

## CHAPTER 20: EFFECTS OF CRAFT USING THE SURFACE OF COASTAL WATERS

### 20.0 INTRODUCTION

The range of activities occurring on coastal waters can cause effects which include:

- (a) navigation and safety risks;
- (b) disturbance to wildlife or marine mammals, or damage to habitat;
- (c) disruption of amenity values.

Navigation issues arise from the mix of craft types operating in the District, particularly the concentration of craft of different size, speed capability, visibility and manoeuvrability along the Abel Tasman National Park coastline. These problems can be exacerbated by the different skill levels of craft operators, particularly novice hirers of rental kayaks. Navigation issues can also arise from the placement of structures such as moorings, or marine farm structures: established navigation practices may affect where structures can be located.

Wildlife in estuaries, on sand bars, or in other feeding and roosting areas, can be disturbed by craft—both motorised and manual or wind-powered. Seals may also be disturbed or put at risk by the proximity or speed of craft. Wash from craft has potential to affect plant communities along the shoreline. Some plant communities on estuary islands are particularly vulnerable, but this threat needs to be compared with the normal effects of wind, tide and waves.

Amenity effects include noise, particularly the loss of natural quiet in areas where conservation values are strongly held but also in relation to the enjoyment of other beaches and areas of coastal residential use. Numbers of craft (and people) present can affect the quality of experience sought by some people, as can the range of activities present. For example, the relative solitude of a kayaking and camping trip can be disrupted by water skiing; and conversely, the enjoyment of water skiing can be affected by a succession of kayak fleets passing through. These amenity effects are greatest in proximity to Abel Tasman National Park where there is an inevitable tension between the conservation values associated with a national park, and the fact that the coastline of the Park offers some of the most attractive areas in the District, both for boating activities and for walking or enjoying the Park's qualities.

People being delivered to the Park by craft, particularly from commercial craft, contribute to congestion at Park campsites, but so do campers arriving by other means. Control of numbers arriving by craft is not considered justifiable in isolation from controls on numbers arriving by other means. This situation may alter within the life of this Plan, and Plan changes can be promoted if appropriate.

Use of the water surface for aircraft operations could affect navigation and natural and amenity values, but is not currently an issue in the District.

Noise emissions from craft are addressed in Chapter 24 of this Plan, and water contamination effects are addressed in Part VI.

### 20.1 CRAFT ACTIVITY

#### 20.1.1 Issue

The passage of craft across coastal waters may compromise navigational safety with other craft. Craft movements need to be considered in relation to the siting, marking and lighting of any structures in the coastal marine area. Craft activity may have effects on amenity and natural values.

The mooring or anchoring of craft within the coastal marine area can affect other activities on the surface of the water, particularly when the space occupied is excessive or inappropriately located.

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## 20.1.2 Objective

Safe navigation, amenity values and natural values that are not compromised by the passage of craft, or by other activities on the surface of the water.

## 20.1.3 Policies

*Refer to Policy sets 21.1, 21.2, 21.6, 21.7.  
Refer to Rule sections 25.3.*

- 20.1.3.1** Council will ensure that movements of craft or other activities on the surface of coastal waters do not create or aggravate risks to safe navigation, particularly in areas of intensive seasonal use of craft and in relation to the scale, intensity, frequency, duration and mix of activities.
- 20.1.3.2** To avoid, remedy or mitigate adverse effects on safe navigation from structures, occupation or other uses of the coastal marine area, especially in established fishing areas, Mooring Areas, ports or their approaches, or in other intensively used coastal marine space. **C72 6/20  
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- 20.1.3.2A** To minimise the occupation of the surface of coastal waters by moored and anchored craft by: **C72 6/20  
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- (a) providing Mooring Areas in appropriate locations and encouraging the use of moorings within these areas as permitted activities;
  - (b) encouraging the establishment and use of public moorings in appropriate locations;
  - (c) requiring the use of space-efficient mooring systems where practicable and appropriate.
- 20.1.3.2B** To provide for the management and allocation of space for moorings in specifically identified Mooring Areas and through the Mooring Area Bylaw.
- 20.1.3.2C** To avoid activities within Mooring Areas where the activity will interfere with the use or management of moorings within the Mooring Areas.
- 20.1.3.2D** To avoid the adverse effects on the efficient use of coastal space within a Mooring Area arising from granting new or re-consenting of existing coastal permits for moorings. **C72 6/20  
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- 20.1.3.3** To avoid, remedy or mitigate adverse effects on amenity values and natural values, including:
- (a) disturbance of wildlife or marine mammals;
  - (b) disruption to natural quiet;
  - (c) degrading the quality of experience of particular activities;
- from the scale, intensity, frequency, duration or mix of activities using craft.

## 20.1.20 Methods of Implementation

### 20.1.20.1 Regulatory

- (a) Rules that regulate construction and operation of structures in the coastal marine area.
- (b) Rules that regulate amenity effects of the use of craft.
- (c) Rules that regulate disturbance or damage to animal or plant habitats by the use of craft.
- (d) Rules that regulate the use of coastal marine space for aircraft takeoffs and landings.
- (e) Bylaw provisions that regulate the speed of craft.
- (f) Bylaw provisions that reserve space in certain locations for particular uses of craft, or other mobile activities on the surface of coastal waters, including anchorages, access lanes, swimming, water-skiing, windsurfing, or jet-skiing, for commercial, recreational, or any other purpose; or that prohibit activities in certain locations.
- (fa) Bylaw provisions which manage the allocation of space, design and use of moorings within Mooring Areas. C72 6/20  
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- (g) Bylaw provisions that allow occupation and use of areas by craft for special occasions such as regattas or races.
- (h) Bylaw provisions that require craft or structures to be adequately lit.
- (i) Bylaw provisions that require commercial uses of craft to be licensed in relation to:
  - (i) the seaworthiness of the craft;
  - (ii) the competence of the operator; and
  - (iii) the safety of the commercial operation.
- (j) Periodic surveys of Mooring Areas be undertaken for marine pests in conjunction with the Top of the South Biosecurity Partnership. C72 6/20  
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### 20.1.20.2 Investigations and Monitoring

- (a) A programme of monitoring the intensity of craft use, particularly at intensively used locations such as Kaiteriteri Bay, Astrolabe Roadstead, Torrent Bay/Rākauroa and The Anchorage.
- (b) Investigations into the need for reserved areas for access lanes, water-skiing and other activities at these and other locations, or the need to prohibit certain water surface activities at certain locations.
- (c) Recording of all new coastal structures for notification to the New Zealand Hydrographic Authority, Land Information New Zealand.

### 20.1.20.3 Education and Advocacy

- (a) A programme of information and advice on safe boating practices and water safety generally.

### 20.1.20.4 Works and Services

- (a) A programme of maintenance of Council ramps and other water access points for craft on beaches.
- (b) Maintenance and provision of navigation aids.

### **20.1.30 Principal Reasons and Explanation**

Activities involving the movement of watercraft, including vessels and aircraft, in coastal waters may create navigational safety risks, particularly in the vicinity of other craft, people or structures in the coastal marine area. There is a need to control features such as speed, location, seaworthiness and operator competence in relation to craft movements. As well, there is a need to control the siting, marking and lighting of structures in the coastal marine area to avoid or reduce the risk of craft colliding with structures, particularly in areas most often used by craft. Amenity and natural values can be affected by the use of craft.

### **20.1.40 Performance Monitoring Indicators**

**20.1.40.1** Incidence of accidents or complaints concerning navigation of craft.

## **20.50 ENVIRONMENTAL RESULTS ANTICIPATED**

**20.50.1** Maintenance of an acceptable level of navigational safety between craft, people and structures in the coastal marine area.

**20.50.2** Maintenance of amenity and natural values in the coastal marine area.