As Built Plan 15 February 2019).

Operations on Area "A" may include washing, scrapping chipping, both wet and dry sanding, chemical removal, water and/or controlled sand blasting of any part of the hull and deck, or equipment attached to the hull and deck, in preparation of a vessel for maintenance/repair, or reconstructions prior to being relocated into the boatyard behind the extended demarcation line of Area "B" (as shown on plans 8095 and 3231c).

- (i) Area "A"
  - (a) Shall be cleaned at the end of each day, and on the completion of any vessel repair or maintenance activities: and
  - (b) Left broom clean, as far as practical, of an excessive debris for the next operational event.
- (ii) When boats are being washed down, scraped or sanded, screens, or similar measures, of a height sufficient to effectively direct and contain contaminants within the impervious slipway surfaces, shall be erected to allow the collection and treatment of contaminated wastewater through the discharge containment system. Ref: See Factor 3(f) below.
- (iii) Subject to the following registered easement conditions:
  1. That all activities shall be carried out in accordance with any relevant resource consent.
  2. That in respect of the repair and maintenance of boats, the following shall apply:
    - (a) When boats which by virtue of their length and configuration cannot be moved so that they are entirely within the dominant tenement, are placed on cradles located entirely within the dominant tenement but protrude into the airspace above Section 2 SO 68634 and/or Section 3 SO 68634, such boats may be repaired and maintained at any time of the year.

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- (b) As a small portion of the turntable encroaches onto Section 2 SO 68634, boat cradles that are located on any part of the turntable but that do not otherwise encroach on Section 2 SO 68634 may utilise the turntable at any and all times of the year, and boats placed on such cradles may be repaired or maintained at any time of the year.
- (c) When boats which by virtue of their length or configuration cannot be moved so that they are entirely within the dominant tenement, are unable to be placed on cradles located entirely within the dominant tenement, in accordance with clause (a) above, and are not located on the dominant tenement in accordance with clause (b) above, such boats may be placed on cradles located with that part of Section 2 SO 68634 marked X and Y on DP 487568, and such boats may be repaired or maintained for an aggregate period of no more than 60 days in any 365 day period commencing on or after the date the easement is registered.
- (d) No boat cradles or part thereof may be positioned on any part of section 2 SO 68634 marked Z on DP 487568 other than for the purpose of haulage of a boat.
- (e) To enable the Far North District Council to monitor compliance with the 60 day annual usage limit contained in clause © above, the boatyard's operator shall continue to keep operational diaries recording the use of the areas marked X and Y on DP 4875568 for the repair and maintenance of boats, and such diaries shall be made available to the Council's monitoring officers on request.

b) Factor 3b; the (CTS) will stand charged in a full state at all times. Visual and/or mechanical inspections of operational parameters are on going during and directly after wash-down operations. Since the (CTS), is now a unidirectional system into the Opuia (SWSS), the mechanical or line maintenance can be conducted at any point in time. Any necessary contract removal of containment debris will be certified carrier. Also refer to clause 6 below. (Ref: plan # 8095 and As Built Plan 15 Feb. 2019).

c) Factor 3c; (CSW) can be checked for any flow blockage at any time. The pre-sump or initial trap at the base of the turn-table will collect the larger granular sediments prior to storm-water moving through to the main (CSW) weir and then pumped to the (CTS) attenuated retention control tanks. The primary function of the (CSW) is to contain any heavy metal particles from migrating into the CMA so that they can be collected and removed to a certified land fill. (Ref: plans #8095/3231c and As Built Plan 15 February 2019).

d) Factor 3d; At all practical times where any excessive grinding, scrapping, and/or sanding discharges can be collected by drop cloth or pans, canisters and/or packaged, they will be disposed of at a proper land fill or controlled site. Any earthwork materials, surplus to land

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development requirements, will be secured on section 2 & 3 of SO 68634 or removed from the site, so that siltation and erosion does not occur;

e) Factor 3e; screens and containers will be used to filter emissions at all practical times to one area demarked as the paint cleaning station. . To a large degree, the effects of these operations, is self managing due to the on-shore wind-funnelling effect at this particular due to the landforms of the slipway. They are therefore, totally confined to operational boat maintenance areas as delineated on survey plan #8095. All facility machinery is now electrified to bring any noise level emissions even lower since the grant of consent in 2002. In keeping with the discharge parameters of consent and District Plan rules regarding set-backs, there is unlikely to be any adverse effects on the adjoining public land that have not already existed for 42 years operationally, in its current form.

f) Factor 3f; the boatyard has always undertaken to keep the walking track and public land access safe and open at all practical times during the daily operations of the slipway. (Screening and/or impermeable surfaces shall be implemented) when needed to control any over-spray plume to any of the public land adjacent to the slipway corridor associated with washing down and/or otherwise in contrary wind conditions or in other circumstances that would restrict access to and along the CMA. The boatyard has always secured all un-occupied machinery and/or un-used equipment from unauthorized movements during the hours of darkness. If in the case of any reason for personal safety, protection of property, and/or for the integrity of equipment itself, to affect safe operations, trestle barriers will be placed over any obstructions or across the reserve to notify the public in the case of any emergency stopping of equipment or vessels thereon. This is in addition to security lighting and warning signs attached at the slipway crossing post at the wharf abutment and on the adjacent yard retaining wall; that sign facing the crossing. Yard dinghy storage spaces/racks on the slipway are for authorized yard dinghies only and are not for general public use. They also help demark the operational boundary of the slipway corridor of section 2 with those areas of the open space on the adjoining reserve as delineated on survey plans #8095.

g) Factor 3g; operational parameters of the wharf and slipway in effect are issues of discharge to surrounding waters when any vessel is on or along side these structures. Washing down of vessels for cleaning will be by low presser hose or water blaster on hard surfaces in good order that do not create any discharge that is more than minor. Any working activity that generates sanding dust, scrapping particles, or heavy fluids shall be contained by drop cloth, paper barrier or vacuum removal to allow relocation of those materials to a proper waste collection site within the boatyard.

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h) Factor 3h; periodic dredging will involve the removal of spoil by digger to a proper land fill or discharge at sea by a contract provider. These operations will be conducted at spring low tides when water depths are at a minimum. Duration of works is therefore considerably limited to a matter of hours over a period of approximately four or five days. All dredging will be contained within an enclosure boom.

i) Factor 3i; there is only one unforeseeable discharge emergency that would result in an uncontrolled discharge at this particular operational site. That is extreme weather events overpowering the (CSW) and (CTS) and/or total power outage that would affect both systems and the entire receiving environment both up and down stream from the site.

#### **5. Procedures or contingency measures in emergencies:**

a) Contingency measures at this particular site rest largely on the ability to control run-off into the CMA. Because of the close proximity of access to the CMA, the best option is multiple collection pits or traps for water and debris collection and/or filtration. In the past this method has proved mostly effective for any surface water discharge issue and is now further enhanced for increased efficiency of the (CTS) and (CSW) within the structure of the slipway itself, i.e. the installation of ancillary traps and pumps. Oil and fuel spills will be dealt with in the same manner after soaking up or removal of any excessive fluids for relocation to a certified disposal site.

b) In the event of any discharge that does not comply with discharge consent conditions, the NRC will be contacted by telephone as soon as possible after corrective action is taken, pursuant to the requirements of condition of consent [CON20060791410 (10-15) #25]. In any other emergency of the kind that might otherwise effect public access to the esplanade reserve, the FNDC will be notified of any corrective action that may require closure of the adjoining reserve.

c) All other discharges on site can otherwise be contained on site save the event of conflagration of the shed and its stores of paints and thinners there in. The effects of this event, although considerable, would still be somewhat minimal due to the limited quantities of any one product in stores. Effective quick use of multiple dry powder fire extinguishers should see and end to the issue in relatively quick order. Barring that remedy, I can call upon about 15000 Ltrs of water to damp things down. Hopefully by then the fire brigade will be on site and in control of the situation.

#### **6. Procedures with regard to maintenance of systems:**

Due to the limited number of vessels hauled at this site, the discharge containment systems can be monitored during the daily operational inspections. I believe a good operational maintenance period should

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be completed by spring each year and not later than the end of September prior to the next seasonal influx of haul outs. These procedures may include but are not limited to:

- a. Drainage of the system by pumping to a tanker and removal from the site.
- b. Inspection, cleaning, and replacement of all or any functional systems apparatus.
- c. Removal and replacement of filtration materials.
- d. Inspect and confirm all interconnections from pick-up to discharge points.
- e. Develop further trapping systems and infrastructures for greater discharge control to meet best practice criteria into the future (as shown on survey plans #8095/3232c and As Built Plan 15 Feb. 2018).
- f. Removal of boatyard rubbish and contaminated debris by certified contractor.**

#### **7. Management Plan Review Criteria:**

The frequency of review of this plan should be at three year intervals and/or associated with any substantial change to operational parameters that effect any compatibility to, and/or in compliance with any policy or rule in a (District or Coastal Plans).

The review method will be by resubmission of the plan with any proposed modifications to practice or operational changes in systems or functions. That any improvements will be undertaken at any reasonable time to affect improved containment processes for the entire site. Monitoring data, when required, should set any system criteria changes for best practice methods associated with discharge consents.

Approval of any changes herein shall be by agreement with the consent holder and the individual Council authorities pursuant to the conditions of consent by which this review is undertaken.

This plan is therefore reviewed in compliance to conditions of consent (RC2000812) #15: on 20<sup>th</sup> February 2019.

For: The Far North District Council



IAN WILSON

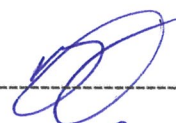
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This plan is therefore reviewed in compliance to conditions of consent  
[CON200607914 (10-15)]# 21: on 20 Feb 2019.

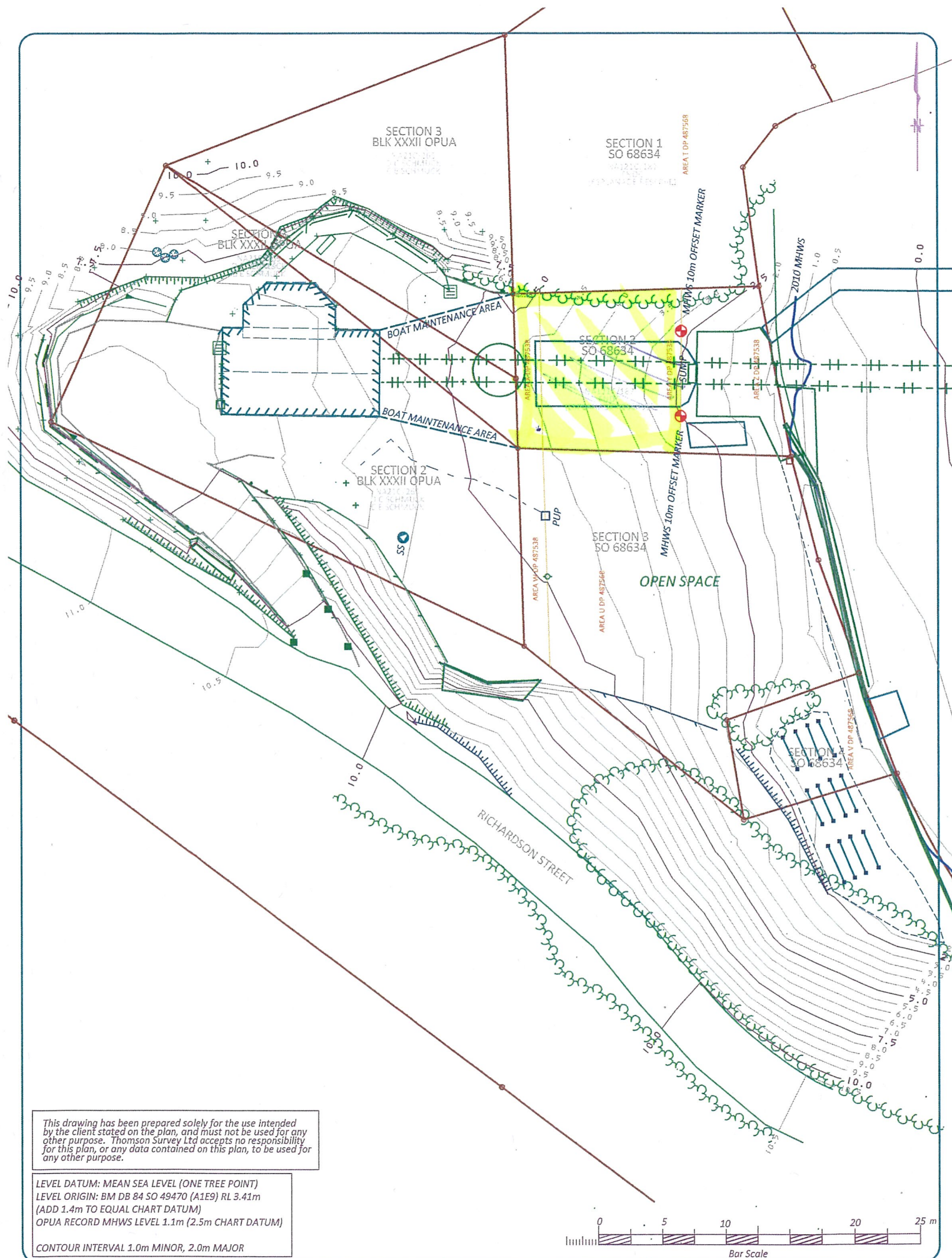
For: The Northland Regional Council -----



RICKY EIRE  
COASTAL & WATER QUALITY  
FIELD OPERATIONS MANAGER

- References for this OMP, but not otherwise attached are: Resource Consents RC 2000812, NLD 99-7914, CON20060791410 along with approved revisions 27 August 2014 to this plan, CON 20120791416 and RC 2140229-RMALUC along with specific attachments: {Survey plans #8095/3231c, and As Built Plan 15 February 2019, collective Council meeting minutes: 18 January 2017, NRC emails 30 November and 4 December 2018, Easement Instrument 23 June 2015, and operational photographs #'s 1-9.}

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Rockwall/wharf abutment



Map Reference: NZMS 260: Q05: 123-537

**for**  
**Doug's Opua Boat Yard**  
**Boat Maintenance Facilities - Opua**



Scale \_\_\_\_\_ Plan No. \_\_\_\_\_

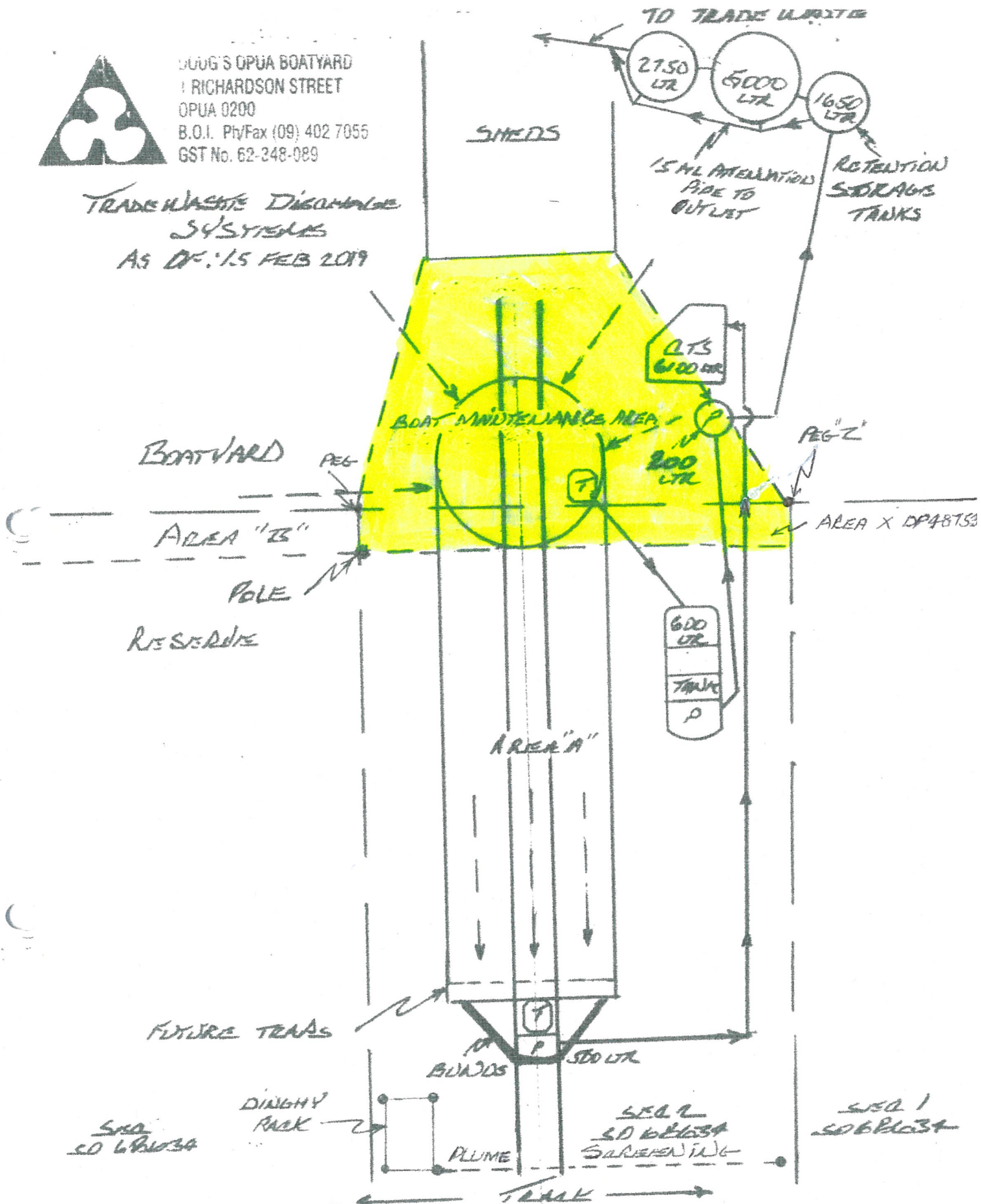
3231c

No.	Dwn.	App'd	By	Date
a			C N Anderson	
b			<i>[Signature]</i>	03/01
c			Amendment	12/01
			By	01/08



DOUG'S OPUA BOATYARD  
1 RICHARDSON STREET  
OPUA 0200  
B.O.I. Ph/Fax (09) 402 7055  
GST No. 62-248-089

TRADE WASTE DISCHARGE  
SYSTEMS  
AS OF: 15 FEB 2019



LEGEND  
C.T.S. - CONTAINMENT TRADEWASTE  
SYSTEM

T - TRAP

P - PUMP (AUTOMATIC FLOAT)

---> DRAINAGE

N.T.S.

CMA