

301

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.

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:	PETER GRAEME WALKER	
Contact Person (if different):		
Address for Service:	31 ARANUI RD MARUA	
Postcode:		
Phone:	0276731181	E-mail: walker.flores@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 MARUA.
 TO CONDUCT EARTHWORKS LAND USE TO CONSTRUCT A 20m x 40m BUILDING

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*):

230 253
 230 388
 230 254
 230 255
 230 256.



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

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

230253 :- GETTING TO COMMERCIALISE.
MAPUA WILL LOSE ITS ATTRACTION FOR VISITING WALKERS, VISTA.
HEALTH: SAFETY :- WHARF JUMPING, CANNON FEEDING.
THE CANNON ENTRENCHMENT HAS CHANGED THE BAR IS CHALLENGING.
THE CURRENT IS STRONG. IT HAS 'CHEMICAL RESIDUE', LEAVE IT
LOOSE OF CANNON SPACE.
NOISE OF BOAT TRAILERS & MOTOR BOATS STARTING AT EARLY HOURS OF MORNING
TRAFFIC CONGESTION ON ALANUI RID - TAIHI ST.

*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]

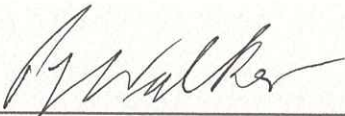
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5) Attendance at any Council Hearing (You must tick one of the following two boxes):

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: PETE GRAEME WALKER

Signature*: 
(Person making submission or authorised agent)

Date: 26-2-2024

*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.

230388

THIS AREA IS ALREADY BEING USED FOR BOTH PARKING AND RECREATIONAL LESS NOT MAX IT OUT WITH BOAT TRAILERS.

230254

THERE WILL HAVE TO BE A SUBSTANTIAL FOUNDATION FOR A RAMP, IT MUD.

THE PROPOSED RAMP IS 90° TO CURRENT WHICH WILL CREATE A BALLER CHANGING CURRENT FLOW WHICH COULD CAUSE EROSION TO BOND WALL.
IT'S A CONTAMINATED CHEMICAL BOND LEAVE IT AS IT IS.
WE HAVE ALREADY HAD 3 YEARS OF CLEANUP.

230255

HAS SAID BEFORE THIS IS A BOUNDED CHEMICAL SITE LEAVE IT UNDISTURBED. IT'S A GREEN SPACE LEAVE IT AS IS.
THIS IS NOT A GOOD PLACE FOR THE SEA SCOUTS.
THERE IS TOO MUCH CURRENT FOR THE INEXPERIENCE (BOATING AT LOW TIDE) THERE ARE SANDBARS MOORED YACHTS TO NEGOTIATE. FROM EXPERIENCE THOSE CURRENTS ARE EXCITING SAILING IF THEY HAD ACCESS TO OPEN SEA WITH A CONSTANT BREEZE WITH NO HAZARDS..

230256

AS PREVIOUSLY MENTIONED IN 230254 TO GET A GOOD FOUNDATION, THERE WILL HAVE TO REMOVE MUD TO FIND A BASE, ~~OR~~ THIS IS A HIDDEN HAZARD. THIS WAS A FORMER CHEMICAL SITE, YOU DON'T KNOW WHAT COULD BE BURIED IN THE MUD.

IN CLOSING
YES WE DO NEED A BOAT RAMP BUT NOT IN THE PROPOSED AREA.

I SUGGEST THAT THE AMOUNT OF MONEY BEEN SPEND ON THIS YOU COULD BUY THE LEISURE PARK WHICH HAS A BOAT RAMP, AN EVERYTHING TO GO WITH IT.

ACCEPT GOOD ACCESS TO TASMANIA.

ANOTHER SUGGESTION THAT A POST FORWARD TO THE PREVIOUS HARBOUR MASTER WAS W'KEE DOMAIN, WITH OPEN ACCESS TO TASMANIA FOR SEASCOOTS AN OTHER BOATERS. CLOSER TO FISHING GROUNDS, BUT I NEVER RECEIVED A REPLY. ENCLOSED A COPY OF LETTER DATED NOV 3 2022



Peter Walker <walker.flores@gmail.com>

Proposed Boat Ramp at Mapua

Peter Walker <walker.flores@gmail.com>

Thu, Nov 3, 2022 at 6:56 PM

Draft

I recently attended the local meeting in the Mapua hall about the new boat ramp proposal. Here are my thoughts on the situation. I have lived here since the early 1980s and have seen a lot of changes. I do agree that we need a new boat ramp, the old one was a hazard and still is. There appears to be only one proposal for a new boatramp and that is at the Waterfront park, what about Mc Kee Domain or, a long shot, The Mapua leisure park.

Things that don't stand up for Waterfront park:

Parking; (the TDC might want to develop the old chemical works site which means no parking for boat trailers). Aranui Road is difficult enough to drive down, now, with cars etc parked on both sides of the road without adding more congestion with boats trying to get to the Waterfront Park.
 Fees; ramp fees are not going to cover the cost of building the ramp. At present it's free at Grossis Point. When people have to pay and have no facilities to wash and clean their boats, (which most boat ramps have these days) could think of going elsewhere.
 The current; which is about 8 to 10 knots, the local sea scouts go out at low water to afford this but it brings into play sandbanks and limits the area to go in.
 Access to Tasman Bay; the bar and channel is always changing along with the current it comes quite a hazard.
 Noise will be a problem, with cars and boat trailers at early hours of the morning as well as outboard motors starting up.
 The sewage pipe problem which is already causing some problems to solve.
 I feel we need a boat park where people can store their boats and launch them as new subdivisions don't allow for boats to be parked on the road and normally only have one garage.

McKee Domain ticks a lot of the boxes.

It would be one of the only ramps that has direct access to Tasman Bay.
 The clay from the slip could be used to build up low areas .
 Boat storage area to pay for the ramp up keep.
 The facilities that are already there could be upgraded for cleaning of boats.
 It still could be used as a camping ground.
 Great place for sailors, direct access to the bay, no current, no sandbanks, and a constant breeze where the sea scouts could really test their cutter, then move up to sailing dinghies.
 The Wakas could also be stored and used here.
 A rescue boat could be stored here, better access to bay and central.

Things to overcome:

There would have to be a groin, there appears to be no shortage of limestone rock, as in Ruby Bay wall protection. I'm sure a good engineer could come up with a plan.
 People say the tide goes out too far, people go fishing when the tide comes in. Where do they go straight out from McKee Domain ,no current ,no bar or sand banks to be concerned with.

The other option is the Leisure Park ,which already has a boat ramp that could be upgraded, heaps of room for boat storage and cleaning for boats could be set up.
 The only downfall is access to Tasman Bay current, sandbanks and channel and the big one, price could be well over budget.

Regards,

Pete Walker

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:



Submission Details

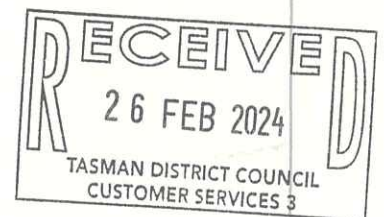
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For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

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).

EP-RC040D 08/19

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

The reasons I object to the proposed new boat ramp and associated building and carparks are the increase of noise and activity from boat trailers and boat motors in the early hours of the morning and throughout the day.

The loss of the recreational green space at and near the waterfront would be a huge loss to the community.

The Mapua wharf area is a special place and is getting busier, a boat ramp will only increase congestion on Aranui Road and Tahiri Street and will negatively affect the attraction for visitors and locals alike.

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To grant consent To refuse/decline consent

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

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Print Full Name:

Signature*: 

(Person making submission or authorised agent)

Date:

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tasman
district council

Te Kaunihera o

te tai o Aorere



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Submitter Details

Full Name: Christine O'Connell

Contact Person
(if different):

Address for Service: 65c Aranui Rd, Mapua

Postcode: 7005

Phone: 021-141 5140

E-mail: cocConnell71@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 Boat Ramp Community Trust

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

Build a Boat Ramp and associated parking plus a Marine Centre Building for sea fronts and other community groups, on the Waterfront Park at Mapua.

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

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*):

Please read attached page.

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

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- 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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- 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: Christine O'Connell

Signature*: Christine O'Connell
(Person making submission or authorised agent)

Date: 25/2/2024

*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.

Although I have ticked "neutral" I would prefer the boat ramp not be built but I am not against it. I understand there are approximately 100 boat owners in Mapua and I feel that they, plus the Sea Scouts, kayakers etc should be supported.

My apprehensions are the following:

1. That the safety of children and young adults wharf jumping remains paramount as well as the current freedom to do so.
2. I understand the Mapua Wharf is a public wharf and occasionally boats are tied up at the Wharf, which does restrict the space that the wharf jumpers can jump from. I am concerned that this restriction of space will happen more often with boats tied up at the Wharf waiting their turn to be trailered out.
3. When the piles are placed to build the new Sea Scout building I would expect that meticulous work take place and be monitored so as little as possible contaminated soil be displaced.
4. I am informed by a member of the Mapua Boat Ramp Community Trust that they do not expect much additional traffic associated with boating. The proposed ramp is predominantly to cater for the local Mapua Community. I would trust this is a fair and honest conclusion.

The proposed boat ramp is very close to the centre of the Mapua wharf area so the greatest care of traffic control, particularly speed, should be enforced.

Traffic is already a problem in the area and more noise and congestion will spoil the unique atmosphere of Mapua at the Wharf area as well as the Aranui Rd shopping area.

Christine O'Connell

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



Email: resourceconsent@tasman.govt.nz

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

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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)

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts and other community groups, on the Waterfront Park 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*):

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

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

*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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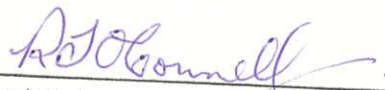
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Print Full Name: Raymond Thomas O'Connell

Signature*: 
(Person making submission or authorised agent)

Date: 24-02-24

*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.

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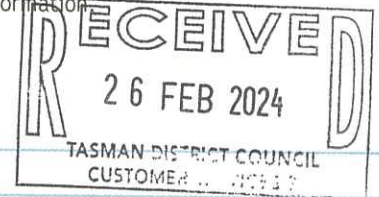
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Submitter Details

Full Name: Jackie Paterson

Contact Person (if different):

Address for Service: 3 Coutts Place
Mapua

Postcode: 7005

Phone: 021 0487 597 E-mail: jhsoek@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 in the coastal marine area of Mapua within the foreshore AND construct a metallated access road from Tahī Street across the Mapua Waterfront Park AND associated consents for access, parking signage, storm water and earthworks AND construct a community building within the Waterfront park, together with consents for access, parking, signage, stormwater and earthworks.

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).

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

The 2017 Mapua Waterfront Area Masterplan 2018-2028 declined to support a boat ramp on the Waterfront Park. Report RCN 17-11-05 cites reasons of conflicts with the high pressure water main, marine health & safety, traffic congestion, tidal safety and "that nearly half of the submissions received were in strong opposition." Little has changed except that we now have a Council promoting the same thing. Car parks taken from the east side of Tahi Street will be removed to the west side, including accessible parks, while a building which will remain unoccupied for most of the time is allotted 11 parks for their own exclusive use.

Environmental health concerns from contaminated land disturbance and being locked out of access during construction. Vehicle use following construction - reversing trailers that miss the road and ramp disturbing surface soil, creating toxic dust.

Safety concerns for the tidal estuary and wharf/ramp area - even experienced boaties need to be aware of quickly changing conditions - boats can be grabbed by the current and/or be trapped against or sucked under the wharf by rapidly rising tides.

Privatisation of public park space without consent. The suggestion that users will have to be boat club members means it's no longer public and trailer parking will therefore not be public either. The remediation agreement guaranteed maintenance of public space.

Loss of Grossis Point to non powered boat users excludes another group at the expense of power boats. Not possible to launch non powered boats from this proposed ramp

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- 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):

No more than 20 car and trailer parks
 No building construction
 Single lane ramp
 Put a ramp in Leisure Park or at McKee Reserve


~~*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):

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Tasman District Council Application Number (if known):

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 RM230259: Discharge of Stormwater into the CMA

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

The application submits that the project has “overwhelming support” from the community. The survey presented has questionable credentials and is highly unlikely given the properly conducted survey on the same topic 6 years ago.
 The huge scale of this development is an unacceptable encroachment on land set aside for the public, much of which is being set aside for the use of private-interest groups..
 Being larger than the boat ramp in Motueka, this is overkill in the extreme. The case brought for the building is weak.
 The complexity of the application and the number of departures from compliance standards is alarming for what the applicant claims is a simple replacement for a launching facility closed down. The absolute need for it is not demonstrated.
 The casual dismissal of risks associated with construction disturbance of land and seabed is worrisome. The only acceptable mitigation is not to disturb this toxic minefield.
 The application asserts that no cost falls on the ratepayer. The cost isn’t necessarily seen in the dollars. Much of it will be in loss of our tranquil enjoyment of the waterfront and all it has to offer for passive recreation. The project is inconsistent with all current environmental planning and coastal asset management reports.
 From the reading of all associated risks, this is a whole lot of accidents waiting to happen in areas of environmental health, traffic management and water safety.
 The proposal does not “promote the social, economic, environmental and cultural wellbeing of communities”. Quite the opposite is true.

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Scale the ramp and building back to a level of demonstrated need. Reduce the number of trailer parks to average daily use. Remove the car parks from east side of Tahī Street. Don’t allow the ramp to be used before the building is built. Don’t allow any engineering works until required funds are secured. Ensure that applicant has insurance cover for the (unlikely) event of a toxic leak. Ensure that financial obligations for management and maintenance are defined and allocated. No public money for private benefit.

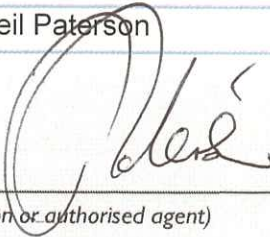
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 (Person making submission or authorised agent)

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

OVERVIEW

The multiple risks, hazards and disruptions that this application either minimises or summarily dismisses, is irresponsible. The reason the RMA and associated legislation exists is to curb activities that degrade the natural environment and to protect what we have. The applicant treats the various RMA matters as notified, as if these are minor compliance issues, to be politely skirted. **They are not.** Any recommended investment from this application must satisfy resource management statutory requirements, as well as considering non statutory factors. There are multiple relevant documents that must be considered when planning for a proposed activity. The RMA is a given, the TRMP, the NRMP, and the NZ Coastal Policy Statement, Waimea Inlet Management Strategy 2050 and Action Plan 2023-2026, The Moutere-Waimea Ward Reserves Management Plan, Coastal Assets Activity Management Plan 2021-2025 all need to be taken into account, and also the advice of the unadopted but noted Tasman Bay Boat Ramp Indicative Business Case published October 2021 in conjunction with Nelson City Council. It is difficult to find a place for this proposed project in this multiplicity of relevant local body reports. My Acrobat counter reveals 23 separate instances of the words “does not comply”. The sheer size of this document and its appendices for what the applicant claims to be a replacement for what was taken from them is evidence enough of its complexities and unsuitability for what is proposed – when just three hundred metres away is an all-tide soft ramp that supports the activities of the village’s fishermen well enough. Lack of their old ramp has not curbed their fishing and it serves non powered craft as well. Even if that (Grossis Point) ramp were to be closed, there’s a good ramp 20 minutes away in Motueka and another 30 minutes away in Nelson. How much community resource should be thrown at a special interest group who demands the right to launch on their own back doorstep?

This submission has employed many experts to support this plethora of risks with clever, but not very convincing, reassurances around risks and hazards, Compliance in all respects, are minimised by the recurring references to the coastal environment at Mapua Wharf having been already significantly modified. That’s not a valid argument. I see the coastal environment as being substantially unmodified and I and all other environmental agencies want to see it stay that way.

Furthermore, the very scale of this proposal – its attempt to gobble up greenspace with huge buildings and carparks is obscene within the context of a tiny coastal village.

OVERWHELMING SUPPORT

The applicant submits (Page 25) that it has conducted an extensive local survey of households in the Mapua area/village. It claims overwhelming support for the project. This is a survey conducted by the applicant for the applicant and does not disclose the methodology of their questioning. The graph presented in support of the claim embodies some fundamental errors – just for example- the number of households with boats (197) plus the number of households without boats(248) do not add up to the total of households sampled(553). The difference between households visited (553) and houses in support(498)leaves us with 55 non-supporting and don’t knows, yet the graph shows us that the sum of the two is only 44. It is well flawed and without knowing the questions it can be assumed that the enormity of this proposal was not adequately communicated.

The only independent survey carried out on this topic was over the summer of 2016/2017 summer season between 20/12/2016 and 13/2/2017. The survey polled both residents and visitors – so was indicative of all users of the area. The survey was led by TDC’s Strategic Policy Manager, Sharon Flood. 63% of the sample interviewed (723) lived in Mapua, 16% Moutere/Waimea and the remaining 21% comprised Nelson residents (14%), other New Zealand (6%) and 1% from overseas. The response to two specific questions concerning the proposed boat ramp showed 65% in favour of a new boat ramp to replace the old one. Whether or not a ramp should be built in Waterfront Park attracted 58% for and 42% opposed. That the community was “split almost down the middle” was one reason why the Mapua Boat Club’s request for a new Waterfront boat ramp was refused and not incorporated into the 2017 Mapua Waterfront Area Masterplan.

That this application quotes “overwhelming support” is disingenuous but, in reversing Council Policy in its decision on 12/12/2019, the reason given in satisfaction of the demands of LGA S.80 was “to respond to community requests” (SH21-05-28). This project is based on a concerted effort by vested interests to reverse an earlier Council Policy decision without due consultation. Council defends this decision with its passage through the subsequent LTP submissions process.

Objection: This application does not have “overwhelming support”

Local or Regional

I submit that there would be few people in the greater Moutere/Waimea area, and including Mapua/Ruby Bay, that would dispute the need for small boat launching facilities in Mapua. Not to have the facilities to launch small boats from Mapua would be unthinkable. So, no arguments with Mapua Boat Club’s demands for redress in having lost its on-wharf launching rights.

This application is, however, not like for like. The scale of it is way out of proportion to the population of the immediate area. The Council appeased its 2017 rejection of the Mapua Boat Club’s Waterfront Park proposal by commissioning a region wide survey of all coastal launching facilities. Council committed \$1.2 million in its 2018/2028 LTP to this end. In approving finance for seeding this resource management application, Council re-iterated its commitment to the Regional Survey, though it removed its earlier budgeted provision for development of the regional solution from its 2021/2031 LTP, replacing it with \$750,000 specifically for the Mapua Boat Ramp. Though the Regional Boat Ramp plan was still alive, gone was any commitment to fund it. The long-awaited Tasman Boat Ramp Indicative Business Case was completed in October 2021 and presented to the Strategy and Policy Meeting on 3rd March 2022. It found that Mapua was an unsuitable location for the proposed Regional Boat Ramp because of all those same issues that rejected it in 2017. While suitable for experienced locals who knew the currents and the bar, the danger of marine flotsam and the swimmers at the wharf, the prospect of unskilled boaties flocking to the area was too high a risk. Instead it was recommended that Motueka be upgraded to meet the Regional need. The report was acknowledged and never went any further. So what we have here is a Regional Boat Ramp that isn’t. It is ten times the ramp which was lost and, even allowing for future-proofing a replacement for projected population growth, it is so dominating of the foreshore and so too big for what this village needs.

Its size is not an issue viewed outside the parameters of the environment that it is planned for, but set against the green open space of Waterfront Park, within the close confines of a small coastal village with limited access, it’s visually offensive. Furthermore, it has irreversible implications for traffic congestion and possible disturbance of a contaminated site. Turning this area over to contractors for what will be a significant part of a year will prevent the enjoyment of the many to use the area, giving up their right to a small minority group.

Objection: The proposed boat ramp is unnecessarily too big for purpose

Conversion of public land

The inclusion of an 800 sq. metre building in this proposal comes as quite a shock. Section 138 of the Local Government Act requires that any land disposal (including the granting of a lease or right to occupy) is consulted. Council believes that as no lease has been entered into that there’s nothing to consult on. While technically correct it is deceit by omission because it knows that the community would be unlikely to support this, even if they are in support of the TSS need to expand their facilities. Instead they creep away and hide behind a charitable Trust, leaving them to take the flak for invasion of public space. The Mapua Boat Club has its agenda and TSS has its agenda. Why am I being asked to approve a resource consent for both? Why am I not able to select the one and not the other? While being sold to the public as a single package they are not. The TSS building is exclusive – so not public- and acquiring 30% of a green space currently enjoyed by families and other recreational groups as a public park. The mystery that hangs over the inclusion of this building is that the applicant fails to demonstrate the need for it. Has the community asked for space here? Is the community being asked to crowd-fund a facility for display and storage of Māori waka as well as facilities for TSS, space for the Mapua Boat Club and/or other community groups? As

far as I am aware the Mapua Boat Club has no wish to move here. So why is such a dominating structure being proposed? The TSS building will require substantial cap penetration and so greatly increase the risk of contamination to both air and waterway. Standing unused for most of the time this private facility denies the public the use of the land for public enjoyment. Why can the TSS not be accommodated within a smaller building suited specifically to their own needs?

The removal of 38 existing carparks on the East side of Tahi Street for the TSS building and replacement with eleven exclusive private parks dedicated to that building is unjustified. Again, public space being converted to private use. If it's OK for the wider public who are on the wharf spending the money to keep our village vibrant, then it's OK for TSS building users to park where everyone else parks. Instead of moving the accessible parking across the road, why not make these spaces publicly accessible parks? The replacement car parks being provided across the road are not incremental. There is already car parking available there. Thus, car parks will be reduced. While there is provision for 78 cars & boat trailers, it is not clear if this area is exclusive to the boat ramp or may also be used as car park overflow. While priority has been given to trailer parking, 40 odd parking spaces inside the car park would be 40 short in mid-summer.

The West Side land is currently valued commercial on the Aranui Road frontage and residential on the Tahi St side. While the Aranui Rd frontage may yet be developed, the existence of the boat ramp and its fundamental dependence on trailer parking would seem to restrict development of the residential zoned land. This decision effectively devalues the Council Asset because although current Kite Park car parking could be relocated in the future, trailer parking can't. Would you want to build a house next to a trailer park? Does devaluation of the land affect the Council's debt position?

I believe it was a condition of the agreement with the Ministry for the Environment that 40% of the land remain for public enjoyment. Does the one third encroachment on the East side and a third of a hectare permanently hold to that requirement?

In September 2023, as part of the 5 year review of the Mapua Masterplan, community engagement revealed that "the majority of submitters supported maintaining Waterfront Park as a low-key green space, for community use with minor upgrades".

In answer to the further request for information dated 31st August 2022, Davis Ogilvie advise that (Page 2, Item 2) in terms of ramp access "Membership of the Boat Club will be required, which, in itself will reduce casual use." How can we as non-members of the Mapua Boat Club, be certain that this restriction will always apply? What if they need more income and simply want to drop this requirement in order to attract more "business"? And if what we read is true, then access by members only means it isn't available to the public and therefore is in breach of the public ownership requirements of the Remediation Agreement

Objection: The huge scale of this development is an unacceptable encroachment on land set aside for the public, much of which is being set aside for the use of private-interest groups.

Private gain for public pain?

In addition to the public's loss of greenspace, I can't help but question the assertion throughout that there's zero cost to ratepayers with this development. Some of my concerns are conjecture because specific questions I have put to the Council via the LGOIMA process remain unanswered at closing date. I do know, however, that the Council's resolution to advance the sum of \$700,000 to the Mapua Boat Club (plus GST plus inflation) has been undertaken by way of Council paying for the bills of the MCBRT. But which bills? Who has paid the independent planner to supervise the RMA application process between April 2023 and January 2024?. Who has paid for the hundreds/thousands of hours of time this development has absorbed in TDC's staff? Has it been accounted for? Who will maintain the proposed building? Will the burden fall back on the citizens of Mapua via a special rate to fund a loan or by way of community fundraising for a building they didn't ask for? All of the benefits and none of the risks fall on the Mapua Community Boat Ramp Trust and Tamaha Sea Scouts. All of the risks fall on the community – risk of estuary/wharf accidents, land disturbance, seabed disturbance, traffic chaos, rapid depreciation and subsequent maintenance of parking areas, risk of financial failure, risk of losing wharf jumping, risk of disturbing the uniquely tranquil atmosphere of an iconic village, risk of losing future flexibility of ownership of the Kite Park. None of these

might happen and the application would have us believe that the risks are “less than minor”. But as is the nature of risks, they do happen and that is the problem. The best way to mitigate the risk is not to do it or to scale it back.

Objection: The application asserts that no cost falls on the ratepayer. The cost isn't necessarily seen in the dollars. Much of it will be in loss of our tranquil enjoyment of the waterfront and all it has to offer for passive recreation.

Logistics

In the response to the 15/11/23 request for further information, Davis Ogilvie report that responsibility for policing the carpark/trailer park will fall on TDC. So much for no costs on the ratepayer! I had expected a more detailed analysis of peak hour traffic movements given the time it's going to take to launch a boat and return on foot to the ramp. There is likely to be a buildup and queue at peak times and the queue may well extend beyond the Aranui/Tahi roundabout. Confusion, too at the ramp because a single-handed launching without a pontoon presents a real problem. Do you take your boat to the wharf and leave your trailer on the ramp? Then there's the whole family – do you use your “plus one” to hold the boat while you get the trailer parked and then go pick up the kids from the wharf, thereby hogging the pontoon? Then at the other end of the day picture three to five boats coming in at the same time using the wharf's pontoon as a marshalling yard? Is it first comes first on the ramp? Or will someone trot up the outgoing current and muscle in? Will there be some issues with wharf jumpers, or will the iconic wharf-jumping activity be banned by then? The Harbourmaster has, over the years of delivering this development, had much to say about the safety of using this site as a launching platform. While it's in the protection of an eddy, allowing a reasonably safe getaway, what if it all goes wrong and the motor doesn't start? Only 5 metres behind you is a fast-receding tide just waiting to sweep you under the wharf or into the protection barrier they say will be built. There may be no current running at the foot of the wharf, but most ramps of this size enjoy the protection of breakwaters and pontoons. In the inevitable event of a mishap, is only the poor dead guy responsible? The Chairman of the MCBRT, when posed the question of inexperienced boaties said that they “can't fix stupid”. All the application seems to be able to offer is a plethora of warning signs,

Objection: This is an accident waiting to happen.

Public Health

Service trenches and sumps for the proposed building will require excavation of around 70 cu metres of contaminated soil from under the engineered clay cap. The reason the RMA and associated legislation exists is to curb activities that degrade the natural environment and to protect what we have. There are 14 areas of non-compliance that have been notified, each carrying their own risk. The argument put up in the Davis Ogilvie Report is that the risks are “minimal” and that any risk can and will be managed. However, they say, the area is already a “degraded environment” and that the Plan won't make it any worse. All very well to say, but what if it all goes wrong? Will the State once again have to pick up the tab? Davis Ogilvie carries zero responsibility for the assurances made in this report.

Objection: Any risk is too high a risk

Financial Risks

No sod can be turned until such time as TDC can be assured that there is enough money actually in the bank (not just pledged). Risk to TDC if its lessee can't complete the development.

MCBRT is not taking on any liability so there's no security for non-compliance with the terms of its approved consents. There doesn't seem to be any definitive statement about who is responsible for what.

To offset the risk that the MCBRT loses the will or simply cannot get the TSS building off the ground, consent to use the boat ramp needs to depend on delivery of Part two – the TSS building.

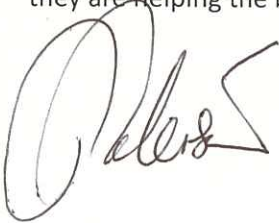
Conclusion

This development will change the character of the waterfront in an irreversible and unacceptable way. I chose to put roots down in this community, despite its ugly contaminated history, purely on its immediate vibe. Hard to place your finger on it – the mixture of tranquility, the beautiful surrounding mountains, the commercial vibrancy of the wharf, the excitement of the fast-running current and the gentle walk along the beach to Grossi Point. Quiet afternoon wine at the Apple Shed with friends and a short walk home at the end of the day. It makes me grateful to be here. What I don't want is to look at or to navigate a busy 11 metre ramp with twin axled trailers and big boats or noisy jet skis. I don't want my view littered with "beware! Don't do this!" signage. That's not what this village is to me, and I have as much right to hold that view as the boaties have theirs. I don't want to give this all up just because big boys with big boats can't be bothered to drive 20 minutes to Motueka.

The boat ramp is not an asset that benefits the local community. The sheer scale of it benefits boatowners across the region. No commercial benefit accrues to local businesses because there's no washdown facilities and they have to get home.

The proposal does not "promote the social, economic, environmental and cultural wellbeing of communities". Quite the opposite is true.

I can't help but smile at the delicious irony of a Council that spent more than \$800,000 on Streets For People in a tiny village just to get me out of my car (rarely used) and on to my bike, and, at the same time they are helping the boating community to burn as much fossil fuel as they possibly can on the ocean.

A handwritten signature in black ink, appearing to read 'Peter Paterson', written in a cursive style.

Peter Paterson
3 Coutts Place
Mapua 7005

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)

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*):

- 2.16 Consultation
- 3.18 Chapter 9: Landscape
- 3.20 Chapter 11: Land Transport Effects
- 3.21 Chapter 12: Land Disturbance Effects
- 3.23 Chapter 14: Reserves and Open Space.
- 4.1 Social & Economic Effects
- 4.2 Landscape & Visual Amenity
- 4.4 Use of public space & public access to and along the coast
- 4.6 Traffic
- 4.10 Recreational Effects
- 4.13 Hazardous Substances
- 4.14 Land Disturbance Effects
- 4.17 Hazards from the operation of the proposed boat ramp

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

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

I wish to strongly object to the construction of the boat ramp and related buildings as proposed in this application.
 The overarching reason for my objection is that it will be negatively impactful on a large number of our community, for the benefit of very few.

(Please see attached information in support of my objection)

*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):

- A significantly reduced width for the ramp
- Limited parking spaces
- No buildings to be constructed
- No 'boat trailer only' parking on the reserve
- Restriction of access re area the boats can use on the wharf (eg. pontoon only)
- Limit on the number of authorised ramp users per year
- No private functions should the building be constructed

*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.

Information in support of **OBJECT TO THE APPLICATION FOR RESOURCE CONSENTS FOR MAPUA BOAT RAMP & SEA SCOUT / COMMUNITY BUILDING**

Fiona BibbySmith

I wish to strongly object to the construction of the boat ramp and related buildings as proposed in this application.

The overarching reason for my objection is that it will be negatively impactful on a large number of our community, for the benefit of very few.

2.16 Consultation

- The 'significant' consultation requires some scrutiny. The person who visited my home was very assertive and forceful - and I felt pressured to have my voice recorded as 'in support' when I was not. I wonder how many others felt the same? I wonder whether my "not in support" view was recorded? The map presented at this time was different than that in the current plans and the ramp drawn in it was not to scale, showing a much smaller imprint. I would be interested to know what the result would be should this survey be repeated by an independent party with accurate information. I believe no weight should be given to the consultation aspect of this application.

3.18 Chapter 9: Landscape

3.23 Chapter 14: Reserves and Open Space

4.2 Landscape & Visual Amenity

4.10 Recreational Effects

- One of Māpua's most often photographed views is the one from the Waterfront Park back up the estuary (ironically, as seen in on page 96 of the submission, the cover of the 'Landscape Assessment Report'). This sweeping view will be hugely interrupted by the proposed ramp. It sits higher than the current ground level and protrudes beyond the line of the current wharf into the channel. It will have unattractive rocky sides that will be an eyesore.
- We will also be losing a large portion of the current landscape, a large, open space, available to all the community, for a wide (11m!) sealed driveway, dominant buildings (800 sq metres that stand 5.8m high) and car parking. We also lose our green, open space on the other side of Tahī Street to 120+ car parks. This seems more befitting of a supermarket than a semi-rural village.
- Boat launching access is already available, and well used, at Grossi Point. This is a much better location, away from the busy-ness of the wharf. The space could be refined to define boat/swimmer areas and mitigate cultural impacts.
- This proposal is not an improvement of the existing reserve, it loses a large portion of it.
- The proposed building will be a large, harsh visual and physical barrier between Tahī Street, the open space and the coast line.
- This proposal is not only taking green space for the enormously long and wide ramp, a turning circle and an 800 sqm building but also has a portion of the grassed area in front of the building earmarked as 'Open space for sea scouts or functions' (Page 94). This is limiting who can use it and is suggesting that the building may be used for private events. This completely alters the feeling of the casual space, for everyone, that we currently enjoy.
- During consultation processes the community has expressed, many times, our desire to maintain our 'village feel'. This ramp is the opposite of that - in its scale, loss of green space amenities, construction of a commercial scale building, inevitable attraction of many boaties (and their cars/utes and boats on trailers) from outside the community.

3.20 Chapter 11: Land Transport Effects

4.6 Traffic

- The proposed ramp and associated development will have a significant, negative impact for our community in relation to transport issues. It will not be a ramp that is used by just our local community but will become a very attractive option for many who do not currently launch here. Those living Māpua to Wakefield, Richmond, Upper Moutere will see this as their closest water access and flock to the new (huge!) option. Even Motueka boaties will see it as a less busy way to launch. This will result in many more cars and boat-trailers travelling through either our already congested residential areas (Higgs Road etc) or past the well used route-to-school/playground/community hall/Four Square on Aranui Road. All this traffic will be channelled through these busy areas as they head towards the wharf/Tahi Street roundabout where we already have cars backing from angle parks, people biking, pedestrians wandering - many of them children or tourists with little awareness of traffic. We should not be encouraging more traffic in this area for the safety of our community.
- The proposed ramp will have parking directly opposite it, across Tahi Street. We will have a new hazard of boaties towing trailers, to-ing and fro-ing across this road and possibly waiting in a line along the road in order to have their turn to launch. How long until inattention, tiredness or impatience results in an accident with another car or pedestrian?
- The notion that there will be safe pedestrian access across the sea end of a busy ramp, where boaties are backing trailers with limited vision or accelerating up to drag their heavy boat from the water, is nonsensical.

3.21 Chapter 12: Land Disturbance Effects

4.13 Hazardous Substances

4.14 Land Disturbance Effects

- I am greatly concerned that this project has the potential to reopen the capped contaminated site. We have all observed projects that change as they progress after finding issues on site or that initial plans won't work. In this proposal, there is already a need to remove topsoil and dig into the cap.
- A lot of detail seems to be coming in the engineers' design once the project is approved. This seems to be very vague and concerning. As someone who lived in Māpua during the remediation process I understand the significance of the work done and know that we should not be risking exposure to the environment or the people of the material below the cap.

4.1 Social & Economic Effects

- This proposal would completely change the nature of the reserve. A boat ramp that benefits a very small portion of the community will have a large impact on the wharf area and this fabulous green space, negatively impacting many.
- While it would be lovely to think that this hugely benefits the scout group, the constant push of this angle is disingenuous as it is very unlikely to. Scout groups can barely raise the money to maintain their current buildings let alone build a \$1million+ new facility. As the partner of a recent scout leader of 8 years plus, the current ramp and boat storage was ok.

4.4 Use of public space & public access to and along the coast

- One of the lovely short walking circuits from the wharf is along the coastal edge of the Waterfront Park and down to the beach where you can wander to Grossi Point and back. Should the boat ramp get approval, this walk would include crossing 11 metres of boat ramp, negotiating backing trailers and accelerating vehicles, working hard up to drag their heavy boat from the water. This is a safety issue and I can see that even if this is initially allowed it will be quickly curtailed stopping access to the beach from the reserve.

4.17 Hazards from the operation of the proposed boat ramp

- The proposed boat ramp is situated in a channel with a very high flow on incoming and out-going tides. While one expert has stated there is a low impact from this at the proposed launch site, as soon as a boat is just off this area it will be in the very quick moving water. The Māpua Wharf is very close and there is a danger of the boat being pushed under this or into other vessels tied up there.
 - The Māpua Wharf has a long tradition of being a place for people, in particular youth, to enjoy the water. People can be seen fishing every weekend and wharf jumping is a tradition for locals and visitors alike. Recreational boats, unable to easily or quickly access a busy ramp will be jockeying for position, idling their water craft, pulling in and off the wharf and the long held tradition of wharf jumping and fishing will become unsafe.
 - As stated previously, crossing 11 metres of boat ramp to access the beach, negotiating backing trailers and accelerating vehicles, working hard up to drag their heavy boat from the water is full of issues.
-
- **I love that we have water access here in Māpua.**
 - **It is fabulous to see people swimming, paddleboarding, kayaking, heading out to fish... and all of those things are happening now!**
 - **Access to the sea for the tiny portion of the biggest of boats, unable to launch at Grossi Point, is only 15 minutes down the road at the Motueka Wharf.**
 - **We should not have a ramp on the Waterfront Park.**
 - **The community has repeatedly expressed our desire to maintain our 'village feel'. This ramp is the antithesis of this - in its scale, loss of green space amenities, construction of a commercial scale building, inevitable attraction of many boaties (and their cars/utes and boats on trailers) from outside the community.**
 - **I OBJECT TO THE APPLICATION FOR RESOURCE CONSENTS FOR MAPUA BOAT RAMP & SEA SCOUT / COMMUNITY BUILDING**

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:	Susan Lesley Millington Trew		
Contact Person (if different):			
Address for Service:	31 Petra Way RD1 Upper Moutere		
Postcode:	Tasman 7173		
Phone:	027 230 1328	E-mail:	dstrew@actrix.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)

To build a boat ramp and build a Sea scout/Boat Club facility with car parking. All associated building and earthworks
 8 Resource Consent Applications in total RM230259

Tasman District Council Application Number (if known): RM 230253,230388,230254,230255,230256,230257 230258

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

All 8 Resource Consent Applications

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

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

Please see attached reasons

*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):

*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*: S Millington Trew
(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.

My objections to this application for Resource Consent is as follows:-

1. Car parking on the west side of Tahī Street does not comply with the permitted activity rules un 16.2.2.3.
2. The Discharge Consent? 35 years. What discharge?
3. When was the community consultation? What questions were asked. The information we were given by members of the Boat Club previously was that it would be a boat ramp which was only for Boat Club Members not open to the Public with 78 car and trailer parks.
4. There will be a reduction in the number of car parks for the general public wishing to visit the shops and amenities at the Wharf. Only 30 cars parks to replace 37 existing parks in the recently built sealed car park plus the loss of informal parking along either side of Tahī Street. (The number of car parks under point 2.4 is 30 but under 2.7 it is quoted at 36).
5. Having 78 car and trailer parks on what is currently a grassed paddock hardly helps to maintain the natural beauty of the Mapua Coastal landscape. (the attached plan only shows 62 car and trailer parks rather than 78).
6. 9 signs which are potentially 2 metres square each again detracts from the natural beauty of this delightful coastal landscape. These do not comply with TDC signage rules.
7. A large amount of funding is proposed to come from the Waimea-Moutere Reserve Fund Account which apparently is to help cater for new growth - do we want even more growth? Also a large number of the people using this new facility could be from out of the area and only visiting temporarily and not necessarily spending any money in the locality.
8. 3.1 Should we be using valuable residential land for a car park? even if it is subject to Mapua Special Development Rules.
9. 3.3 Parking does not comply with the TRMP.
10. 3.6 The boat ramp does not comply with Permitted Activity under the Open Space Rules.
11. 3.7 The applicant admits they cannot guarantee that the noise levels will comply at all times under the Recreation Zone Rules.
12. The building set back of the Sea Scout facility does not comply with the set back of 3m from the section boundary.
13. 3.8 This activity will not comply with land disturbance in the Coastal Marine Area. It does not comply with earthwork area in the Coastal Environment Area. It does not comply with land disturbance rules with the Coastal Marine Area.
14. 3.9 The Sea Scout building does not comply with the Coastal Environment Rules
 - (a) A new building
 - (b) The maximum height is 6.5m rather than 5m
15. 3.10 Under this section it is not a boat ramp that existed in 1996. Why won't the applicants comply with the requirements set out under 25.1 2.1c?
16. 3.11 The application does not comply with the Coastal Marine Area Rules for Structure and Occupations.

17. 3.12 It does not comply with the Coastal Water Rules.
18. 3.13 It does not comply with the Storm Water Discharge Rules.
19. I strongly disagree that the proposed activity will only have a minor traffic effect or that it will be a huge asset for the whole of the Mapua Community. The allowance for 78 car and trailer parks means that this many vehicles and trailers will be coming into Mapua at any time of the day/year when the weather and tides are suitable. The report written by Tim Kelly and includes data of traffic volumes from December 2019. These volumes have increased hugely since that date.

The new traffic calming in the centre of the village, the roundabout at Aranui and Tahi Street and access to the boat ramp of this many vehicles will be extremely detrimental to the character and accessibility for locals and visitors to the village and the wharf.

The application is for the boat ramp facility to be open from as early at 4.30am. The noise of a large number of boats travelling through the village at this time of the morning is not acceptable for any of the many residents living along this route. We are not necessarily just talking about just on the weekends this can and will be the case on any given day of the week. It is totally unacceptable for the local community and why should they have to put up with it.

The well loved wharf will no longer be available or safe for the many non-boat related activities that both local residents and visitors have enjoyed for decades such as wharf jumping, swimming and kayaking. Larger boats queuing to go through the channel and access the boat ramp will prevent or at least hinder these beloved and traditional family activities. The likelihood of serious accidents and injuries is extremely high.

Regarding the Sea Scout Building/Boat Club facility providing a space for events. We already have an excellent facility with rooms of various sizes at The Mapua Hall. The community worked hard to raise the funds for the upgrade. We do not need another facility in competition with The Hall.

FOR THE ABOVE REASONS AND BECAUSE THE APPLICATION DOES NOT COMPLY WITH SO MANY OF TDC'S RULES I AM STRONGLY OPPOSED TO TASMAN DISTRICT COUNCIL APPROVING THIS APPLICATION FOR RESOURCE CONSENT FOR A NEW BOAT RAMP, SEA SCOUT FACILITY AND THE ADDITIONAL PARKING.

Signed: S Millington Trew Dated: 25 February 2024
(Susan Millington Trew)

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



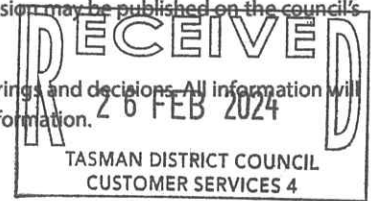
Email: resourceconsentadmin@tasman.govt.nz

Submission on Resource Consent Application

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Contact Person (if different):

Address for Service:

Postcode:

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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).

EP-RC040D 08/19

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

Please see 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:

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

BOAT RAMP RESOURCE CONSENT SUBMISSION

I have read the whole Resource Consent Application and wish to object to it for the following reasons.

EXISTING RECREATIONAL USERS

The wharf area has been traditionally used by swimmers, kayakers and fisherfolk who happily coexisted with the few local boats using the original ramp that was downstream of their activity. What is proposed would limit these activities, with the greatly increased number of boats (80) and the use of the wharf as a queuing area related to the ramp.

The Application does not consider the effect of 80 boats on the Mapua Ferry, which has to use a large part of the channel upstream of it's landing beach to cross in strong tides.

As a Regional Boat Ramp it will attract many inexperienced boat owners, thereby increasing further the risk to other users of the estuary.

TRMP

Section 3.00 of the Application indicates that the Application does not comply with up to 20 clauses of policies and rules under the TRMP. These rules are there to safeguard the community and the environment, both natural and built. To override that many rules for the benefit of a small minority and to the detriment of the wider community will have more than a major effect and is not acceptable.

INEQUITY

The loss to the wider community of open space, car parking and views, along with the permanent loss of valuable zoned residential land, for the benefit of a small and unquantifiable section for the community is not acceptable. Mapua is not the place to construct a huge Regional Boat Ramp and ruin the peaceful enjoyment of the Wharf for the majority of the visitors.

CONTAMINATED LAND

The former Fruitgrowers land is sealed under a 500mm cap to prevent the toxins therein from being realised into the air and the sea. The APPENDIX 7 – Soil Contamination Report (DSI) demonstrates that there is still serious contamination in the ground despite the remediation processes of 2004-2008. There is even contamination of the cap layer itself.

I am strongly opposed to any excavation of this site as the risks to the community and the marine environment are too great. No excavation management plan has been formulated, but human error and the windy nature of this coastal location would undermine even the most stringent controls.

I note that the services to the proposed Sea Scout building are to be installed to "accepted standards". To conform to these standards trenches have to be dug which will be at least one metre deep, which is deep into the contaminated soil.

The foundations for the 6.5m high Sea Scout building have yet to be designed, which means the extent of the that excavation has not been defined. For a building of that size to be compliant the expected 400mm deep excavation does not appear to be a sufficient foundation.

All together the estimated disturbance of the land amounts to 1.7Ha.

SEA SCOUT BUILDING

I strongly object to such a large building being built at this location on public land. There is no reason given for it to exceed the 5m maximum height planning rule as it is only a single storey building. The visual impact and loss of community facility caused by construction of the 800sq.m building is immense. Mapua does not need another community function room, the Mapua Community Hall caters very well for this. The existing Boat Club room caters well for that Club. The Sea Scouts could be accommodated quite well in a low shed of no more than 40sq.m and only 3m height.

RAMP

The old boat ramp is no more than 6m wide and allowed one boat at a time to be launched. I do not see that it is necessary to provide an 11m wide ramp just so that two boats can launch at the same time. The environmental effects, both visually, and with the unsustainable use of materials, are double that of a 6m ramp.

TRAFFIC

I have to take issue with the report by Tim Kelly. This report uses traffic data for Tahurangi Street from December 2019, which is not at the height of the fishing season, and does not take into consideration the exponential growth in population in the region since then. It was also written before the implementation of the Streets for People scheme which has narrowed the traffic lanes on Aranui Road.

The population not only of Mapua, but also the surrounding towns, especially Richmond, has grown significantly in the past 5 years. The TDC projection for population growth over the next 30 years is well documented (30 Year Plan) Such population growth will put greater pressure on the traffic in Mapua from Tasman visitors. There is also an expected expansion of tourism to this region.

Tim Kelly's report does not allow for the significant increase in boat trailer traffic encouraged by the provision of 78 trailer parking spaces, which will make this a preferred destination for boats from around the region when they compare it to the limited facilities available in Motueka, Nelson and Rabbit Island.

CAR PARKING

It is not acceptable for 78 boat trailer spaces to be provided for a small minority of the population when only 30 public car parks are to be constructed. This is disproportionate. The boat owning community are far smaller than the huge numbers of visitors who visit the Mapua Wharf and need to park. If this Consent is to be granted the boat trailer spaces should be reduced to 20 and the car parking increased to 100.

NOISE

Appendix 18- Noise Assessment states that the new facility will breach the existing rules for night noise between 4.30 and 7.00am. This is not acceptable.

The report does not consider the effect of additional noise on the wider Mapua community. Boat trailers are inherently noisy due to loose chains, shackles, etc. A boat trailer driving along Aranui Road, over the three raised crossings, will inevitably make significantly more noise than a car. A stream of 78 trailers at 4.30am will create a major disturbance for the residents of a large part of Mapua.

With the proposed facility attracting up to 80 boats at any one time the additional noise created by the boats on the water will significantly impact on the peaceful environment that is Mapua Wharf.

PAYMENT

Nowhere in the application is the method or level of charging for use of the boat ramp considered. If the charges are lower than that charged at the Motueka or Nelson ramps, then the Mapua ramp will become the preferred ramp leading to overcrowding and more traffic.

SURVEY

I hold a university degree in Sociology, including statistics.

The survey carried out by the Boat Club of residents of Mapua is seriously flawed in many respects. It is obviously not a scientifically designed and credible survey.

The interviewers were not impartial or trained.

The Application does not show what questions were asked and whether the survey was verbal or written.

What information were the those surveyed offered before they answered the questions?

There is no information regarding the age of those surveyed or how the sample households were chosen or randomised.

The adult population of just Mapua Village and Ruby Bay is 2,400 so less than 40% of these have been surveyed.

The wider Mapua Community (extending out to a 6km radius from the village) have not been surveyed at all.

The sample of 553 households or 1042 individuals is only an undefined sample and cannot be extrapolated to produce a 93% vote in favour of the boat ramp across the whole community.

CONCLUSION

I ask that this application for consent to build a large boat ramp and large Boat Club building at Mapua Wharf be declined. The effects on the existing recreational users, visitors, Mapua residents and both the land and marine environment is more than major.

The use of ratepayers money and public land to provide a facility for a minority special interest group is not acceptable.

The Fruitgrowers land was remediated as a forever solution to the contamination. Disturbance of this land is a serious threat to human health and the environment and should not be allowed.

The impact of this proposal is even greater than the proposed sub divisions that have been put on hold pending the Mapua Master Plan.

THE COUNCIL SHOULD NOT BE MAKING A DECISION ON THIS CONSENT BEFORE THE MAPUA MASTER PLAN IS FINALISED.



Derek Trew

25 February 2024

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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Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

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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*):

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).

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

The proposed boat ramp and facilities are completely out of proportion to Mapua Wharf and the peaceful vibe of our seaside community. Our magnificent views from the wharf area to the mountains would be substituted by a 2-lane boat ramp highway suitable for high powered motorized craft and the consequent on-sea noise pollution as well as increased traffic on Aranui Road. It would not just be local boaties accessing these facilities that such a development looks to provide Why else so many boat-trailer parks? It will be the larger catchment of Nelson. While I respect the promise of a replacement for the access lost when the Mapua Wharf was developed this submission is not like for like. The proposed siting of boat ramp and facilities is inappropriate for many reasons.

Environment- Estuary environments are the ecological 'lungs' of our seas and ocean. To build a ramp in this situation would require substantial risk mitigation that is not 100% proven. New people to the area need to be reminded that this was once one of the most contaminated sites in NZ. Even after it was supposedly "cleaned", like the Emperor's New Clothes I could smell strong agchem by the small creek at the bottom of our street between the bottom of Langford Drive and Aranui Road. To say that it can be capped when working in an aquatic environs is begging the question – how? Continues on a separate sheet.

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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

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Print Full Name:

Date- 25/02/2024

Signature*: 
(Person making submission or authorised agent)

Date:

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Additional Notes – Lesley A.S. McIntyre Submission

I oppose this application because it is flawed, irresponsible and dangerous. It poses serious risks to the environment, safety and the essential character of the Mapua Waterfront and our village.

The status quo (Grossi Point) is imperfect, but carries none of the risks and more of the benefits. The proposed ramp benefits only a small section of the community but the community carries all the risks.

It is unthinkable to take any risks with an area described as the most contaminated site in NZ. Mapua's history is a reason to leave it unchanged, not tamper with it on the basis of optimistic predictions. The only zero risk option is what we have now. The site plan on Page 88 shows 3 plastic lined containers to be used to hold contaminated material. The fine print details that this would be disposed to landfill. How much contaminated material will be expected in this big dig? How is it possible to contain (contaminated material) from behind a rock wall which will require breaching to build the ramp. In the event of heavy rain this could be very problematic? Whose landfill will be used? How will anyone know what material is contaminated and what is not?

If there is additional contamination of our local environment through the endeavours of this project has the MBRCT identified a suitable insurer to cover environmental and public liability risk?

The accidents are waiting to happen, and the safety measures described in the report are inadequate. Wharf jumping may quickly become a thing of the past. To post a few signs does not mitigate risk.

The building is an aesthetic nightmare and at 800m² will dwarf the area. The present waterfront park is a delightful area where I attended a lovely wedding. It is a beautiful public place where thousands of photos reach a global population through social media and other avenues.

The proposal is bereft of benefits to the community because it mistakes the narrow self-interest of power boat operators with the wider interest of the community. The sea scouts appear to have been used as poster children to encourage and blind people to the true ramifications should this submission succeed.

It is simply out of keeping with the village scale of Mapua - it takes a third of the open space of the Waterfront Park in ramp and building, and 70 car/trailer parks suggests ambitions beyond the local boaties who have informed me in online debate that they always go fishing on the tides anyway – so why the need for an all tide ramp? Why the need for so much parking when the Kite Park is already well subscribed by non-boaties who will then have to find another place to park? Or is it the ultimate intention by council that this will all become a vehicle and boat trailer park?

Despite living in Mapua for over 25 years I am new to the submission process and I have nominated Mike Ashby of 21 Langford Drive, Mapua as our group representative opposing the Mapua Boat Ramp Community Trust submissions.

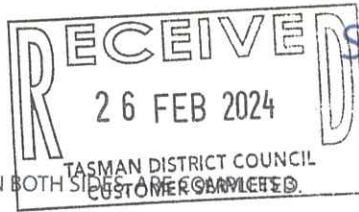
I respect that the council promised a ramp but this project goes beyond like for like. It is not the right place. It reeks of a land grab of land promised to the community not a minority boat club. It reeks of self-supporting interests who forget that someone will ultimately have to clean up the landfills – very timely given the news that the NZ Government is to fund \$6.6 million for Contaminated Sites Remediation grants.

I believe that the environmental considerations alone are sufficient to decline the submissions in their entirety.

Thank you for listening to my voice. -Lesley Anne Sheed McIntyre



To: The Resource Consent Administration Officer
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 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



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

Please see attached sheet.

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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):

No changes to the applicant's application.


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

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Print Full Name: TREVOR ROSS MARSHALL

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.

Submission on Resource Consent Application by Mapua Boat Ramp Community Trust

The reasons for my submission are:

- 1. Fulfilment of Past Promises:** The Tasman District Council previously committed to providing a replacement boat ramp following the development of the Mapua Wharf Precinct, where the existing community ramp was closed off. It is crucial for the council to honour this commitment to ensure continued access to the sea for local residents.
- 2. Local Boating Needs:** Mapua, being a coastal town, has a significant population of boat owners who require convenient local access to the sea. Establishing a new boat ramp will cater to this essential need within the community.
- 3. Ideal Location:** The waterfront park in Mapua has been identified as an ideal location for a safe boat ramp in various studies, including one commissioned by the council. This proposed site aligns with community interests and offers a suitable alternative for a community-based ramp.
- 4. Preservation of Green Spaces:** Allocating car parking space for boat trailers and cars in the kite park opposite the waterfront park serves multiple purposes. It not only provides necessary infrastructure for boaters but also contributes to preserving green spaces in the area, serving as overflow parking for visitors to the Mapua wharf precinct.
- 5. Safety Concerns:** Utilizing Grossi Point solely for power boat launches poses safety risks due to swift currents and the presence of swimmers and picnickers. Returning Grossi Point to a recreational park/reserve and designating the proposed boat ramp for power boats and large yachts will enhance safety while respecting the area's historical and cultural significance.
- 6. Addressing Contamination:** The issue of contaminated sites at the waterfront park can be effectively managed through stringent building consent requirements. The proposed construction plans, which involve minimal surface material removal and adherence to regulatory standards, demonstrate a proactive approach to addressing environmental concerns.
- 7. Community Partnerships:** Collaborative efforts between the Mapua Boat Club, Mapua Boat Ramp Community Trust, and Tamaha Sea Scouts underscore the community's commitment to the project. Establishing the Marine Centre as a shared resource will benefit various community groups, including youth organizations like the Tamaha Sea Scouts.

8. **Future Growth Concerns:** The size and design of the Mapua Marine Centre reflect anticipation of future growth in the area. By investing in a comprehensive facility now, the community can accommodate evolving needs and ensure long-term viability.
9. **Traffic Management:** While an increase in traffic is expected with the project's implementation, measures can be taken to manage traffic flow effectively. Monitoring and adjusting usage hours, coupled with seasonal variations in activity, will help mitigate any potential congestion issues.
10. **Public Access and Recreation:** The concerns raised by a few individuals regarding the potential restriction of traditional activities, such as jumping off the wharf, due to the introduction of the new boat ramp are unfounded. Currently, boats tie up at the existing pontoon, and larger vessels utilize the main wharf, both of which coexist with various recreational activities. It is important to note that the proposed ramp is situated farther away from the wharf than the existing pontoon. This distance, along with other factors, suggests that most boaters are unlikely to utilize the wharf for several reasons:
 - a. Boaters typically operate with two individuals during the launch process, necessitating one person to hold the boat while the other transports the car and trailer to the parking area. Tying up their boat at the pontoon and then traversing back and forth to move the vehicle would pose a significant inconvenience and time constraint.
 - b. Adjacent to the ramp, efforts will be made to tidy up the area and restore any rocks that may have slipped off the sea wall. This restoration work will result in a smoother and softer surface, facilitating easier boat parking while vehicles are being relocated, thus ensuring the efficient use of the ramp without obstructing other users.
 - c. Boats launched from the ramp will navigate directly out to the channel. Additionally, arrangements have been made to relocate two moorings, as agreed upon by their owners, ensuring a clear and unobstructed route for boaters. This navigation path redirects vessel traffic away from the wharf area, enhancing safety and minimizing congestion in the vicinity.
11. **Financial Stability:** The Mapua Boat Ramp Community Trust's commitment to reinvesting profits into the local community ensures financial sustainability without relying on increased rates. Funding sources, including development levies, local businesses, and philanthropic grants, demonstrate a diverse and sustainable funding model.
12. **Embracing Change:** Despite some resistance to change, the benefits of the Marine Centre and boat ramp project far outweigh any perceived drawbacks. Embracing this initiative will contribute positively to the community's well-being and quality of life both now and in the future.

Disclaimer

As a trustee of the Mapua Boat Ramp Community Trust, I wish to clarify that the above submission represents my personal beliefs and thoughts. Any views expressed herein are solely mine and do not necessarily reflect the official stance of the Mapua Boat Ramp Community Trust or its other trustees. This submission is made in my capacity as an individual community member, and I bear sole responsibility for its content.

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



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

New boat ramp and community rooms.

*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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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):

Nil change.

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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: Richard James Marshall

Signature*: R.J. Marshall 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.

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



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:

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*):

*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):

NO 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:

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.

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

NEW FACILITY FOR COMMUNITY
KEEP BOAT RAMP + SUPPORT ALL SEA ACTIVITIES.

*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):

NIL CHANGES TO SUBMISSION.


*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: SUSAN EMMERSON DENT SCOTT

Signature*: 

(Person making submission or authorised agent)

Date: 25/02/2024.

*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.

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To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050



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.

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Submitter Details

Full Name: JOHN GREEN

Contact Person (if different):

Address for Service: 81 BRABANT DRIVE.
RUBY BAY
MARUA

Postcode: 7005

Phone: 021 027 446 41 E-mail: JohnLincolnGreen@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): Marua Boat Ramp Community Trust

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

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts and other community groups, on the Water Front Park at Marua.

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

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

I support ALL OF THE SUBMISSION.

J. Green

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

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

The need for a new boat ramp.
Need for youth facilities

*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):

NIC.

*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: JOHN GREEN

Signature*: J. Green
(Person making submission or authorised agent)

Date: 25.3.2024

*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.

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)

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts, and other community groups, on the Wakeford Park 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*):

I support all the application in its entirety.

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

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

It will benefit the whole 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):

Nil changes to the application

*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: WILLIAM PETER FOWLER

Signature*: 
(Person making submission or authorised agent)

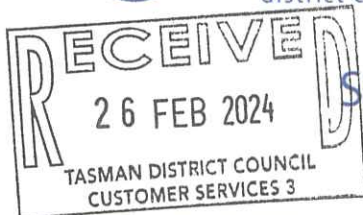
Date: 25/2/2024

*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.

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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*):

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

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

To have a boat ramp in Mapua area and not have to travel a distance to launch boat.

*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):

No changes to submission


*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: Wendy Gelling

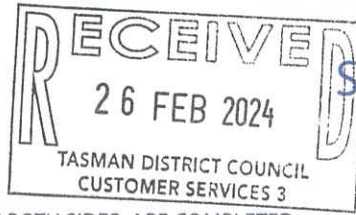
Signature*: 
(Person making submission or authorised agent)

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.

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

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts and other community groups, on the Wakefront Park 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*):

I agree all of this application

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

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

Fabulous for the region

*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):

Nil changes.

*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: Mrs Robyn Packer.

Signature*: Packer.
(Person making submission or authorised agent)

Date: 25/2/2024

*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.

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



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:

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*):

GREAT FOR THE 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):

NIL CHANCES

*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:

KENNETT PACKER

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.

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 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: WILLIAM THOMAS THAUGLAND

Contact Person (if different):

Address for Service: 37 TORU RD MAPUA.

Postcode: 7005.

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): Mapua Boat Ramp Community Trust

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

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts, and other community groups, on the Waterfront Park at Mapua.

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

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

I support all parts of Application

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

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

Good the 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):

No Cons

*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: WILLIAM THOMAS THAUGLAND

Signature*  Date: 25/2
(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.

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



Te Kaunihera o
te tai o Aorere
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)

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts and other community groups, on the Waterfront Park at Mapua.

Tasman District Council Application Number (if known): RM

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

I support the whole project

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

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

To support the local children for their sporting activities in the Marine Centre & ~~provide~~ provide a safe boat ramp instead of Crossi Point

*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):

No changes to the application

*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: Sarah Burrill Pumphrey

Signature*:  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.

322

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



Te Kaunihera o
te tai o Aorere



Submission on Resource
Consent Application

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Submitter Details

Full Name: ALAN JAMES DAVID PUMPHREY

Contact Person (if different):

Address for service: 56 MARRIAGES RD
TASMAN

Postcode: 7173

Phone: 027 540 3888 E-mail: a.pumphreynz@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 Boat Ramp Community Trust
or a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Build a Boat Ramp and associated parking plus a
Marine Centre Building for Sea Scouts and other community
groups, on the Waters Front Park at Mapua.

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

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

I SUPPORT THE WHOLE APPLICATION.

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

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

I LIKE THAT YOUTH WILL HAVE A SAFE SPACE TO LEARN, DEVELOP WATER KNOWLEDGE AWAY FROM BARS & LIQUOR OUTLETS. WE ALSO NEED A PLANNED & SAFE BOAT LAUNCHING FACILITY AND PROFITS RETURN TO THIS COMMUNITY. THIS WILL BE A YOUTH & COMMUNITY HUB.

*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):

NO CHANGES TO APPLICATION

*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: ALAN JAMES DAVID PUMPHREY

Signature*: 
(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.

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

Email: resourceconsentadmin@tasman.govt.nz



Te Kaunihera o
te tai o Aorere

RECEIVED

26 FEB 2024

TASMAN DISTRICT COUNCIL
CUSTOMER SERVICES 3

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*):

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

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

Mapua is a maritime community. Our access to the previous ramp on the Mapua Wharf was removed by TDC after commercial development & never reinstated as promised. This proposal will serve the community & other groups ideally & in doing so will return Crossis Point area to the community as a reserve & family recreation area.

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

Kitepark essential for parking - already needed & used

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: Jennifer Joy Marchbanks.

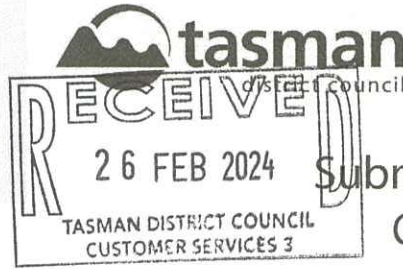
Signature*: 
(Person making submission or authorised agent)

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.

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



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:

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*):

I wish to support the consent application for the construction of a boat 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).

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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: JOHN HESLIE MARCHBANKS.

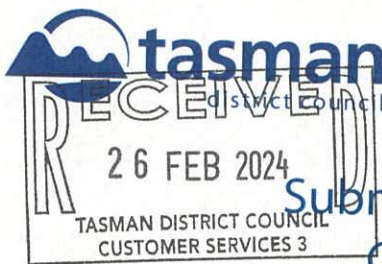
Signature*: John Marchbanks Date: 24.2.24
(Person making submission or authorised agent)

*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.

325

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



Te Kaunihera o
te tai o Aorere

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*):

TO SUPPORT THE COLLECTIVE POSITIVE COMMUNITY OUTCOME FROM BUILDING A NEW BOAT RAMP.

- TAMARA SEA SCOUTS ACHIEVE A FAR SUPERIOR AND SAFER OUTCOME FOR THEIR WATERBOURNE ACTIVITIES.
- WITHOUT PROPER ACCESS TO THE SEA OUR YOUNG PEOPLE CANNOT LEARN THE SKILLS THAT ARE THE MAKING OF OUR FUTURE CAPTAINS, COMMANDERS, YACHTSMAN etc
- EMERGENCY ACCESS IN THE EVENT OF ANY ADVERSE LOCAL MARITIME INCIDENT. THIS GREATLY BENEFITS RESPONSE TIMES FOR COASTGUARD, POLICE, REC etc.
- IT IS ONLY FAIR THAT T.D.C. REPLACE THE BOAT RAMP FACILITY THAT IT HAS TAKEN AWAY FROM THIS 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):


*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: CAPTAIN ERIC WALTER INKSTER

Signature*: 

Date: 26.02.24

(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.

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:	Renee Love	
Contact Person (if different):		
Address for Service:	Name: Te Atiawa o Te Waka a Mui Trust Postal Address: PO Box 340, Picton 7250 Phone: 03 573 5170	
Postcode:		
Phone:	021 08874189	E-mail: renee@teatiawatrust.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)

--

Tasman District Council Application Number (if known): RM230253 Bundle - Proposed Mapua Boat Ramp

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

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 Tahī Street, signage, stormwater discharge and earthworks.

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.

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).



EP-RC040D 08/19

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

1. Te Atiawa o Te Waka a Mui whanau and hapu are the tangata whenua, holding mana whenua and mana moana over the whenua and waters of Totaranui (Queen Charlotte Sound), Kura Te Au (Tory Channel), and surrounding areas. We also hold statutory acknowledgement through Te Taihū in Whakatu, Tasman and Takaka. As recognised in the Iwi Environmental Management Plan (IEMP), Te Atiawa people are kaitiaki within the Rohe, responsible for ensuring that the mauri or essential life principle of the natural world is vibrant. Te Atiawa Iwi holds mana because it has ahi-kaa roa (continuous occupation status - title to land through occupation) and so acts as a host to all who live, work, play and die in the Rohe.

Te Atiawa oppose the construction of the boat ramp due to disturbance of the coastal marine area and the area being a historical and culturally significant area for iwi, whanau and hapu. The entire Grossi Point Peninsular has a long history of iwi settlement in the Mapua 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):

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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.

**TE ĀTIAWA O TE WAKA-A-MĀUI TRUST'S SUBMISSION ON TE KAUNIHERA O TE TAI O AORERE ,
TASMAN DISTRICT COUNCIL AND MAPUA BOAT RAMP COMMUNITY TRUST – RM230253.**

SUBMITTER INFORMATION

Name: Te Ātiawa o Te Waka a Māui Trust
Postal Address: PO Box 340, Picton 7250
Phone: 03 573 5170
Contact: Renee Love – renee@teatiawatrust.co.nz

Introduction

1. Te Ātiawa o Te Waka a Māui whānau and hapū are the tāngata whenua, holding mana whenua and mana moana over the whenua and waters of Tōtaranui (Queen Charlotte Sound), Kura Te Au (Tory Channel), and surrounding areas. As recognised in the Iwi Environmental Management Plan (IEMP), Te Ātiawa people are kaitiaki within the Rohe, responsible for ensuring that the mauri or essential life principle of the natural world is vibrant. Te Ātiawa Iwi holds mana because it has ahi-kā roa (continuous occupation status - title to land through occupation) and so acts as a host to all who live, work, play and die in the Rohe.)
2. The construction of the boat ramp and extensions will encourage further land disturbance and more vehicular traffic and pedestrians over a culturally historical and significant site.
3. Te Ātiawa considers that the proposal frustrates the relevant policies and objectives of the Resource Management Act and Te Ātiawa Iwi Environmental Management Plan. The effects on Te Ātiawa from this proposed boat ramp relate to culture, tradition, and spiritual beliefs recognised in the Deed of Settlement and Iwi Management Plan, and the protections afforded under Part 2 in areas where the tribe holds kaitiaki status and manawhenua.
4. Te Ātiawa has concerns regarding the overall environmental benefits of the proposed boat ramp giving way to adverse effects such as sedimentation and water contamination by watercraft and traffic, and also the potential effects on cultural and spiritual activities, mahinga kai and kaitiakitanga, which requires further discussion with our whānau.

From: Renee Love | Te Ātiawa Trust <renee@teatiawatrust.co.nz>
Sent: Tuesday, 27 February 2024 12:06 pm
To: Resource Consent Admin
Subject: RM 230253 - Submission on Mapua boat ramp and construction
Attachments: [230253 - Maua Boat Ramp - Feb 2024.pdf](#); [U230253 - Mapua Boat Ramp.pdf](#)

Categories: Completed, Maree Dealing With

Kia ora,

Please let me know if there may be another process to file this submission as our team have been busy and just realised it may be late.

Ngā mihi,

Renēe

Renēe Love
Kaitohutohu Taiao / Taiao Advisor

Te Ātiawa o Te Waka-a-Māui



PO Box 340, Waitohi (Picton) 7250
2/4 Te ōra Kaimoana, Waikawa Marina,
Waitohi (Picton) 7220 (Personal or Courier
Delivery Only)

03 573 5170 / 0800 284 292

www.teatiawatrust.co.nz

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



tasman
 district council

Te Kaunihera o
te tai o Aorere

Submission on Resource Consent Application

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Submitter Details

Full Name:	Lesley Anne Sheed McIntyre		
Contact Person (if different):	Mike Ashby		
Address for Service:	14 Langford Dr Mapua		
Postcode:	7005		
Phone:	021 888577	E-mail:	mapuasun@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 20mx40m building, to discharge stormwater and to erect 9 signs.

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).



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

The proposed boat ramp and facilities are completely out of proportion to Mapua Wharf and the peaceful vibe of our seaside community. Our magnificent views from the wharf area to the mountains would be substituted by a 2-lane boat ramp highway suitable for high powered motorized craft and the consequent on-sea noise pollution as well as increased traffic on Aranui Road. It would not just be local boaties accessing these facilities that such a development looks to provide Why else so many boat-trailer parks? It will be the larger catchment of Nelson. While I respect the promise of a replacement for the access lost when the Mapua Wharf was developed this submission is not like for like. The proposed siting of boat ramp and facilities is inappropriate for many reasons.

Environment- Estuary environments are the ecological 'lungs' of our seas and ocean. To build a ramp in this situation would require substantial risk mitigation that is not 100% proven. New people to the area need to be reminded that this was once one of the most contaminated sites in NZ. Even after it was supposedly "cleaned", like the Emperor's New Clothes I could smell strong agchem by the small creek at the bottom of our street between the bottom of Langford Drive and Aranui Road. To say that it can be capped when working in an aquatic environs is begging the question – how? Continues on a separate sheet.

*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):

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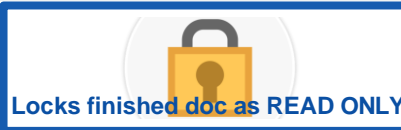
Print Full Name:

Date- 25/02/2024

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.

Additional Notes – Lesley A.S. McIntyre Submission

I oppose this application because it is flawed, irresponsible and dangerous. It poses serious risks to the environment, safety and the essential character of the Mapua Waterfront and our village.

The status quo (Grossi Point) is imperfect, but carries none of the risks and more of the benefits. The proposed ramp benefits only a small section of the community but the community carries all the risks.

It is unthinkable to take any risks with an area described as the most contaminated site in NZ. Mapua's history is a reason to leave it unchanged, not tamper with it on the basis of optimistic predictions. The only zero risk option is what we have now. The site plan on Page 88 shows 3 plastic lined containers to be used to hold contaminated material. The fine print details that this would be disposed to landfill. How much contaminated material will be expected in this big dig? How is it possible to contain (contaminated material) from behind a rock wall which will require breaching to build the ramp. In the event of heavy rain this could be very problematic? Whose landfill will be used? How will anyone know what material is contaminated and what is not?

If there is additional contamination of our local environment through the endeavours of this project has the MBRCT identified a suitable insurer to cover environmental and public liability risk?

The accidents are waiting to happen, and the safety measures described in the report are inadequate. Wharf jumping may quickly become a thing of the past. To post a few signs does not mitigate risk.

The building is an aesthetic nightmare and at 800m² will dwarf the area. The present waterfront park is a delightful area where I attended a lovely wedding. It is a beautiful public place where thousands of photos reach a global population through social media and other avenues.

The proposal is bereft of benefits to the community because it mistakes the narrow self-interest of power boat operators with the wider interest of the community. The sea scouts appear to have been used as poster children to encourage and blind people to the true ramifications should this submission succeed.

It is simply out of keeping with the village scale of Mapua - it takes a third of the open space of the Waterfront Park in ramp and building, and 70 car/trailer parks suggests ambitions beyond the local boaties who have informed me in online debate that they always go fishing on the tides anyway – so why the need for an all tide ramp? Why the need for so much parking when the Kite Park is already well subscribed by non-boaties who will then have to find another place to park? Or is it the ultimate intention by council that this will all become a vehicle and boat trailer park?

Despite living in Mapua for over 25 years I am new to the submission process and I have nominated Mike Ashby of 21 Langford Drive, Mapua as our group representative opposing the Mapua Boat Ramp Community Trust submissions.

I respect that the council promised a ramp but this project goes beyond like for like. It is not the right place. It reeks of a land grab of land promised to the community not a minority boat club. It reeks of self-supporting interests who forget that someone will ultimately have to clean up the landfills – very timely given the news that the NZ Government is to fund \$6.6 million for Contaminated Sites Remediation grants.

I believe that the environmental considerations alone are sufficient to decline the submissions in their entirety.

Thank you for listening to my voice. -Lesley Anne Sheed McIntyre

Maree Trainor

From: Reception Richmond
Sent: Wednesday, 28 February 2024 12:19 pm
To: Resource Consent Admin
Subject: FW: Urgent help please
Attachments: Final LMc Additional notes (1).docx; LesleyMcIntyreSubmission-form-on-Boat-Ramp-resource-consent-application.docx

Categories: Ros, Maree Dealing With

Reception Richmond
Customer Services Team
DDI +64 3 543 8588

From: Lesley McIntyre <mapuasun@gmail.com>
Sent: Monday, February 26, 2024 11:14 AM
To: Reception Richmond <Reception.Richmond@tasman.govt.nz>
Subject: Fwd: Urgent help please

----- Forwarded message -----

From: **Lesley McIntyre** <mapuasun@gmail.com>
Date: Mon, 26 Feb 2024, 9:35 am
Subject: Urgent help please
To: <drmsashby@gmail.com>

Hi,
Old software issues including me- can you please pdf attached docs and return to me so I can email asap?
Thanks heaps.

Lesley McIntyre

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:	Bec Deacon	
Contact Person (if different):		
Address for Service:	28 Aranui Road, Mapua, Tasman Mapua	
Postcode:	7005	
Phone:	02040025641	E-mail: bec@becdeacon.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)

Approval for the construction and operation of a new boat ramp at Mapua and construction of 20 x 40 m 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
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. The sea scouts already have facilities, where else in NZ do scouts have a large expensive building supplied for them by council?

* 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*):

We live 200 meters from the wharf on Aranui Road and feel we will be very affected by a new boat ramp.

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, Rabbit Island or other places in the region.
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*: 

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: Bec <Bec@thecustomspace.co.nz>
Sent: Monday, 4 March 2024 5:53 pm
To: Resource Consent Admin
Subject: Boat Ramp Submission
Attachments: [Bec Deacon Boat Ramp submission.pdf](#)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Pushpa, Maree Dealing With

Apologies that this is late, I sent wrong submission to the wrong email!

Nga mihi nui,

Bec Deacon

Hours: Tuesday, Thursday, Friday 9am – 3pm

Please note that as I work part-time, there may be delays in my responses.

Designer

Diploma of Interior Design

The Custom Space Limited

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