

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050



tasman
district council

Te Kaunihera o

te tai o Aorere

Email: resourceconsentadmin@tasman.govt.nz

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area.

RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area.

RM 230253 Land use consent for managing estuaries. + RM 23055-59

Tasman District Council Application Number (if known):

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

I have an interest in the community and want to see it thrive for this and future generations

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application
- I oppose the application
- I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent
- To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):


*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: David John Loe

Signature*:  Date: 25.2.24

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: David and Beth Loe <dbloe1@gmail.com>
Sent: Sunday, 25 February 2024 12:15 pm
To: Resource Consent Admin; nelson@do.nz
Subject: Mapua Community Boat Ramp Trust
Attachments: [img006.pdf](#); [img007.pdf](#)

Categories: Maree Dealing With

Please find attached my submission on the above.
Regards
David Loe

To: The Resource Consent Administration Officer

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Private Bag 4
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Submitter Details

Full Name:	Judith Mary Mitchell, David John Mitchell,	
Contact Person (if different):		
Address for Service:	107 Aranui Road, Mapua, Nelson	
Postcode:	7005	
Phone:	0275402873	E-mail: judymapua@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new Mapua boat ramp and Sea Scout / Community Building

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

See attached Appendix A and B

Our concerns relate to:

- loss of open public green space
- safety issues with regard to streets, water, effects on the wharf, contaminated soil
- amenity effects on Mapua
- the nature of the 'consultation' with the community
- effects on Waimea estuary and wildlife
- disregard for climate change
- cost

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3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

See attached Appendix C

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix A

Submitters

This submission is filed by Judy and David Mitchell of 107 Aranui Road Māpua. We have lived here since 1981 and Judy grew up here from 1950 - 62. David and Judy Mitchell were involved in the group working to close the chemical factory that caused the contaminated site referred to in the proposal. David is a former editor of the Nelson Mail and Stuff and has been involved in many local issues over the years. He also led the restoration of a wetland forest on 1ha of his family land, now under a QE11 covenant, and planting in Aranui Park with the local school. He is now retired for health reasons. Judy has been a local Justice of the Peace for over 30 years and as such has many conversations with local people about local issues.

The Māpua wharf area has always been a major attraction for our family both before and after it was developed by commercial interests. We have had a lot of experience in the past of using dinghies and canoes on the estuary and are well aware of its tidal flows. Both we, our three children and four grandchildren and friends have swum near and jumped off the wharf. As a child in the 1950s Judy and friends caught fish in set nets opposite the now Leisure Park and flounders off Grossi Point.

We would like to make the point that this application with its many appendices and its late amendment for a large building for the Boat Club (p71) and other amendments in response to TDC staff queries, was made available to the public on 26 January at a time when many people are still on holiday. We were given only one month to 26 February, a busy month when people are still on holiday or preoccupied with returning to school and work from holiday, to prepare submissions on a very complex and confusing application which has serious implications for our area. We note that extensions gave the Māpua Boat Ramp Trust about eight months to respond to matters raised by council staff. We do not believe this is a fair process for the community and means our submission is not as comprehensive as we would have preferred.

Introduction

We are opposed to the application by the Māpua Boat Ramp Community Trust in its entirety and urge that it must be declined. We oppose it on the grounds of:

1. The change in the nature of the Māpua wharf precinct
2. The serious safety and legal concerns with regards to traffic on the streets of Māpua, traffic on the waterway, the effect on other activities, and the issue of the contaminated soil on the site.
3. The loss of a third of open green space gifted to the public of Aotearoa/New Zealand as a reserve to a private recreational group, and the giving of another large area of council-owned residential zoned land that to the same group.
4. The way the proposal has been presented to the community
5. The effect on wildlife and biodiversity
6. The disregard for the effects on climate change
7. The estimated costs

1. The change in the nature of the Māpua wharf precinct

- (i) Other local boat ramps eg at Motueka or Nelson are situated well away from residential, commercial and tourist areas. For one to be sited on Waterfront Park into Māpua Channel is an entirely inappropriate location because it is in the middle of a residential and commercial tourist area which has high natural character, landscape, seascape and amenity values. What is proposed for Māpua is a significant almost industrial-scale activity: a 48 metre long 11 metre wide concrete two-way boat ramp armoured with rock and concrete where it enters the channel, with a barrier arm 20m from Tahi Street, operated by a card reader, a large planned building on the same reserve land that will be rented out to other users; car parking for 78 boats with trailers across the road on west Tahi Street, and 45 public car parks also there, due to those being lost on the Waterfront Park site.
- (ii) “Up to 60 boats would be expected to be launched on any day during a period between 6am and 1pm” from October to April each year (pg 5 Appendix 9 of the final amended application).

Context:

- (iii) The Māpua wharf and Māpua channel are an integral part of the Māpua community and have been developed in consultation with the community. It is iconic for visitors and locals alike. Māpua children grow up swimming in the channel and jumping off the wharf. In summer this is a major part of the tourist experience. Cyclists and visitors come to the wharf area to enjoy shops, cafes, scenery and tranquillity. Cards, artwork and images depict this scenery and people jumping from the wharf.
- (iv) There is some boat use launching from Grossi Point and Rabbit Island. But others use this coastal marine area too. There are existing moorings and boats, kayaks and paddle boarders. Swimmers float along the channel to and from Grossi Point and the Leisure Park. People swim near and jump off the wharf. A ferry takes passengers from the wharf area throughout the day to Rabbit Island and back. Cyclists on the Great Tasman Taste Trail use this ferry and the route from the wharf forms part of their journey. It is a high use area and growing all the time. All of these mixed uses work in harmony in the current environment.
- (v) The Māpua Wharf, originally built as a jetty in the 1870s for the loading of flax fibre, was reopened in August 2004 after a major upgrade driven by the Māpua Boat Club to improve its safety and operational function. It became a tourist attraction, part of the wharf precinct, with the Boat Club rooms and a maritime museum. Ownership was transferred to the newly formed Tasman District Council which oversaw the development of the commercial premises that exist today.
- (vi) The scale of the proposed boat ramp, stormwater discharge, proposed buildings on public land, car parking for almost 80 cars and boats/trailers, traffic generation, and release of these numbers of powered boats into the Māpua channel adjacent to the Māpua wharf, will change this sensitive and unique location completely. There will be the noise of motor boats and vehicles manoeuvring boats. The likelihood of offensive fish waste left in rubbish bins will affect users of the remaining open space. The high numbers of boats catered for -“ up to 60 on any given day” [see 1(ii)]- and

the scale of the ramp will inevitably cause safety issues and conflict with existing uses.

- (vii) Boat ramps at Motueka (20minutes away), Rabbit Island and Nelson are well away from residential areas and tourist attractions. The local geography makes this impossible at Māpua where the main road ends at the wharf.

2. Safety concerns

A. Traffic on the streets

(i) The application allows for up to 78 vehicles towing boats throughout the summer months adding to the thousands of ordinary vehicles going to Māpua Wharf. Many of these vehicles with boats will be turning off the coastal highway into Māpua Drive, at an intersection that already sees regular accidents (two in January, one fatal).

(ii) They then have to turn into the congested, narrow Aranui Road from either Higgs Road or Aranui Drive, and there will be inevitable queuing to get into Tahi Street to use the ramp. This traffic will add to the normal vehicle access to the wharf which already backs up along Aranui Road and Iwa Street.

(iii) Should the 78 boat trailer parks attract 60- 78 boats in any one day, that is 156 movements in and out of Māpua of vehicles each about twice the length of the hundreds of cars that come and go from the wharf in a day, and that doesn't count those boats using Grossi Point, should that boat ramp remain in nuse..

(iv) The boat ramp is on a scale that will attract recreational boat users from a far wider area than Māpua especially throughout summer. This induced demand will add to the congestion already experienced and cause safety issues to others using the roads, the wharf and the water.

(v) Cyclists on the Tasman taste Trail will be competing for road space with these vehicles towing boats. The fire brigade is based near the wharf and if vehicles and boats are queuing along Aranui and/or Iwa Streets, the fire truck would have trouble getting out.

B. Traffic on the water

(i) For generations, local children and visitors have swum around, fished and jumped off the wharf. With the increase in tourism in recent decades, wharf jumping by all ages but especially by children and youths is a big reason for coming to Māpua.

People swim in all parts of the Māpua Channel, and floating from one part to another is a popular activity eg from Grossi Point to the Leisure Park.

Other users are paddle boarders and kayakers and boats on moorings, and the ferry which makes regular trips to and from Rabbit Island ferrying passengers and cyclist.

(ii) Effects on activities of other users

These activities are simply incompatible with a succession of motorised vessels passing the wharf from the ramp and then returning later, having to wait their turn to use the ramp. They may be advised to queue downstream from the wharf but who will police this? This queue will create

hazards for others using the wharf. There is no way this can be managed safely on a stretch of water subject to strong tidal currents.

(iii) I have watched a friend, an experienced yachtsman who has sailed to the Auckland Islands, come into Māpua on a king tide on a six ton ketch and be unable to make the turn to the wharf in time; he was swept further downstream as he turned and knocked two boats off their moorings, and sustained damage to his railings. **In other words boaties can not guarantee they will be in control of their vessels at all times and tides, and the application allows 78 of them.**

(iv) The inevitable consequence is that jumping off the wharf, a free activity that all ages can enjoy, will be banned and possibly any other activity endangered by the numbers and types of boats.

C. The Contaminated Site

(i) History

Alongside the wharf, which it used to export its products, existed Fruitgrowers Chemical Company producing the ingredients for the organophosphates, insecticides and fungicides used on orchards at that time eg DDT, 245T, gusathion, malathion and other products such as dieldrin and aldrin sold to sheep farmers. A micronizer was used to manufacture dusts and wettable powders with minute particles. Many of these have since been banned. The history of FCC is well documented and Māpua was said to have the most toxic chemical site in New Zealand. After it closed the soil where the chemicals were stored and mixed was remediated in a process previously untested on such a large scale. Others can tell that story but what is acknowledged in the application is that there is a 0.5m cap of compacted clean soil over the remediated soil which remains contaminated.

(ii)

It is also well documented that the soil on Waterfront Park beneath the 0.5m cap must not be disturbed because of the potential for chemicals to be released into the air and the estuary, where they are toxic to marine life. The applicants claim they can do everything without disturbing the soil but that is naive and beggars belief given the scale of the enterprise. **It is contradicted by the August 2023 Preliminary Engineering Report in Appendix 12 which refers to the excavation of 60 -70m3 of contaminated soil that will be sent to a landfill, if one will accept it.** Even the removal of all the established trees planted along the boundary where the boat ramp is planned will inevitably disturb that soil. Posts have to be sunk into the estuary mud and excavation of the sump for the stormwater pretreatment device is in the very area where contamination is concentrated, adjacent to the estuary. The service trenches for the proposed building also require excavating.

(iii)

Jenny Easton (retired TDC Resource Scientist) has noted that the Resource Consent Application, which includes the Preliminary Engineering Report Appendix 12, page 9 states that the 70m of service trenches for the building will have to be constructed 0.2m below the cap, and together with sumps, manholes and treatment devices will produce 60-70m3 of contaminated material to be disposed of to York Valley landfill subject to their acceptance and potential leachate testing approval.

(iv)

Who has the experience and knowledge to monitor the earthworks for this construction and what will happen if the cap is breached or the estuary mud found to be contaminated? Who will pay to clean it up and how? This is not dealt with in the RCA.

3. Loss of open public space

(i) The proposed boat ramp and building take up about a third of Waterfront Park, and the boat trailer car park takes up about two thirds of the land to the west of Tahī Street. This would cater for only one specific group of the population, those who own boats.

(ii) The Ministry for the Environment which took responsibility for the clean up of the contaminated site, said on page 58 of the document "Cleaning up Māpua: The story of the Fruitgrowers' Chemical Company site":

"A condition of the Government's funding was that at least 40 per cent of the FCC site would remain as public land. This has led TDC, in consultation with the local community, to develop a waterfront park on part of the eastern part of the site."

(iii) A deed between the TDC and MfE was drawn up agreeing that this land was to be used as a public space for the people of New Zealand in recognition of the taxpayer dollars that had gone into this process. Waterfront Park was duly landscaped and a plan was developed in conjunction with the community, which allowed for such amenities as shade sails, a children's play area and barbecues. At a meeting in 2017 the TDC unanimously adopted this plan for the next 20 years and rejected the concept of a boat ramp for a list of reasons that remain valid today (see Appendix B).

(iv) **The boat ramp is not the only structure the Boat Ramp Trust wants on this public land.** Land use consent, but not a building consent (p7 sec 1.3 RCA), has also been sought for a 20x40, tall building referred to sometimes as the 'sea scout' and/or 'community' building, but the proposed use is much wider than that for the Māpua Sea Scouts. In a late plan change the Trust has requested land for a larger building than that originally publicised. This building is said to include a Boat Club facility which can be leased to the public for functions. It does not say what sort of functions these might be or whether a fee would be charged. Nor does it refer to how it would manage any alcohol policy on reserve land, given the building allows for a bar.

(v) Land use is also requested for eleven 'private' car parks. The 35 existing public car parks are expected to be removed to Tahī Street West to provide 45 car parks along with the 78 boat trailer parks which are asked to be there "for an indefinite time". This is residential land that has the potential to be used for wider community benefit eg some form of town housing.

(vi) Waterfront Park is one of the few open green spaces available in an area with growing density of housing. It has a view of the estuary which will be lost with a large, tall building across half of the highest point. The application also requests 11 private car parks and an open area in front of the building. **With the boat ramp this effectively covers and**

privatises a third of the reserve put aside for the use of the public and necessitates the removal of previous plantings and landscape features. Visually the ramp and the buildings will dominate the open space.

- (vii) In summary a building of this size on public open space with its own car parks further reduces the amenity value of Waterfront Park .
- (viii) There is no functional need for any new “community” building on public reserve land. Māpua already has buildings offering a variety of places and spaces for people to gather: the hall, the church, the Bowling Club. If a new Sea Scout building is even required, it could be built on west Tahi Street where services already exist.
- (ix) If the Boat Club moves from the wharf to new premises, strong commercial interests will be able to claim the wharf area it occupied and free activities like wharf jumping and fishing will be stopped. Removing access to free activities has a very adverse effect on the community and will discourage families from visiting the area.

The granting of public space gifted to all new Zealanders, not just the people of Māpua, to a particular group for a private purpose is an adverse effect. Once the concrete ramp and large building are in place they can not be undone. The ambience, noise, activity and potential smell of fish waste will completely alter the nature of the park.

4. Misleading information on the proposal

- (i) We think the emphasis in all the publicity over recent years has been misleading and the Sea Scouts have been used as a Trojan Horse to disguise the true scale, extent and nature of what is proposed, **which has been significantly understated. We think the results of the community consultation is invalid because the proponents of the boat ramp conducted it and have not released what information they provided or more significantly, did not provide.** In 2017 the TDC had conducted their own survey and reported the results were very much evenly and strongly divided for and against a boat ramp.
- (ii) Submitters requested **a copy of the information given to residents** at the time they were “consulted” but have not received one. It has been requested from the Boat Ramp Trust, Davis Ogilvie and the TDC but none has been forthcoming. It is not included in Appendix 17 Report on Presentations to Key Stakeholders 2022, nor is the survey . It is referred to on p10 of the ARC Sec 2.1. Neither we nor anyone we know was approached but we have heard from one who was that the questions were leading and very much based on the idea of a modest boat ramp with an emphasis on the needs of the Sea Scouts.
- (iii) The applicant’s consultation with the community and others, has focused on the need for a boat ramp and facilities for the Māpua Sea Scouts. This is a volunteer community group whose numbers fluctuate, depending on volunteer leaders and parents to survive. Some parents have told me could not afford the time they are asked to commit. **There is nothing in the application that actually guarantees a new building for the Sea Scouts will be built** and we submit they do not require a boat ramp on the scale proposed at a cost of 3 million.
- (iv) The publicity also focused on the fact that the local community lost its boat ramp at the wharf when it was commercialised. The boat ramp can be seen today and is nothing like the current proposal for replacement, and not designed for large vessels.

- (v) For the past few years signs have been erected on a structure on the water and around the village telling the residents that a new boat ramp is coming soon. The image on some of the signs bears little relation to the reality. An example poster I photographed on 22 February says: "New boat ramp to be built by December 2024" and asks for donations. If the decision has been taken, what is the point of submitting? Or is this designed to make people feel exactly that?
- (vi) A money-raising diagram and a Givealittle page appeared even as submissions were called for. **The Boat Ramp Trust has given local residents the idea that this new boat ramp is a fait accompli and therefore the matter is closed.**
- (vii) **Another and crucial example of misleading information is the information that was not given to the community and not even in the main body of the RCA but was a late amendment for a new Boat Club/community meeting room in a big new building on Waterfront Park, see BO3 amendment application 15/11/23 p71. Very few people will have seen this because of where it is situated in the application appendices. We understand that many in the Boat Club are surprised to hear about this.**
- (viii) I have personally been told by a number of people that because the community is so divided on this issue, people who oppose the boat ramp are afraid to voice their real opinion because it will affect their friendships, and are even afraid to put in a submission. This is especially true of people using the Boat Club for social reasons. This has affected any ability to have a real discussion about the issues. Intimidation is the word people have used to describe how they feel.
- (ix) Four days before submissions were to close, an acquaintance told me she was sitting reading a paper in a local park when she was approached by a stranger asking her if she was a local and if she would sign a petition in favour of having a boat ramp. Knowing little about the background she refused to sign but felt this way of trying to show community support was seriously lacking in information and validity. A boat ramp may be wanted by many, but the issues may not be understood by many and the impacts will be permanent. It should not be just about numbers.

5 Ecological Concerns

- (i) The Waimea Estuary is a unique estuary in the Southern hemisphere and already under threat from development, coastal run off, pests and disturbance from motor vessels. There is a colony of spoonbills, one of variable oyster catchers, islands used as roosts by godwits and many other threatened species.
- (ii) The likelihood of contaminated soil from disturbance, run off, rain events and so on is almost inevitable and minute amounts of the existing toxins can threaten all marine life forms. If the project goes ahead, who will monitor and report on this, and who will clean it up and pay for it?
- (iii) The addition of many more motorised vessels, not all of which will head out to sea but want to explore the estuary, will put wild life at risk. Jet skis and similar noisy vessels are of particular concern.

6 Climate Change

The TDC by now should have a carbon budget and emissions reduction target. The ramp will use tons of concrete, described as the most destructive material on earth. This is also the most expensive part of the project. The amount of concrete and its costs do not appear in the application.

The concrete replaces established trees, shrubs and landscaping.

7 Estimated Costs

- (i) With estimates of the cost ranging from almost 3 million (on the posters) to 5 (anecdotal) and the likelihood of cost blow outs, this is a project of huge expense of benefit to a relatively small group of the population. The TDC has already given \$700,000 for a feasibility study, money that would have gone a long way to creating amenities on Waterfront Park that could have been enjoyed by all.
- (ii) The proposed building is on a HAIL site which will be an expensive place to build because of the trenches in contaminated soil and the requirement for a wash down discharge and treatment facility. Council funds should not be used for this as it is for private use.
- (iii) There is an “opportunity cost” of allowing the boat trailers on land zoned residential for “an indefinite period” as requested by the RCA. Tasman district ratepayers are still paying an annual Māpua rehabilitation rate and this has been ongoing past the date that the western side of Tahī St was going to be sold (eg for town housing) to pay off the loans for the remediation. Until that is resolved or paid off by the applicant, TDC should not be making West Tahī land freely available to the Mapua Community Boat Ramp Trust.
- (iv) With so much of Waterfront Park to be dominated by vehicles and boats, there is a lost opportunity cost to other uses and users of the park.

Conclusion

- (i) **What is proposed in the RCA is not what was sold to the community.** Of course it would be desirable to have a boat ramp in Mapua but the geography of the area, tidal currents and nature of the existing development make a boat ramp at this site incompatible and raises too many safety issues. If this application is granted, it will fundamentally change the heart of Māpua to its detriment. It will result in significant adverse effects on traffic on the roads, on the Māpua channel and its wildlife, on other uses of the wharf precinct and thus will affect the community as a whole, and must be declined.
- (ii) **Many of the structures and activities in the application are not permitted under the rules and policies of the TRMP (p28 – 35 RCA) but are being bundled together as “discretionary activity” which makes a mockery of having such rules.**
- (iii) The scale of the activity proposed would require additional bylaw or regulations, investigations and monitoring in order to protect other mobile activities on the surface of the waters including moorings, access lanes, areas for swimming and jumping and so on. **This will fundamentally change the nature of the Māpua channel and surrounding environment as an area of mixed and compatible uses that currently work well together without the need for intense regulation.**

Appendix B

The granting of the application is inconsistent with a previous decision by the Council on Thursday November 16, 2017 reported by David Mitchell for the Coastal News. The council unanimously supported a master plan for the Māpua Waterfront for the next 20 years and turned down the boat ramp proposal even after a year of vigorous advocacy by the Boat Club for a more modest boat ramp than currently proposed. The council's decision was made after five weeks of public consultation and 386 submissions.

The reasons for that decision remain valid now. In particular:

- a. The location of the council's high pressure sewer main near the ramp site
- b. Marine health and safety issues
- c. High estimated project costs
- d. Parking issues and traffic congestion
- e. Nearly half the public submissions were strongly against the ramp plan. Submitters to the draft plan were concerned at the loss of community space for families, added noise, traffic congestion, parking conflicts and pedestrian safety, the contaminated nature of the site and potential for toxic chemicals to leach into the estuary.
- f. The Harbourmaster at the time raised issues over the strong tidal flow in the area, the known build up of logs and flood debris in the eddy and the proximity to Māpua Wharf.
- g. Councillors were concerned about the proximity of the ramp to the wastewater pumping station and main sewer from Māpua to Bells Island treatment plant, and the gravity sewer along the rock wall. The report said "Both these pipes if broken would create significant environmental contamination issues with raw sewage being directly discharged into a highly populated area and into an estuary of significance".

Appendix C – Conditions

This submission is opposed to the application in its entirety and says it should not be granted and that no conditions can remedy or mitigate the significant adverse effects. However, if it is determined to grant the application, then we would seek the following:

- That the land use consent for the building and private car parks on the Waterfront Park **not** be granted.
- The size of the boat ramp be reduced eg to one lane with a passing bay half way.
- That Māpua wharf be preserved for public use and free recreation eg wharf jumping, fishing, swimming, and other recreational activities and this be a condition if the Boat Club premises are to be relocated.
- The boat ramp should have limited hours of operation due to the proximity of homes which would be subject to the noise of vehicles and engines off and on the water
- Jet skis and similar craft should be banned from the Waima estuary for safety, noise and ecological reasons; at the very least registered.

Submitters: Judy Mitchell and on behalf of David Mitchell

From: Judy Mitchell <judymapua@gmail.com>
Sent: Sunday, 25 February 2024 12:55 pm
To: Resource Consent Admin
Subject: Submission on RCA for Mapua Boat Ramp & Sea Scout/Community Building
Attachments: [Judy's Sub.docx](#); [TDC form to start.pdf](#)
Categories: Maree Dealing With

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050



tasman
 district council

Te Kaunihera o

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Submitter Details

Full Name:	John Burland	
Contact Person (if different):	Elsbeth Collier	
Address for Service:	43 Apple Valley Rd East, Mapua 7173	
Postcode:		
Phone:	021 022 74127	E-mail: john.burland@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mpua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp in Mapua. There are numerous related consents being sought to occupy the Coastal Marine Area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs etc

Tasman District Council Application Number (if known): RM 230, 253, 388, 254, 255, 256, 257, 258, 259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit
 RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)
 RM230388: Land use consent for carparking
 RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in the Soil to Protect Human Health from soil disturbance
 RM230255: Land Disturbance within the CEA for construction of the boat ramp, sea scout building, and associated infrastructure including carparking areas
 RM230256: Disturbance of the Coastal Marine Area (CMA) in association with construction of the boat ramp.
 RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.
 RM230258: Discharge of Sediment to the CMA during construction of the boat ramp.
 RM230259: Discharge of Stormwater into the CMA

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

The proposed boat ramp design and scope is not compatible with TDC's declared responsibilities as the guardian of the estuary's environment

From TDC's website:

The Waimea Estuary is the second largest estuary (3,462 ha) in the South Island.

It is home to internationally significant migratory bird species and nationally significant rushland values and other endangered or threatened species. These include birds such as bartailed godwit, white heron, royal spoonbill, little egret, Australasian bittern, and banded rail, and plants such as coastal peppergrass and grey salt bush.

It has high ecological values, is a valuable nursery area for marine and freshwater fish, has large shellfish beds, and is very important for birdlife.

From the Mpuia Community Boat Ramp's website:

As part of plans to expand the Mpuia Waterfront Park, a new, quality boat ramp is going to be built to service

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application
- I oppose the application
- I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent
- To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: John Burland (jb) <john.burland@gmail.com>
Sent: Sunday, 25 February 2024 1:00 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Submission on Resource Consent Application - Construct and operate a new boat ramp in Mapua.
Attachments: [Form for submission on resource consent application.pdf](#)
Categories: Completed, Maree Dealing With, Following up

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	N Y Kurzeja	
Contact Person (if different):		
Address for Service:		
Postcode:		
Phone:	0211048599	E-mail: nicqui@zeja.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

construct a boat ramp and additional buildings, stormwater, signs, extra parking etc at the Mapua Wharf

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

My main issues are with safety due to the uncovering of the contaminated site (how can you be sure to ensure no future leaching or negative effects). I would also like to understand more about the management increased traffic causing issues of safety.

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Concern about potential safety risks.

how can we ensure the contaminated site wont be distrubed?

There needs to be a clear ensuremnt that boaties will not add any danger to wharf jumpers, swimmers, kayakers etc. Also management of the extra road users (too many vehicles) , and will recreational activities be stopped.

Are adequate safety measures in place with the proposed in the application?

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

I feel more research needs to be done with the safety aspect.

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Nicqui Kurzeja <niqstar@gmail.com>
Sent: Sunday, 25 February 2024 1:36 pm
Subject: Mapua Boat Ramp Submission attached
Attachments: [ramp consent.pdf](#)

Categories: Completed, Following up, Maree Dealing With

From: Nicqui Kurzeja <niqstar@gmail.com>
Sent: Monday, 26 February 2024 6:05 pm
To: Resource Consent Admin
Subject: Re: Nicqui Kurzeja - Submission - RM230253 etc al - Mapua Boat Ramp Community Trust - Address and contact phone number

Categories: Completed, [SharePoint] This message was saved in 'Intranet > Resource Consents 2023 > Resource Consents > 230253 > 04 Notifications and Submissions'

14 Rana Place
Māpua
7005

Sent from Gmail Mobile

On Mon, 26 Feb 2024 at 2:03 PM, Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good Afternoon Nicqui

Thank you for your submission.

When I open the document the address for service field appears to be blank. Could you please provide your postal address, in a return email.

Many thanks

Maree

Resource Consent Admin

Call +64 3 543 8400 | Resourceconsentadmin@tasman.govt.nz

Private Bag 4, Richmond 7050, NZ



This e-mail message and any attached files may contain confidential information, and may be subject to legal professional privilege. If you are not the intended recipient, please delete

From: Nicqui Kurzeja <niqstar@gmail.com>
Sent: Sunday, February 25, 2024 1:36 PM
Subject: Mapua Boat Ramp Submission attached

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource
Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Submitter Details

Full Name:	Kathryn Danielle Alborough	
Contact Person (if different):		
Address for Service:	224 Pomona Rd Ruby Bay 7173	
Postcode:		
Phone:	0212534264	E-mail: kathrynalborough@hotmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Māpua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

construction and operation of a new boat ramp and construction of a community facility

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

See attached

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) **The**

See attached

*Note:

3) (Tick : **The** one
tion

4) (Tick : **The**
To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Boat Ramp Trust has full liability, insurance and/or sufficient resources in advance to pay for the potential costs of the ramp, buildings and any soil/land remediation/clean up costs. That the TDC does not incur these costs.

*Note:

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I

Note: report if if

Print Full Name: Kathryn Danielle Alborough

Signature*: 
(Person

Date: 25/2/24
making

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Resource consent submission by Kathryn Alborough. Additional pages.

1) The specific part(s) of the application that my submission relates to is/are

Site Suitability

Safety risk to other members of the community

Policy 6 - that this is necessary infrastructure

Policy 15 - preservation of natural features

Policy 18 – public open space

2) The reasons for my submission are

Site Suitability - The potential for contaminants to damage the ground and Waimea inlet and potentially make it an unsafe space to use short or long term. There is a significant unknown quantity when it comes to this land. Once there is contamination, our ability to use the space and marine area, will be compromised – perhaps losing the ability to swim/fish/wharf jump for a summer, or potentially significant damage to the marine ecosystem that takes a number of years to recover. It is too risky.

The potential unknown cost of contamination or ‘making good’. This could be significant. Once started, if these costs blow out, it will ultimately end up being the Council that picks up the tab. As a rate payer, I think there are far better uses of our rates than a boat ramp to serve a privileged few in Mapua (who can easily drive a short extra distance to participate in their activity of choice).

Safety risk to other members of the community - The increased risk to children from boat ramp users – a) in vehicles whilst manoeuvring boats on and off the boat ramp b) in the water with potential conflict with children and families wharf jumping.

As soon as there is an incident where a boat strikes a swimmer (either kids wharf jumping or swimming the channel to Rabbit Island), it is wharf jumping that will be discouraged or banned (or parents viewing it as unsafe). Not the boat ramp after the millions of dollars invested in it.

Policy 6 - Having an existing boat access at Grossi point is sufficient. Motueka port is only 15-20 mins drive from Mapua and, for people already towing a vehicle, is a small amount of additional time/distance to travel to launch. Boat owners have the option to drive and access this. The potential alternative users of the space (children and youth) are not able to drive and there is limited public transport available to them to enable them to access alternative green space/recreational facilities.

Policy 15 and 18 - at 1/3 of the space of the only green area in the Mapua wharf area, the boat ramp damages the natural features of the area, and restricts the use of public space to a select few boat owners/users. To say that the adverse effects of the proposed development is ‘less than minor’ is incorrect. It is a significant size and structure.

The loss of use of parking in the area (which will be taken up by vehicles with trailers) will have a sizeable impact on the wharf – when parking is too difficult, people will avoid the area, having a

negative impact on businesses. It will also have an effect on neighbouring streets (much of Aranui Road is no-parking now, so Iwa Street will be significantly impacted).

Policy 18

The proposal includes multiple mentions of a Sea Scout / Community Centre. I am a parent of a Tamaha Sea Scout. Whilst the existing Scout facilities aren't ideal, the reality is the Scouts can't afford to contribute to the development and will be minimal users. This 2023/2024 season, the Tamaha Sea Scouts have been rowing/sailing 9 times in total. With around 13 Scouts in the group, that is a very small number of the community that the building would serve for a small number of times each year.

The potential alternative use of this land as a community asset hasn't been offered up. For example, there are limited facilities/options for our young people, teenagers in particular. They have limited public transport options to Motueka/Richmond to access activities there. A beach volleyball court or half basketball court or obstacle course would have limited environmental impact, but provide options for youth in the village that keeps them active and entertained.

From: Kathryn Alborough <kathrynalborough@hotmail.com>
Sent: Sunday, 25 February 2024 3:18 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Boat Ramp submission
Attachments: [Resource consent submission K Alborough oppose.pdf](#)

Categories: Maree Dealing With

To TDC and Mapua Boat Ramp Trust,

Please find attached my submission in opposition of the Mapua Boat Ramp.

Regards,
Kathryn Alborough

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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Submitter Details

Full Name:	Bridget Helen Moira Miller	
Contact Person (if different):		
Address for Service:	96 Aranui Road Mapua	
Postcode:	7005	
Phone:	021496153	E-mail: hamishandbridget@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp within the CMA and access from Mapua Waterfront Park, associated consents for access, parking, signage, storm water and earthworks. Construction of a Community building within the Mapua Waterfront Park.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

See Appendix attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

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Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: 

(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix to Submission – Reasons for Opposition

I am a resident in Māpua with my partner and two children. My children attended Mapua Primary school and are now in year 11 and 13 at local high schools.

Both of my children are avid “wharf jumpers” and have been since they were little. Attached to the end of this submission is a blog by Talking Mapua called “A Mapua Institution – The Wharf Jump” published in 2015. The photos in that blog are of my son when he was aged seven (Figure 1).



Figure 1 - My son, age seven, in 2015. Photo credit: Chocolate Dog Studios.

As I write this submission, my son is now 17, and has biked to the wharf with a group of friends to go “wharf jumping” and play “wharf tag”. He will not return home until dinner time.

I oppose the application in full.

The application should be declined under Section 5 and 6 of the Resource Management Act 1991 (RMA) because it will not allow for the sustainable management of natural and physical resources within the Māpua wharf area, Māpua channel and the Waimea Inlet:

1. The proposed all-tides boat ramp will increase the number and size of boats moving in and around the Māpua Wharf and, when combined with swift tidal flows, will create an increased and undue risk to members of the public swimming and using unpowered watercraft at the Māpua Wharf.
2. The proposed boat ramp and facilities will inhibit public access to and along the coastal marine area, which is currently open space and able to be enjoyed by the public.
3. The construction of the boat ramp will disturb contaminated soil below the sea floor and churn from boat propellers is likely to do the same, creating a risk to swimmers as well as estuary bird and sea life.

The application should be declined because it is inconsistent with policy 13(a) of the New Zealand Coastal Policy Statement which requires activities to avoid adverse effects of activities on natural character, as required by section 67(3) of the RMA:

4. The proposed boat ramp is located within the same tidal lagoon as an area of High Natural Character (Waimea Inlet). The construction of the ramp will disturb contaminated soil below the sea floor. Use of the ramp by power boats and churn from boat propellers could also have the effect of disturbing contaminated soil below the sea floor. These contaminants could, through tidal movements, adversely affect the area of the Waimea Inlet designated as an area of High Natural Character.

Bridget Miller, 96 Aranui Road, Mapua

<https://talkingmapua.wordpress.com/2015/02/05/a-mapua-institution-the-wharf-jump/>



FEBRUARY 5, 2015 — TALKINGMAPUA

A Mapua Institution – The Wharf Jump

Hens do it wearing a veil. Jus, Isaac, Si and friends do it in their best undies on New Year's Day. The Year Eight's do it at the end of the year as a rite of passage. This whipper snapper did it when temperatures soared.

It's a Mapua Institution – The Wharf Jump. High tide or low tide...Do it if you dare!



From: Bridget Miller <Bridget.Miller@PACONSULTING.COM>
Sent: Sunday, 25 February 2024 3:29 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Community Boat Ramp Trust Application to construct and operate a boat ramp
Attachments: [Mapua Community Boat Ramp Form for submission on resource consent application \(B Miller\).pdf](#); [Appendix to Submission of Bridget Miller.pdf](#)

Categories: Maree Dealing With

To: Tasman District Council, Resource Consents Administration Officer

Copy to: Mapua Community Boat Ramp Trust, FAO Mark Morris.

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050



tasman
district council

Te Kaunihera o

te tai o Aorere

Email: resourceconsentadmin@tasman.govt.nz

Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp within the CMA and access from Mapua Waterfront Park, associated consents for access, parking, signage, storm water and earthworks. Construction of a Community building within the Mapua Waterfront Park.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

See Appendix attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application
- I oppose the application
- I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent
- To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: Nicola Roth Aerakis

Signature*: N. Aerakis

Date: 24/2/24

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix to Submission – Reasons for Opposition

Reasons for Submission

The application should be declined because it will not allow for the sustainable management of the environment, and in particular of the Māpua channel and wharf area, under Section 5 of the Resource Management Act 1991.

More generally, the application is contrary to the RMA, particularly part 2, the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.

I am proudly a born and bred 'Māpuaian' having lived here for nearly 50 years – I have lived elsewhere for periods but my husband and I returned to Māpua 13 years ago to raise our family. We have owned a boat for the last 12 years and enjoy and value the proximity and connect with the water that Māpua allows.

We currently launch our boat at either Motueka or Grossie Point depending on tides and what activities we are intending to do i.e water skiing or fishing. We also launch at Kina, Hunter Brown, and Kaiteriteri. Never have we launched our boat from the one at the Māpua Wharf, and nor did we do this when I was a child – it was always contentious when installed in 1988, it was too steep, too narrow, and too close to the wharf given the extreme tidal currents.

I oppose the Application which introduces a massive scale industrial type construction and associated activity in the coastal marine area including:

- a huge boat launching ramp built of concrete, 11 metres wide and 48 metres long, to be used by two boats simultaneously; which would be built over the coastal marine area, including the foreshore and tidal area currently used by the public, and over public reserve and open space land; adjacent to the Māpua wharf;
- A concrete accessway 11mx 90m long from Tahi St to the boat ramp, and this involves removing the established trees, shrubs and part of the seating and poem.
- additional car parking for 78 vehicles and trailers for launching boats; in addition to existing space already taken up by car parks in this area;
- a significant new building on reserve land and coastal environment area land, of 20 m x 40, with associated car parking – this is a huge building in this space – to be leased by the Māpua Boat Ramp Trust (who will be able to charge users), which will effectively privatise this reserve land and prevent it being used as public open space (as it currently is, with potential to enhance further in the future);
- new metalled car park of 45 car parks to compensate for loss of parking due to the proposed building on reserve land; and loss of parking on Tahi Street due to vehicle crossing installation;
- barrier arms, large amount of commercial or industrial style signage, other traffic modifications, stormwater discharge and associated consents;
- Introduce a huge number of vehicles, boats and trailers into a high public use area and through Māpua village; and boats and jet skis into the Māpua channel.

The boat ramp, building, and activities are entirely inappropriate at this location, in the heart of Māpua and the high use Māpua wharf and channel area, which has high natural character, amenity and ecological values, and which is used for a wide range of recreational activities, including swimming and jumping off the wharf. These activities are a right of passage enjoyed by many

children growing up in the village – many of the Māpua Boat Club members have raised their families and their children enjoyed the fun of jumping of the wharf...something I would like to preserve for my children and their children.

In particular, I note the following effects from the activities in the application:

1. **Adverse Effects on Māpua**

We returned to Māpua to raise our family as we valued the things it has to offer that allow our children to enjoy the many freedoms I did as a child growing up here like wharf jumping, swimming at grossi point, biking to school, and being able to move about a safe village freely and safely.

It has however changed dramatically and is now extremely busy with existing traffic and narrow streets. Our street (Toru) is now one way on a weekday as parking on both sides of the road does not allow cars to pass in both directions at once. The intersection with Aranui is now busy and congested. To think adding in large 4WD vehicles towing large boats from Wakefield, Brightwater, Richmond and in between as it would not just be local boats. The traffic and congestion will be horrendous. We will be trying to leave our house for Saturday Sport and will be faced with a gridlocked village!

Mixing cyclists enjoying the great taste trail will also cause concerns – they are often elderly and very unstable and they won't mix well with a Ford Ranger towing an 8m boat. They wobble on the school track when they meet me walking my dog – I need to stop and hold my dog while they pass to ensure they have space. These same people stop at our shops in the wharf and the eateries and spend time and money supporting our businesses. They don't just launch their boats and leave.

2. **Significant Adverse Visual, Amenity, Natural Character Effects**

The boat ramp will be two lanes plus at 11 metres wide, constructed of concrete and stretching all the way out across the estuary and below the existing rock wall, to allow for low tide entry, a length of 90 metres in total. It will be highly visible from and obstruct the important viewpoints from the wharf.

The applicant's own landscape architect says that the visual impact of the boat ramp will be moderate/high. He states that

*“the new boat ramp will protrude 35-40 metres beyond the existing rocks and will visually break the existing boundary between the estuary and the park. The protrusion and scale of the ramp at 11 metres wide will make it prominent in this landscape and particularly at low tide” and “the scale of the ramp structure at 11 m across and extending out 35-40m out beyond the existing armouring is relatively large when compared to the various scale of structure currently found within this local environment **and will be prominent when viewed from the wharf”** .*

I currently really value the spectacular view of the estuary from the waterfront park, the wharf etc and while it would be entertaining to say the least watching the boats launch with the swift tides and limited areas to 'wait' for the person parking the trailer to return – my preference would be for it to remain as it is.

There will also be adverse visual effects from having the proposed building on reserve land which is part of the Waterfront Park. The applicant's landscape report says that

“the scale of the building will be seen in the context of the Māpua wharf development and will appear as part of the wider cluster or hub of ‘non-domestic’ buildings.”

But this ignores the fact that Waterfront Park is supposed to be reserve land for public use, and provides important public green space adjacent to the channel. It is not supposed to be part of the commercial development in the Māpua wharf area, which reinforces how inappropriate it is in this location.

3. Safety

The boat ramp is intended to allow for two boats to use the ramp simultaneously; and it is proposed to have space for 78 vehicles and trailers. It is proposed that it essentially operate 24 hours per day¹. The Marshall Day Report assesses noise based on 2 movements per 15 minutes on the boat ramp; and 15 movements per 15 minutes in the boating and sea scout car parks. This introduces a massive volume of vehicles into the Waterfront Park and wharf area, and boats into the Māpua channel. Māpua has never had boating on anything like this kind of scale before.

The risk plan prepared is not suitable for the scale of this activity, or the kinds of risks that will result from this volume of boats entering the swift moving channel so close to the high use wharf. This is a high use area with people jumping off the wharf, swimming, kayaking, and paddle boarding off the wharf and around the channel. It will create huge safety risks and be very dangerous for boat users and recreational users alike.

No Pontoon – launching and retrieving issues

There is no pontoon to secure to from the boat ramp while parking car and trailer, so boats will either have to move into the high use wharf area, or try to anchor or beach around the boat ramp. The applicant’s risk plan (CO6 Appendix 4) in many places talks about risks but does not have adequate measures to address the risks, for instance talking about using signage to manage risks. Signage is not a risk prevention measure. Inexperienced boaties with high flow water is recipe for disaster.

Holding boats in the swift current while you line up to retrieve your boat will be very hazardous. The currents and tidal flow will be wildly underestimated by the many inexperienced boaties especially those from out of town. This already happens at Grossi Point in the summer months.

Most boat ramps have floating pontoons - at this stage this isn’t in the plans but in fact makes what is proposed more affordable (arguably) in the short-term but longer term this would be necessary. You would only not do this if you had an adjacent beach you can land on and anchor one for instance at at Kaiteriteri, but that is less of an issue because there is always sand and space available for people to anchor while cars and trailers are parked. All other boat ramps in the district have pontoons for many reasons including safety.

In Māpua we have a rock revetment in front of waterfront park. The peak launching times will be at high tide when you have no beach area to land on or anchor. People will not want their boats being scratched on the shoreline. This will get dangerous and messy as people try to hold boats in the tide

¹ See Marshall Day Updated Noise Assessment D02

while cars and trailers are parked; especially if you are talking about a number of boats - will increase queueing times and safety risks.

When people unload boats there will be queues formed on the ramp, because there is no pontoon, so that while people unload and load their boats, try to anchor them or hold them in the water, and transfer gear, children etc into them, then take vehicles back to car parking area, there will be a queue to exit the ramp as well – I see this will be chaos.

Vehicles will have to join queues of other boats retrieving or launching. The submission has not talked at all about this launching and loading/unloading process but it is very significant. Some experienced operators can do this very quickly; but inexperienced operators can take up to 30 minutes to do this. For instance, an inexperienced boatie may have to load up the boat from the car on the boat ramp; get kids and family into the boat; warm flag out; bungs; warm up engine; bait and rods out etc - this takes time and some users are less courteous than others which we see frequently at Kaiteriteri which attracts many amateur boaties. Then the car and trailer have to be parked while the boat waits in the estuary.

Launching and recovery will be at peak times when tide is high - meaning concentration of use, increasing queues and safety risks. Even 10 boats can create quite a queue.

The applicant's risk plan (CO6 Appendix 4) at 21(f) talks about boats interaction with swimmers and proposes the following mitigation measure *"Signage on wharf warning swimmers to take care of northern end of wharf. Installation of buoyed deflection cable will keep boats away from southern end of wharf. Signage at ramp warning boat operators to be aware of possible swimmers at wharf."*

Conflict between boat and swimmers/wharf jumpers

There is a high likelihood of conflict between boats and swimmers/jumpers. Mixing boats and swimmers never goes well. The children will not be able to jump off the wharf due to the risk of being run over by a boat trying to drop a person or pick them up after they park their trailers. Many of these boaties will be inexperienced unfamiliar with our tidal current – especially in the summer months. There is a high likelihood that jumpers and swimmers will no longer be able to use the wharf following the first incident which hopefully isn't a fatality but more a near miss – I will never forgive the council if a boat chews up one of my children while they enjoy the wharf ...there will be blood on the councillors hands!

Once the boat ramp is there, it only takes one incident and swimmers/jumpers will be banned from the wharf. Once the jetty is there the boats will take precedence because of the resource consent and the scale of the investment.

Navigating the Māpua Sand Bar

There are safety concerns at the increased number of boaties unfamiliar with local conditions heading over the Māpua bar from channel to open sea. This can be highly risky, especially as tide lowers. There is a high risk of inexperienced people getting into trouble.

4. **Building on Council Reserve Land is inappropriate** – The proposed large building and associated parking on Council recreation land is not necessary and is entirely inappropriate in an area which is supposed to be preserved for public use; and which is already subject to high public use. The

proposed use of the building for 'community events' is unclear and could lead to it being hired out for functions such as weddings, 21sts, and other events for a fee.

The ramp structure itself and associated parking will also attract activity that is in direct conflict with the existing council investment in the wharf. This significant investment has created a family friendly area where people can safely move about the local wharf area enjoying the eateries and wharf itself. Mixing families and older adults with large boats and trailers moving about the area and trying to find parking is going to be problematic.

5. **Additional Car and Boat Parking** – The application proposes a new metalled car park for 30 car parks to the west of Tahī Street (to compensate for future loss of car parks due to the Community Building and loss of informal parking on Tahī Street due to vehicle crossing installation); and 78 trailer parks (trailer and vehicle) in the grassed area to the west of Tahī Street. The scale of car parking proposed, and vehicle movements associated with it, will be combined with existing car parking for the recreation reserve and wharf area. This means that there will be a massive number of car parks at the entrance to the wharf, channel and coastal marine area.
6. **Traffic** – This is a major safety concern for those of us who live in the village but also those who visit the village to access our sporting facilities, eateries, chemists, etc. The movement of traffic around our narrow streets will be a concern. The cues of boat backing up will gridlock our streets, people trying to enter or exist the village will be unable to do so. I will include photos of the 2km traffic cues created at the Nelson Boat ramp during summer months – except this isn't through a small residential village.
7. **Risks from Toxic Soil** – The Engineering Report at Appendix 12 says there will be 60-70m³ of contaminated soil that will have to go to landfill, if it can meet their acceptance criteria. We are concerned about the potential for this contaminated soil to enter and contaminate the estuary. The land should be left undisturbed so that no such risks arise from disturbance of this highly contaminated soil. I grew up here – I remember the chemical works fire, I remember the clean up of the contaminated soil paid for by the taxpayer and ratepayers (possibly still paying in our rates). The cost of getting this wrong is huge.
8. **Community Consultation** – I feel frustrated at the lack of genuine community consultation around this. I feel many in the Boat Club and Sea Scouts are completely unaware what they have allegedly 'signed up' to. The signage around the village is very mis-leading and implies the boat ramp is 'arriving soon...built in 2024' its very misleading. The so-called community survey conducted by the Boat Club was not impartial in anyway – the questions were not impartial, and it referenced a very different structure than is now proposed. Those who held different views did not have them recorded – this survey should be excluded from the process. I was visited as I had a boat in my driveway, and they were shocked by my opinion/concerns and they were not recorded.

The messaging that the Boat Club lost the use of a valued community asset in the loss of the previous ramp is in my view not accurate – it was never used much at all as it was also in the wrong place...being too narrow, too steep, too close to the wharf, and tidal currents that were too swift.

9. **Climate Change** - is a very real consideration and under section 7(i) of the RMA decision makers have to have particular regard to the effects of climate change. I am particularly concerned about the design specifications of the construction allowing for the expected sea level rise identified in the councils current Long Term Plan for Māpua .

In summary as a boat owner who values access to our waterways I feel very strongly that a boat ramp in Māpua is not the right location and would have massive unintended (but foreseeable) consequences for our village.

I love that my children get to enjoy many of the feature I enjoyed as a child – riding their bikes to school, playing tennis at the tennis courts, jumping off the wharf, fishing in Tasman Bay and water skiing in the channel. Many of these activities are at risk for future generations if the ramp goes ahead.



Photos of wharf jumping and boat trailers parked at Grossi Point Sunday 26th November at 8.50am to provide context for my submission. These show the large SUV's and boat trailers accessing Mapua.











Pushpa Gounder

From: Nicki Aerakis <nickiaerakis@gmail.com>
Sent: Sunday, 25 February 2024 3:49 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Community Boat Ramp Trust Application to construct and operate a boat ramp
Attachments: Nicki Aerakis Submission form mapua boat ramp.pdf; Kathy Haryd Submission form Mapua Boat ramp.pdf; Tony Hardy Submission form Mapua Boat Ramp.pdf; Submission opposing Mapua Boat Ramp Application Kathy Hardy.pdf; Nicki Aerakis supporting photos.pdf; Submission opposing Mapua Boat Ramp Application Nicki Aerakis.pdf; Submission opposing Mapua Boat Ramp Application Tony Hardy.pdf

Categories: Maree Dealing With

Kia ora

Please find attached 3 x submissions opposing the Mapua Community Boat Ramp for:

- Nicki Aerakis
- Kathy Hardy
- Tony Hardy

Kind regards
Nicki

To: The Resource Consent Administration Officer



tasman
district council

Te Kaunihera o

te tai o Aorere

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:

Kathleen Margaret Hardy

Contact Person
(if different):

Address for Service:

15 Aporo Rd
Ruby Bay

Postcode:

Phone:

03 5402830

E-mail:

Kathyofrubybay@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp within the CMA and access from Mapua Waterfront Park, associated consents for access, parking, signage, storm water and earthworks. Construction of a Community building within the Mapua Waterfront Park.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

See Appendix attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application
- I oppose the application
- I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent
- To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):


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5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: Kathleen Margaret Hardy

Signature*: 
(Person making submission or authorised agent)

Date: 24/2/24

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix to Submission – Reasons for Opposition

Reasons for Submission

The application should be declined because it will not allow for the sustainable management of the environment, and in particular of the Māpua channel and wharf area, under Section 5 of the Resource Management Act 1991.

More generally, the application is contrary to the RMA, particularly part 2, the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.

My husband and I moved to Mapua in 1972 and went on to raise our three children here. They grew up enjoying all that Mapua has to offer including boating, swimming at grossi point, and wharf jumping.

We use to launch our boat and my children still do at either Motueka or Grossie Point depending on tides and what activities we are intending to do i.e water skiing or fishing. We never launched our boat from the one at the Māpua Wharf – it was always contentious when installed in 1988, it was too steep, too narrow, and too close to the wharf given the extreme tidal currents.

I oppose the Application which introduces a massive scale industrial type construction and associated activity in the coastal marine area including:

- a huge boat launching ramp built of concrete, 11 metres wide and 48 metres long, to be used by two boats simultaneously; which would be built over the coastal marine area , including the foreshore and tidal area currently used by the public, and over public reserve and open space land; adjacent to the Māpua wharf;
- A concrete accessway 11mx 90m long from Tahi St to the boat ramp, and this involves removing the established trees, shrubs and part of the seating and poem.
- additional car parking for 78 vehicles and trailers for launching boats; in addition to existing space already taken up by car parks in this area;
- a significant new building on reserve land and coastal environment area land, of 20 m x 40, with associated car parking – this is a huge building in this space – to be leased by the Māpua Boat Ramp Trust (who will be able to charge users), which will effectively privatise this reserve land and prevent it being used as public open space (as it currently is, with potential to enhance further in the future);
- new metalled car park of 45 car parks to compensate for loss of parking due to the proposed building on reserve land; and loss of parking on Tahi Street due to vehicle crossing installation;
- barrier arms, large amount of commercial or industrial style signage, other traffic modifications, stormwater discharge and associated consents;
- Introduce a huge number of vehicles, boats and trailers into a high public use area and through Māpua village; and boats and jet skis into the Māpua channel.

The boat ramp, building, and activities are entirely inappropriate at this location, in the heart of Māpua and the high use Māpua wharf and channel area, which has high natural character, amenity and ecological values, and which is used for a wide range of recreational activities, including swimming and jumping off the wharf. These activities are a right of passage enjoyed by many children growing up in the village.

In particular, I note the following effects from the activities in the application:

1. **Adverse Effects on Māpua**

Mapua has changed dramatically and is now extremely busy with existing traffic and narrow streets. My street (Toru) is now one way on a weekday as parking on both sides of the road does not allow cars to pass in both directions at once. The intersection with Aranui is now busy and congested. To think adding in large 4WD vehicles towing large boats from Wakefield, Brightwater, Richmond and in between as it would not just be local boats. The traffic and congestion will be horrendous.

Mixing cyclists enjoying the great taste trail will also cause concerns – they are often elderly and very unstable and they won't mix well with a Ford Ranger towing an 8m boat.

2. **Significant Adverse Visual, Amenity, Natural Character Effects**

The boat ramp will be two lanes plus at 11 metres wide, constructed of concrete and stretching all the way out across the estuary and below the existing rock wall, to allow for low tide entry, a length of 90 metres in total. It will be highly visible from and obstruct the important viewpoints from the wharf.

The applicant's own landscape architect says that the visual impact of the boat ramp will be moderate/high. He states that

*“the new boat ramp will protrude 35-40 metres beyond the existing rocks and will visually break the existing boundary between the estuary and the park. The protrusion and scale of the ramp at 11 metres wide will make it prominent in this landscape and particularly at low tide” and “the scale of the ramp structure at 11 m across and extending out 35-40m out beyond the existing armouring is relatively large when compared to the various scale of structure currently found within this local environment **and will be prominent when viewed from the wharf”** .*

I currently really value the spectacular view of the estuary from the waterfront park, the wharf etc and while it would be entertaining to say the least watching the boats launch with the swift tides and limited areas to 'wait' for the person parking the trailer to return – my preference would be for it to remain as it is.

There will also be adverse visual effects from having the proposed building on reserve land which is part of the Waterfront Park. The applicant's landscape report says that

“the scale of the building will be seen in the context of the Māpua wharf development and will appear as part of the wider cluster or hub of ‘non-domestic’ buildings.”

But this ignores the fact that Waterfront Park is supposed to be reserve land for public use, and provides important public green space adjacent to the channel. It is not supposed to be part of the commercial development in the Māpua wharf area, which reinforces how inappropriate it is in this location.

3. **Safety**

The boat ramp is intended to allow for two boats to use the ramp simultaneously; and it is proposed to have space for 78 vehicles and trailers. It is proposed that it essentially operate 24 hours per day¹. The Marshall Day Report assesses noise based on 2 movements per 15 minutes on the boat ramp; and 15 movements per 15 minutes in the boating and sea scout car parks. This introduces a massive volume of vehicles into the Waterfront Park and wharf area, and boats into the Māpua channel. Māpua has never had boating on anything like this kind of scale before.

The risk plan prepared is not suitable for the scale of this activity, or the kinds of risks that will result from this volume of boats entering the swift moving channel so close to the high use wharf. This is a high use area with people jumping off the wharf, swimming, kayaking, and paddle boarding off the wharf and around the channel. It will create huge safety risks and be very dangerous for boat users and recreational users alike.

No Pontoon – launching and retrieving issues

There is no pontoon to secure to from the boat ramp while parking car and trailer, so boats will either have to move into the high use wharf area, or try to anchor or beach around the boat ramp. The applicant's risk plan (CO6 Appendix 4) in many places talks about risks but does not have adequate measures to address the risks, for instance talking about using signage to manage risks. Signage is not a risk prevention measure. Inexperienced boaties with high flow water is recipe for disaster.

Holding boats in the swift current while you line up to retrieve your boat will be very hazardous. The currents and tidal flow will be wildly underestimated by the many inexperienced boaties especially those from out of town. This already happens at Grossi Point in the summer months.

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and vehicle movements associated with it, will be combined with existing car parking for the recreation reserve and wharf area. This means that there will be a massive number of car parks at the entrance to the wharf, channel and coastal marine area.

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In summary I feel very strongly that a boat ramp in Māpua is not the right location and would have massive unintended (but foreseeable) consequences for our village.

I love that my children got to enjoy many of the feature important to life in Mapua – riding their bikes to school, playing tennis at the tennis courts, jumping off the wharf, fishing in Tasman Bay and water skiing in the channel. Many of these activities are at risk for future generations (my grandchild) if the ramp goes ahead.

Kathy Hardy

Pushpa Gounder

From: Nicki Aerakis <nickiaerakis@gmail.com>
Sent: Sunday, 25 February 2024 3:49 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Community Boat Ramp Trust Application to construct and operate a boat ramp
Attachments: Nicki Aerakis Submission form mapua boat ramp.pdf; Kathy Haryd Submission form Mapua Boat ramp.pdf; Tony Hardy Submission form Mapua Boat Ramp.pdf; Submission opposing Mapua Boat Ramp Application Kathy Hardy.pdf; Nicki Aerakis supporting photos.pdf; Submission opposing Mapua Boat Ramp Application Nicki Aerakis.pdf; Submission opposing Mapua Boat Ramp Application Tony Hardy.pdf

Categories: Maree Dealing With

Kia ora

Please find attached 3 x submissions opposing the Mapua Community Boat Ramp for:

- Nicki Aerakis
- Kathy Hardy
- Tony Hardy

Kind regards
Nicki

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050



tasman
district council

Te Kaunihera o

te tai o Aorere

Email: resourceconsentadmin@tasman.govt.nz

Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

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- I oppose the application
- I am neutral regarding the application

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(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

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Print Full Name: Anothony John Hardy

Signature*: AJ Hardy
(Person making submission or authorised agent)

Date: 24/2/2024

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix to Submission – Reasons for Opposition

Reasons for Submission

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My husband and I moved to Mapua in 1972 and went on to raise our three children here. They grew up enjoying all that Mapua has to offer including boating, swimming at grossi point, and wharf jumping.

We use to launch our boat and my children still do at either Motueka or Grossie Point depending on tides and what activities we are intending to do i.e water skiing or fishing. We never launched our boat from the one at the Māpua Wharf – it was always contentious when installed in 1988, it was too steep, too narrow, and too close to the wharf given the extreme tidal currents.

I oppose the Application which introduces a massive scale industrial type construction and associated activity in the coastal marine area including:

- a huge boat launching ramp built of concrete, 11 metres wide and 48 metres long, to be used by two boats simultaneously; which would be built over the coastal marine area , including the foreshore and tidal area currently used by the public, and over public reserve and open space land; adjacent to the Māpua wharf;
- A concrete accessway 11mx 90m long from Tahi St to the boat ramp, and this involves removing the established trees, shrubs and part of the seating and poem.
- additional car parking for 78 vehicles and trailers for launching boats; in addition to existing space already taken up by car parks in this area;
- a significant new building on reserve land and coastal environment area land, of 20 m x 40, with associated car parking – this is a huge building in this space – to be leased by the Māpua Boat Ramp Trust (who will be able to charge users), which will effectively privatise this reserve land and prevent it being used as public open space (as it currently is, with potential to enhance further in the future);
- new metalled car park of 45 car parks to compensate for loss of parking due to the proposed building on reserve land; and loss of parking on Tahi Street due to vehicle crossing installation;
- barrier arms, large amount of commercial or industrial style signage, other traffic modifications, stormwater discharge and associated consents;
- Introduce a huge number of vehicles, boats and trailers into a high public use area and through Māpua village; and boats and jet skis into the Māpua channel.

The boat ramp, building, and activities are entirely inappropriate at this location, in the heart of Māpua and the high use Māpua wharf and channel area, which has high natural character, amenity and ecological values, and which is used for a wide range of recreational activities, including swimming and jumping off the wharf. These activities are a right of passage enjoyed by many children growing up in the village.

In particular, I note the following effects from the activities in the application:

1. **Adverse Effects on Māpua**

Mapua has changed dramatically and is now extremely busy with existing traffic and narrow streets. My daughter lives in Toru St and it is now one way on a weekday as parking on both sides of the road does not allow cars to pass in both directions at once. The intersection with Aranui is now busy and congested. To think adding in large 4WD vehicles towing large boats from Wakefield, Brightwater, Richmond and in between as it would not just be local boats. The traffic and congestion will be horrendous.

Mixing cyclists enjoying the great taste trail will also cause concerns – they are often elderly and very unstable and they won't mix well with a Ford Ranger towing an 8m boat.

2. **Significant Adverse Visual, Amenity, Natural Character Effects**

The boat ramp will be two lanes plus at 11 metres wide, constructed of concrete and stretching all the way out across the estuary and below the existing rock wall, to allow for low tide entry, a length of 90 metres in total. It will be highly visible from and obstruct the important viewpoints from the wharf.

The applicant's own landscape architect says that the visual impact of the boat ramp will be moderate/high. He states that

*“the new boat ramp will protrude 35-40 metres beyond the existing rocks and will visually break the existing boundary between the estuary and the park. The protrusion and scale of the ramp at 11 metres wide will make it prominent in this landscape and particularly at low tide” and “the scale of the ramp structure at 11 m across and extending out 35-40m out beyond the existing armouring is relatively large when compared to the various scale of structure currently found within this local environment **and will be prominent when viewed from the wharf”** .*

I currently really value the spectacular view of the estuary from the waterfront park, the wharf etc and while it would be entertaining to say the least watching the boats launch with the swift tides and limited areas to 'wait' for the person parking the trailer to return – my preference would be for it to remain as it is.

There will also be adverse visual effects from having the proposed building on reserve land which is part of the Waterfront Park. The applicant's landscape report says that

“the scale of the building will be seen in the context of the Māpua wharf development and will appear as part of the wider cluster or hub of ‘non-domestic’ buildings.”

But this ignores the fact that Waterfront Park is supposed to be reserve land for public use, and provides important public green space adjacent to the channel. It is not supposed to be part of the commercial development in the Māpua wharf area, which reinforces how inappropriate it is in this location.

3. **Safety**

The boat ramp is intended to allow for two boats to use the ramp simultaneously; and it is proposed to have space for 78 vehicles and trailers. It is proposed that it essentially operate 24 hours per day¹. The Marshall Day Report assesses noise based on 2 movements per 15 minutes on the boat ramp; and 15 movements per 15 minutes in the boating and sea scout car parks. This introduces a massive volume of vehicles into the Waterfront Park and wharf area, and boats into the Māpua channel. Māpua has never had boating on anything like this kind of scale before.

The risk plan prepared is not suitable for the scale of this activity, or the kinds of risks that will result from this volume of boats entering the swift moving channel so close to the high use wharf. This is a high use area with people jumping off the wharf, swimming, kayaking, and paddle boarding off the wharf and around the channel. It will create huge safety risks and be very dangerous for boat users and recreational users alike.

No Pontoon – launching and retrieving issues

There is no pontoon to secure to from the boat ramp while parking car and trailer, so boats will either have to move into the high use wharf area, or try to anchor or beach around the boat ramp. The applicant's risk plan (CO6 Appendix 4) in many places talks about risks but does not have adequate measures to address the risks, for instance talking about using signage to manage risks. Signage is not a risk prevention measure. Inexperienced boaties with high flow water is recipe for disaster.

Holding boats in the swift current while you line up to retrieve your boat will be very hazardous. The currents and tidal flow will be wildly underestimated by the many inexperienced boaties especially those from out of town. This already happens at Grossi Point in the summer months.

Most boat ramps have floating pontoons - at this stage this isn't in the plans but in fact makes what is proposed more affordable (arguably) in the short-term but longer term this would be necessary. You would only not do this if you had an adjacent beach you can land on and anchor one for instance at at Kaiteriteri, but that is less of an issue because there is always sand and space available for people to anchor while cars and trailers are parked. All other boat ramps in the district have pontoons for many reasons including safety.

In Māpua we have a rock revetment in front of waterfront park. The peak launching times will be at high tide when you have no beach area to land on or anchor. People will not want their boats being scratched on the shoreline. This will get dangerous and messy as people try to hold boats in the tide while cars and trailers are parked; especially if you are talking about a number of boats - will increase queueing times and safety risks.

When people unload boats there will be queues formed on the ramp, because there is no pontoon, so that while people unload and load their boats, try to anchor them or hold them in the water, and transfer gear, children etc into them, then take vehicles back to car parking area, there will be a queue to exit the ramp as well – I see this will be chaos.

Vehicles will have to join queues of other boats retrieving or launching. The submission has not talked at all about this launching and loading/unloading process but it is very significant. Some

¹ See Marshall Day Updated Noise Assessment D02

experienced operators can do this very quickly; but inexperienced operators can take up to 30 minutes to do this. For instance, an inexperienced boatie may have to load up the boat from the car on the boat ramp; get kids and family into the boat; warm flag out; bungs; warm up engine; bait and rods out etc - this takes time and some users are less courteous than others which we see frequently at Kaiteriteri which attracts many amateur boaties. Then the car and trailer have to be parked while the boat waits in the estuary.

Launching and recovery will be at peak times when tide is high - meaning concentration of use, increasing queues and safety risks. Even 10 boats can create quite a queue.

The applicant's risk plan (CO6 Appendix 4) at 21(f) talks about boats interaction with swimmers and proposes the following mitigation measure *"Signage on wharf warning swimmers to take care of northern end of wharf. Installation of buoyed deflection cable will keep boats away from southern end of wharf. Signage at ramp warning boat operators to be aware of possible swimmers at wharf."*

Conflict between boat and swimmers/wharf jumpers

There is a high likelihood of conflict between boats and swimmers/jumpers. Mixing boats and swimmers never goes well. The children will not be able to jump off the wharf due to the risk of being run over by a boat trying to drop a person or pick them up after they park their trailers. Many of these boaties will be inexperienced unfamiliar with our tidal current – especially in the summer months. There is a high likelihood that jumpers and swimmers will no longer be able to use the wharf following the first incident which hopefully isn't a fatality but more a near miss.

Once the boat ramp is there, it only takes one incident and swimmers/jumpers will be banned from the wharf. Once the jetty is there the boats will take precedence because of the resource consent and the scale of the investment.

Navigating the Māpua Sand Bar

There are safety concerns at the increased number of boaties unfamiliar with local conditions heading over the Māpua bar from channel to open sea. This can be highly risky, especially as tide lowers. There is a high risk of inexperienced people getting into trouble.

4. **Building on Council Reserve Land is inappropriate** – The proposed large building and associated parking on Council recreation land is not necessary and is entirely inappropriate in an area which is supposed to be preserved for public use; and which is already subject to high public use. The proposed use of the building for 'community events' is unclear and could lead to it being hired out for functions such as weddings, 21sts, and other events for a fee.

The ramp structure itself and associated parking will also attract activity that is in direct conflict with the existing council investment in the wharf. This significant investment has created a family friendly area where people can safely move about the local wharf area enjoying the eateries and wharf itself. Mixing families and older adults with large boats and trailers moving about the area and trying to find parking is going to be problematic.

5. **Additional Car and Boat Parking** – The application proposes a new metalled car park for 30 car parks to the west of Tahi Street (to compensate for future loss of car parks due to the Community Building and loss of informal parking on Tahi Street due to vehicle crossing installation); and 78 trailer parks (trailer and vehicle) in the grassed area to the west of Tahi Street. The scale of car parking proposed,

and vehicle movements associated with it, will be combined with existing car parking for the recreation reserve and wharf area. This means that there will be a massive number of car parks at the entrance to the wharf, channel and coastal marine area.

6. **Traffic** – This is a major safety concern for those of us who live in the village but also those who visit the village to access our sporting facilities, eateries, chemists, etc. The movement of traffic around our narrow streets will be a concern. The cues of boat backing up will gridlock our streets, people trying to enter or exist the village will be unable to do so. I will include photos of the 2km traffic cues created at the Nelson Boat ramp during summer months – except this isn't through a small residential village.
7. **Risks from Toxic Soil** – The Engineering Report at Appendix 12 says there will be 60-70m³ of contaminated soil that will have to go to landfill, if it can meet their acceptance criteria. We are concerned about the potential for this contaminated soil to enter and contaminate the estuary. The land should be left undisturbed so that no such risks arise from disturbance of this highly contaminated soil. I remember the chemical works fire, I remember the clean-up of the contaminated soil paid for by the taxpayer and ratepayers (possibly still paying in our rates). The cost of getting this wrong is huge.
8. **Community Consultation** – I feel frustrated at the lack of genuine community consultation around this. I feel many in the Boat Club and Sea Scouts are completely unaware what they have allegedly 'signed up' to. The signage around the village is very mis-leading and implies the boat ramp is 'arriving soon...built in 2024' its very misleading. The so-called community survey conducted by the Boat Club was not impartial in anyway – the questions were not impartial, and it referenced a very different structure than is now proposed.

The messaging that the Boat Club lost the use of a valued community asset in the loss of the previous ramp is in my view not accurate – it was never used much at all as it was also in the wrong place...being too narrow, too steep, too close to the wharf, and tidal currents that were too swift.

9. **Climate Change** - is a very real consideration and under section 7(i) of the RMA decision makers have to have particular regard to the effects of climate change. I am particularly concerned about the design specifications of the construction allowing for the expected sea level rise identified in the councils current Long Term Plan for Māpua .

In summary I feel very strongly that a boat ramp in Māpua is not the right location and would have massive unintended (but foreseeable) consequences for our village.

I love that my children got to enjoy many of the feature important to life in Mapua – riding their bikes to school, playing tennis at the tennis courts, jumping off the wharf, fishing in Tasman Bay and water skiing in the channel. Many of these activities are at risk for future generations (my grandchild) if the ramp goes ahead.

Tony Hardy

Pushpa Gounder

From: Nicki Aerakis <nickiaerakis@gmail.com>
Sent: Sunday, 25 February 2024 3:49 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Community Boat Ramp Trust Application to construct and operate a boat ramp
Attachments: Nicki Aerakis Submission form mapua boat ramp.pdf; Kathy Haryd Submission form Mapua Boat ramp.pdf; Tony Hardy Submission form Mapua Boat Ramp.pdf; Submission opposing Mapua Boat Ramp Application Kathy Hardy.pdf; Nicki Aerakis supporting photos.pdf; Submission opposing Mapua Boat Ramp Application Nicki Aerakis.pdf; Submission opposing Mapua Boat Ramp Application Tony Hardy.pdf

Categories: Maree Dealing With

Kia ora

Please find attached 3 x submissions opposing the Mapua Community Boat Ramp for:

- Nicki Aerakis
- Kathy Hardy
- Tony Hardy

Kind regards
Nicki

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit
 RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)
 RM230388: Land use consent for carparking
 A10 Appendix 9 - Transport Assessment.pdf (pdf 3.2 MB)
 C07 Appendix 6 - Tim Kelly Traffic Assessment response.pdf (pdf 497 KB)

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

Refer to attached.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Carparking limited to the existing carpark on Tahī St (ocean-side). Boat ramp to be much smaller in scale so could be used by Sea scouts to walk boats down to the water. Not for vehicle traffic though. A building for sea scouts could also be provided. Essentially scale the whole thing right back.


*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: Vincent Peter Revell

Signature*:  Date: 25/02/2024
(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission on Resource Consent Application - Māpua Community Boat Ramp Trust
Vincent Revell

Tasman District Council has a progressive Walking & Cycling Strategy which recognises the benefits of reduced vehicle movements and increased walking & cycling activity in village and town centres. This is in line with global trends. Boat ramps are, by nature, vehicle-centric operations requiring large vehicles manoeuvring large trailers that need vast amounts of space for parking. Such an activity is at odds with the walking and cycling strategy and does not belong in the Mapua village centre/wharf precinct. I am concerned that future progress towards improving walking and cycling along Aranui Rd could then be stalled by claims that it hinders the ability of boat trailers to access the boat ramp.

Regarding parking, I am concerned about the requirement that a large part of the current residentially/commercially zoned land that is the 'kite park' is prevented from future development. This land has significant value in this respect, so there is a considerable lost opportunity cost (in the millions of dollars) that is not accounted for. Future residential and commercial development that cannot happen here will be pushed to the outskirts of Mapua. This would likely be in a location that contributes more vehicle traffic into the wharf precinct, which would not exist if the development were in the current Kite Park.

Regarding traffic, the Transportation Assessment submitted argues that there is minimal additional traffic associated with this activity. However, I am concerned that the 'induced' demand is being understated. I believe there is a risk that the boat ramp will be more popular than anticipated, leading to significantly more boat and trailer movements down near the wharf than previously. This could be compounded by that natural population growth that Mapua would experience as laid out in the Future Development Strategy, growing further the number of vehicles using the boat ramp. When we consider the environment for pedestrians, it is the perceived risk of collision with a vehicle that hinders walking & cycling uptake. Just the knowledge that a boat trailer could appear at any minute could negatively impact people's perception of safety, so that they are unable to 'relax' in the area.

From: Vincent Revell <v.revell@gmail.com>
Sent: Sunday, 25 February 2024 4:27 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Submission - Māpua Community Boat Ramp Trust
Attachments: [Submission on Resource Consent Application - attachment.pdf](#);
[Submission on Resource Consent Application.pdf](#)

Categories: Maree Dealing With

Hi,

Please find attached my submission on the Mapua boat ramp.

Kind regards
Vincent Revell

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Submitter Details

Full Name: COLIN TAYLOR

Contact Person (if different):

Address for Service: 30 Appaloosa Ave
RICHMOND 7020

Postcode:

Phone: 021 485 910 E-mail: colin@writerman.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

The application seeks approval for the construction and operation of a new boat ramp at Māpua.

Tasman District Council Application Number (if known): RM 230253 - 230259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

These Resource Consent Applications:
 RM230253, RM230254, RM230255
 RM230256, RM230257, RM230258
 RM230259, RM230388

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

Maqwa and the Tasman Bay area urgently needs a new modern and SAFE boat ramp to service boat owners within a rapidly expanding Tasman Bay community.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

[Empty box for conditions]

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Colin Taylor

Signature*:

[Handwritten signature]

(Person making submission or authorised agent)

Date:

25 Feb 2024

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Colin <colin@writerman.co.nz>
Sent: Sunday, 25 February 2024 5:23 pm
To: Resource Consent Admin
Subject: Submission re Mapua Boat ramp
Attachments: [Submission re Mapua Boat Ramp.pdf](#)

Categories: Maree Dealing With

Colin Taylor

Mobile: +64 21 485 910

Email: colin@writerman.co.nz

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

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This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

1/2

2) The reasons for my submission are (Give details*):

See attached page

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

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4) The decision I would like the Council to make is (Tick one of the following two boxes):

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If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

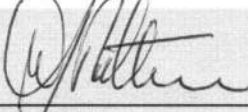
*Note: Any additional information should be submitted on a separate sheet(s).

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I wish to be heard in support of my submission I do not wish to be heard in support of my submission

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Print Full Name: DAVID JOHN PATTERSON, JAN MARY PATTERSON

Signature*:  Jan M Patterson Date: 19-2-24
(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission to RM230253

During the seven years living in Māpua, we have noted that first and foremost, we are a seaside community. We are not boat owners but, as in any seaside community, there are many of them, some who launch their craft at Grossis Point, but many more who go to Motueka or Nelson. We understand why the original boat ramp was taken away from them and completely agree that this was appropriate, considering the wharf development and the need for it to be a largely vehicle free area in a pedestrian precinct.

We noted boat community anger when the Māpua ramp was closed and observed that Grossis Point was not a suitable alternative. Launching boats there is somewhat haphazard in terms of tidal conditions and parking up Tahī Street becomes an issue. We would love to see Grossis Point upgraded and redeveloped as a swimming and recreational area.

The current Māpua Waterfront Park is underutilised, and its location means that it should be a vibrant part of our community. We see it now as a car park and toilet destination. The waterfront area is used once a year for Christmas carols and little else. It is not a welcoming area. Parts of it have a commercial zoning and we find this disturbing as it is not completely the reserve that many people believe it to be. By including a boat ramp and associated sea scout facilities, the zoning would have to change to reserve land and would secure it for the community. Also, the mixed commercial and residential zoning applying to Kite Park would need changing similarly and would mean a green space is assured for the future.

We support the Māpua Boat Ramp Community Trust's plans to enhance this area. The boat ramp and associated car and trailer parking in Kite Park will be the driving force to transform the Waterfront Park. It will clearly satisfy the needs of local boat owners. At the same time, it will enable the TDC to consider what can be done to enhance Grossis Point. More importantly, the planned building to house the Tamaha Sea Scouts is an opportunity to provide for their future and to see local youth more engaged with the waterfront. Currently, they have use of a building near the tennis courts and insufficient storage space at the wharf. Other organisations like the Tasman Coastal Rowers have shown interest in the planned development, and it is very likely that others will follow and enhance the vibrancy of the wharf area.

We have a growing community, and not just at the older end of the age range. Our understanding is that the local school is anticipating a tripling of growth from the current 200 plus students over the next 10 years. The proposed development by the Māpua Boat Ramp Community Trust will enhance many more young lives in the years ahead, not just today. Let us grab this rare opportunity for future generations.

We support this submission.

David & Jan Patterson
11 Topi Way
Māpua

24 February 2024

From: David Patterson <theoldtroutnz@gmail.com>
Sent: Sunday, 25 February 2024 5:31 pm
To: Resource Consent Admin
Cc: Māpua Community Boat Ramp Trust
Subject: RM230253 Submission
Attachments: [Māpua Boat Ramp Submission.pdf](#)

Categories: Maree Dealing With

Please find attached our submission, two pages of the submission form plus one page addressing the submission.

Regards
David & Jan Patterson

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

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For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

Attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

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If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Attached

*Note: Any additional information should be submitted on a separate sheet(s).

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Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission regarding Mapua Boat Ramp

I am making this submission because I live in Mapua, use the sea and foreshore a lot and love this area. I don't have a boat but my husband and I paddle board.

I am opposed to the boat ramp situated as per the proposal for the following reasons:

- We're always being told to watch out for nesting sea birds, respect the dwindling foreshore and pressured wildlife but now it seems we are encouraging yet more huge 4x4s towing powerboats and jet skis to use the foreshore in what seems a worryingly unregulated manner.
- I have watched Grossi Point fill up with cars, the foreshore ground away as trailers enter and exit and the whole area become frankly dangerous to use - and spoiled for anyone who is not a 'boatie'. I can't imagine moving this activity and increasing its availability closer to Mapua centre will be a good thing.
- Why has permission for structures been given on top of what is surely capped contaminated land?
- Why has permission for such large sheds been given on what is supposed to be a publicly accessible reserve? I thought the Waterfront Park was reserved land? It seems well used and a valuable asset as it stands.
- This will increase the traffic down Higgs and Aranui Road dramatically. Why does tiny Mapua need this when there are multiple other very well-equipped launching ramps in less obtrusive locations nearby? We already have traffic issues as witnessed by the issues on Aranui Road, this will invite even more traffic.
- Pedestrians and boaties will clash as the launch ramp will have to be crossed on foot, it seems a high safety risk to have reversing trailers backing up. (And some of these drivers are NOT very good at it either!) There seems to be no training necessary for hauling about a massive boat, dumping it in the water and whizzing off at top speed. I believe that the channel is not easy to navigate for those who are not familiar with the area, with so many visiting recreational boat users I can just see accidents waiting to happen.
- Children and adults love to jump in at Grossi and float round to Mapua and the camp ground on the tide. Paddle boarders, kayakers and swimmers regularly use the area - bodies in the water and powered boat traffic do not mix no matter how much signage

is put up. I can see jumping from the wharf - a very special rite of passage for Mapua kids and adults alike - being banned.

- There seems to be no limit on numbers or any time limit on usage with regard to disruptive noise for residents. Additionally noise nuisance will increase in the channel with a detrimental effect on wildlife.
- The view down the estuary from Mapua Wharf will be destroyed by having a concrete jetty thrown out into the middle of the channel.
- Any increase in the number of jet skis using the Mapua channel can only be a negative - this is a generalisation of course but I have watched them regularly ignore the posted speed limits. The Harbour Master does pay visits, but they must be thinly spread, and there's no real control of those using the water in an unsafe manner.
- Where do boats wait while the inevitable queue to enter/exit clears? Grossi is a perfect example of waiting boats idling with engines running just offshore and clogging the access.
- This proposal seems to be on a far grander scale than anything previously proposed. I acknowledge the need for any waterside community to have access to the water for safety/rescue reasons but I seriously question whether something on this scale is necessary.
- If, as TDC acknowledge, we are all aware of and should be mitigating the effects of climate change by modifying our behaviours; why is a huge increase in an activity that relies so heavily on fossil-fuelled vehicles (both the cars and the boats themselves) being encouraged?
- In conclusion, I would like to see Grossi Point as a car-free area reserved for the use of non-engine-powered craft and swimmers.

Thank you for your consideration.

Jane Smith

027 695 4433

info@chocolatedog.co.nz

From: Jane | Chocolate Dog Studio <info@chocolatedog.co.nz>
Sent: Sunday, 25 February 2024 5:43 pm
To: Resource Consent Admin
Subject: Mapua Boat Ramp - Submissions
Attachments: [Submission Boat Ramp Jane Smith.pdf](#); [Form for submission on resource consent application.pdf](#)

Categories: Maree Dealing With

Hello TDC Team,

Please find attached my submission and TDC submission form regarding the proposed Mapua Boat Ramp.

Kind regards
Jane Smith

Jane Smith

[Chocolate Dog Studio](#)

Illustration • Art • Photography

T 03 540 2007

M 027 695 4433

.....

[Instagram @chocolatedogstudioillustration](#)

[Instagram @animal_portraits_NZ](#)

[Facebook](#)

Tee shirts and masks <https://chocolatedogstudio.threadless.com/>

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Rhian D M Gallagher	
Contact Person (if different):		
Address for Service:	16 Henry Street, Port Chalmers, Dunedin	
Postcode:	9023	
Phone:		E-mail: rhian.galnz@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): 'Mapua Community Boat Ramp Trust'

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a boat ramp, scout building and carpark on public land at Mapua

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area.

RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area.

RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health for soil disturbance.

RM230255: Land Disturbance within the Coastal Environment Area for construction of the boat ramp, sea scout building and associated infrastructure including car parking areas.

RM230256: Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230257: Occupation of the Coastal Marine Area for the purpose of constructing and operating a boat ramp.

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Please refer to attached document

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission to:

- Tasman District Council, via email: rcadmin@tasman.govt.nz
- The applicant, 'Māpua Community Boat Ramp Trust', via email: nelson@do.nz

Rhian Gallagher

Postal address: 16 Henry Street, Port Chalmers, Dunedin 9023

M: 0274327774

E: rhian.galnz@gmail.com

The resource consent application by the Māpua Community Boat Ramp Trust to construct and operate a new boat ramp at Māpua; associated consents for access and parking; signage, stormwater discharge and earthworks; construction of a Sea Scout / Community building within the Māpua Waterfront Park - Māpua Community Boat Ramp Trust

Date: 25 February 2024

Tasman District Council Application Number (if known): RM

230388;230254;230255;230256;230257;230258;230259

I am writing this submission because:

- The applicant's proposal is high-risk;
- I care deeply about the natural world; protection of natural habitat for future generations is critical – so much has already been lost or degraded;
- As a visitor to Māpua, I have enjoyed the unique qualities of the village, and most especially, the atmosphere and beauty of the wharf, the estuary and surrounding area;
- Retaining public land is critical for community cohesion; public land is space for everyone;
- Restoring the relationship to this contaminated site is something the whole community, and the public at large, have a right to be involved in. Not just one interest group;
- Building a boat ramp and designated carpark is low-brain development.

I have written my submission under four headings:

1. A Vision of Regeneration Being Trashed

The clean-up of the former chemical factory site was paid for, not only by the community, but the country as a whole:

‘The Ministry for the Environment took over the remediation of the site in 2004, the first time a New Zealand government entity had become the owner of a remediation project.’ (<https://environment.govt.nz/publications/cleaning-up-mapua-the-history-of-the-fruitgrowers-chemical-company-site/>)

Everyone has a vested interest in seeing the vision, that was initiated following the decontamination, realised.

Regeneration of the former chemical factory site – this was the vision. ‘Regeneration’ was a word the council themselves used. What does that word mean? It means restoring and rebuilding, in particular restoring degraded biodiversity. A double-barrelled boat ramp and a designated carpark will do the opposite.

Regeneration also means, in this case, restoring and reintegrating a site of huge community trauma. For years this site had been blacklisted as a no-go area.

The building of the Māpua Waterfront Park marked the beginning of land restoration and renewal. This work was undertaken with full consultation with the community. The architectural and landscape design highlighted the uniqueness of the location and was created in synergy with the natural environment:

‘Sense of place was critical to the success of this landscape design ...
‘A boardwalk provides pedestrian access along the waterfront's edge with a viewing platform over the water providing views across the Māpua wharf to Kina Peninsula and Rabbit Island. The amphitheatre creates a multi-use area used as both steps and seats that allow tourists and locals alike the opportunity of sitting, picnicking and enjoying watching the ebb and flow of the Māpua tide past the village.’ Ref:
<https://archipro.co.nz/project/mapua-waterfront-park-canopy-landscape-architects>

The finesse and creativity that has gone into this work is set to be degraded with a large boat ramp cutting off access to the beach, with heavy boat trailers and vehicles being hauled in and out of the water and with a heavy volume of boat traffic around the wharf area and on the estuary ... ‘sitting, picnicking and enjoying watching the ebb and flow of the Māpua tide past the village’ will be a thing of the past.

Pulling out established trees, cutting into open green space, taking out seating, demolishing lines of Chris Fell’s poem – this is not development, it’s destruction.

The Māpua Waterfront Park was a winner in the 2015 Nelson/Marlborough Architecture Awards (<https://www.nzia.co.nz/awards/national/award-detail/3022>). The council spent more than \$450,000 on the park. To ride rough-shot over the design shows a complete lack of humility on the part of the applicant.

Fell's poem is sandblasted into the steps of amphitheatre. The applicant proposes demolishing the opening lines of the poem. I find it painfully ironic that the very thing the poem celebrates, in this opening stanza, is the very thing that is going to be destroyed:

'Quietude of the inlet: to feel the
breeze and lapping of a wave'

Contamination & Pollution

There is a lack of detail in the proposal as to how contaminated soil will be handled in building the boat ramp and in particular, building the stormwater treatment device. If contamination occurs who will be liable?

No wash down station is included in the plans so there will be no protection whatsoever against the spreading of marine pests. Instead of prioritising a wash down station, the priority is on the size of the ramp itself. In other words, maximum capacity with no check in place to protect the aquatic environment.

Even a cursory look at studies shows that pollutants from power boats are real, and the intensification of boats on a waterway raises the risk of a serious pollution incident such as oil and petrol spills. Such an incident would close off the area for swimming and have a serious impact on marine and bird life. Many of the native fish and birds are already on the endangered list.

In 2022 there was a substantial increase in the use of water skis in NZ. People are now fishing off them. <https://www.maritimenz.govt.nz/media/1zdbt3rl/ipsos-maritimenzq1-2023-report.pdf>

Anyone who is 15+ can drive a water ski, you do not need a licence.

NIWAs review undertaken in 2007, quoted below, highlights the high rate of emissions from water skis (so high that they have been banned in the State of California).

'The EPA has estimated that a single jet ski (or personal water craft, or PWC) can emit up to 23 litres of fuel in just two hours of operation (Blue Water Network, 1998).

'Finally, one major concern in the US is the rapidly growing number of personal water craft (jet skis etc.). These are a rapidly growing market that release disproportionately large amounts of fuel emissions into the water, and because they are jet powered, can access shallow waters that otherwise would not be disturbed by other forms of boating.' - *Potential impacts of emissions from outboard motors on the aquatic environment: a literature review* -

NIWA (National Institute of Water and Atmospheric Research) Client Report: HAM2007-026 March 2007, NIWA
Project: ELF07201

The noise pollution from 80+ power boats, let alone how many jet skis, will have a profound impact on fish and bird life and will change the character of the wharf beyond recognition. The range of bird life and the number of birds will diminish. Noise raises stress and their response is to leave:

‘Most herons changed their behaviour in response to boat-related disturbance, with the most common response being to fly away, irrespective of boat type The study site was also home to a number of other species, such as royal spoonbills (*Platalea leucorodia*) and little shags (*Phalacrocorax melanoleucos*) and boat traffic was found to significantly reduce the presence of a number of these species.’
- *The impact of noise on recreationists and wildlife in New Zealand's natural areas*, Science for Conservation 314

It's not only birds that are stressed with boat noise, so too are fish:

‘Sound pollution from small boats can interfere with the hearing of fish in shallow coastal waters, threatening to disrupt routines necessary for survival ...’
<https://www.auckland.ac.nz/en/news/2023/05/24/sound-pollution.html>

Human beings are pretty much akin to the birds and fish: no one hangs-out in a zone where there is a high volume of power boat and jet ski noise.

The environment around the wharf, the flow way of the estuary, the edge areas that are important feeding grounds for birds – all of this could be further enhanced and made a safe and flourishing place for native flora and fauna.

Instead, what is being proposed is a huge increase of stress on birds and damage to aquatic life. And for people: the peacefulness of the wharf and surrounding area, this unique atmosphere, the very thing that the wharf is currently celebrated for, will be lost.

Exclusive minority

Boat owners are an exclusive minority within the community as a whole, within the country as a whole. A new power boat costs over \$200,000. Maintenance on a new boat will be over \$2000. If you have a second-hand boat, maintenance costs go up to \$10,000 annually (NZ Fishing World 20 Feb 2024). The purchase cost is the smallest expense of boating. There's the cost of a mooring, winter storage, insurance, buying a trailer big enough for the boat, buying a vehicle big enough to pull the trailer.

‘The boat club is the guardian of the wharf and maintains the facilities for the benefit of all.’ This is a quote from the Māpua Boat Club website. ‘The benefit of all’ is big claim to make when you are in the throes of supporting the building of an exclusive double-barrelled boat ramp that will impinge on everyone else's access, safety and enjoyment of the wharf and the surrounding area. Currently this environment can be enjoyed and accessed by everyone no matter how much money you have or what age you are.

Road Safety, Traffic Congestion, Water Safety

‘An average 6m-trailer boat is going to weigh around 2200 kgs all up, boat/motor/trailer, package so this means that a 4cyl family car isn’t going to cut it. You need something bigger like an SUV or big six cyl or V8 car.’ -

<https://powerboatmagazine.co.nz/know-your-trailer-series/>

‘There are many, many thousands of trailer boats in New Zealand, so it’s not surprising boat-ramp congestion is a problem at times. On summer weekends, popular boat ramps often experience long queues, trailer parking can be difficult and tempers fray, sometimes leading to ugly physical confrontations’ -<https://www.fishing.net.nz/fishing-advice/how-to/boat-ramp-etiquette/>

A double lane boat ramp extending the length of wharf is intended to cater for a large volume of boats. The impact of high volume will go way beyond the ramp to surrounding streets. What we are talking here, are large SUVs with attached trailers that are six metres long. Why on earth would you invite this into Māpua? The village will be turned into a summer traffic jam, unsafe for children who walk and cycle on the streets. Indeed, walking the streets is what happens in Māpua especially over the summer, there’s a relaxed atmosphere, people enjoy being out and about, cafes and shops get foot traffic trade. You can’t put a price on this atmosphere; it’s unique to the village and if this proposal goes through it will be lost.

Those who oversee the ramp can do nothing about the number of boat owners coming into Māpua trying to get on the ramp. Small towns being turned into a boaties’ battle ground over summer are all too common: <https://www.localmatters.co.nz/news/carpark-chaos-as-boaties-overwhelm-omaha-streets/>

Swimming in estuary and jumping off the wharf are activities that have been enjoyed by all ages, for decades. Parents know that this activity is safe, the kids are not at risk of being hit by a boat or panicked by a boat wake or run into by a jet ski. The only noise is the sound of gulls and the shouts of kids as they jump. If you are a swimmer the noise from a power boat is a scary, often it is enough to put people off swimming. With high volume boat traffic using the ramp, the zone around the wharf will be unsafe for swimmers of all ages and critically unsafe for children.

The estuary will also become unsafe for kayakers. The huge wake from a large power boat can easily tip a kayak. In the Maritime NZ recreational boating survey (2020) the most frequently used vessel were kayaks (32%); powerboats up to 6metres made up 19%- (<https://www.maritimenz.govt.nz/>). Yet power boat users, if the ramp goes in, will be limiting everyone else’s recreational opportunities.

Closing statement

Given where we are at with the climate crisis, the development that is being proposed is such a retrograde step as to be a nonsense. It beggars belief that the council has already thrown

thousands of dollars into supporting it. Those behind this venture appear to be attempting to pull the wool over the eyes of locals, and the wider public, fronting the whole thing as a community-based development for the Scouts. The reality is: it looks like money, smells like money and to this end, the goodwill of the local community has been exploited. The documents supplied by the applicant are impenetrable; rather than being transparent about what is being proposed, and inviting community engagement, what they've presented us with is a thick wall of fog.

The nature of my submission is that: **I oppose the application**

The decision I would like the council to make is: **to refuse/decline the submission**

I do not wish to be heard in support of my submission

Full Name: Rhian DM Gallagher

Date: 25.02.2024

From: rhian gallagher <rhian.galnz@gmail.com>
Sent: Sunday, 25 February 2024 6:16 pm
To: Resource Consent Admin; nelson@do.nz
Subject: Submission regarding: The resource consent application by the Māpua Community Boat Ramp Trust to construct and operate a new boat ramp at Māpua

Attachments: [Form for submission on resource consent application_Rhian Gallagher.pdf](#); [Submission on resource consent _submitter_ Rhian Gallagher.pdf](#)

Categories: Maree Dealing With

Please see my attached submission (two PDFs) regarding the resource consent application by the Māpua Community Boat Ramp Trust to construct and operate a new boat ramp at Māpua.

Submitter: Rhian DM Gallagher



Virus-free. www.avg.com

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050



Submission on Resource Consent Application

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Submitter Details

Full Name:	Michael Weller	
Contact Person (if different):		
Address for Service:	53 Iwa Street. Mapua 7005	
Postcode:		
Phone:	021873390	E-mail: mweller@xtra.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Boat Club

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Application to build a boat launching ramp and Sae Scout Headquarters at Port Mapua

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

The application for approval for the construction and operation of a new boat ramp within the coastal marine area and foreshore, with access from the Mapua Waterfront Park and associated consents for access and parking on the western side of Tahi Street.

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

I fully support the Mapua Boat Clubs application.
Mapua is a diverse seaside community of mixed age groups.
Many of the locals enjoy the many recreational boating activities the area provides.
What is required is a safe launching ramp for the local boating community to use.
It was the local boating community that saved the current wharf area from proposed demolition and destruction.
The old launching ramp used to provide safe launching of craft in the past but was surrendered to the council with promise that a replacement would be provided.
It also will provide a much needed improved facility for the local Sea Scouts.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____ Date:
(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: mweller@xtra.co.nz
Sent: Sunday, 25 February 2024 6:20 pm
To: Resource Consent Admin
Subject: Application for approval for the construction and operation of a new boat ramp within the coastal marine area and foreshore, with access from the Māpua Waterfront Park .

Attachments: [Form for submission on resource consent application \(1\).pdf](#)

Categories: Maree Dealing With

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

<input type="text" value="RM 230253"/>	<input type="text" value="RM 230257"/>
<input type="text" value="RM 230388"/>	<input type="text" value="RM 230258"/>
<input type="text" value="RM 230254"/>	<input type="text" value="RM 230259"/>
<input type="text" value="RM 230255"/>	
<input type="text" value="RM 230256"/>	

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

I support the construction of the Marine Boat Ramp and all the relevant activities required to successfully install and maintain the Ramp.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):


*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: Charmaine Ann Taylor

Signature*:  Date: 25 Feb 24
(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Charmaine Taylor <choppy.taylor@outlook.com>
Sent: Sunday, 25 February 2024 7:39 pm
To: Resource Consent Admin
Subject: Resource Consent Submission Form for Mapua Boat Ramp
Attachments: [Mapua Boat Ramp Submission Resource Consent.pdf](#)

Categories: Maree Dealing With

Please find attached my submission for the Mapua Boat Ramp resource consent.

Kind regards
Charmaine Taylor

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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Submitter Details

Full Name:	Rebecca Patchett, Adrienne Taylor, Anna Crosbie	
Contact Person (if different):	Rebecca Patchett	
Address for Service:	140 Aranui Rd Māpua	
Postcode:	7005	
Phone:	021876020	E-mail: rebeccapatchett123@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Māpua Community Boatclub Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

The application seeks approval for the construction and operation of a new boat ramp within the coastal marine area and foreshore, with access from the Māpua Waterfront Park and associated consents for access and parking on the western side of Tahī Street, signage, stormwater discharge and earthworks.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area.

RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area.

RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health for soil disturbance.

RM230255: Land Disturbance within the Coastal Environment Area for construction of the boat ramp, sea scout building and associated infrastructure including car parking areas.

RM230256: Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230257: Occupation of the Coastal Marine Area for the purpose of constructing and operating a boat ramp

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Safety issues:
Inexperienced boaties may not be able to navigate the swift currents safely putting other water users at risk.

Environmental issues
Proximity of the proposed ramp to the wastewater pumping station and main sewer and the gravity sewer.
The risk of toxic chemicals contained under the ground in the former Fruitgowers site leaching into the estuary and into the air as a result of soil disturbance in the building of the boat ramp.
Disturbance of bird life and quiet enjoyment of the estuary from motor craft

Village amenity
Loss of public green space to private buildings and carparks, congestion on the water and on the roads

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____ Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Māpua Boat Ramp

In response to the contentious issue of the boat ramp

We are opposed to the development of the Waterfront Park for a boat ramp and a new boat club building.

We support passive water activities at the Māpua wharf such as swimming, wharf jumping, fishing from the wharf, kayaking, paddle boarding, and all non motorized watercraft. We believe that these passive activities will no longer be possible if the boat ramp goes ahead in the Waterfront Park.

Tasman District Council rejected a proposal for a boat ramp in the Waterfront Park in 2017 for the following reasons:

Marine health and safety issues:

Strong tidal currents in the area and the known build up of logs and flood debris in the eddy of the proposed boat ramp.

Proximity of the proposed ramp to the wastewater pumping station and main sewer and the gravity sewer located along the existing rock sea wall. If broken there would be significant contamination issues with raw sewage being directly discharged into the estuary.

The risk of toxic chemicals contained under the ground in the former Fruitgrowers site leaching into the estuary as a result of soil disturbance in the building of the boat ramp.

Other reasons for rejecting the boat ramp:

The cost of the boat ramp to the ratepayers.

The expected problems with traffic and congestion impacting on the enjoyment of the area for other residents and visitors.

What has changed?

There are no new compelling arguments for building a boat ramp at this site but some new arguments against.

The Waterfront park is a council asset of the wider Māpua Community not principally the Tāmaha Sea Scouts and the Māpua Community Boating Trust.

This proposal has the ear of the council who have promised \$700,000 to the Boating trust. However this is a project from a special interest group, the Māpua Community Boat Trust, and not in the interests of the wider community. We are concerned that the representation on the Māpua Waterfront Masterplan Working Group was skewed toward

ensuring a boat ramp and building on the park. Marion Satherly, Mike Kinnimoth, Andrew Butler, are all members of the boat club and Amanda Brett a Tāmaha Sea scout leader. This working group does not represent views of the wider community.

The proposed boat ramp has divided the Māpua/Ruby Bay community. A household survey conducted by the Boat Club claimed that there was 'wide community support' for a boat ramp as evidenced by 87% of households they surveyed were in support. However this survey was conducted by a group of people with an agenda to promote the boat ramp and buildings. It is difficult to accept the validity of this survey, it is not best practice for a vested interest group doing their own survey and supporting their views. It must be noted that the boat club numbers contradict the number of submissions to the council in 2017 where almost half the submitters were not in support of the waterfront boat ramp let alone a large building and carpark space.

The Māpua Trust has also teamed up with the Māpua Sea Scouts to Propose building an 800sqm building on public land ostensibly for the purpose of housing the Sea Scouts. This sounds laudable and community minded however we question the 'need' for Tāmaha sea scouts to have a new facility. They do not need a new facility or one of this magnitude. It is disproportionate to their use. I know this because my son was a sea scout for 5 years. Tides and currents on the estuary limit the use of small sail craft in the channel. Realistically, even with a new boat ramp, the sea scouts will still only occasionally sail in the channel due to tides and currents corresponding with availability of the scouts. They already have a serviceable and useful space on the domain and can still access the water when conditions align.

The original waterfront plan was a plan for all and approved by the community in 2017. The plan had picnic tables, shade trees, a playground and an adult gym circuit. By comparison the large scale nature of the current project is overwhelming and a cause for concern given the number of resource consents the current proposal is seeking.

The impact on the village of a large boat ramp and accompanying car park and building will be considerable.

- Loss of the tradition of 'wharf jumping' and fishing from the wharf. In the application proposal the applicants indicate that boaties will 'wait' to exit the channel by the boat ramp if there is a cue by tying up at the wharf. Boaties will have to tie up at the wharf as the car parker parks their car and then joins the boat at the wharf. These activities limit the use of the wharf for other purposes.
- Loss of greenspace and amenity value for the whole community. Instead of a large open space that everyone can use there will be gravel and cement car parks and a very large building (800 sqm) to be used by a few members of the community for a cost.

- Congestion. Traffic assessment suggests there will be minimal disruption to regular flow of traffic at the wharf (CO7 appendix 6) and boat club members speculate on the current numbers of boats launched etc and give a fairly low number. However, the burgeoning population of Māpua has not been factored into the traffic activity assessment provided by the applicant (CO7 appendix 6). The traffic assessment was done in December. This is not peak season, which is after christmas and into January and February. The use of the boat ramp by the wider region and boaties who mostly use Motueka and other launching sites has also not been factored into the traffic activity assessment provided by the applicant (CO7 appendix 6).
- Cost. According to the Boat Ramp Community Trust the estimated cost is \$2.95 million (at the moment). Costs are said to be met partially from the Tasman District Council (ie the ratepayers) then 'the community' will fundraise for the rest. The use of ratepayers money to build a private club can be seen as profligate and a waste given other more pressing public projects could benefit instead. Money may better be spent on a project that would benefit the whole community including the boaties. For instance at a recent community association meeting a proposal was put forward to put in place a water monitoring system that would indicate levels of bacteria in the estuary. This is important as people swim (and fish) in the estuary and healthy estuary water is essential for the marine life of the area yet Mike Kinimoth counselor in favour of a boat ramp and building indicated that such a programme would be too expensive to run given other cost overruns.

Unresolved safety issues.

Council staff have raised serious concerns about inexperienced boaties using a boat ramp in this location in the Māpua channel.

- Council staff have summarised comments from the council's Harbour Master in a letter to the Boat Club Trust in August/23. In particular safety risks are highlighted. Māpua estuary tides and currents have particular safety implications for boating especially for inexperienced boaties.
- The boat club trust claims that the proposed ramp will "provide for an all-tide access and is sheltered by the wharf structure from the high tide flows (and winds)". The harbourmaster replies:

"Although this is the case during flood tides, during ebb (outgoing) tides the wharf structure will create a hazard to the users of the boat ramp as they may drift into it and as the tide pushes against the upstream side of the boat it is likely to flood and capsize. Also the wharf is used by swimmers during summer (signage does not stop the swimmers) and

increased boating activity upstream of the wharf (during ebb outgoing tides) will create an increased safety risks between these conflicting user groups”.

It is not clear how the Boat club intends to ensure the safety of inexperienced boaties and boaties who have come in from other areas and the general public using the waterways for other types of recreation. The response by the proposal applicants to the council about these hazards is minimal. They suggest that Māpua Boat Club members will police the area. They may not be available, and they may not have the correct skills if something were to go wrong.

Environmental impact

In 2017 the council voted for the Waterfront Park to

“Retain as open park space and explore improvements to enhance community facilities and its use.” and “to upgrade to improve the usability of the area, including seating, shade and a low key playground. They were not in favour of a large scale playground which would dominate the Park. “

However, since the rejection of a boat ramp in 2017 the magnitude of the project has grown substantially to not only include a very large two lane boat ramp but also an 800 sqm building. The earthworks will require 1.7346 hectares of earthworks on land that has been previously been recognised by the council as too toxic to disturb. One article in stuff last year stated

“A cap of residential-quality soil covers the contaminated soil at the park. The material under the 0.5m cap is compacted commercial-grade pesticide residue, which is 200-600 times too contaminated to be allowed to leach into the estuary.” Stuff 02.03.2022

Appendix 12 of the application indicates that in order for amenities such as power etc to be provided for the building the soil cap will be breached and that management of erosion and sediment is critical.

In the detailed site inspection application (Appendix 7 of the application) Davis Ogilvy engineers refer to the potential hazards caused by soil disturbance on this site and indicate that a robust management plan for contaminated soil **will be** needed before earthworks can commence. Workers will need safety equipment such as PPE gear, and respirators as there will be exposure to DDT, aldrin and dieldrin. The report also indicates that work will only be done when wind conditions permit and that contaminated soils will be stockpiled and covered by a tarpaulin. Is there a safety plan given the likelihood of a storm event? And what about dust etc infiltrating the wharf area, nearby houses and pedestrians?

Davis Ogilvie plans also include drainage to the wastewater main which runs through the pump station by the Apple shed and discharges into the estuary. The report highlights the need to fix an overloaded discharge pipe before water can safely be discharged into the estuary. Given the expectation of a growing Māpua population and the reasonably recent failures of the pump and pipe and the raw sewerage discharge into the estuary what guarantees do the people of Māpua have that any new upgrades will be fit for purpose.

Currently there are no conditions on size or type of craft in the current application, or the number of users at any one time. The Waimea inlet is already suffering environmentally as a result of increased motorboat and jetski ownership, particularly No Man's Island. Building a state of the art new boat ramp on the huge scale proposed will result in many more motorized craft in the estuary and more disturbance of sensitive environmental areas. Potentially a new Māpua boat ramp may become the regional facility with users from a much wider catchment than just Māpua residents creating congestion on the roads and in the waterways. Activities such as wharf jumping and fishing, kayaking and paddle boarding will be jeopardised by the boat traffic.

We have access to the channel on Rough island and on the Kina Peninsula. Many boats launch from Kaiteriteri and Marahau into the Abel Tasman national park. We do not need another very expensive council owned launch point along our coastline.

Conclusions

We acknowledge the boat club lost their ramp when the wharf precinct was commercialized and we sympathize. However the scale of the current proposal risks the loss of greenspace, congestion of roads and waterways and possible environmental impact. This proposal does not "promote the social, economic, environmental and cultural wellbeing of communities" as specified in the local government act. Instead it limits it.

Rebecca Patchett
Adrienne Taylor
Anna Crosbie

From: Rebecca Patchett <rebeccapatchett123@gmail.com>
Sent: Sunday, 25 February 2024 9:00 pm
To: Resource Consent Admin
Subject: Māpua Community Boat Club Submission
Attachments: [Form for submission on resource consent application \(1\).pdf](#); [Māpua Boat Ramp supplementary pages \(1\).pdf](#)

Categories: Completed, Maree Dealing With, Following up

--

Here is our joint submission.

regards
Rebecca Patchett

From: Rebecca Patchett <rebeccapatchett123@gmail.com>
Sent: Monday, 26 February 2024 6:03 pm
To: Resource Consent Admin
Subject: Re: Māpua Community Boat Club Submission
Attachments: [Form for submission on resource consent application \(1\).pdf](#)

Categories: Following up, Completed

Sorry Maree I was out of range all day and have just picked this up. I hope it's not too late to send in.

Regards
Rebecca

On Mon, 26 Feb 2024 at 2:42 PM, Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good Afternoon Rebecca

Thank you for your submission.

When I open the submission form, the fields appear to be blank.

Could you please check the submission form at your end and try resending it to me.

I look forward to receiving your reply.

Kind regards

Maree

Resource Consent Admin

Call +64 3 543 8400 | Resourceconsentadmin@tasman.govt.nz

Private Bag 4, Richmond 7050, NZ

From: Rebecca Patchett <rebeccapatchett123@gmail.com>
Sent: Tuesday, 27 February 2024 12:44 pm
To: Resource Consent Admin
Subject: Re: Submission - RM230253 - Do you wish to be heard? Or not?

Categories: Completed

So sorry for inconvenience. I do wish to be heard. However, I will be away March 18th to April 23rd.

regards
Rebecca

On Tue, Feb 27, 2024 at 12:18 PM Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good Afternoon Rebecca

Thank you for resubmitting the submission form.

Question 5 – Can you please confirm whether you wish to be heard in support of your submission, OR not?

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

I look forward to receiving your reply.

Kind regards

Maree

Submission with regards to proposed Mapua Boat Ramp and associated development.

From: - James Lane

144 Higgs Road Mapua

5403949

jim.lane@xtra.co.nz

Subject:

1/Ramp is not required

2/Contaminated substrate disturbance

3/Loss of public "open space" and recreation facility

4/Congestion generated.

Body: 1/ Ramp not required. I've lived in Mapua for 24 years and am a boat owner and regular fisherman. Grossy point does a great job and is MORE than adequate. Has anyone actually got any "hard data" on the usage of this proposed ramp. I see number bandied about of 80 units. The most I have seen is 60 and thats only during xmas holidays, for a period of three weeks at most, and only when the "tide is right". I recently did a survey over a 14 day period in February 2024. Monday to friday between 0 and 3 units... one of them was me. Yes the weekends dod have up to 15 units in the par

Seems to me alot of money for an eletist pressure group, when the money could better be spent on something that would benifit more people. for example, expanding the access to Grossy launch area, plus more picnic facilities. While yes the sea scouts would enjoy facilities, I'd suggest Grossy is a better option.... and way less expensive. At the original meeting, Mayor Hurley said " there would always be a ram at Mapua.... and there always has been,

2 Contaminated substrate: This site is known nationally to be one of the most contaminated site in NZ. Given the sensitive nature of the sea bed environment, I challenge anyone to prove (via modelling) that there is not environmental risk exposure due to disturbance. That stuff was buried for good reason, Leave it alone.

3/ Loss of "Open Space"

The current space would be deminished by approx 50%. During summer the area under the trees is used extensively by picnics and families with their children. Mapua is expanding rapidly, and needs more

"open spaces" to maintain its character, not less. Tarseal and building and less trees we do not need, It would detract from the special character that is mapua village.

4/Congestion: From the plan, there is only room for 2 boats at one time. The current in that area makes boat management "very tricky" and trailering a real pain sepeciall for larger boats. Putting a breakwater there to stop flow would only attract sediment... has anyone researched that?

Many boaties can't back to save themselves. The design submitted created a "choke point" that plus the increased risk due to the interface between pedestrians and boaties. That and the need to cross a main access road and manouver around other public traffic.

Basically, I am NOT infavour of this proposal, and believe it is ill founded.

JAMES Lane 25/02/2024

Pushpa Gounder

From: Jim Lane <jim.lane@xtra.co.nz>
Sent: Sunday, 25 February 2024 9:31 pm
To: Resource Consent Admin
Subject: Submission against Mapua Boat Ramp
Attachments: Submission of Boat Ramp Mapua.rtf

Categories: Maree Dealing With

I am opposed to this proposal. I am happy to speak to this if necessary.
Thank you. Jim Lane

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Lucy Clark	
Contact Person (if different):		
Address for Service:	98 Bronte Road East, Upper Moutere	
Postcode:	7173	
Phone:	0226964579	E-mail: lucybroadhurst@hotmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp within the CMA and access from Mapua Waterfront Park, associated consents for access, parking, signage, storm water and earthworks. Construction of a Community building within the Mapua Waterfront Park.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

See Appendix attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: 
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix to Submission – Reasons for Opposition

I moved to Māpua village in 2015 to a property which adjoined the estuary. I had two preschoolers when we arrived, and those preschoolers have grown up swimming and kayaking in the estuary, jumping off the wharf, floating from Grossi Point to the Leisure park, and enjoying the plentiful wildlife in the estuary. My kids have learned to ride bikes on the pavements of the local roads, have cycled or scootered to and from school each day for years, and have both been members of Tamaha Sea Scouts. We moved out of the village three weeks ago to nearby Bronte, but our family remains heavily connected to Māpua. My husband and I have a 6.5 metre power boat, which we launch mainly at Grossi.

I oppose the Application to build a boat ramp in the location proposed in the coastal marine area in Māpua.

I do not believe that the boat ramp, building, and activities proposed are appropriate at this location, in the heart of Māpua and in the already busy Māpua wharf and channel area, which has high natural character, amenity and ecological values, and which is used for a wide range of recreational activities, including swimming and jumping off the wharf. This application, if approved, will remove valuable and treasured open space from the general public to benefit a much smaller group of individuals (boat owners), and one community group (Tamaha sea scouts).

The boat ramp is of a size and scale which has not existed in Māpua before. The proposed boat ramp will attract boat owners from far afield, not just locals. The safety risks that this increased volume of power boats will have on swimmers and other recreational users of the Mapuā channel and estuary have not been adequately mitigated. There is no pontoon to secure to from the boat ramp, while parking car and trailer, so boats will either have to move into the high use wharf area, or try to anchor or beach around the boat ramp.

In my view, there is a high risk that sooner or later there will be an accident involving a power boat and a swimmer, and then, due to the scale of the investment for the boat ramp, there would then be prospect that wharf jumping/swimming on this area will be banned by authorities. This would be an absolute disaster for the local children for generations to come. Wharf jumping is a Māpua institution which can be enjoyed, free of charge, by everyone.

The increased traffic on the roads is also a concern. Māpua continues to grow, both in terms of somewhere to live and also a tourism destination. If this continues, which seems likely given that further development is planned, adding large volumes of boats and trailers on to the villages' roads by putting a boat ramp at the heart of the village feels short sighted.

The size and scale of the proposed boat ramp will detract from the visual amenity of the waterfront park, the wharf and Mapua channel, as will the proposed signage. The view from the Waterfront Park back into the estuary is spectacular and, in my view, will be compromised by the proposed boat ramp.

I question the level of support that the applicant claims to have for the proposed boat ramp. I note from the application that a survey has taken place, but since the survey was carried out by the Applicant, it is not objective and we do not know the methodology. We lived in the village for 8 years (until 3 weeks ago) and no one ever asked our opinion.

The application should be declined because it is not sustainable management of the environment, and in particular of the Māpua channel and wharf area, under Section 5 of the Resource Management Act 1991. Furthermore, the application is contrary to the RMA part 2, the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules.

From: Lucy Clark <lucybroadhurst@hotmail.com>
Sent: Sunday, 25 February 2024 11:10 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Community Boat Ramp Submissions
Attachments: [Mapua Community Boat Ramp Form for submission on resource consent application.pdf](#); [Submission Opposing Māpua Boat Ramp application.docx](#)

Categories: Maree Dealing With

Please find attached.

Kind regards

Lucy Clark

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050



Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

Safety Aspects
 General approach to how the process was "sold" to the public

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

There is insufficient space here so full document is attached.
Besides the points covered by other submitters, I wish to specifically focus on:
1) Safety aspects of the boat ramp and buildings: in relation to swimmers, pedestrians, cyclists, the community in general, and the reduction of public green space in Mapua.
2) The sometimes misleading and aggressive promotion of the boat ramp in the warefront park: in relation to a very unsatisfactory public survey; misleading gathering of support; the naming of the "Sheds" as the Sea Scout and Community Sheds; calling the boat ramp the Mapua COMMUNITY boat ramp; advertising the showing no buildings on the land, the stated need for a replacement of the wharf ramp that was lost; the current non-use of the land.
Please see attached document 1 for details on these points.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

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Print Full Name:

Signature*: _____ Date:
(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission from Bruno Lemke (Dr) on “APPLICATION FOR RESOURCE CONSENTS FOR THE MĀPUA BOAT RAMP & SEA SCOUT / COMMUNITY BUILDING FEB 2024”

Preamble: Introduction to self and Current Situation

Currently actively doing international climate change research (see web page climatechip.org/health-and-environment-international-trust). Executive member of the Māpua and Districts Community Association (MDCA). Previous Coordinator of the Transport group on the Nelson Tasman Climate Forum. Treasurer of the Nelson Tasman Community Transport Trust. Local resident for 24 years, previous resident of Nelson where I owned a trailer-sailer making extensive use of the Nelson boat ramp.

I have seen so many submissions against the Boat Ramp on the Waterfront Park, that I do not wish to repeat these ideas here except to note them:

- 1) Detrimental effect on wildlife (esp birdlife) from increased motor boat activity
- 2) Huge “sheds” in the Park contradicting the poem on the plaque by the waterfront admiring the quiet and solitude
- 3) The expense of the project and what happens if the Boat Club cannot raise the funds
- 4) No audit of the GHG emissions from the construction the ramp and buildings despite Davis and Ogilvie having carboNZero certification
- 5) The time wasting process of a repeat submission of what was rejected by council in 2017
- 6) The \$700,000 already given to the Boat Club trust by TDC
- 7) The risks of contaminated soil if the cap is broken
- 8) The risks of discharges into the estuary
- 9) Increased demand from outside Māpua with the need to promote the ramp and buildings to pay for it
- 10) The noise from boat and vehicle activity in the early morning or late evening especially on normally quiet week-ends.
- 11) The buildings for the boat ramp are NOT in the TDC Māpua Masterplan even though the Boat Club proposal had been well progressed BEFORE the Māpua Masterplan was formulated
- 12) The removal of a great strand of trees along the easter boundary of the park

In my submission I wish to mainly focus on what the resource consent application does NOT say:

Safety aspects of the boat ramp and buildings

The resource consent application (RCA) outlines the safety issues for boaties which are essentially covered by putting up signs. It has very little to say about the safety of the community. This is vital as this is a boat ramp that is in the **middle of residential and recreational areas** that is likely to attract boat owners from outside the area who are not familiar with the extreme currents in the estuary nor the many and varied recreational uses nearby. Please note that the main boat ramps in Nelson, Tasman and Takaka are in industrial areas, well away from swimmers and people walking.

- 1) Swimmers: Māpua wharf is a great attraction to children and teenagers to experience the thrill of jumping off the wharf or drifting along the estuary coast in the incredibly strong current. Boat and swimmers do not mix well (see many www articles like www.youtube.com/shorts/Sxj1Wq3bSk8 produced by USA Fire Administration). Sure, you can ban people swimming near the ramp (and putting up yet more signs), but these swimmers and wharf jumpers were there before the boat ramp. This is particularly pertinent that the resource consent proposes to moor at the wharf while waiting to get on the boat

- ramp. Page 56 of RCA “Boat users can wait at the Mapua wharf pontoon until the ramp space becomes available or wait beside the apple shed end of the wharf.” Also the very strong currents in the estuary can easily sweep a boat with a motor malfunction into the path of swimmers.
- 2) Safety to walkers: The park is for people including children. What more alluring to inquisitive children than a boat ramp. A great place to play or even just to cross over. Cars backing 70m down a ramp have very limited visibility and pose a real risk to children playing (as you would expect in a park). And the solution is not putting up yet another sign saying pedestrians give way to vehicles on the ramp. Cars already have heaps of right of way in our community. The sign should say cars to give way to pedestrians crossing or playing on ramp – after all it is a “Community Ramp” in the Waterfront Park!
 - 3) Safety for cyclists: The traffic report in the RCA was specifically for Tahi street. There are only two ways to get to Tahi street – the very windy Higgs road and the more likely Aranui Road. Congestion and safety need to be considered for Aranui Road with an estimate 80-100 boats potentially heading for the boat ramp during very short “fishing” times (see p 5 of Traffic Report in Appendix 9 of document B03). While this will add to the congestion in Māpua, it poses a particular risk to cyclists who share the road with vehicles through the township.
 - 4) Recreational kayakers: As a kayaker myself, I regularly kayak from Grossi Point to Rabbit Island and most days there are other kayakers doing the same. The currents in the middle of the inlet are extremely strong and, although an experienced kayaker, sometimes I am forced into the calmer waters of the proposed ramp. I broke my paddle trying to fight the current and ended up in the region of the proposed ramp.
 - 5) The health and safety of the community. The protective cap over the highly contaminated soil should never be broken unless absolutely essential. The breaking of the cap is required for the building of the “Scout Buildings” (see Preliminary Engineering Report Appendix 12, page 9). Breaking the cap in this case for sheds to store boats is NOT essential.
 - 6) In an earlier submission on the Māpua Growth Plan Change in 2022 I gave evidence that the amount of Public Green Space in Māpua was a woeful 2%. This estimate included the green space of the Waterfront Park. With this RCA, current green space is either going to be covered in concrete, built on with 4 large “sheds” and a large chunk will become a parking area for cars and boat trailers.

Misleading and aggressive promotion of the boat ramp

This has been an ongoing issue as the Boat Club and its offshoot Māpua Community Boat Ramp Trust have pushed hard for a boat ramp in the Waterfront Park.

- 1) In this submission, as in many public gatherings, the Boat Club have opened with the history of the boat ramp. Nowhere in the RMA is there a history of the Waterfront Park which is well documented here environment.govt.nz/assets/Publications/Files/cleaning-up-mapua-fcc-story.pdf. That documents ends (in the Conclusion) “A condition of the Government’s funding was that at least 40 per cent of the FCC site would remain as public land. This has led TDC, in consultation with the local community, to develop a waterfront park on part of the eastern part of the site.” Yes, the Boat Club has offered to swap Grossi Point for the area they occupy, but Grossi Point is not theirs to offer in a swap, and anyway Grossi Point was there before the TDC offered part of the Eastern side of the Waterfront Park to the Community. The Waterfront Park is not there for the Boat Club to take from green space. By the Boat Club’s own estimates (MAPUA BOAT CLUB INC 14 December 2015 MDCA Public Meeting www.ourmapua.org/wp-content/uploads/2017/04/boat-club-submission.pdf) only

one in eight Māpua residents have boats, and a sizeable number of those have Kayaks which do not need a ramp to launch. There needs to be a proper Council survey (not by the Boat Club) of the number of Māpua residents who have boats and will actually benefit from the proposed boat ramp.

- 2) The Boat Club consistently said that the MDCA supports a boat ramp. Firstly, yes, a motion was passed saying that “It was moved that Mapua and Districts Association acknowledge that they are in support of and recognise the need, for the establishment of a boat ramp in the community.” Note no mention of its location in the Waterfront Park. However it should be noted that for that meeting a large number of Boat Club members paid \$10 each and joined the MDCA for just that year. While completely this was above board, the MDCA has maintained a neutral position on the boat ramp (see February 3 2024 post on www.facebook.com/MapuaCommunityAssociation)
- 3) Survey results published in the RCA and consistently used by the boat club shows 90% of Māpua residents are in favour of a boat ramp in the Waterfront Park. This survey (page 24 and 25 of RCA B03 document) is clearly biased because it shows that about half the households had boats, yet in a previous statement (see point 1) the Boat Club itself said that one in eight Māpua residents have boats. The only other explanation is that boat owners mostly don't have children. Further, when that survey was taken, there was no mention of the extensive space the boat club and the subsequent building would take up. There was also no option of “yes, the boat club should have a replacement ramp (portrait as being similar to the old ramp) but not in the Waterfront Park”. I have asked TDC for a copy of the questions asked and information given for the survey. After a thorough search of the RCA documents nothing could be found so I was then referred to Mark Morris at Davis Ogilvie for a copy of the questions that were asked in the survey. But even after 2 weeks the questions asked and information given was not forthcoming. I do remember the person on a bike coming around to our place and asked if we had boats. We said we had kayaks and he immediately ticked “have boats”. Secondly the questions that were asked were completely leading, and the survey questions had nothing about the extensive buildings on the site. It is our right, that if a survey is taken and the results in the survey are used as evidence, that the questions asked and the information given are in some attached appendix. This is especially true when the survey was taken by a party with vested interests in building the boat ramp and associated structures. I repeat my request from point 2 above that there needs to be a proper Council survey (not by the Boat Club) of the number of Māpua residents who have boats and will actually benefit from the proposed boat ramp.
- 4) It is misleading calling the 4 large buildings on the site “Sea Scout/Community Sheds”. Clearly they are not “sheds” and neither will they be controlled by the Sea Scouts. The Boat Club will lease one shed to the Sea Scouts and they propose to place the Boat Museum in one of the other sheds. Surely a Museum is better placed where there is extensive foot traffic on the Wharf? Also why would the Sea Scouts require a Bar (see appendix 2 of B03)? Clearly the “sheds” will be owned and controlled by the boat club.
- 5) The trust set up by the Boat club is called “MAPUA COMMUNITY BOAT RAMP TRUST”. Clearly the boat ramp is not for the community as it has a barrier arm and a payment mechanism to inhibit community users from using the ramp.
- 6) The current advertising for the boat ramp (eg outside the Sprig and Fern and also on the Trusts web page) does not show anything like what is proposed in this RCA.



- 7) The Boat Club keeps talking about a boat ramp to replace the one lost on the Wharf area. Clearly what is propose is not a replacement, but a massive extension to what they previously had at the wharf. That wharf ramp would not be capable of launching large boats. It was more suitable for launching dinghies to take people out to boats moored in the estuary.
- 8) There has been some discussion that this land is not currently being used by the community. The MDCA had a plan for a play-ground and a barbeque area on the southern side of the park. Rata funding was obtained for this. However, some of the funding had to be returned to Rata because with the possibility of a Boat Ramp in that area there was no point progressing this till there was some surety.

The net result of this is a misleading campaign to get community support. I think it is imperative that before the consent is given, TDC does a survey of people in Māpua to find out how many have boats needing an expensive boat ramp. Otherwise, the people mainly using this proposed ramp will not be part of the Māpua community and there are perfectly good boat ramps available to them in Motueka and Nelson that have none of the risks associated with the Māpua ramp. If a ramp similar to the one the boat club previously used by the Wharf, then there would not be a great influx of people outside Māpua to make use of these proposed facilities.

From: Bruno <bruno.lemke@xtra.co.nz>
Sent: Sunday, 25 February 2024 11:14 pm
To: Resource Consent Admin
Subject: Boat Ramp on Waterfront Park Submission
Attachments: [Form for submission on resource consent application B Lemke.pdf](#); [Boat Ramp on the Waterfront Park Submission B Lemke.pdf](#)

Categories: Maree Dealing With

Dear TDC Research Consent Officer

Attached is my submission to the resource consent application for a boat ramp on the Waterfront Park. The first document is the formal TDC document that is required to be filled in. The second document details the reasons for opposing the resource consent.

Bruno Lemke
Climate researcher
Ruby Bay

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Jolene Petre	
Contact Person (if different):	n/a	
Address for Service:	10 Wilson Drive, Ohoka 7692	
Postcode:		
Phone:	021416981	E-mail: jolenesoares@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Māpua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

For the construction and operation of a new boat ramp within the coastal marine area and foreshore, with access from the Māpua Waterfront Park and associated consents for access and parking on the western side of Tahi Street, signage, stormwater discharge and earthworks.

Tasman District Council Application Number (if known): RM RM230253, RM230388, RM230254 - RM230259 inclusive

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

See attached submission

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

See attached submission

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission from: Jolene Petre

Submission To: - Tasman District Council, via email: radmin@tasman.govt.nz

- The applicant, via email: nelson@do.nz

Re: Construction and operation of a new boat ramp at Māpua

Date: 26 February 2024

Submission:

I am a kiwi / parent. I originally come from the West Coast, where my family have been for approximately 100 years, however I have lived briefly in Mapua and been holidaying in the area for all of my youth and still frequently return. I used to work in the Boatshed Café at the park and spent a lot of time running, cycling, kayaking, swimming in the area. Mapua holds a place in my heart for its unspoilt nature and quiet beauty.

I oppose the Application in its entirety.

I consider that the proposed large-scale two-lane boat ramp, huge numbers of boats proposed to launch from it, large building, parking, traffic generation, and associated activities are entirely inappropriate and incompatible at this location, in the heart of Māpua and the high use Māpua wharf and channel area. This is an area with high natural character, amenity, and ecological values, and which is used for a wide range of recreational activities, including swimming, and jumping off the wharf.

The application is contrary to the RMA, the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.

I am particularly concerned about the following effects:

- Visual and landscape effects from the very large concrete boat ramp which will extend over the coastal marine area and foreshore; the associated vehicle and trailer parking; and a large building on the reserve land that currently has no structures on it, and which is an important green space. The boat ramp will be particularly visible for anyone standing on or using the wharf area, and will interrupt the vista up the channel and toward the mountains that is so famous and loved by so many; placing a large artificial structure in a straight line interrupting this view.
- Amenity and community effects from having this huge amount of traffic, boats, and boating traffic in an area of public reserve, coastal marine area and public space that is highly valued by the Māpua community and visitors alike – the recreational, tourist and community activities currently being undertaken at the wharf area will be adversely affected by all of the boating activities.
- Noise effects from boats on the water, and utes, trailers, cars and boats accessing the boat ramp and the water; and from activities at the large building on the reserve site.

- Safety – The boat ramp is intended to allow for two boats to use the ramp simultaneously; and it is proposed to have parking for 78 vehicles and trailers (plus other additional parking). This will introduce a significant number of boats and traffic into an area that is already subject to very high use, in a swift channel that is highly changeable. The use of this area for a boat ramp with associated activities is entirely incompatible with the current uses of wharf and channel areas for swimming, fishing kayaking, paddle boarding, boat mooring, Māpua ferry, the great Tasman Taste trail, visitors and tourists. It will create huge safety risks and be very dangerous for both the boat users and the thousands of people who use the Channel and wharf area for other recreational purposes.
- Loss of Reserve Land and Access to the Coastal Marine area – The effect of the large building on public reserve land; the accessway over the coastal marine area, and the associated car parking and barrier arm, will result in a loss of this space for the community at large and for future community activities and for access to the coastal marine area. It will also result in the loss of the native plantings that have been well established on the site.
- Car and Boat Parking and Traffic Effects – The additional car parking is cumulative and builds on existing car parks – it will result in massive areas of space in this part of Māpua dedicated only to car and boat parking. It will look like a huge industrial style car park. This is completely inappropriate for a community like Māpua. The boat ramp will draw large numbers of boats and trailers into Māpua village, along Arānui or Higgs Roads and into the heart of Māpua. These are roads that are part of the Great Tasman Taste trail and that already have large numbers of children, visitors, residents, cyclists and walkers, as well as residents and visitors using them. It will create a huge amount of unnecessary traffic within Māpua and clog roads that are already too busy, particularly at peak times in weekends and holidays, and during summer.
- Effects on birds and ecology in the Māpua estuary and Waimea Inlet it forms part of – the large numbers of boats on the water and the noise from those boats will adversely affect birds, fish, and ecology in the estuary, including risking the introduction of pest exotic species on boats.
- Climate change - increased numbers of boats and vehicles increases the severity of and impacts of climate change. I understand that under section 7(i) of the RMA decision makers have to have particular regard to the effects of climate change.
- Potential contamination - The proposal involves excavation of contaminated soil below the 0.5m cap of this remediated site. I understand that although the boat ramp itself sits over the top of the contaminated land, the stormwater drainage system, and the service trenches for the building all require excavation of 60-70m³ highly contaminated soil which is potentially toxic to the adjacent estuary. Wind and rain can carry this material into the estuary and this will be a very specialised and demanding operation.

I do not wish to speak to my submission.

From: Jolene Petre <jolenesoares@gmail.com>
Sent: Monday, 26 February 2024 6:37 am
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Construction and operation of a new boat ramp at Māpua
Attachments: [Submission.pdf](#); [Form for submission on resource consent application.pdf](#)

Categories: Maree Dealing With

Good morning,

Please see attached submission documentation for the Proposed Construction and operation of a new boat ramp at Māpua.

Kind regards,
Jolene

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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Submitter Details

Full Name:	David Pratt	
Contact Person (if different):		
Address for Service:	50 Iwa St Mapua	
Postcode:		
Phone:	0212472779	E-mail: davepratt@xtra.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Approval for the construction and operation of a new boat ramp at Mapua waterfront park and constructing 20m x 40m building.
8 different Resource Consent application components

Tasman District Council Application Number (if known): RM Application 42454

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

1. This project serves a minority of the local community and is limiting the leisure use by the full community of the waterfront park and wharf facilities.
2. A suitable launching site for small boats already exists at Grossis Point and the proposed new boat ramp is likely to be of main value only for owners of large boats, which already have good facilities for launching in Motueka, 15 minutes away.
3. The Waterfront park area was developed almost 20 years ago and numerous community groups and consultations have proposed a number of low cost improvements of the park for community use. Most of these proposals have not been acted upon and TDC funds would be better spent on implementing such park improvements rather than the proposed boat ramp.
4. The "Kite Park" area was originally put aside as "land bank" for TDC and converting large areas of this land into parking spaces for cars with boat trailers implies a subsidy worth possibly millions of dollars to the Boat Ramp Trust use of this land. Most of the time, few if any trailers will be parked there, but the land set aside cannot be used for any other investments.
5. The proposed large building on the Park land is expensive and not needed if other options are pursued for the sea scouts.

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

1. Boat owners are a small group in our community and, if they can't use the Grossis Point launching area, should use the excellent facilities in Motueka or other places in the TDC area.
2. A boat ramp at the proposed site will create safety issues when the tide flow is strong, and the additional movements of boats close to the wharf will limit the swimming and jumping possibilities at the wharf.
3. The increased traffic of boats and trailers to the proposed ramp and the increased use of the petrol station in Mapua will create negative impacts on the daily use of the centre of the village by the whole community.
4. The site is one of the most chemically polluted places in the country and limitations to the disturbance of the polluted soil is a must. The proposed construction activities are likely to create environmental hazards.
5. The cost of this proposal (currently \$ 2.9 million) is very high, and TDC funding will just add to our rates.
6. Our community will be better served at very limited cost if provision of shade and wind-shelter facilities are instead provided in the Waterfront Park area.
7. A sizable section of the "Kite Park" area should not be converted into a car park and boat trailer parking area.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Pratt Hort Services / David <davepratt@xtra.co.nz>
Sent: Friday, 23 February 2024 11:52 am
To: Resource Consent Admin
Subject: Mapua boat ramp submission attached
Attachments: [Dave Pratt Boat ramp submission.pdf](#)

Categories: Maree Dealing With

see attached submission form relating to the Mapua community boat ramp trust resource consent application

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area. RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area. RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health for soil disturbance. RM230255: Land Disturbance within the Coastal Environment Area for construction of the boat ramp, sea scout building and associated infrastructure including car parking areas. RM230256: Disturbance of the Coastal Marine Area in association with construction of the boat ramp. RM230257: Occupation of the Coastal Marine Area for the purpose of constructing and operating a boat ramp. RM230258: Discharge of sediment to the Coastal Marine Area during construction of the boat ramp. RM230259: Discharge of stormwater into the Coastal Marine Area

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

In consultation with Mapua Boat Ramp Trust members in early 2022 TSS were asked to provide facility requirements for a new boat storage area given the Mapua Boat Club lease (including the TSS Boat storage and muesum) is up for renewal in late 2025 and there was an understanding by the community at the time that the TDC would like to fully commercialise the wharf area once this lease expires.

Please refer to the resource consent document submitted in February 2023 'A13 Appendix 11 – Letter from Tamaha Sea Scouts' for further information, and the attachment for further information 'reasons for my submission'.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Conditions/concerns outlined from the TSS Group in the the 2022 resource consent document: A19 Appendix 17A – Key Stakeholder Consultation 2022

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

2) The reasons for my submission are:

The Tamaha Sea Scout Group consulted with the newly formed Mapua Boat Ramp Trust in early 2022 and provided facility requirements for a new boat storage area given the Mapua Boat Club lease (including museum and our boat storage area) is up for renewal in late 2025. At that time many of past and current members (along with the wider community) were under the impression that the TDC would like to fully commercialise the wharf area once this lease expires, and potentially our access using the existing boat ramp next to the wharf would cease.

Given that we have been significantly impacted from expanding our fleet of craft to offer the full national programme which now includes an RS Feva class we requested a new boat storage building of 200-250 square meters including a small workshop space to repair/retouch boats in the off season. We requested a location in Mapua close enough to a launching ramp (within 200m) to walk the smaller sailing dinghy's on their beach trolley to launch. In this larger space we could bring our 3rd 5.2m cutter out of offsite storage and accommodate the purchase of at least 2 RS Feva Sailing dinghy's on beach trolly's, 12 more sit on top kayaks and an additional 4.3-4.5m centre console RIB safety boat with a 40-70HP motor.

Following on from a submission hearing on the Mapua Recreation Reserves in Tasman it became obvious that the local community had plenty of demands on how to better utilise the new reserve land surrounding the Scouts Aotearoa owned building (which is the old compact Rovers building relocated about 13 years ago after the Tamaha Sea Scouts lost their larger Scout Hall bordering Mapua School to make way for the Warren Place industrial development). Our requirement if we were to lose our hall on the Mapua Domain was to have just one building combining boat storage and the meeting place. The community hall space would be 150 square meters, plus some extra space allocated for a large lockable scouts camping equipment storage area (to keep secure when other groups use the hall), along with a toilet, shower, and kitchenette similar to what we have at the Mapua Domain.

Please refer to the resource consent document submitted in February 2023 'A13 Appendix 11 – Letter from Tamaha Sea Scouts' for further information.

From: Tamaha Scout Group <tamaha@group.scouts.nz>
Sent: Friday, 23 February 2024 12:59 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Boat Ramp Trust submission
Attachments: [TSS Form for submission on resource consent application-3.pdf.pdf](#);
[Additional Information for the submission.pdf](#)

Categories: Maree Dealing With

Good afternoon radmin,

Our Group's submission on behalf of the Tamaha Sea Scout Group. Please also refer to the documents already on the TDC website from the original application which contains the Tamaha Sea Scout Group input being:

A19 Appendix 17A and A13 Appendix 11

Kind regards on behalf of the TSS Group,
Jesse Loader and Amanda Brett

The information contained in this email is confidential and intended for the addressee only. If you are not the intended recipient, you are asked to respect that confidentiality and not disclose copy or make use of its contents. If received in error you are asked to destroy this email and contact the sender immediately. Your assistance is appreciated. It is your responsibility to scan this email and any files transmitted with it for viruses or any other defects.

This email was sent on behalf of a local Scout Group, and may not represent the views of the Scout Association of New Zealand.

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Jenny Easton	
Contact Person (if different):		
Address for Service:	29 View Mount Stoke Nelson 7011	
Postcode:		
Phone:	03 5471613	E-mail: Jennym.easton@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp in the CMA and access from the Mapua Waterfront Park and associated consents for access, parking, signage, storm water and earthworks.

Tasman District Council Application Number (if known): RM various

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

The Contaminated site FCC East and Discharges to CMA

Boat shed and Boat Trailers

Hazard to others and Noise and operating hours

Mapua Master Plan and consultation

Climate Change

Amenity Issues

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

The reasons are given in my submission under each topic.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*:

(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Submission on Mapua Boat ramp

Back ground:

I am the retired TDC Resource Scientist and Contaminated Site Officer involved in the remediation of the FCC factory site. I was present in 2004 when the Minister of Environment reached an agreement with TDC to include in the Deed that 40% of the Mapua Site is for use as public space, and this was to recognise that the Taxpayers were paying for ¾ of the remediation and this land should be available to everyone. This is why the Waterfront Park was created with the remaining 40,000m³ of water soluble pesticide residue placed underneath the cap, and the site cambered to divert stormwater to the swale on the south side.

I lived on Tahi St beside the channel for 35 years and have experienced the strong tidal currents, wind changes, storms and King tides, irritating noise of jet skis and power boats, seeing boats in trouble on the sandbar, and watching wharf jumpers and groups of swimmers going from Grossi Point to the wharf.

This submission is under 10 topic headings.

1. **The Contaminated site: Fruitgrowers Chemical Company East.**

I do not support this RCA for a Land Use consent under the NESCS

Reason: It involves excavation of contaminated soil below the 0.5m cap of this remediated site.

The RCA Detailed Site Investigation (Appendix 7) dated 12 August 2022 doesn't anticipate that contaminated commercial grade pesticide residue will be encountered by the redevelopment designs, and has not tested the soil beneath the 0.5m cap. However, the later August 2023 Preliminary Engineering report (Appendix 12) makes it clear there will be 60-70m³ of contaminated soil that will have to go to landfill, if it can meet their acceptance criteria.

When FCC East was backfilled during the remediation the most contaminated soil was put near the surface, to keep it away from the ground water, and the 0.5m cap was designed to keep this site secure. This backfill was compacted to a very high level and will be difficult to excavate. This Waterfront Park was not designed for a boat ramp and the most contaminated soil is actually at the SE corner (in remedial cells SG14 and 15).

Appendix 7 Table 1 (on pages 11, 12 and 13) describes the As-built diagrams.

For clarification: Table 1 on page 11 states that the proposed boat ramp and building would be located above remedial cells SG8 , SG15 and SG14, and we can see that SG14 and SG 15 contain commercial grade soil (coloured dark blue) directly below the residential grade capping layer (coloured green). The Site Acceptance Criteria for these soil grades is on page 14 of Appendix 7. Commercial grade soil can contain up to 200 ppm of DDX (total DDT, DDE, DDD) and 60 ppm of ADL (Aldrin+ dieldrin + 10% Lindane). Marine sediment in

contrast should be only 0.01ppm of both DDX and ADL, because these pesticides are very toxic to marine life,.

The treated fines (coloured pink) on page 12 are below the cap in SG 8 is where the current car park is. They are likely to be about 100 ppm DDX because they come from the mechanical process used to destroy the pesticide residue. (The machine could take in ~1000 ppm of DDX and break it down to ~100 ppm. The "oversize" will have variable contamination.)

From the Engineering Report Appendix 12 it is clear that some of the 60-70m³ of contaminated soil that will be excavated from below the 0.5m cap and taken to landfill comes from SG 14 and SG 15.

Of particular concern is the excavation of the sump for the stormwater pretreatment device which will be situated at the edge of the coast. Extreme caution will be needed when excavating soil from SG 14 that contains the most contaminated commercial grade material, and is adjacent to the estuary. 200 ppm DDX soil can easily contaminate the estuary as it is 20,000 times too toxic for marine life. This soil under the cap has been heavily compacted and will be difficult to remove with associated handling risks.

The established trees are also located in SG 14 and SG15 and there is no discussion in the RCA how they will be removed and whether the stumps and root ball will be excavated with associated contaminated soil.

The stormwater pipe that is proposed to go underneath the accessway and below the cap will be situated in SG 14 and 15 and this very risky proposal is discussed below in the section Discharges to Coastal Marine.

The remaining excavated soil from below the cap, for the service trenches for the building, and manhole come from areas of treated fines which will be lower concentrations of pesticide residue, but not able to go back as the 0.5m cap.

The soil beneath the cap was not tested in Appendix 7 for the RCA and no calculation has been made as to whether the excavated soil would meet the stringent York Valley Landfill criteria.

The Detailed Site Inspection report concludes that this project is a Sec 9 controlled activity because the volume of soil exceeds the permitted activity quantity, under National Environmental Standard for Contaminated Sites to protect Human Health. In addition this HAIL site has a Site Management Plan to protect the adjacent estuary.

The Site Management Plan sec 4.3.2 Plan Approvals, requires the TDC Environment and Planning Manager to be responsible for ensuring the SMP is adhered to, and the estuary protected. A more thorough detailed site inspection would be required before work could

begin. It is unclear who would hold this consent and be liable for this specialised work excavating soil from a HAIL site.

The SMP sec 6 has demanding Specific Management Measures for work within 30m of the coast which will include the SW line and sump and the established trees. However previous experience with remediating this old factory site indicate that wind, rain and careless handling of the material with unintended consequences result in contamination spreading into the estuary.

To expand on that point: If you are removing commercial grade soil at 200 ppm DDX and the acceptance criteria for the estuary is 0.01ppm DDX a very small amount e.g. two teaspoons (10 gm) of commercial grade soil will contaminate more than 12 household buckets of estuary mud.

Sec 12.1.3.2 c. Although in theory the Site Management Plan should be able to stop the contaminated soil and soluble pesticide residue from reaching the estuary I seriously doubt this is possible for the SW drainage system for the 90m accessway as it is placed in contaminated soil below the 0.5m cap. See next topic Discharges to Coastal marine..

There is no discussion about the probability of discovering contaminated soil when excavating the beach for the series of boat ramp poles and end area of the ramp. The SMP does not include off site contamination although the council could also require testing and remedial action if pesticide residue is found.

In summary, although the boat ramp itself sits over the top of the contaminated land, the stormwater drainage system doesn't and this placement is entirely inappropriate for a contaminated site containing water soluble pesticide residue. In addition the service trenches and sumps for the building require excavation of 60-70m³ highly contaminated soil which is potentially toxic to the adjacent estuary. Wind and rain can carry this material into the estuary and this will be a very specialised and demanding operation.

I consider that there should be no excavation of any of the contaminated soil because it is high risk activity, and the remediated site was designed to be a Waterfront Park with the cap protecting the estuary from the pesticide residue.

Note: The RCA 2.8.4 Earthworks second para is incorrect when it states "It is anticipated that earthworks will not extend more than 0.4m below the existing ground level." The Preliminary Engineering Appendix page 9 clearly states that there **will** be excavations below the 0.5m cap and 60- 70m³ of contaminated soil will be removed from site to York Valley landfill, if it meets their acceptance criteria.

This incorrect statement in the RCA has led to a lot of misunderstanding, and people who have only read the RCA and not any of the Appendices will be submitting (incorrectly) that there is no risk of contamination from the FCC site.

2. Discharges to Coastal Marine Area

I oppose this RCA because the information provided for the discharge consent application is inadequate.

Reasons:

(1) Sec 2.8.1 states there will be no washdown facilities on the boat ramp. There is no request for wash down facilities for the Sea Scout and Waka Ama boats, and no associated discharge consent, presumably with pre-treatment before disposal of this discharge of water containing marine debris.

(2) 5.1.3.9 (c)

Placing stormwater pipes below the 0.5m cap underneath the 90m accessway is going to create a pathway for soluble pesticide residue, nitrate, copper and contaminated soil to enter the estuary. The stormwater management system is very unlikely to intercept soluble and particulate matter.

This will require continuous monitoring, to prevent commercial grade pesticide residue entering the estuary. A discharge standard should be set, and if exceeded a requirement should be set for what remedial action will be taken. A Bond should be required to be secured to cover the cost of remedial action.

An unintended consequence will be that SW enters the contaminated soil and carries soluble pesticide into the groundwater and hence into the marine environment.

To repeat the science: If you mobilise commercial grade soil at 200 ppm DDX and the acceptance criteria for the estuary is 0.01ppm DDX a very small amount e.g. two teaspoons (10 gm) of commercial grade soil will contaminate more than 12 household buckets of estuary mud.

3. Boat shed

I oppose the Land Use consent for the 20x40 building in the CMA.

My reasons are :

(1) The unnecessary expense of building on this HAIL site

The Sea Scout boat shed and community /Boat club rooms are going to be very expensive because of excavating the service trenches and sumps containing contaminated soil, and the probable requirement for a washdown discharge consent and treatment facility.

Sec 2.18 suggests that the Building will be available to access Moutere Reserve funds, and I contend that it is a very expensive process to build a boat shed on a HAIL site, and the Moutere Reserve funds could be used for a wide variety of more cost-effective purposes.

(2) Amenity value reduced for the Waterfront Park

Sec 5.1.3.1 The adverse effects on the site amenity by the development of a tall large imposing 40x20m building on this public open space. Not only taking up the space but also the lost opportunity costs of what else could go on the Waterfront Park with

Moutere-Waimea Ward Reserve Financial Contributions account Funds. The Master Plan 2018 recommended shade sails, playground etc but these were never installed although the Reserve Fund obviously had the money.

- (3) **Removal of 35 existing public car parks** which then require a public 45 car park on Tahi St West.
- (4) **Carpark ownership.** The proposed car parks around the proposed building should not be for the sole use of the occupants, and if necessary should have a sign for short term parking.
- (5) This building and the area in front of it appears to be under Boat Club control who will be making financial gain from its use. Having a locked building on this land is effectively privatising a public asset, and conflicts with the purpose of this land, as it only benefits a small section of the community.

4. Boat trailers

I oppose the land use consent for boat trailer car parks on Tahi St West

Reasons:

(1) Road safety

In Chapter 11 Land Transport Effects the RCA has only considered the effects on Tahi St. To reach Tahi St and the Boat ramp the vehicles towing the boat trailers will have to travel through Mapua, and some of those coming from outside the township will come from SH6 and be turning into the Mapua junction, across the lane with fast travelling traffic coming down the hill from the Ruby Bay Bypass, at 100km/hr. Slow turning vehicles towing a boat trailer make it hard to judge the safe turning manoeuvre and are likely to cause an accident. This is already a dangerous intersection.

(2) Inconvenience to other residents

There will be significant inconvenience to other residents, Tasman Taste Trail cyclists and visitors to Mapua of having 80 or more boats and trailers coming and going during weekends and public holidays. Easter Fair traffic with over 10,000 visitors each year is an example of how heavily used Mapua is as a destination.

(3) **Opportunity cost** of having boat trailers on Residential land for an “indefinite” time period (as requested by the RCA). This residential land does not have to remain “land banked” but could be sold and thus remove the need for the District-wide “Mapua Rehabilitation” Rate continuing until 2026/27. **This is effectively privatising public land, even if a Trust is being used to obtain this consent.**

(4) Control over the ramp

It is unclear how this gate will be controlled and where the revenue will go. This should be decided before the consent, not afterwards. As the Deed between MfE and TDC for the remediation of this site specifies this is Public land, this boat ramp will have to be available for everyone, however inconvenient this is. The barrier gate will have to accept credit cards as well as membership cards of the Mapua Boat Club.

The barrier gate will not open outside the stated operating hours, so is it possible some boats will be trapped trying to return?

5.1 Hazards to other users

I oppose the consent to occupy the CMA for a boat ramp

Reasons:

(1) Hazards to swimmers and other water users.

The addition of 80 or more boats daily into this area will inevitably cause a serious potential hazard to other users. The proposal that MBC members will enforce keeping swimmers away from boats is completely inadequate. Under what authority will they do this, and who and how would it be done? If there are accidents and near misses how will this be recorded and handled. What authority does the Council have to ensure the safe enjoyment of all swimmers, and of small, non-powered and big craft in times of strong tides, or strong winds?

What will happen when there is a fatality? Can the boat ramp be closed or removed?

There will be hazards from boats waiting to come ashore. Proposing that boats can wait at the wharf pontoon, or in a group by the Apple Shed Restaurant in either incoming or outgoing tide, will be chaos and a hazard to other CMA users.

(2) Induced demand

The presence of a new boat ramp will create "induced demand" and more people with bigger 10-8m boats will come to use it, as it is easier than using beach access, or driving to Motueka or Nelson. The boat ramp advocates were playing down the volume of traffic, and I doubt they factored in this induced demand. As the ramp has to be available to the public it will attract boats from around the region. Boaties from outside the district wont understand the significance of the tidal patterns and changing sandbar even if they have read a notice.

The boat club will get more revenue for its use, but the inconvenience and danger to people undertaking other recreational activities, and wildlife in the inlet will increase. The semi industrial scale of this enterprise is completely wrong for this location. Boat ramps are best located in places such as Nelson marina, or Motuekas in a commercial area.

(3) Waste.

The RCA proposes that fish waste will not be dumped in the rubbish bins. If people have paid to use the boat ramp they may feel entitled to do this. The smell from fish waste is very, very offensive and will seriously detract from the pleasure of any other Park users, shops, restaurants and those down wind. During summer wasps will come to fish waste. If ramp users dump waste here this will encourage other boaties to copy this practice. The Applicant has not explained how they will stop boaties from doing this.

5.2 Noise and operating hours

I oppose the noise acceptance criteria and operating hours being based on WHO and not TRMP Guidelines.

Reason: The noise and operating hours affect a residential population.

The RCA mentions a 4.30am start, but the Noise Assessment Report Appendix 18 has pointed out that the Tasman Regional Management Plan (TRMP) defines day time as 0700-2100 (Monday-Friday inclusive and 0700-1800 Saturdays (but excluding public holidays) and the Noise limit for this time is 55dBL_{aeq}. "Night time" (which includes Sundays and Public Holidays) is 40 dB Laeq.

Boat launching (vehicle movements as well as boats starting) will generate 44dB Laeq (15 min) at 33m which is the closest neighbour.

Thus it would appear that the boat ramp will not be able to safely & compliantly operate until 7am.

The Noise Assessment Report discusses the difference between the WHO noise guidelines which are more lenient than the TRMP, and would permit the boat ramp to operate between 0700 and 2200 hours on any day. The Noise Assessment Report supports the WHO guidelines.

However I am not sure that residents, shop owners and visitors who visit the Mapua Wharf area would agree to using the more lenient WHO and NZS6802 guidelines. The TRMP and district-wide rules are there for a reason, and people expect quiet in a residential neighbourhood, and that is part of the attraction of the Mapua Wharf area that it is a quiet destination.

Starting a 2 stroke outboard motor is very noisy and may exceed the 15min 53dB Leq_a limit. It may well have the Special Audible Characteristics of tones or impulsivity and require a SAC penalty of 5dB higher. Noise travels easily across water and this boat ramp is going to disturb the peace and quiet of a large area of the Mapua channel and neighborhood.

The noise scenario is based on two boat launch movements per 15 minutes. If this estimate is correct, and there are approximately 80 boats that is 10 hours of continuous noise. The boats have to return to the ramp and this is also going to contribute to vehicle and trailer noise, and boat noise if they rev up onto their trailer. It is hard to understand how 80 boats can use this ramp both to launch and be retrieved during the time the ramp is open.

The traffic movements across Tahi St, and the boaties taking up space on the main road queuing for the ramp will also have a significant effect on other people in this area.

The time taken to launch a boat will depend on the height of the tide and therefore length of travel down the ramp, the strength of the current and wind, the ability of the boatie and passengers to competently back the trailer and launch a boat without mishap such as leaving the bungs out "which everyone does once". I understand it can take up to 30 minutes for new boat owners and inexperienced family groups to use the ramp. When pedestrians are wanting to walk across the ramp the barrier arm will be activated and this will also slow the process.

The car parks will also generate noise with vehicle doors closing. The new public car park is very close to a dwelling on Aranui Rd.

This proposal by the Boat Club will inconvenience a lot of people and has already created division within the community.

6. Mapua Master Plan and Consultation.

I do not support this consent application for a boat ramp and associated activities.

Reason : It does not consider other uses of the Waterfront Park and adjacent marine areas, and their consultation with local residents appears unscientific and misleading.

RCA sec 2.16 states there is an Appendix 17 containing consultation with the Mapua Community. That has not been provided, instead it is a timeline of response from iwi, and the location of some of the Council's waste water pipes, though one important pipe has not been located. There is an Appendix 17A on the TDC website, dated 2022 and doesn't include the survey details.

The survey by the Boat Club of some of the Mapua Community appears simple: do you support the boat ramp (yes or no) and do you have a boat? It was carried out in summer 2023 and presumably the residents would have in their mind the design on a big poster beside the wharf, or the 2017 plan that showed a small sea scout building beside the accessway with the 33 public car parks present in the flax area beside Tahī St. Or maybe the landscape artist's impression on the Boat Club website, which included additional features that Council could choose to build, or not. It is not known whether the residents were informed of the plan for 78 boat trailers car park and the anticipated traffic and maritime safety issues caused by that many boats. The Applicant has not provided the information provided to the residents about the RCA, and the wording of the questions asked. This information (effectively Appendix 17 as stated in the RCA sec 2.1) when requested, was declined.

Presumably the residents haven't been asked to consider the financial and social cost of this proposal, health and safety risks to other people in the water, risk to the estuary from excavation of extremely contaminated soil, or the carbon emissions from the extensive use of concrete for the 48m long boat ramp. They probably aren't aware that the land is supposed to be for everyone, as the taxpayers paid for about 3/4 of the remediation of the

FCC site, and not just for the Mapua community or boating interests. The 2004 Deed between TDC and MfE makes it clear this is to be Public Space, and administered by TDC.

The Boat Club survey showing the majority of support is significantly different from the results of the extensive consultation carried out in 2017, by the council staff for the Mapua Master Plan. There the public and residents were given multiple-choice questions, and 82 % of 692 respondents wanted the Park to remain as it is. Of the submissions received on the proposed boat ramp in September 2017 most were either strongly supportive or strongly opposed.

The TDC Hearing Panel did not support the development of a boat ramp in Waterfront Park. To quote from the Council report (16 Nov 2017) “ The overriding issues in this decision were a combination of factors including the location of the Council’s high pressure waste water pumping main which is situated in the locality of the proposed boat ramp, marine health and safety issues, estimated project cost, that it is a local solution not a regional solution, parking issues and traffic congestion, and that nearly half of the submissions received were in strong opposition.” [I consider that these overriding issues remain.]

Thus the Mapua Master Plan 2018-28 did not support a boat ramp on the Waterfront Park.

When the Full Council agreed in May 2021 to give \$700,000 funding for the consent application from the Moutere-Waimea Ward Reserve Financial Contributions, they noted “Under Section 80 of the Local Government Act 2022 that this decision is inconsistent with the Mapua Waterfront Area Master Plan, the reason for inconsistency is to respond to community requests and that the Council will amend the Plan at its next review.”

Note: The RCA assessment of the AEE also does not include lost opportunity cost to other uses and users of the Waterfront Park.

In summary the support cited for this boat ramp has not considered the opportunity costs of taking up $\frac{1}{3}$ of the Waterfront Park and $\frac{2}{3}$ of the green space on Tahī St West. There are many other recreational uses for the Waterfront Park, and for the residential land which will be used for car parks and boat trailers “ indefinitely” if the consent is granted. It probably did not consider the adverse effects on other users of the CMA and the birdlife in the Waimea Inlet.

7. Climate Change.

I oppose this Resource Consent Application because a carbon budget has not been calculated, and considered by TDC.

The Resource Management Act sections 5 and 7 (i) need to be considered for this consent .

Sec 7 (i) the effects of climate change

We have to be reducing our carbon emissions globally, because the remaining carbon budget is 250 gigatonnes of carbon for a 50/50 shot at limiting warming to 1.5 degrees. If we proceed at the current rates the world’s budget will be exhausted within six years.

We all have to play a part in this to keep a world livable for “foreseeable needs of future generations “ (RMA Sec 5.)

Therefore Council should be considering the carbon emissions from this proposal on their land, and deciding whether they can justify increasing emissions, when they should be reducing them 7% year on year to meet the “Zero Carbon Act”.

This is a challenging question as TDC has not yet started putting consents and projects through a carbon framework. What trade-offs or value judgements are being made here? We should not be waiting for others elsewhere to reduce GHG, instead we need the Council showing leadership and setting an example.

Auckland City has started requiring Multi Criteria Assessments for projects in their LTP. They recommend using the PAS 2080 standard for an holistic assessment: capex, opex and end of life.

Concrete’s carbon emissions can be calculated from the volume used, and there are formulae for calculating the emissions from heavy and civil engineering based on the cost of this work (excavation, driving piles and armouring the ramp).

8. Amenity issues

I oppose the whole bundled consent because of loss of amenity values

I consider there will be significant adverse effects of replacing established trees, green open space, seating and truncating the start of a poem by Chris Fell, with a 90 m long x 11m wide concrete strip and a 48m long boat ramp. Allowing a semi-industrial boat ramp activity for about 80 boats a day, using the ramp to launch and return, would do much more than “have a low degree of adverse effects on the landscape values of the site and receiving environment...”

The ecological report focuses mainly on the coastal environment, and not on the decade-old established flora and associated fauna (eg grass skinks) that will be removed to build the accessway, and the established flax plantings and rush swales to be replaced by a large building and sealed car park.

The scale of the proposed boat ramp, trailer park and building for Scout, Sea Scout, Boat Club and Community use will visually overwhelm the tranquil and contemplative Open Space of the Waterfront Park.

The sloping concrete and rock armoured boat ramp which is 48m long and two lanes wide, goes right down to low tide level. This ramp is not “small” for the area next to the wharf and will be a large concrete man-made structure in an otherwise natural area of cobbled coastline.

The issue of recreational activities has only considered boating, and not the associated risks and adverse and potentially dangerous effects to any other type of recreation that is not boating. This proposal on Council land, estimated to cost \$3m, has no Cost Benefit Analysis.

When discussing social and economic effects the RCA has not considered the other users of the Park, opportunity costs of allowing a take-over by boating interests, the danger to other wharf users having boats near the wharf, swimmers, paddle boarders, or wharf jumpers, or traffic through Mapua, or noise from events at the Community Building.

Grossi Point

Whether the boat ramp goes ahead or not I would like to request, separate from the Applicant's obligations, that the Council place bollards at Grossi Point to stop boat trailers from accessing the beach and launching boats there. This area should be a quiet picnic location for swimming, a safe place for children to play and launch non motorised watercraft.

Section 128 Review if this RCA proceeds.

I suggest that a record is kept and provided of all accidents, near-misses, maintenance issues and complaints. Compliance with the consent issued under the SMP should also be reviewed.

I want to be heard

Jenny Easton

25.2.2024

From: Blair Telford
Sent: Monday, 26 February 2024 7:25 am
To: Resource Consent Admin
Cc: Jenny Easton
Subject: FW: Submission for the Mapua Boat Ramp
Attachments: [Form for submission on resource consent application \(1\).pdf](#); [Final submission on Mapua Boat ramp.pdf](#)

Categories: Maree Dealing With

Hi admin team, FYI – submission came through to me, please check and handle as you would any other

Blair Telford | Environmental Assurance
Principal Planner - Resource Consents

From: Jenny Easton <jennym.easton@gmail.com>
Sent: Sunday, February 25, 2024 10:22 AM
To: Blair Telford <blair.telford@tasman.govt.nz>; markm@do.nz
Subject: Submission for the Mapua Boat Ramp

Kia or Blair and Mark,

Please find my submission for the Mapua Boat Ramp.

regards
Jenny Easton

--

Jenny Easton
29 View Mount, Stoke, Nelson
03 547 1613

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource
Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Augustine Mathews	
Contact Person (if different):		
Address for Service:	14 Aranui Rd, Mapua	
Postcode:	7005	
Phone:	0272627120	E-mail: augustine.mathews@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp in Mapua. There are multiple related consents being sought, to occupy the Coastal Marine Area (CMA), to conduct earthworks, land use to construct a 20m x 40m building, to discharge stormwater, to erect 9 signs, as detailed on a separate page

Tasman District Council Application Number (if known): RM (230)253,388,254,255,256,257,258,259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit
 RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)
 RM230388: Land use consent for carparking
 RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in the Soil to Protect Human Health from soil disturbance
 RM230255: Land Disturbance within the CEA for construction of the boat ramp, seascout building, and associated infrastructure including carparking areas
 RM230256: Disturbance of the Coastal Marine Area (CMA) in association with construction of the boat ramp.
 RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.
 RM230258: Discharge of Sediment to the CMA during construction of the boat ramp.
 RM230259: Discharge of Stormwater into the CMA

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

The proposed ramp is not inline with the "vibrant visitor destination" vision for the wharf precinct. Our small village community is not requiring of such a grand scale devleopment better suited to a main line town community of far more residents than Mapua is even projected to accommodate. It seems that this proposal holds gross benefit to the MBC while costing the community dearly in lost public space, carkparking and business downturn due to lack of summertime carparking. This project will have a massive impact rendering the current wharf usage irreparably damaged. The wharf precinct is not only historically preserved, but is a highly attractive area that promotes local and tourist usage. People come to Mapua to go to the shops and galleries, to swim from the wharf, to enjoy the various food and beverage outlets in peace and relaxation. A boat ramp does nothing to add to this. Additonally the methodology around risk assessment is flawed and biased, and the proposed mitigation measures fail to reassure. TDC's decision-making process is highly questionable and there are serious questions about the influence MBC has had on this process

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Maximum 20 car and trailer parks with the existing "kite park" to remain unsealed
 No additional building construction
 Single lane ramp
 Strictly imposed and monitored speed limits for all boat users
 Clearly defined boat lanes for recreational boat users

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: 

Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Pushpa Gounder

From: Augustine Mathews <augustine.mathews@gmail.com>
Sent: Monday, 26 February 2024 8:10 am
To: nelson@do.nz; Resource Consent Admin
Subject: Mapua Boat Ramp Submission
Attachments: Form for submission on resource consent application Augustine Mathews.pdf

Categories: Maree Dealing With

Please find attached my submission re the proposed Mapua Boat Ramp.

Kind regards,

Augustine Mathews



Virus-free. www.avg.com