

Submission to Tasman District Council

Māpua Community Boat Ramp Trust

SUBMISSION

by

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Māpua Community Boat Ramp Trust

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Introduction

1. This submission is made by Kathryn Barlow.
2. I am a member of the Mapua Boat Club but this is a **personal submission**.
3. I intend to speak to this submission during the hearing process.
4. I fully support the resource consent application to build a boat ramp and associated buildings for the Tamaha Sea Scouts at the Waterfront Park at 5-11 Tahi Street Māpua and the retention of land at 6-16 Tahi Street Māpua for carparking for visitors to the wharf and for boat ramp users.

Submission Summary

5. There are legislative and policy requirements pertaining to any resource consent application in the Tasman district.
6. These requirements include, but are not limited to:
 - The Resource Management Act 1991
 - The Marine and Coastal Area (Takutai Moana) Act 2011
 - Heritage New Zealand Pouhere Taonga Act 2014
 - Local Government Act 2002
 - New Zealand Coastal Policy Statement 2010
 - Tasman District Council Coastal Structures Activity Management Plan
 - Tasman Resource Management Plan (including the Regional Coastal Plan)
 - Tasman Regional Policy Statement
7. The Tasman District Council (TDC) has disregarded their statutory obligations regarding several important aspects of the Resource Consent process relating to the granting of the Non-Notified Resource Consent RM150521. This is a land use consent to construct a building in the Commercial Zone, Cultural Heritage Precinct and Coastal Environment Area at 8 Aranui Road, Mapua. This building is commonly referred to as Shed 4.
8. When the TDC pursued an investment in further commercial activity at Mapua Wharf they did not give due consideration to the statutory requirements and the TDC's own management plans and policies relating to public access to the coastal marine area.
9. Shortcomings in the Resource Consent Application made by Opus on behalf of TDC Corporate Services to the TDC, and the TDC decision to grant that consent to themselves has resulted in the current Mapua Boat Club community boat ramp being rendered inaccessible.
10. Reinstating access to the current Mapua Boat Club community ramp is no longer an option given the health and safety issues created by the TDC in the construction and landscaping of Shed 4.
11. The TDC have effectively withdrawn access to the coastal marine area by prohibiting vehicle access to the Mapua Boat Club community boat ramp.
12. The TDC have an opportunity to return community boat access to the coastal marine area by providing a replacement boat ramp at the Mapua Waterfront Park.

The Legislation

13. The Tasman District Council gave scant regard to legislation in the decision making process relating to the construction of Shed 4. I record this legislation in my submission as a matter of record. The relevant legislation includes but is not limited to the following:

14. The Resource Management Act 1991

S5 Purpose

- (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.
- (2) In this Act, **sustainable management means** managing the use, development, and protection of natural and physical resources in a way, or at a rate, **which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety** while—
 - (a) **sustaining** the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
 - (b) **safeguarding** the life-supporting capacity of air, water, soil, and ecosystems; and
 - (c) **avoiding**, remedying, or mitigating any adverse effects of activities on the environment.

S6 Matters of National Importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- (d) **the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers.**

S 88 Making an application

- (1) A person may apply to the relevant consent authority for a resource consent.
- (2) An application must—
 - (a) be made in the prescribed form and manner; and
 - (b) include the information relating to the activity, including an assessment of the activity's effects on the environment, as required by [Schedule 4](#).

Schedule 4 Information required in application for resource consent

- 1 Information must be specified in sufficient detail
Any information required by this schedule, including an assessment under [clause 2\(1\)\(f\)](#) or [\(g\)](#), must be specified in sufficient detail to satisfy the purpose for which it is required.
- 2 Information required in all applications

- (1) **An application for a resource consent for an activity (the activity) must include the following:**
 - (a) a description of the activity:

- (b) a description of the site at which the activity is to occur:
 - (c) the full name and address of each owner or occupier of the site:
 - (d) a description of any other activities that are part of the proposal to which the application relates:
 - (e) a description of any other resource consents required for the proposal to which the application relates:**
 - (f) an assessment of the activity against the matters set out in [Part 2](#):
 - (g) an assessment of the activity against any relevant provisions of a document referred to in [section 104\(1\)\(b\)](#).
- (2) The assessment under subclause (1)(g) must include an assessment of the activity against—**
- (a) any relevant objectives, policies, or rules in a document; and**
 - (b) any relevant requirements, conditions, or permissions in any rules in a document; and**
 - (c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).**

S 95A Public notification of consent application at consent authority's discretion

- (1) A consent authority may, in its discretion, decide whether to publicly notify an application for a resource consent for an activity.**
- (2) Despite subsection (1), a consent authority must publicly notify the application if—**
 - (a) it decides (under [section 95D](#)) that the activity will have or is likely to have adverse effects on the environment that are more than minor; or**
 - (b) the applicant requests public notification of the application; or**
 - (c) a rule or national environmental standard requires public notification of the application.**
- (3) Despite subsections (1) and (2)(a), a consent authority must not publicly notify the application if—**
 - (a) a rule or national environmental standard precludes public notification of the application; and**
 - (b) subsection (2)(b) does not apply.**
- (4) Despite subsection (3), a consent authority may publicly notify an application if it decides that special circumstances exist in relation to the application.**

S 104 Consideration of applications

- (1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to [Part 2](#), have regard to—
- (a) any actual and potential effects on the environment of allowing the activity; and
 - (b) any relevant provisions of—
 - (i) a national environmental standard:
 - (ii) other regulations:
 - (iii) a national policy statement:
 - (iv) a New Zealand coastal policy statement:
 - (v) a regional policy statement or proposed regional policy statement:
 - (vi) a plan or proposed plan; and
 - (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

15. Marine and Coastal Area (Takutai Moana) Act 2011

4 Purpose

- (1) The purpose of this Act is to—
- (a) **establish a durable scheme to ensure the protection of the legitimate interests of all New Zealanders in the marine and coastal area of New Zealand;** and
 - (d) **recognises and protects the exercise of existing lawful rights and uses in the marine and coastal area;** and
 - (e) **recognises, through the protection of public rights of access, navigation, and fishing, the importance of the common marine and coastal area—**
 - (i) for its intrinsic worth; and**
 - (ii) for the benefit, use, and enjoyment of the public of New Zealand.**

S26 Rights of Access

Every individual has, without charge, the following rights:

- (a) to enter, stay in or on, and leave the common marine and coastal area:
- (b) to pass and repass in, on, over, and across the common marine and coastal area:
- (c) to engage in recreational activities in or on the common marine and coastal area.

16. The Resource Management Act 1991

S58 Contents of New Zealand coastal policy statements

This section provides for Policy statements in relation to the RMA 1991

17. NZCPS 2010 Guidance Note Policy 6: Activities in the coastal environment

Policy 6: Activities in the coastal environment

- 1 b. consider the rate at which built development and the associated public infrastructure should be **enabled to provide for the reasonably foreseeable needs of population growth without compromising the other values of the coastal environment;**

- 1 e. consider where and how built development on land should be controlled so that it **does not compromise activities of national or regional importance that have a functional need to locate and operate in the coastal marine area;**
- 1 f. consider where development that maintains the character of the existing built environment should be encouraged, and where development **resulting in a change in character would be acceptable;**
- 1 i. set back development from the coastal marine area and other water bodies, where practicable and reasonable, **to protect the natural character, open space, public access and amenity values of the coastal environment.**

Additionally, in relation to the coastal marine area:

- 2 b. recognise the need to maintain and **enhance the public open space and recreation qualities and values of the coastal marine area;**
- 2 c. **recognise** that there are **activities that have a functional need to be located in the coastal marine area,** and **provide for those activities** in appropriate places.

- 18.** The **Environment Guide** produced by the Environment Foundation summarises relevant legislation as follows:

Resource Management Act 1991 Section 6(d) - the maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers.

Public access can be provided in a variety of ways, including through creating esplanade reserves and strips along the edge of the sea, lakes and rivers, through creating public reserves adjoining these areas, **or through providing public facilities such as boat ramps and walkways.**

The Marine and Coastal Area (Takutai Moana) Act 2011 establishes that every person has the right to enter the common marine and coastal area and to engage in recreational activities in the common marine and coastal area subject only to restrictions set out in statute.

19. NZCPS 2010 Guidance Note Policy 20 Vehicle access

(1) Control use of vehicles, apart from emergency vehicles, on beaches, foreshore, seabed and adjacent public land where:

- (a) damage to dune or other geological systems and processes; or
- (b) harm to ecological systems or to indigenous flora and fauna, for example marine mammal and bird habitats or breeding areas and shellfish beds; or
- (c) danger to other beach users; or
- (d) disturbance of the peaceful enjoyment of the beach environment; or

- (e) damage to historic heritage; or
- (f) damage to the habitats of fisheries resources of significance to customary, commercial or recreational users; or
- (g) damage to sites of significance to tangata whenua; might result.

(2) Identify the locations where vehicular access is required for boat launching, or as the only practicable means of access to private property or public facilities, or for the operation of existing commercial activities, and make appropriate provision for such access.

(3) Identify any areas where and times when recreational vehicular use on beaches, foreshore and seabed may be permitted, with or without restriction as to type of vehicle, without a likelihood of any of (1)(a) to (g) occurring.

20. Heritage New Zealand Pouhere Taonga Act 2014

S 4 Principles

All persons performing functions and exercising powers under this Act must recognise—

- (a) the principle that historic places have lasting value in their own right and provide evidence of the origins of New Zealand's distinct society; and
- (b) the principle that the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage should—**
 - (i) **take account of all relevant cultural values**, knowledge, and disciplines; and
 - (ii) take account of material of cultural heritage value and involve the least possible alteration or loss of it; and
 - (iii) safeguard the options of present and future generations; and
 - (iv) be fully researched, documented, and recorded, where culturally appropriate; and
- (c) the principle that there is value in central government agencies, local authorities, corporations, societies, tangata whenua, and individuals working collaboratively in respect of New Zealand's historical and cultural heritage; and**
- (d) the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tūpuna, wāhi tapu, and other taonga.

S 6 Interpretation

In this Act, unless the context otherwise requires

historic area means an area of land that—

- (a) contains an inter-related group of historic places; and
- (b) forms part of the historical and cultural heritage of New Zealand; and
- (c) lies within the territorial limits of New Zealand

historic place—

(a) means any of the following that forms a part of the historical and cultural heritage of New Zealand and that lies within the territorial limits of New Zealand:

- (i) land, including an archaeological site or part of an archaeological site:
 - (ii) a building or structure (or part of a building or structure):
 - (iii) any combination of land, buildings, structures, or associated buildings or structures (or parts of buildings, structures, or associated buildings or structures); and
- (b) includes any thing that is in or fixed to land described in paragraph (a)

21. Local Government Act 2002

S 14 Principles relating to local authorities

(1) In performing its role, a local authority must act in accordance with the following principles:

(a) a local authority should—

- (i) conduct its business in an open, transparent, and democratically accountable manner; and**
- (ii) give effect to its identified priorities and desired outcomes in an efficient and effective manner:

(b) a local authority should make itself aware of, and should have regard to, the views of all of its communities; and

(c) when making a decision, a local authority should take account of—

- (i) **the diversity of the community, and the community's interests, within its district or region;**
and
- (ii) **the interests of future as well as current communities; and**
- (iii) **the likely impact of any decision on the interests referred to in subparagraphs (i) and (ii):**

(d) a local authority should provide opportunities for Māori to contribute to its decision-making processes:

(e) a local authority should actively seek to collaborate and co-operate with other local authorities and bodies to improve the effectiveness and efficiency with which it achieves its identified priorities and desired outcomes; and

(f) a local authority should undertake any commercial transactions in accordance with sound business practices; and

(fa) a local authority should periodically—

- (i) assess the expected returns to the authority from investing in, or undertaking, a commercial activity; and
- (ii) satisfy itself that the expected returns are likely to outweigh the risks inherent in the investment or activity; and

(g) a local authority should ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets; and

(h) in taking a sustainable development approach, a local authority should take into account—

- (i) the social, economic, and cultural interests of people and communities; and
- (ii) the need to maintain and enhance the quality of the environment; and
- (iii) the reasonably foreseeable needs of future generations.

(2) If any of these principles conflict in any particular case, the local authority should resolve the conflict in accordance with the principle in subsection (1)(a)(i).

S 76AA Significance and engagement policy

The purpose of the policy is—

- (a) to enable the local authority and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities; and
- (b) to provide clarity about how and when communities can expect to be engaged in decisions about different issues, assets, or other matters; and
- (c) to inform the local authority from the beginning of a decision-making process about—
 - (i) the extent of any public engagement that is expected before a particular decision is made; and
 - (ii) the form or type of engagement required.

S 77 Requirements in relation to decisions

A local authority must, in the course of the decision-making process,—

- (a) **seek to identify all reasonably practicable options for the achievement of the objective of a decision;** and
- (b) assess the options in terms of their advantages and disadvantages; and
- (c) if any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga.

(2) This section is subject to section 79.

S 78 Community views in relation to decisions

(1) **A local authority must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.**

(2)[Repealed]

(3) A local authority is not required by this section alone to undertake any consultation process or procedure.

(4) This section is subject to section 79.

S 79 Compliance with procedures in relation to decisions

- (1) It is the responsibility of a local authority to make, in its discretion, judgments—
 - (a) about how to achieve compliance with sections 77 and 78 that is largely **in proportion to the significance of the matters affected by the decision** as determined in accordance with the policy under section 76AA;

- (2) In making judgments under subsection (1), a local **authority must have regard to the significance of all relevant matters** and, in addition, to—
 - (a) the principles set out in section 14; and
 - (b) the extent of the local authority’s resources; and
 - (c) **the extent to which the nature of a decision, or the circumstances in which a decision is taken, allow the local authority scope and opportunity to consider a range of options or the views and preferences of other persons.**

- (3) **The nature and circumstances of a decision referred to in subsection (2)(c) include the extent to which the requirements for such decision-making are prescribed in or under any other enactment (for example, the Resource Management Act 1991).**

Local Authority Policies and Plans

The Tasman District Council is governed by its own plans and policies developed and written for the Tasman District based on legal requirements. I record excerpts from some of those plans and policies in this submission as a matter of record. The following excerpts have all been retrieved from the Tasman District Council website.

22. Tasman District Council Long term Plan 2015-2025

Part 3 – Council Activities – Engineering

II Coastal Structures

WHAT WE DO

This group of activities comprises:

- **The provision and management of coastal structures (wharves, jetties, boat ramps, associated buildings and foreshore protection walls) owned by Council.**
- The provision of navigational aids to help safe use of the coastal waters. Some of the assets managed by this group of activities include:
 - Ownership and management of wharf at Riwaka.
 - **Jetties, boat ramps, navigational aids and moorings.**
 - Coastal protection works at Ruby Bay and Marahau.
 - Navigation aids associated with harbour management.

WHY WE DO IT

Coastal structures have significant public value, enabling access to and use of coastal areas for commercial, cultural and recreational purposes. Council ownership and management of coastal assets ensures they are retained for the community.

CONTRIBUTION TO COMMUNITY OUTCOMES

Council maintains and improves the infrastructure assets relating to coastal structures on behalf of the ratepayers to enhance community well-being and improve the District's coastal commercial and recreational assets.

OUR GOAL

Council aims to maintain its coastal infrastructure and those that protect critical assets to achieve the vision of both Council and the community, taking into account affordability and sustainability.

INCREASING DEMAND FOR COASTAL STRUCTURES

Urban development along coastal margins, coastal erosion and potential sea level inundation associated with climate change all increase the demand for coastal protection works. **There is also increasing demand for coastal structures that enhance recreational access to coastal areas. Council is planning to maintain existing council-owned coastal protection works and recreational assets, but is not planning to provide any increased levels of protection to properties or new recreational assets.** Council is also developing resource management policies to manage growth in coastal hazard areas to reduce the likelihood of further areas being developed that could be at risk from inundation from the sea and the need for coastal protection works for these areas. Modelling of the Tasman coastline is occurring and a full review of coastal policies is expected in the next three years. In the meantime, an interim coastal policy has been developed explaining Council's priorities for maintenance of existing coastal structures.

23. Tasman Regional Policy Statement

General Objective 8

Open, responsive, fair and efficient processes for all resource management decision-making.

REASONS:

The Council is both a regional Council and a district Council and has substantial powers and responsibilities concerning resource management. Most public policies for resource management will be developed and delivered by Council, in concert with key government departments and other statutory authorities, as well as the community at large. **Local government exists to provide for different values, rights and services that are chosen by the community, through appropriate processes.** The Council acknowledges its responsibility to provide opportunities for the effective participation by all members of the community affected by Council actions. **This means clear and open procedures, and adequate consultation with the community in the development of policy and the regulation of resource use activities.** In these ways, planning intentions in the Tasman Regional Policy Statement and in all other resource management plans of Council become statements of both the Council and the community for local resource management. **This objective applies duties under the Resource Management Act and the Local Government Act concerning good public process.**

TRPS continued

9.0 COASTAL ENVIRONMENT

5. Tasman Bay

There is a range of issues in the coastal environment of the District, arising from interactions between coastal resources and processes and the adverse effects of established activities or of any future activities.

In summary form, these issues are:

- (i) a lack of information on the coastal marine environment and likely effects of various activities on this environment;
- (ii) issues concerning coastal craft, including the management of navigation and safety risks and provision of boating facilities;
- (iii) potential adverse effects of aquaculture activities and determining appropriate methods of allocating sea space for aquaculture;
- (iv) **effects on public access to coastal space from authorising private rights to use the coast;**
- (v) legal limitations on the Council concerning the management of the effects of aquaculture and fisheries activities;
- (vi) identifying and maintaining the natural character of any part of the coastal environment;
- (vii) adverse effects of land-based activities on the coastal environment;
- (viii) the maintenance and enhancement of coastal water quality, including adverse effects of sewage effluent, other land-based discharges and accidental spills or discharges into the sea.
- (ix) **public interest in access to and along the coast.**

TRPS Objective 9.8

Maintenance and enhancement, where appropriate, of public access to and along the coast.

REASONS:

There is public and statutory recognition of the importance of public access, although it can conflict with other values.

TRPS Policy 9.9

Council will maintain and where appropriate enhance public access to and along the coast.

EXPLANATION AND REASONS:

While public access is sought by the public and by Section 6 of the Act, it may have adverse effects on other values. The numbers of people exercising rights of access to the coast, or the activities they undertake, may adversely affect each others' opportunities, values and experiences.

METHODS OF IMPLEMENTATION:

- (i) The Council will establish policies and rules in the District Plan and Regional Coastal Plan and **make decisions on resource consent applications to provide for public access to and along the coast, unless it is inappropriate in particular circumstances.**
- (ii) The Council, Department of Conservation, or any other party, may negotiate rights of public access to and along the coast in circumstances where access cannot otherwise be required.

ANTICIPATED ENVIRONMENTAL RESULTS:

A greater proportion of coastline readily accessible to the public.

PERFORMANCE MONITORING INDICATORS:

Increased satisfaction about opportunities for public access to the coast, without increased concern about effects of public access.

23. Tasman Resource Management Plan

Chapter 6: Urban Environment Effects

6.15 MAPUA/RUBY BAY

Policy 6.15.3.4

To maintain Mapua wharf and its historic wharf buildings as a vibrant and active visitor destination, incorporating the eastern part of the ex Fruitgrowers Chemical Company site to provide for a limited extension of visitor attractions that complements the historic and low key maritime atmosphere and enhances public access to and along the foreshore.

6.15.30 Principal Reasons and Explanation

".....Mapua wharf and its related historic buildings have redeveloped as a vibrant area for specialist shops and cafes while the adjoining boat ramp provides access to the Mapua Channel. The remediated site nearby provides opportunities for a mix of residential, commercial and recreational developments which complement the wharf area. The western side of the site has been remediated to a sufficient standard to allow residential activities. Because the site is within walking distance of many facilities, it is considered suitable for a slightly higher density of residential development that is less car-dependent. The design of the remediated area should emphasise the creation of a pedestrian-friendly

precinct with appropriate development that responds to the coastal setting and historic character and allows pedestrian access from the Mapua Channel frontage across the site to the Waimea estuary frontage.....”

Chapter 21: Effects of Disturbance, Structures and Occupation on Coastal Marine Conservation, Heritage, Access and Amenity Values

This chapter deals with the effects of use and development on natural resources, conservation of natural resources, features, processes, ecosystems, heritage, **access and amenity values in the coastal marine area**. The coastal marine area is defined as the area of sea from the line of Mean High Water Springs to 12 nautical miles off the coast. Although there are many issues that cross the boundary between land and sea, matters that relate to dry land in the coastal environment are addressed in Part II of the Plan.

The following issues are addressed:

- Use or development in the coastal marine area, including structures, occupation and disturbance may adversely affect the natural character of the coastal environment. The appropriate form, scale or location of such use or development that preserves natural character is to be determined.
- The protection of coastal marine habitats and ecosystems from the damaging effects of disturbances, discharges, structures, or the introduction of animals or plants, or passage of vessels, vehicles, people or animals.
- The appropriate form, scale or location of use or development in the coastal marine area that protects landscapes, including surface and underwater seascapes and natural features.
- Modification or interference with natural coastal processes by disturbance or structures.
- Allowing for appropriate use and development in the coastal marine area while protecting the cultural heritage values of the coastal marine area, including tangata whenua interests in areas or taonga.
- Public access to the coastal marine area may be restricted by private occupation, and public or private access may adversely affect natural character, ecosystems, heritage and amenity values.
- The conflict between the amenity value of the coastal marine area that depends on its natural character, and the cultural or recreational amenity obtained through changes to those natural qualities.

In relation to all of these issues, there are objectives and policies; methods of implementation; principal reasons and explanation; performance monitoring indicators and anticipated environmental results.

21 INTRODUCTION

“The Resource Management Act and the New Zealand Coastal Policy Statement require the natural character of the coastal environment to be preserved, while allowing appropriate use and development.”

“The coastal marine area is public domain, and the Act and the New Zealand Coastal Policy Statement require the maintenance and enhancement of public access to and along the coastal marine area. Some structures and works facilitate access, but others impede it.”

“Amenity values in the coastal marine area are largely supported by its natural character and landscape value. Continuing or current activities may affect the amenity of the area, particularly where there is permanent change. **However, amenity may be enhanced by provision of structures such as ramps, berthage or moorings that enable use and enjoyment of the sea.** Again, the amenity value of the coast may be affected by changes on adjacent coastal land, particularly at areas of intensive development.”

21.6 EFFECTS OF PUBLIC ACCESS

21.6.1 Issue

Public access to the coastal marine area may be restricted by private occupation, and public or private access may adversely affect natural character, ecosystems, heritage and amenity values.

21.6.2 Objective

Maintenance and enhancement of public access in the coastal marine area, including public passage or navigation:

- (a) while preserving natural character, and maintaining ecosystems, **heritage, and amenity values**; and
- (b) **without undue hazard or loss of enjoyment as a result of private occupation or use of coastal marine space.**

21.6.3 Policies

21.6.3.1 To avoid, remedy or mitigate adverse effects of facilities for access to and from the coastal marine area.

21.6.3.2 To avoid, remedy or mitigate adverse effects of private occupation of space in the coastal marine area, having regard to the common right of public access to or in that area.

21.6.3.3 Public access in the coastal marine area will be restricted only where necessary to:

- (a) protect areas of significant indigenous vegetation and significant habitats of indigenous fauna;
- (b) protect cultural and spiritual values of the tangata whenua;
- (c) protect public health and safety;
- (d) ensure consistency consistent with the purpose of a resource consent; or other exceptional circumstances.

21.6.30 Principal Reasons and Explanation

Access to and occupation of coastal marine space for private or commercial purposes may result in reduced opportunities for the use and enjoyment of that space by others. There is a need to control the uptake of space for such occupations in relation to the effect of loss of access for the public.

In some cases it may be possible to maintain or enhance public access in conjunction with private use of the coastal marine area, **including public access over structures authorised for private or commercial purposes.**

The Act and the New Zealand Coastal Policy Statement require maintenance and enhancement of public access to the coastal marine area, and disturbances, structures or other occupations of coastal space need to be controlled to ensure public access is retained as far as practicable.

Chapter 8: Margins of Rivers, Lakes, Wetlands and the Coast

“This chapter deals with two key issues.

1. The provision and enhancement of public access to and along the margins of lakes, rivers, wetlands and the coast, for current and future needs of residents and visitors to the District.
2. The protection of the natural character of lakes, rivers, wetlands and their margins, and the coastal environment, from inappropriate subdivision, use and development.

These issues are both matters of national importance”.

8.1 PUBLIC ACCESS

8.1.1 Issue

Provision and enhancement of public access to and along the margins of lakes, rivers, wetlands and the coast, for current and future needs of residents and visitors to the District.

8.1.2 Objective

The maintenance and enhancement of public access to and along the margins of lakes, rivers, wetlands and the coast, which are of recreational value to the public.

8.1.3 Policies

8.1.3.1 To maintain and enhance public access to and along the margins of water bodies and the coast while avoiding, remedying or mitigating adverse effects on other resources or values, including: indigenous vegetation and habitat; public health, safety, security and infrastructure; cultural values; and use of adjoining private land.

8.1.3.3 To avoid, remedy, or mitigate the adverse effects on public access caused by structures, buildings, and activities in or adjoining water bodies or the coastal marine area.

8.1.30 Principal Reasons and Explanation

The maintenance and enhancement of public access to and along lakes, rivers and the coast is a matter of national importance. Public access is not readily available in all localities of the District, and an **increasing population is likely to require greater provision for access along water areas.** In promoting public access, consideration needs to be given to: disturbance or destruction of habitats; degradation of the values of cultural heritage; public safety and security; and the use of private property.

The Act gives limited opportunity to obtain public access without compensation to landowners. A strategy which identifies priorities for public access will ensure that limited opportunities and funds are used to the best advantage. Acquisition or purchase of reserves, which are the principal means of protecting and extending public access opportunities, are not limited to Council. Other public bodies such as the Department of Conservation can also acquire and provide land for public access purposes. This option would fall under the “other means ... which ... may be used in achieving the purpose of this Act” of Section 32.

Council has made some preliminary assessment of access needs through community consultation. However, further study needs to be undertaken of all streams, rivers, lakes and coastal areas of significant value to determine their values for conservation, for recreation and for public access. Some existing structures impede access to and enjoyment of water margins and may need to be relocated. Limiting the erection of new structures on riparian reserves can also assist in ensuring adequate future access.

Part X of the Act sets out circumstances where an esplanade reserve is to be vested in Council on the subdivision of land, without compensation to the owner, and circumstances where compensation is due. **Provision of public access could also be a condition of a land use consent, but in that case would be contestable.** In all other cases, public access over private land could not be achieved without the negotiated agreement of the landowner. Similarly, physical works or services could be required as a contestable condition of a resource consent; otherwise by negotiation between Council and landowner (unless required under other legislation).

8.1.40 Performance Monitoring Indicators

8.1.40.1 Number and types of complaints about lack of access, or impacts of access.

8.1.40.2 Changes in the extent of riparian and coastal land available for public access. 8.1.40.3 The provision of information such as signs and pamphlets about public access opportunities in the District.

24. **Tasman District Council Coastal Structures Activity Management Plan 2015 - 2045**

1 ACTIVITY DESCRIPTION

1.1 What We Do The Coastal Structures activity comprises:

- **the provision and management of coastal structures (wharves and jetties, boat ramps and foreshore protection walls) by the Council;**
- the provision of navigation aids to help the safe use of coastal waters. Some of the assets managed by this activity include:
 - ownership and management of the wharf at Riwaka;
 - **jetties, boat ramps, navigational aids and moorings;**

- coastal protection works at Ruby Bay and Marahau;
- navigation aids associated with harbour management. A complete description of the assets included in the coastal structures activity is in Appendix B. 1.2

Why We Do It

Coastal structures have significant public value, enabling access to and use of coastal areas for commercial, cultural and recreational purposes. Council ownership and management of coastal assets ensures they are retained for the community.

2.1 Our Goal

The Council aims to maintain its coastal infrastructure and those structures that protect critical assets to achieve the vision of both the Council and the community, taking into account affordability and sustainability.

3 KEY ISSUES FOR THE COASTAL STRUCTURES ACTIVITY

The most important issues relating to the coastal structures activity are shown in Table 3-1.

The following key issue is extracted from that table:

Increasing demand for coastal structures

Urban development along coastal margins, coastal erosion and potential sea level inundation associated with climate change all increase the demand for coastal protection works. **There is also increasing demand for coastal structures that enhance recreational access to coastal areas. The Council is planning to maintain existing Council-owned coastal protection works and recreational assets, but will not provide any increased levels of protection to properties or new recreational assets.** The Council is also developing resource management policies to manage growth in coastal hazard areas to reduce the likelihood of further areas being developed that could be at risk from inundation from the sea and the need for coastal protection works for these areas. Modelling of the Tasman coastline is occurring and a full review of coastal policies is expected in the next three years. In the meantime, an interim coastal policy has been developed explaining the Council's priorities for maintenance of existing coastal structures.

5 EFFECTS OF GROWTH, DEMAND AND SUSTAINABILITY

5.1 Population Growth

A comprehensive Growth Demand and Supply Model (GDSM or growth model) has been developed for Tasman District. The growth model is a long term planning tool, providing population and economic projections district wide. The population projections in the growth model have been taken from Statistics New Zealand population projections derived from the

2013 census data, using a “medium” growth rate projection for all settlement areas, see Figure 5-1.

The supply potential is assessed as well as demand, and a development rollout for each settlement is then examined. The ultimate outputs of the GDSM include a projection of the district’s population, and forecast of where and when new dwellings and business buildings will be built. The development rollout from the Growth Model informs capital budgets (new growth causes a demand for network services) which feed into the AMPs and in turn underpin the Long Term Plan and supporting policies e.g. Development Contributions Policy. The 2014 growth model is a fourth generation growth model with previous versions being completed in 2005, 2008 and 2011. The Growth Demand and Supply Model is described in brief in Appendix F and in more detail in a separate model description report.

Population growth does not have a direct effect on the coastal structures activity. Therefore the model outputs are not directly relevant to this activity. However, generally population growth leads to intensification of the use of existing facilities for recreation and demand for further housing development close to the coast. The potential effects of this on the coastal activities are:

- **increased use of ports, wharves, moorings, marinas and boat ramps for recreation.**

The Council will continue to allow the use of the assets for coastal related activities and other compatible uses in a manner that minimises conflict with the local community and the coastal environment, serves the needs of the district and is self-supporting.

No additional boat ramps are currently programmed.

Coastal protection work will be programmed as required and affordable to the community. Currently there is no new coastal protection programmed. No further work will be programmed until the modelling of the Tasman coastline has been completed and a formal policy on coastal hazard protection has been developed.

The 2014 growth model is a fourth generation growth model with previous versions being completed in 2005, 2008 and 2011. The Growth and Demand Model and the implications for the coastal structures activity is discussed in detail in Appendix F.

The Growth Demand and Supply Model is described in brief in Appendix F and in more detail in a separate model description report.

8 KEY PROJECTS

Table 8-1 details the key capital and renewal work programmed for years 2015 to 2025.

Boat access in the Waimea Inlet Upgrading of existing boat access \$80,000

See Appendix I for a full detailed list of renewal projects.

APPENDIX A LEGISLATIVE AND OTHER REQUIREMENTS AND RELATIONSHIPS WITH OTHER

PLANNING DOCUMENTS AND ORGANISATIONS

A.1 Introduction

The purpose of this activity management plan is to outline and summarise in one place, the Council's strategic and long-term management approach for the **provision and maintenance of its coastal structures assets.**

The AMP demonstrates responsible management of the District's assets on behalf of customers and stakeholders and assists with the achievement of strategic goals and statutory compliance. The AMP combines management, financial, engineering and technical practices to ensure that the levels of service required by customers is provided at the lowest long-term cost to the community and is delivered in a sustainable manner.

Coastal structures provide many public benefits including provision of access to the coastal environment and coastal protection structures. The Council has a responsibility as a regional authority to manage coastal structures that it owns or that have no other identifiable owner. It is therefore necessary that the Council undertakes the planning, implementation and maintenance of coastal structures within the District in accordance with its respective legislation requirements and responsibilities.

The target audience of this AMP is the Tasman District community, Tasman District Councillors and Council staff. The appendices provide more in-depth information for the management of the activity and are therefore targeted at the Activity Managers. The document is publicly available on the Council's website.

Note: Appendix A continues with a list of "main drivers, linkages and constraints" including key legislation, Industry standards and statutory planning documents. There is detailed reference to NZ Coastal Policy Statement 2010, Resource Management Act 1991 and Local Government Act 2002.

APPENDIX B

Inventory of Boat Ramps – Describes the Mapua Boat Club community boat ramp as being 'concrete' and of 'good' condition.

B.8 Boat Ramps

B.8.6. Key Issues and Strategic Management

The boat ramps provide necessary access to the coastal marine area. The primary issue is safety and management of demand at the ramps. While management could be funded by user pays this will not be practicable for most locations.

The Council will continue to maintain the existing ramps at their current level of service and review the need for any substantial upgrades through inspections.

An improved ramp at Grossi Point has been scheduled in 2016. This aims to remove vehicles from Mapua Wharf which has increased commercial value. The Wharf precinct area is now pedestrianised at weekends and during the summer months (Traffic Control Bylaw 2013).

Vehicles with boats and trailers cause a conflict within the precinct especially at the boat ramp.

Note: Council states existing ramps will be maintained, followed by a paragraph stating an aim to remove vehicles from Mapua Wharf. Reference to increased commercial value implies this is part of the justification.

APPENDIX D ASSET VALUATIONS

Table D-2: Asset Lives

Jetty, boat ramp (concrete) 50 years

Note: The Mapua Boat Club Community boat ramp was constructed in 1987 giving it a remaining life of 20 years.

APPENDIX F DEMAND AND FUTURE NEW CAPITAL REQUIREMENTS

F.2 Projection of Demand for Coastal Structure Services

F.2.1. Effect of Population Growth on Coastal Structures

The link between population growth and the demand for coastal activities is not as direct as it is for water supply or transportation. **However, population growth does lead to the intensification of the use of existing facilities for recreation and demand for further housing development close to the coast.** The potential effects of this on the coastal activities are:

- **increased use of port, wharf, mooring, marina and boat ramp facilities for recreation;**
- increased community expectation to provide coastal protection.

The Council has encouraged the use of the coastal wharves and boat ramp facilities together with the opportunity to lease buildings for associated activities (boat clubs) and commercial users.

The Council will continue to allow the use of the assets for coastal related activities and other compatible uses in a manner that minimises conflict with the local community and the coastal environment, serves the needs of the district and is self-supporting.

No additional boat ramps are currently programmed.

Coastal protection work will be programmed as required and whether it is affordable for the community. Currently there is no new coastal protection programmed. No further work will be programmed until the modelling of the Tasman coastline has been completed and a formal policy on coastal hazard protection has been developed.

APPENDIX N DEMAND MANAGEMENT

N.1 Introduction to Demand Management

The objective of demand management (sometimes called non-asset solutions) is to actively seek to modify customer demands for services in order to:

- optimise utilisation/performance of existing assets;
- reduce or defer the need for new assets;

- meet the organisation’s strategic objectives;
- delivery of a more sustainable service;
- respond to customer needs.

As a harbour authority, the Council has a statutory obligation to manage the activities within the ports. As a regional authority, the Council is obligated to undertake its responsibilities within the coastal marine area. As a local authority, the Council works with its community to provide safe and reasonable access to the coast and, where applicable, to protect public assets on or along the coast.

N.2 Council’s Approach to Demand Management

The coastal structures activities have significant impact on the district, local communities and the coastal environment. As demand for use of the coastal area increases, the Council will use its objectives and policies (refer Appendix A) to provide guidance to manage the conflicts of the need to protect and enhance the coastal environment along with allowing and protecting existing (eg, wharf and harbour activities). The Council recognises that the natural coastal processes are complex and not well understood and the Council will continue to research and monitor the dynamics of its coastline so as to make appropriate decisions whether to protect or leave areas to natural processes.

The Council will also continue to manage activities by others through its bylaws and the TRMP to ensure activities are undertaken in a sustainable manner which is affordable to the community.

N.2.1. Demand Management Measures

The Council will use a number of measures to assist in the management of demand for access to and use of the coastal area as well as reducing the demand for coastal protection works including:

- education of users of the coastal areas for recreational and commercial activities;
- management of coastal development through bylaws and TRMP;
- management of moorings and possible restrictions of use;
- fees and charges where practical and affordable;
- land use planning to reduce conflicts with protection of the natural coastline;
- new technology for navigational safety aids to improve effectiveness and efficiency

APPENDIX P POTENTIAL SIGNIFICANT EFFECTS

P.2 Potential Significant Positive Effects

Potential positive effects are:

Table P-2: Potential Significant Positive Effects

Economic development: Provision and maintenance of coastal structures allows for the development of commercial businesses, therefore, contributing to economic growth and prosperity in the district.

Community value: Coastal structures contribute to community well-being by providing assets for recreational use of residents and visitors to the area.

APPENDIX U STAKEHOLDERS AND CONSULTATION

U.1 Stakeholders

There are many individuals and organisations that have an interest in the management and/or operation of the Council's assets. The Council has a **Stakeholder and Engagement Policy** which is designed to guide the expectations with the relationship between the Council and the Tasman community. **The Council has made a promise to seek out opportunities to ensure the communities and people it represents and provides services to have the opportunity to:**

- be fully informed;
- provide reasonable time for those participating to come to a view;
- listen to what they have to say with an open mind;
- acknowledge what we have been told;
- inform contributors how their input influenced the decision that the Council made or is contemplating.

Engagement or consultation:

- **is about providing more than information or meeting a legal requirement;**
- aids decision-making;
- is about reaching a common understanding of issues;
- is about the quality of contact not the amount;
- is an opportunity for a fully informed community to contribute to decision-making.

The key stakeholders the Council consults with about the Coastal Structures activity are:

- Elected members (Councillors and Community Board members);
- Iwi/Maori (Tiakina te Taiao and Manawhenua ki Mohua, iwi monitors);
- Regulatory (Consent compliance);
- Fisheries organisations;
- Heritage New Zealand;
- Service providers / suppliers;
- Civil Contractors (Nelson-Marlborough);

- **Affected or interested parties (when applying for resource consents);**
- **Neighbours**

25. Resource Consent Application Mapua Wharf and Pontoon Development Prepared for Tasman District Council January 2011

Excerpts from this Resource Consent describe some of the processes undertaken in meeting the legal requirements for obtaining resource consent for the construction of a replacement pontoon at Mapua Wharf in 2011.

The type of resource consents sought are:

2. Land use Consent for the installation, operation and maintenance of wharf and pontoon structures over the waterway, within the Coastal Marine Area.

1 Introduction

*Tasman District Council seeks resource consent for the replacement of the existing wharf and piles damaged in early 2010, and extensions to the Mapua Wharf. For the purpose of this application the main structure illustrated in Appendix A is referred to as a "pontoon", as it floats and the southern proposed structure a "wharf", as this is directly fixed to land. This application has been prepared in accordance with Section 88 and the Fourth Schedule of the RMA. **It is understood that the Mapua Wharf was a substantial structure by 1915, and provided a ship loading location to service the apple production in the wider Tasman area. Since 1915 the wharf has been rebuilt a number of times, the current wharf was rebuilt in 2004.***

*The proposed pontoon and wharf is described in section 2 of this report, **and is to provide an enhanced service to boat users, complementary to the boat ramp and moorings within the Mapua Estuary / Waimea inlet. The wharf extension is also to enhance public access along this coastal margin.***

5.2 Part 2 RMA

Section 5

Part 2 matters of the RMA outlines the purpose of the RMA, being one of sustainable management (Section 5). The proposal enables individuals, the community and users of the facilities to provide for their social, safety, cultural and economic needs, whilst promoting sustainable management of natural and physical resources.

Section 6

Section 6 requires recognition and provision for matters of national importance, including: (s6(a) RMA) "The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and

rivers and their margins, and the protection of them from inappropriate subdivision, use, and development". (s6(d) RMA) —The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers".

The proposal, by way of its design seeks to preserve the natural character by locating (co-locating) infrastructure at the existing Mapua Wharf where the environment is already modified and complements the public access along the coastline.

6 Assessment of Environmental Effects

6.1 Positive Effects

*The proposal will **enhance** and complement the mooring, and **other boating facilities** in the environment, **adding to the safety of those boating**. Additionally it will **positively contribute to the amenity and recreational enjoyment of wharf users and the surrounding environment**. A positive outcome of improved facilities might be economic growth of businesses within proximity to the wharf, where businesses gains result from enhanced boating facilities and access to the foreshore.*

6.2 Construction Effects

While construction will disrupt some business the effects are short term, and to realize the greater benefit of the wharf developments are a short term effect. Nevertheless, to mitigate possible nuisance effects of construction noise and amenity loss during the construction period, the selected contractor will undertake a letter drop to all residents within 200m of the wharf and to all businesses within Mapua to ensure the community is informed and have contact details should any issues occur during construction.

6.6 Landscape and Visual Amenity

The landscape and visual amenity of the estuary and coastal environments is a combination of the built and natural environments.** It has for many years been an active wharf for goods and services and a location for mooring from rough seas, or security of the environment. **It is also a recreation and scenic environment that visitors frequent, which facilities such as the Mapua Leisure Park (campground) rely on.

*The landscape will not change significantly as a result of a new wharf and extensions thereof; rather the proposal provides the certainty of **an enhanced/improved facility that complements the existing businesses, boat ramp and moorings.** **The facilities at Mapua boat ramp and wharf are serviced well from Aranui Road, and associated car parking and amenities in the locality.** The proposed wharf will enable an improvement in navigational safety and reduced congestion of users on the water and*

land as the wharf allows for boating stops without use of the boat ramp or smaller (existing) wharf.

Furthermore, the extension of the walkway, via the proposed wharf extension at the southern end of the facility will allow better connectivity with Aranui Road (cul-de-sac) and the businesses located adjacent to that environment. Tasman District Council is planning construction of public toilets on the old Fruitgrowers Chemical Company site which will complement the existing facilities on the foreshore.

7 Mitigation Measures / Suggested Conditions of Consent

The following are a list of suggested conditions that complement the assessment of environmental effects as provided in Section 6, and will mitigate those effects that could have the potential to be more than minor without the suggested conditions.

- 6. The applicant shall distribute letters to all Mapua Businesses, and residential areas within 200m of the wharf one month prior to construction commencing, advising of the planned start date, construction times, and contact details.***

10 Conclusion

Tasman District Council can provide significant social, economic and environmental benefit from implementation of the proposal. The effects associated with the proposal are considered minor and any actual or potential effect is able to be mitigated by the suggested conditions.

The wharf/pontoon designs, and limited number of piles and potential construction techniques will assist to ensure effects are no more than minor.

The expectations to operate, manage and maintain the proposed structure, alike any dynamic coastal environment, is for a managed approach. Condition 6 (Section 7) is provided to require this ongoing maintenance programme, which does not limit the consent authority doing more frequent inspections, nor responding to damage from an incident provided it is generally within the scope of the proposal. Furthermore, the use of the pontoon will be regulated by the Harbour Master to ensure its use is consistent with the regulations set.

- 26. EXCERPTS FROM MINUTES OF WATERFRONT ADVISORY GROUP, COMMERCIAL SUB COMMITTEE, COMMUNITY SERVICES COMMITTEE AND SUB COMMITTEE, COUNCIL MEETINGS AND RESOURCE CONSENT HISTORY IN DATE ORDER (RETRIEVED FROM TASMAN DISTRICT COUNCIL WEBSITE) ARE PROVIDED TO GIVE SOME EVIDENCE OF THE TIMELINE**

AND INCONSISTENCIES IN INFORMATION PROVIDED TO THE COMMUNITY AND WITHIN COUNCIL.

1 APRIL 2009

Report from Reserves Manager to the Community Services Committee on the Consultation to the Waterfront Park Draft Concept Design included the following statement:

“ISSUES PERIPHERAL BUT RELATED TO PARK DESIGN : Includes boat ramp, precinct design upgrade and development west of Tahi Street.”

11 OCTOBER 2012 ENGINEERING SERVICES COMMITTEE AGENDA

6.9 The Mapua Wharf Working Group is continuing to develop aspects relating to the management of this area and the long term planning for making this location a commercial entity in its own right. Work is well underway with regard to developing a management plan for the activities that operate in this area. **The management plan will consider operational matters such as vehicle management, access, special events and amenity issues.** In addition to this work a Masterplan is been prepared which will provide a framework for this space for the next 30 years. **The Masterplan will ensure any development happens in a coordinated manner and is sustainable.**

18 JUNE 2013 COMMERCIAL SUB COMMITTEE MINUTES

Present: **Councillors T B King, Mr Alan Dunn, Mr Phil Grover, Mr Roger Taylor**

In Attendance: **Chief Executive (L McKenzie) Corporate Services Manager (M J Drummond)**
Manager Property Services (J K Frater) Activity Planning Advisor (S Downs) Executive Assistant (V M Gribble)

6.2 Mapua Wharf Precinct

The following are excerpts from the report:

Activity Planning Advisor, Sarah Downs, was in attendance for discussion on this item.

The Mapua Wharf Precinct is a Tasman District Council coastal asset. It has a large number of visitors each year, either from around the district or from further afield. The asset is currently managed by the Engineering Department Transportation team, as part of Council's Coastal Structures.

Council staff and Cr Ensor have formed an advisory group for the consideration of matters relating to the wharf area and the Waterfront Park. Members of the advisory group represent the various community and business groups from the Mapua district.

This group has contributed to a Draft Master Plan for the wharf precinct that consulted on beginning January 2014.

There is currently an Operational Management Plan developed by staff for the wharf precinct. The Plan considers how the wharf is managed for aspects such as closure to vehicles in busy holiday periods.

Ms Downs advised that the community do not want just bars and restaurants and want to ensure that Hamish's has a place of prominence.

Mr Drummond noted that Mr Clark said Council is not leveraging the maximum potential from existing buildings and a relocation of the boat club and museum would derive better income. In developing a proposal for the overall area those things need to be taken into account.

Mr Taylor said consideration needs to be given to the boat club site and how it could be used.

Mr Frater advised that the wharf was given to the boat club by the harbour board, then it came to Council. As a result they believe they are entitled to free occupancy of this area because if it had not been for them the building would be derelict. Council has subsequently put a lot of maintenance money into the wharf.

Mr Glover noted that strategic value for the community is a major reason for Council owning a property.

5 DECEMBER 2013 TASMAN DISTRICT COUNCIL MINUTES OF FULL COUNCIL

Summary of Amendments to Existing Bylaw - Wharf Precinct

No stopping at all times except for goods service vehicles and vehicles associated with loading and unloading boats at the ramp from 20 December to 7 February.

No stopping at all times except for goods service vehicles and vehicles associated with loading and unloading boats at the ramp from 6am to 8pm Sundays

No stopping at all times except for goods service vehicles and vehicles associated with loading and unloading boats

Recommendation to Full Council that they approve and adopt the Tasman District Council Consolidated Bylaw – Chapter 5 – Traffic Control; and Recommends to Full Council that they approve the Bylaw to come into effect on Monday 16 December 2013.

15 OCTOBER 2014 MWAG

Aquarium Site update: Resource consent process is underway. Final plans are being drawn. Building and Resource consents expected end of November 2014

Plan will be refined and sent by email to stakeholders mid- November.

Feedback to be considered at next meeting.

18 FEBRUARY 2015 MWAG

Plan: not developed further. Will be done **after** building. Will not be full consultation.

Boat Club feedback will be considered. Something should be available in around 6 weeks.

Don't want vehicles by Hamish's – health and safety issues.

Send all views to Gene.

Important to define recreation area.

20 MAY 2015 MWAG

Discussion ensued on having disabled and drop off areas which will be needed when the wharf is off limits to vehicles.

Gene is to check with Gary Clark.

There will be a media release advising there will be no traffic on the wharf.

It would be helpful to say that having traffic and pedestrians mixing together on the wharf has been highlighted as a major health and safety liability.

Gene advised there is no plan to move the boat ramp.

Discussion was held about the proposal to spend money at Grossi Point which will have the same health and safety issues. It was considered the problem would become greater if it was developed.

Gene advised the matter had been put back with Parks and Reserves who will be **looking at other areas to spend the \$80,000 on**. He undertook to talk to Beryl and Gary about the issues.

4 JUNE 2015

Resource consent application to construct new retail development at Mapua Wharf (Shed 4)

Lodged and Formally Received. On Hold

9 JUNE 2015

Further information requested re: Shed 4 Resource consent application.

23 JUNE 2015

Information requested re: Shed 4 Resource consent application received. On Hold Ends.

16 JULY 2015

Mapua Wharf Retail Development Shed 4 Awarded to: Gibbons Construction

(Ref: TDC website Engineering Services Committee Agenda for meeting 13August 2015)

27 JULY 2015

RMA Sec 88 Check Done. (ref S88, S104 and Schedule 4 RMA 1991 – requirements for applications *for resource consent*)

RMA Sec95 Decision made. (ref S 95 Public notification and limited notification of applications *for resource consent*)

30 JULY 2015 MINUTES OF THE FULL COUNCIL MEETING

8.4 Mapua Wharf Closure and Parking Improvements

Gene Cooper, Commercial Manager, and Gary Clark, Transportation Manager, were in attendance to speak to the report.

Mr Clark clarified that this decision would bring forward the work in Year 4 of the Long Term Plan. He also said that costs were very much an estimate.

Councillor Dower returned to the meeting.

Mr Cooper responded to Councillor's queries on why this work was being brought forward so soon after the Long Term Plan had been finalised. He said there were a range of issues at play - the resource consent requirements versus existing rights; the recent Health and Safety review and other issues. Even though the Bylaw allowed for vehicles with boat trailers to access the boat ramp, practically this did not often happen - most boats were launched at Grossi Point. Staff said that the Mapua Boat Club were aware of this proposed wharf closure, and undertook to contact the Chair of the Boat Club with the outcome of today's meeting. There was \$80,000 budgeted for boat ramp development elsewhere for access to the estuary.

Staff talked about the planned parking on Tahi Street, and this would be on Council owned land. Mr Clark also said that motorbike parks would be given consideration.

Moved Cr Mirfin/Cr Dowler

CN15-07-9

That the Full Council

- 1. receives the Mapua Wharf Closure and Parking Improvements report; and**
- 2. approves the decision to close the wharf precinct to vehicles from October 2015: and**
- 3. notes that emergency access will be permitted at all times and servicing vehicles with restricted entry); and**
- 4. approves the transfer of \$70,000 (Transportation Budget) for the Mapua Car Parking Improvements from 2018/2019 to this current financial year; and**
- 5. directs staff to amend the Traffic Control Bylaw 2013 at its next review to address the issues around public parking on Mapua Wharf Precinct. CARRIED**

31 JULY 2015

Resource consent decision notified.

Resource consent effective.

5 AUGUST 2015 MWAG

The wharf will be closed to vehicles Monday to Saturday between 7.30am and 5pm during the Shed 4 construction phase.

Shed 4 Rebuild Update Construction began today with Gibbons having been awarded the contract.

Commercial Precinct Closure / Parking / Roading Changes

The group were unhappy they had not been advised that closure of the Mapua wharf boat ramp would be an item for discussion at the recent Full Council Meeting. In particular, Annette (as President of the Mapua Boat Club) had been unable to make an informed comment around timing of the closure when she was approached by local media. Members seek mindfulness from the Council in future and ask that Brian and Gene commit to keeping them informed of any items relating to the Mapua wharf, particularly those that may be of interest to the media and local community. Gene pointed out it was discussed in the last minutes.

Given Council's decision, which followed the May meetings discussions around the reasons for closure (increased activity, health and safety etc), there was also discussion about access to the Boat ramp after hours. No parking will be available, however use of Boat ramp for emergency services and other use before 8am and after 8pm daily will be possible with limited swipe card access, subject to ensuring the precinct remains safe to pedestrians.

4 NOVEMBER 2015

Precinct Parking

Gene advised that pre-Christmas there will be regular policing and operators need to stay out of timed zones. Access to the wharf will be by swipe cards at this stage.

There will be special cards for emergency services to allow access any time.

Tim Robinson suggested a combination lock system for boat club use. Gene to consider.

Boat Ramp

On behalf of the Mapua Boat Club (MBC), Tim Robinson read a response to the decision by the Council to close the Mapua Wharf Precinct to all vehicles. The MBC had looked at a number of options and their favoured option for a boat ramp was at Waterfront Park (A) which is the area closest to the wharf, closest to club facilities on the wharf, has an area for trailer parking (30+ rigs minimum) and **will require redesign of the unused park area.** This option is seen as a long term **solution to both the traffic conflicts in the wharf precinct and ensures access is secured to the water for boat owners into the future.** The MBC **sought the support of the Waterfront Advisory Group and the Mapua & Districts Community Association in its effort to reserve vehicle access to the wharf and boat ramp until such time as an agreeable solution is achieved for the whole community.**

Cr Ensor acknowledged that the MBC is important and we need to find a way forward. The dinghy housing is one way, but we are not able to have it open 24 hours for boats.

The opinion was expressed that there is a lot of tourism and those people seem to hold more importance than those who live in the community.

Cr Ensor advised that the Council had put \$80,000 budget aside for a boat ramp at Grossi Point but the opinion of locals was that would not be good use of ratepayer money, so it is now earmarked for an area in the Waimea Estuary.

Gene advised he was now thinking of closing the area from 10.00 am – 7.00 pm each day. **He advised Tim that he would give written feedback on the MCB's letter.**

5 NOVEMBER 2015 ENGINEERING SERVICES COMMITTEE

PUBLIC FORUM

Mr Martyn Barlow spoke on behalf of the Mapua Boat Club and tabled a letter regarding access to the boat ramp and to the Mapua Wharf now that the precinct is being closed to vehicles. Mr Barlow said that this will mean that boat users cannot utilise the boat ramp. He advised the Councillors that the letter had been discussed at the Mapua & Districts Community Council meeting and endorsed by them. The Mapua Boat Club is concerned that access to the current boat ramp is being denied prior to the Council finding a solution for a replacement boat ramp.

17 FEBRUARY 2016

Boat Club and Council Committee for Boat Ramp

This has been established and is led by Cr Trevor Norriss with Reserves and Engineering staff to look at future options for the Boat Ramp. This group will deal with all **Boat Ramp issues**, not MWAG because of wider issues outside the scope of MWAG.

Waterfront Park update — Graeme S

Large issue is to resolve Boat ramp. Community split on use of reserve – More discussion.

\$10,000 Rata Foundation grant for furniture secured. Positive assistance when looking at playground.

Boat Club — Annette

Grossi Point (GP) greenspace under pressure.

Would like to limit boats to 8 HP around Grossi Point for health and safety, especially with greater use evident.

Viewed discussions re boat ramp as constructive and moving forward.

Sea Scouts Gene advised the Tamaha Sea Scouts has previously been looked after under umbrella by Boat Club. What was apparent was Boat Club has not been advising Tamaha Sea Scouts of activities and discussions at MWAG meeting. Sea Scouts representative David Scott has agreed to join MWAG directly from next meeting. He passed on apologies for not being able to attend this meeting.

4 MAY 2016 MWAG

10. General Items

Strategic Plan

Gene gave a brief account of the strategic plan being driven at the request of the Council's Senior Management Team. He advised that the commercial land (on Tahi Street / Aranui Road?) had been withdrawn from sale while a strategy is developed. Gene explained that a third party survey of all of the Mapua issues would be commissioned of the area.

Action: The group requested that information on the timeframes for the strategic plan, the group appointed to conduct the survey and any relevant press releases be shared with them.

Waterfront Park

Note that development of waterfront park is on hold while the location of the boat ramp is determined. Although the group said they accepted that this was a good move, they also expressed concern at the delay as the project is approved with funding in place and they have a responsibility to RATA foundation to report back (12 months).

Sea Scouts Update – David Scott David was invited to provide an update of activities in the area relating to the Sea Scouts.

David raised concerns about the hours of vehicle access to the wharf (10am – 7pm closed access) causing difficulty with Sea Scout activities. Not being able to access the wharf earlier will mean the Sea Scouts do not have enough time to complete their activities. Gene explained that the Council would need to accommodate Sea Scouts doing business as usual and that they will be issued with a PIN number for the bollards.

David asked whether the wharf would still be under development next summer, as this would majorly impact the Sea Scouts summer programme. Gene advised that all development activity should be finished by then.

David asked whether there were plans to remove the wharf public toilet as this was frequently used by the Sea Scouts as a changing room facility, particularly for the girls. Gene said that the plan to remove the toilet was not confirmed, but that there was a proposal for development of a purpose built facility with dingy rack that would be accessible to the scouts.

Elena asked that the support of the Community Association for the Sea Scouts utilising the wharf to be noted.

Boat ramp

This now sits within Engineering and Gary Clark and Cr Trevor Norris are overseeing the project. **There was some discussion over whether existing user rights would be taken in to account in the decision making process.**

7 SEPTEMBER 2016 MWAG

6. Landscaping update of the Waterfront Reserve

This is now on hold for the Long Term Plan process.

The Community Association has received a grant for picnic tables however they are coming to the end of the period of time in which to use the grant. The Group suggested the Association apply for a further year's extension to the funding, **to allow time for the identified area for the boat ramp to be set.**

Tim Robinson from the Mapua Boat Club gave an **update on progress with the boat ramp**. A concept plan has been drawn up which shows the 'floor plan' of area needed for the ramp. **This concept plan was ratified at their last meeting. It will be taken to their AGM and then to the Community Association.**

Brian Ensor commented that they have done well with this work. Great that engineering assisted and supported too.

Once the ramp is completed, the Tamaha Sea Scouts will need to look at options for their accommodation and storage.

There will be a Garage Sale of boating gear on 17 September and Gene was asked if it was alright for vehicles to drive in and drop things off for the sale. Gene agreed and Rhonda to email tenants.

16 NOVEMBER 2016 MWAG

Community Association update

The last meeting was held on Monday 14 November, 2016. At that meeting the following motion was passed:

'The Mapua and Districts Community Association supports, in principle, the prepared and circulated plans for the future location of the boat ramp in the Mapua Waterfront Park area. Feedback from members can be sent to mdcaec@gmail.com and stored by the Association for inclusion in the TDC's review of development of its lands in the Mapua Waterfront Area.'

The association asked that the Council ensure community involvement in consultation and in the implementation of any plans going forward.

FINAL STATEMENT

- Mapua Boat Ramp was built in 1987 and is an existing structure in the coastal marine area as listed in Schedule 25.1A (Resource Consent Application - Mapua Wharf and Pontoon Development, 2011. p.4).
- Mapua Boat Club, the Tamaha Sea Scouts and boat ramp users in the Mapua community were not considered in the application for, or in the decision granting resource consent to build Shed 4.
- The Mapua Wharf Retail Development Shed 4 Resource Consent Application prepared by OPUS on behalf of Tasman District Council Corporate Services; Appendix Ten: Consultation and Written Approvals records consultation with:

Appleshed Restaurant

Mapua Smokehouse

Jellyfish Restaurant

Boat Club

Golden Bear Brewery

Tenant 5 Hamish's Café

Tenant 1A – wheelie fantastic

In addition, Appendix Ten states that consultation has occurred within the local ward Councillors, and with representatives of Mapua community, residents and business organisations.

Appendix Ten further states that consultation included the proposed new development and the proposal to create the area as a pedestrian zone and that extensive public consultation had been made on the project.

Appendix Ten categorically states:

“None of these parties are considered to be directly affected by this proposal”

- Given the community response to the subsequent loss of access to the boat ramp there are many 'parties' directly affected by the construction of Shed 4.
- The TDC website provides clear information regarding Affected Persons in the Resource Consent Process. Excerpts follow:

Who are 'Affected Persons'?

When processing a resource consent application, the Tasman District Council decides who (if any) persons will be adversely affected. **If the adverse effect on those persons is minor or greater than those persons will be identified as 'affected persons'. Those affected persons will then have rights in the consent process.**

For example, if someone wishes to build a house that is higher than what is permitted in the Tasman Resource Management Plan then the persons whose views or sunshine are blocked may be identified as affected persons (if the effects are great enough). Another example would be if a

person wanted to discharge chemicals onto the ground. A person who has a water supply bore down stream may be considered to be an affected person.

Personal note: TDC wanted to build a commercial precinct. The building of Shed 4 at 8 Aranui Road has subsequently had an adverse effect on Mapua boat ramp users who are now unable to utilise the facility. This was always going to be the case and should have been addressed transparently by Corporate Services in their resource consent application.

Who gets to be an Affected Person?

When the Council receives an application for a 'resource consent', Council staff determine who might be affected by the activity proposed in the application. Council staff advise the resource consent applicant which 'affected parties' written approval will be required from, and the applicant is then left to approach the affected parties and obtain their written approval. Neighbouring land owners, users of the same natural resource (e.g. ground water or gravel) in the same area, local iwi, community or environmental groups, Fish and Game, and the Department of Conservation are examples of who might be considered an 'affected party'.

Personal note: At no point in the Resource Consent process did TDC Corporate Services acknowledge the effects of closing the wharf area on boat ramp users. Further they did not even 'consult' with Tamaha Sea Scouts.

What should I know as a Resource Consent Applicant?

If you are making an application for resource consent and you would like your application to be processed as Non-Notified (i.e. no submissions or hearing) then you should try to get the written approval of all people or organisations who may be affected by your proposal.

You may approach the people you think may be affected before you lodge your application. Alternatively, you may wait until the Council has decided whom it considers to be affected persons, and then you can just talk to those persons. The Council will let you know by letter if it considers any parties to be adversely affected.

It is important that you are aware that the final decision as to who is adversely affected by your proposal rests with the Council. This can only be challenged by proceeding with a Judicial Review through the High Court.

Personal note: TDC Corporate Services did not receive written approval from any affected parties. TDC made the decision there were no affected parties. The TDC Resource Consents Manager

granted a Non- Notifiable land use consent to the TDC Corporate Services to build Shed 4 as there were (apparently) no affected parties.

What To Do if You Are an Affected Person

If you are identified by Council as an affected party, it is important that you make sure you understand the nature and scale of the proposed activity, and all of the potential impacts that the proposed activity could or will have on your interests (your property, your lifestyle, your use of the same natural resource) before you provide 'written approval'.

The applicant should provide every affected party with a full copy of the resource consent application (the original application having been lodged with the Council) as well as any further information the applicant has subsequently compiled and/or any amendments made to the original application.

If you do not understand some of the information provided to you, Council recommends that you seek further explanation from either the applicant, and/or an independent third party, like a resource management consultant or lawyer.

Personal note: Given the TDC Corporate Services neglect to acknowledge and consider that the Mapua Boat Club, Tamaha Sea Scouts and others in the community who used the boat ramp would be "affected persons" as a consequence of the Resource Consent Application to build Shed 4 they did not seek written approval, nor did they provide any party with a copy of the resource consent application.

It took a week for me to obtain a copy of the resource consent application from TDC .

- Resource Management Act 1991 Matters of National Importance : Section 6.

The TDC Resource Consent Application RM150521 for Shed 4 recognised and addressed both the cultural and archaeological impacts of building Shed 4. Two comprehensive assessment documents regarding these issues were included in their application. There was no recognition, comment or assessment of the impact of the building of Shed 4 on:

"S6 (d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."

This omission is a breach of the legislation.

- The Resource Consent decision RM 150521 states "While **not part of the subject application, in the near future the applicant proposes closing the subject site to general vehicle use** to protect the safety of pedestrians and cyclists and to provide for open space for visitors to the Mapua Wharf commercial area. This will affect the parking requirements of other

tenants on the site. **The applicant has stated that separate resource consent will be lodged for this prior to any such closure to vehicle traffic.**

Personal note: I am not aware of any such consent being granted. Is a Traffic Control Bylaw amendment sufficient in a Coastal Marine Area?

- The **Resource Consent Decision RM 150521** considers Relevant Statutory Provisions as follows:

Relevant Statutory Provisions

In considering this application, I had regard to the matters outlined in Section 104 of the Act. In particular, I had regard to the relevant provisions of the following planning documents:

- (a) the Tasman Regional Policy Statement (TRPS);
- (b) the Tasman Resource Management Plan (TRMP); and
- (c) the New Zealand Coastal Policy Statement.

Most of the objectives and policies contained within the TRPS are mirrored in the TRMP. The activity is considered to be consistent with the relevant objectives and policies contained in Chapters 5 (Site Amenity Effects), 6 (Urban Environment Effects), 8 (Margins of Rivers, Lakes, Wetlands and the Coast), 11 (Land Transport Effects) and 13 (Natural Hazards) of the TRMP.

Part II Matters

I have taken into account the relevant principles outlined in Sections 6, 7 and 8 of the Act and it is considered that granting this resource consent achieves the purpose of the Act as presented in Section 5.

Personal Note:

Given the legislation referred to in this submission there has in fact been substantial omission of a number of important statutory requirements in the decision regarding Resource Consent RM150521.

The list of legislative references in this submission is by no means comprehensive but draws attention to inadequacies in the Resource Consent Application for Shed 4 and the failure of the TDC to address these issues in the Resource Consent decision making process in this instance. The TDC is also remiss in recognising and implementing other statutory provisions and their own plans and policies.

Further, the **Local Authority has a responsibility to ensure that the process is public and participatory.**

I copy here an Editorial published in December 1998 from the Office of the Ombudsman.

Volume 4, Issue 4. December 1998

ISSN 1173-5376

Editorial

Non-notification of Resource Consent Applications

Non-notification of resource consent applications has been the subject of an important Court of Appeal decision for local government – *Bayley v Manukau City Council* [1998] NZRMA 513.

In the 11th Compendium of Case Notes of the Ombudsmen, published earlier this year, a comment was made in Case No C3944 that an increasing number of complaints related to the manner in which local authorities were interpreting their power to process applications for resource consents on a non-notified basis, pursuant to Section 94 of the Resource Management Act, 1991.

Attention was drawn in the Case Note to the fact that, before deciding to dispense with notification, not only must the effect on the environment be considered to be minor, but written approval must also be obtained “*from every person whom the consent authority is satisfied may be adversely affected by the granting of the resource consent.*”

This requirement may be dispensed with only in those cases where “*the authority considers it is unreasonable in the circumstances to require the obtaining of every approval.*”

The recent Court of Appeal decision has explained the importance of notification and has identified the proper approach that must be applied by consent authorities when considering whether an application may be processed on a non-notified basis. It states at p 521:-

“There is a policy evident upon reading Part VI of the Act, dealing with the grant of resource consents, that the process is to be public and participatory. Section 94 spells out exceptions which are carefully described circumstances in which a consent authority may dispense with notification. In the exercise of the dispensing power, and in the interpretation of the section, however, the general policy must be observed.”

“Care should be taken by consent authorities before they remove a participatory right of persons who, by reason of proximity or otherwise, assert an interest in the effects of the activity proposed by an applicant on the environment generally or themselves in particular.

*“Before s 94 authorises the processing of an application of a resource consent on a non-notified basis the consent authority must satisfy itself, first, that the activity for which consent is sought will not have any adverse effect on the environment which is more than a minor effect. The appropriate comparison of the activity for which the consent is sought is with what either is being lawfully done on the land or could be done there as of right...Then, at the second stage of its consideration, the authority must consider whether there is **any** adverse effect, including any minor effect, which **may** affect any person.*

“It can disregard only such adverse effects as will certainly be de minimis, of which the minimal intrusion of ... closets into ... yard space may be an example, and those whose occurrence is merely a remote possibility. With no more than a very limited tolerance, the consent authority must require the applicant to produce a written consent from every person who may be adversely affected. It should not be overlooked also that “effect” in s 3 includes a temporary effect, which requires the authority to consider adverse effects which may be created by the carrying out of construction work.”

This appears to be a judgment of considerable importance to local government. Consent authorities should ensure that the appropriate decision-makers are fully aware of these requirements when considering any application to have a resource consent processed on a non-notified basis.

- My last comment is to quote Robert A. Makgill (see references for full acknowledgement) in his article *Public Property and Private Use rights: Exclusive occupation of the coastal marine area in New Zealand* published in June 2011.

“The coastal marine area is accorded special significance under the RMA because it is owned by the Crown on behalf of all New Zealanders. It is in effect public property and the preservation of its natural character and its availability for public access are matters of national importance.” (p. 78)

“Crown property is held for the benefit of the public, who have certain rights to the use of that property. These rights are not secured as individual rights, but rather as social rights in the use of social resources.....” (p.79)

“Part V (‘The Right of Public Access to the Coastal Marine Area’) is concerned with the right of public of public access to the coastal marine area as set out under the RMA. The RMA provides for public access to the coastal marine area as a matter of national importance.

Decision makers must turn their minds not to whether public access should be permitted, but to whether it should be excluded.” (p.79)

In excluding access to the Mapua Boat Ramp the Tasman District Council have neglected their obligations as enshrined in the RMA and other legislation. The TDC has gone even further by rendering a boat ramp in “good” condition with a remaining 20 year life inaccessible.

It is a matter of importance to many of us in the Mapua Community that our boat access to the adjacent coastal marine area is reinstated.

Additional information:

1. I have emailed this submission to:
All Tasman District Council councillors and the mayor.
TDC staff - Lindsay McKenzie, Sharon Flood, Mike Drummond
TDC Strategic Consultant for the Waterfront Long Term Plan - Cath McFaul
2. I have emailed this submission to the following for their comment and advice:
Minister for the Environment - Hon Maggie Barry
Minister for Conservation - Hon Dr Nick Smith
Minister for Building and Construction - Hon Dr Nick Smith
Minister of Local Government - Hon Anne Tolley
The Chief Ombudsman - Peter Boshier
Labour MP Tasman – Damien O’Connor
National MP Tasman – Maureen Pugh
3. I am seeking legal advice in terms of an application for a judicial review into the Tasman District Council decision to grant a non-notifiable resource consent for the construction of Shed 4 without clearly and sufficiently identifying, acknowledging, or appropriately engaging with ‘affected persons’ in a “public and participatory process”.

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[Tasman Resource Management Plan Retrieved: http://www.tasman.govt.nz/policy/plans/tasman-resource-management-plan/resource-management-plan-volume-1-text/](http://www.tasman.govt.nz/policy/plans/tasman-resource-management-plan/resource-management-plan-volume-1-text/)

Lynda Cross

From: accounts@pascoeauto.co.nz
Sent: Thursday, 22 February 2024 12:50 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Community Boat Ramp Trust Submission
Attachments: Submission 2017 Final Word2024.docx

Tasman District Council – Resource Consents Administration Officer

Davis Ogilvie – attention Mark Morris

Please find attached my submission to the Māpua Boat Ramp Trust resource consent application and confirm receipt.

Thank you

Kathryn Barlow

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

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*):

I feel the Boat Ramp will be disruptive to the scale of lifestyle of the Mapua community. It will cause much too much traffic on the narrow access road to the Wharf. (Aranui Road) It's dangerous as it is. I have seen multiple instances of cars opening doors into traffic. Boat traffic will be more impactful and cause too much traffic activity at the wharf and destroy the peace and quiet of the area. Disruption of the soil around the wharf will cause dangerous air pollution. Very opposed to the 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):

Remove the planter boxes along Aranui Road to give more parking. Set the speed limit on Aranui Road to 30KPH. Police it. More Speed bumps. Set limited days and boating hours for use of the Boat Ramp. Charge a fee to launch and give the proceeds to the Mapua Community for quality of life improvements as defined by the community, not TDC.

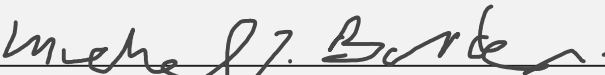
**Note: Any additional information should be submitted on a separate sheet(s).*

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.

Lynda Cross

From: Michael Borden <vastuved@gmail.com>
Sent: Thursday, 22 February 2024 2:19 pm
To: Resource Consent Admin
Subject: submission on Mapua Boat Ramp
Attachments: Boat Ramp submission.pdf

Categories: Lynda to deal with

Please see my submission attached. Thank you, Michael

--

Michael Borden
194 Horton Road, Tasman

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:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

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

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

Separate page attached.

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

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

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

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

- To grant consent To refuse/decline consent

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

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

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Print Full Name: Marion Kathleen Copp

Signature*: 
(Person making submission or authorised agent)

Date: 22-2-2024

*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.

The reasons for my submission are.

The importance of maintaining continued access to the estuary for all residents of Mapua and the outlying villages of Ruby Bay and Tasman. Who have an interest in the many activities that can be undertaken on the estuary and Tasman Bay.

Boating provides for the social well-being of many families in the surrounding area, the proposal will help maintain an important recreational activity in the district.

The proposed boat ramp will not increase the traffic on Aranui road. At present boats are being launched at Grossi point and the only access to Grossi`s is via Aranui Rd and Tahi Street so there will be no adverse traffic effect to Aranui road, but a beneficial one to Grossi`s point end of Tahi Street. Providing parking on the western side of Tahi Street would free up Grossi point for picknickers and swimmers. landscaping and tree planting would make this a very pleasant area and could be developed jointly by the community, iwi and council. The Sea Scout / community building would allow the Sea scouts and Boat club to move away from the congested commercial area of the wharf.

In the event of a safety emergency, either in the channel or out in Tasman Bay. Having an all-tide boat launching ramp is of utmost importance. The ramp would give water access for emergency services to assist any craft in danger.

The proposed boat ramp is in an existing highly modified environment and the adverse effect on the coastal environment should be less than minor. The proposed sea-scout / community building will blend in with the existing environment of the Māpua Wharf area. The FCC site will be managed to ensure there is no contamination risk to the Coastal Marine Area. The proposal will ensure that the ecology of the coastal marine area will not be adversely affected by the proposal.



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

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

See attached sheet.

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

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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: Peter Albin Copp

Signature*: 
(Person making submission or authorised agent)

Date: 21/04/2024

*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.

The reasons for my submission are.

The importance of maintaining continued access to the estuary for all residents of Mapua and the outlying villages of Ruby Bay and Tasman. Who have an interest in the many activities that can be undertaken on the estuary and Tasman Bay.

Boating provides for the social well-being of many families in the surrounding area, the proposal will help maintain an important recreational activity in the district.

The proposed boat ramp will not increase the traffic on Aranui road. At present boats are being launched at Grossi point and the only access to Grossi`s is via Aranui Rd and Tahi Street so there will be no adverse traffic effect to Aranui road, but a beneficial one to Grossi`s point end of Tahi Street. Providing parking on the western side of Tahi Street would free up Grossi point for picknickers and swimmers. landscaping and tree planting would make this a very pleasant area and could be developed jointly by the community, iwi and council. The Sea Scout / community building would allow the Sea scouts and Boat club to move away from the congested commercial area of the wharf.

The proposed boat ramp is in an existing highly modified environment and the adverse effect on the coastal environment should be less than minor. The proposed sea-scout / community building will blend in with the existing environment of the Māpua Wharf area. The FCC site will be managed to ensure there is no contamination risk to the Coastal Marine Area. The proposal will ensure that the ecology of the coastal marine area will not be adversely affected by the proposal.


21/04/2024

The reasons for my submission are.

The importance of maintaining continued access to the estuary for all residents of Mapua and the outlying villages of Ruby Bay and Tasman. Who have an interest in the many activities that can be undertaken on the estuary and Tasman Bay.

Boating provides for the social well-being of many families in the surrounding area, the proposal will help maintain an important recreational activity in the district.

The proposed boat ramp will not increase the traffic on Aranui road. At present boats are being launched at Grossi point and the only access to Grossi`s is via Aranui Rd and Tahi Street so there will be no adverse traffic effect to Aranui road, but a beneficial one to Grossi`s point end of Tahi Street. Providing parking on the western side of Tahi Street would free up Grossi point for picknickers and swimmers. landscaping and tree planting would make this a very pleasant area and could be developed jointly by the community, iwi and council. The Sea Scout / community building would allow the Sea scouts and Boat club to move away from the congested commercial area of the wharf.

In the event of a safety emergency, either in the channel or out in Tasman Bay. Having an all-tide boat launching ramp is of utmost importance. The ramp would give water access for emergency services to assist any craft in danger.

The proposed boat ramp is in an existing highly modified environment and the adverse effect on the coastal environment should be less than minor. The proposed sea-scout / community building will blend in with the existing environment of the Māpua Wharf area. The FCC site will be managed to ensure there is no contamination risk to the Coastal Marine Area. The proposal will ensure that the ecology of the coastal marine area will not be adversely affected by the proposal.


24/02/2024

Lynda Cross

From: David Kemp <dk@davidkemp.co.nz>
Sent: Thursday, 22 February 2024 4:11 pm
To: Resource Consent Admin
Subject: mapua boat ramp

Mapua boat ramp.

While I agree there is a need for the Sea Scouts needs to be met, the use of the area to launch private boats has utterly outgrown customary usage and another venue needs to be investigated.

I have been living in the area for over 20 years, and watched changes to the area from a badly polluted industrial chemical wasteland, to the current popular seaside venue for families and individuals, both local and visitors, domestic and international. It's popularity will only increase into the future. Projecting out for the next 20 years would suggest growth will continue, so the priority for visitors on foot and private vehicle usage is needed, and this would require more parking and pedestrian friendly facilities need to be planned for. What are the projected growth figures for these ?

Motor vehicles, especially large SUV's towing big boats on big trailers accessing through the middle of pedestrians, is TOTALLY out of place now, let alone into the future.

If a business was applying for vehicle movements from 4,30 am to 10.00 plus pm, they would be refused immediately, especially in such a quiet, residential township, with constricted access and egress as it is now through the township.

I have counted over 20 SUV's and trailers lined up at Grossie Point Reserve and down the street – what will the growth figures be for 20 plus years time ?

The applicants have prioritised favourable arguments, but do not offer any negative information.

Any scoping exercise needs to include negatives as well. What are they in this situation?

The applicants are being selfish bullies, shoving their influence and affluence on to the situation.

They need to accept that they have outgrown the sandpit that they have been used to, and find another location, perhaps on Rabbit Island, which has good roading and minimal residential housing.

David Kemp.

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz



tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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

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

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

Submitter Details

Full Name:	John Jackson	
Contact Person (if different):		
Address for Service:	142 Stafford Drive Mapua 7005	
Postcode:		
Phone:	021 253 0220	E-mail: john@drysdale.net.nz

Submission Details

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

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

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

The construction and operation of a new boat ramp at Mapua.

Tasman District Council Application Number (if known): RM

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

RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area.
 RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area.
 RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health for soil disturbance.
 RM230255: Land Disturbance within the Coastal Environment Area for construction of the boat ramp, sea scout building and associated infrastructure including car parking areas.
 RM230256: Disturbance of the Coastal Marine Area in association with construction of the boat ramp.
 RM230257: Occupation of the Coastal Marine Area for the purpose of constructing and operating a boat ramp.
 RM230258: Discharge of sediment to the Coastal Marine Area during construction of the boat ramp.
 RM230259: Discharge of stormwater into the Coastal Marine Area.

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

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

To support a replacement of the boat ramp made obsolescent as a result of TDC approving plans to redevelop the wharf area.

To support the enhancement and continuation of activities carried out by the Mapua Boat Club and Sea Scouts.

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

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

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

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

To grant consent To refuse/decline consent

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

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

These are not conditions but suggestions:

1) I urge TDC not to develop the space adjacent to the proposed Sea Scout building labelled "Future development space" in the plans.

2) The Sea Scout Building should have showers in addition to toilets.

*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.

Lynda Cross

From: John Jackson <John@drysdale.net.nz>
Sent: Thursday, 22 February 2024 5:06 pm
To: Resource Consent Admin; Resource Consent Admin
Cc: nelson@do.nz; markm@do.nz; mapuaboatramp@gmail.com
Subject: Submission re: Mapua Boat Ramp Resource Consent Application
Attachments: TDC Submission Form.pdf

John Jackson

Drysdale Limited
142 Stafford Drive
Mapua 7005

mobile: +64 21 253 0220
email: john@drysdale.net.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:

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):

**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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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.

Lynda Cross

From: tord kjellstrom <kjellstromt@yahoo.com>
Sent: Thursday, 22 February 2024 5:57 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Submission on resource consent for the Mapua Community Boat Ramp Trust
Attachments: 240222 submission on resource consent application for Mapua boat ramp Kjellstrom.pdf

Hi TDC staff,

Please find attached my submission on this resource consent request.

I think the application should NOT be accepted and instead TDC should complete Mapua Waterfront park improvements that have been proposed by various community groups during the last 15+ years.

I also propose that TDC should start planning for a "retirement home" development on the "Kite Park" area west of Tahi St, which was from the time of the creation of the Waterfront Park area considered as a suitable site for residences. Residents of Mapua who due to increasing age needs more direct support for their living could then stay longer close to their younger friends in Mapua. Moving to retirement facilities in Richmond makes regular interaction with your younger friends more difficult.

The creation of the proposed boat ramp and large parking areas in the "Kite Park" area would undermine the community amenity value of this former chemical factory site.

Best regards
Tord

Tord Kjellstrom
SKYPE address: tord-heit

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

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 230253, 230388, 230254, 230255, 230256, 230257, 230258, 230259

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):

**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

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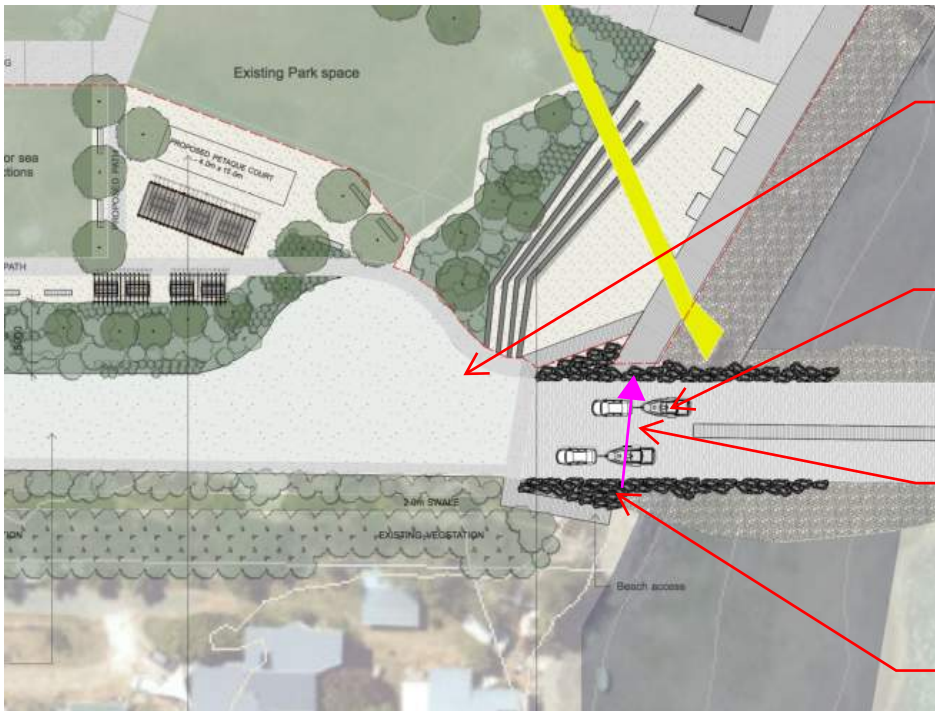
Print Full Name:

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

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

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

Loss of amenity due to safe beach access being cut off by the ramp. I have significant safety concerns about people crossing an operating boat ramp.



Boats reversing from here, above the access path.

It is very hard to see people crossing behind you when you are reversing a boat down a ramp.

Desire line - this is where people will cross

Children will climb up these rocks and walk across the ramp rather than use the access path

Loss of amenity: swimmers conflict with boats. I have significant safety concerns of swimmers interacting with boats, regardless of 5 knot speed limit.



Wharf jumping/ swimming area clouded

Outgoing tide, swimmers swept towards boats maneuvering to pontoon

Incoming tide, swimmers swept towards boats launching/retrieving

Boat ramp

Typical hazard matrix for health and safety risk assessment:

		Severity			
		Minor	First Aid Treatment	Medical Treatment	Serious or Fatal
Likelihood	Almost Certain	4	8	12	16
	Probable	3	6	9	12
	Possible	2	4	6	8
	Unlikely	1	2	3	4

	Low Risk
	Medium Risk
	High Risk

Minor	An incident likely to result in minor injury which is unlikely to require any treatment, or minor damage to property and equipment.
First Aid Treatment	An incident likely to result in an injury requiring first aid treatment, or damage to property and equipment
Medical Treatment	An incident likely to result in an injury requiring treatment from a medical professional, or significant damage to property & equipment
Serious or Fatal	An incident likely to result in a notifiable* incident, injury, illness or death, or extreme damage to property and equipment

Unlikely	The likelihood of an incident is very low to non-existent
Possible	The likelihood of an incident occurring is possible but not likely to occur
Probable	The likelihood of an incident occurring is high
Almost Certain	The Incident will likely occur

*Definition of a Notifiable Incident defined in the Health & Safety at Work Act 2015 can be found here: - <http://www.worksafe.govt.nz/worksafe/notifications-forms/notifiable-events/notifiable-incident>

*Definition of a Notifiable Injury defined in the Health & Safety at Work Act 2015 can be found here: - <http://www.worksafe.govt.nz/worksafe/notifications-forms/notifiable-events/notifiable-injury>

*Definition of a Notifiable Illness defined in the Health & Safety at Work Act 2015 can be found here: - <http://www.worksafe.govt.nz/worksafe/notifications-forms/notifiable-events/notifiable-illness>

RISK ASSESSMENT

Hazard 1: motor boats striking swimmers around the wharf.

Contributing factors:

- number of swimmers is very high at times
- tidal flow is fast and can push swimmers around
- varying level of skill of boat operators (there is no way to control this)
- number of boats is anticipated to be high

Likelihood: Probable

Consequence: Serious or fatal

Risk rating: High

Mitigation 1 - Signage

Signage can be effective in some circumstances where people are looking for it, such as the workplace, but in this case will likely have no effect on established behaviours (i.e. jumping off the wharf), particularly from our rangatahi (young people). Parents will likely stop their children from jumping off the wharf when boats are present, which is an effective risk mitigation, but also a significant loss of amenity to the community.

Experience at the Days Bay Wharf in Wellington Harbour showed that rangatahi will continue to wharf jump even with 6 foot high fencing accross the wharf. The only effective way of stopping jumping was the use of security guards. Rangatahi can often make poor risk based decisions and I would hate for one such decision to lead to a death.

Mitigation 2 - MBC members

I dont understand this mitigation and I do not see any way in which it can be effective, unless MBC members are going to act as 'police' on the wharf overseeing all boats and swimmers. This seems entirely impractical to me.

RISK LEVEL POST MITIGATION: High

Hazard 2: reversing trailers striking pedestrians crossing the boat ramp

Contributing factors:

- existing use of beach pathway - people will continue to want to access the wharf from the beach
- alternative route is convoluted and gives priority to boats - people will ignore and walk over the ramp
- expected peak use of the boat ramp is the same as peak summer visitor numbers

Likelihood: Possible

Consequence: Serious or fatal

Risk rating: Medium

Mitigation: None proposed

RISK LEVEL POST MITIGATION: Medium

Lynda Cross

From: James Carter <jcarter38@hotmail.com>
Sent: Friday, 23 February 2024 7:52 am
To: Resource Consent Admin
Subject: Māpua Community Boat Ramp Trust, Submission on Resource Consent Application to Build and Operate a Boat Ramp and Building
Attachments: Form for submission on resource consent application.pdf

Please find attached my submission.
Regards,

James Carter
M +64 (0)27 444 6930
E jcarter38@hotmail.com

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

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Full Name: Kevin Joseph Higgs and Jillian Edris Higgs

Contact Person
(if different):

Address for Service: 1 Higgs Road
Mapua
7005

Postcode:

Phone: 0212692626

E-mail: lebecca@xtra.co.nz

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

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

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

Construction and operation of a new boat ramp 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*):

Noise, Infrastructure, Safety and added costs to residents.

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

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

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):

Upgrade Cycle Pedestrian Crossing or impose 30kph Restriction on Higgs Road.
No Boats or trailers before 6am

**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: Kevin Joseph Higgs and Jillian Edris Higgs

Signature*: 
(Person making submission or authorised agent)

Date: 16/02/2024

**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.

Despite being an enthusiastic Scout in my youth and a current owner of a boat. If we look at the facts it is very hard to justify any support for the proposal that is on the table. It appears to be more want than need. Generations of Scouts have managed with the current facilities and I'm sure they do not wish to appear entitled. There is just not enough of them. As for the boating fraternity Grossi Point not only offers good launching but limits the size and number of boats using what is the already stressed infrastructure in Mapua ie the access Motueka and Rabbit Island have already got excellent facilities for larger boats.

Further on the access. On an early tide 4.30am, Cars and Trailers have to basically travel via Aranui Road or Higgs Road. With a proposed increase of 140 extra cars and 140 extra trailers this will create an unacceptable amount of noise particularly with the new raised Pedestrian crossings. So much for a sleepy little village. In the Weekends Mapua has already lost this status. Higgs Road has yet to have a Cycle Lane or crossing for Pedestrians. Given the broken foot path access these will have to come. An increasing amount of motorists treat Higgs Road as some sort of Hill climb event.

The Wharf area is being over developed at the expense of the Mapua resident's as said if Mapua is to retain its charm for resident's it needs to stop and even be reduced.

RECEIVED
22 FEB 2024
BC No:
TASMAN DISTRICT COUNCIL
Signed:

FC admin - Tasman District Council,
Private Bag 4
Richmond 7050



CDZ

18 FEB 24

NEWS



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: *John Reginald RALFE*
Contact Person (if different):
Address for Service: *16 B Kingsford Dve
Stoke, NELSON*
Postcode: *7011*
Phone: *021 253 5306* E-mail: *jrmapua@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)

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

Tasman District Council Application Number (if known): RM

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

*The urgent need for a safe, easily accessible boat ramp not only in Mapua, but also serving the wider Tasman Bay area.
The commercialisation of the Mapua wharf area which made the original Mapua Boat Club ramp inaccessible was an injustice and needs to be addressed.*

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

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

As specified in question .
My family owned a property in Tahiti St, Napua for a period of 60 yrs so I know the importance of a safe boat ramp would be to the area.
The use of the Grossi Point recreational area has been a dangerous alternate boat launching area at peak times with other groups such as swimmers + kayakers using 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):

The use of the boat ramp must be restricted to the hours of 5am and 9pm .
The boat ramp should be restricted to boats smaller than that specified by the council . . .

*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 Reginald RALFE

Signature*:

(Person making submission or authorised agent)

Date:

19/2/2024

*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

Submission on Resource Consent Application

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Submitter Details

Full Name:	Annette Keith Walker	
Contact Person (if different):		
Address for Service:	13 Tahī Street, Mapua, 7005	
Postcode:		
Phone:	027 5402850	E-mail: annetewalker@xtra.co.nz

Submission Details

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

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

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

Mapua Boat Ramp

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*):

Ramp and Scout Building

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

I am unhappy about the design and placement of the scout building

*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):

- 3.16 That the building profile be changed to a traditional gable design
- 5.3 That Tahī St be redirected from Aranui bend across to 13 Tahī St.
The building is placed on residential land on the opposite side of Tahī St
- 6.0 That access to the ramp be gravelled not concrete

*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: Annette Keith Walker

Signature*: 
(Person making submission or authorised agent)

Date: 19 Feb 2024

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

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

Mapua Boat Ramp submission

(Annette K Walker)

HISTORICAL PERSPECTIVE

I represent the adjoining neighbour at 13 Tahi Street (next to the boat ramp) and I have resided here since the 1940s. My family owned the land and I bought it in the 1970s. I am not an old dinosaur from the past as some would have it and I have shown foresight: I am responsible for the design and development of the popular museum on the wharf and I was one of the key people within the community who successfully fought off seaside development on this precious green space.

I agree in principle to the proposed Mapua Boat Ramp BUT I have misgivings about the placement of the proposed sea scout and community building, the ramp being constructed of concrete and part of the Kite Park grass being turned into a formal carpark.

LANDSCAPE ASSESSMENT REPORT (p.106)

5.3 (p.109) ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

Yes, I agree, the building is 'on the perimeter of the park' and lies within in the present carpark but it is introducing a new element to the landscape. This precious site is only here because of the community future proofing it as an open public space. Now it is being eroded by a building.

I agreed to some storage containers on my boundary but this has turned into a huge building. I suggest the Council look more deeply into where this building could be located. In the early 1950s we approached 13 Tahi Street at an angle across the present Kite Park, thus avoiding the chemical factory. It went more or less off the bend in Aranui Road and into our drive down beside the chemical site. Not so long ago during the site clean-up it was suggested by council staff that the road be redirected back to this historical configuration but it was rejected by my neighbour who was unhappy about car lights shining in his windows. I am quite happy to have the original road reinstated towards by driveway.

Consider the outcome. The scout building could be built on zoned residential land. The public road would be behind it. There would be no worry about breaking through the chemical cap, expensive resource consents for the building and the plumbing which would go into the present services. The present road becomes a hardstand for cars boats, trailers etc and the existing car park remains. All within the safety of a controlled zone and very much more cost effective. Scouts and the public could safely stroll and manoeuvre boats without worrying about traffic.

I urge you to consider this proposal. The project could also be broken up into two stages. Stage one being the Boat Ramp and stage two, the building.

BUILDING DESIGN

3.16 (p.35. SITE AMENITY EFFECTS The landscape assessment is stated as 'less than minor' on p 37. I strongly protest.

This will be a very large building – too large in my opinion, which will dominate the landscape of the waterfront park. The 'wharf building theme' mimics one new building with the 'saw tooth design facing the opposite direction. That in turn mimicked an addition to the end of the Cool Store building on Iwa Street, nowhere near the waterfront. We are proud owners of a grade two listed wharf building. Why was the roof line of the old wharf building or the Cool Store buildings not considered? Both have traditional ridge-line gable shapes, traditional in maritime environments, without internal guttering and large sliding doors leaving a complete opening for boats and trailers.

SITE PLANS FOR PROPOSED BOAT RAMP AND ACCESS AND PARKING

6.0 (P.62) Appendix 1 PRELIM ACCESS ROAD & RAMP LAYOUT

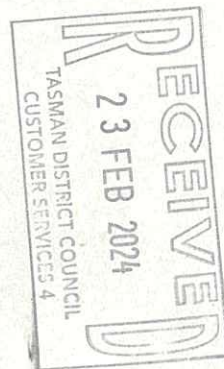
I was led to believe in initial discussions with members of the trust that the access ramp was going to be unsealed – it would certainly cut down the cost. Now I find that all the ramp is going to be concrete. Why?

Surely the Council has a policy of using as little concrete as possible to help with their zero emission policy and here is a case in point where a choice could be made. Why use concrete? Surely with a community boat ramp the access way can be maintained from ramp fees and water can naturally permeate into the ground thus helping the boundary native tree plantings and grass areas. Curb and channelling yes but concrete no.

CAR AND BOAT PARKING (p.64)

If we are forced to break through the cap and build the scout building in the present carpark, I fail to understand why we need to have a formal, gravel area for car parking. Why not leave it in grass? For at least the last 10 years two species of oyster catchers have chosen to feed and hangout on this grass area at high tide. It works OK. Both humans and nature living in some sort of harmony. Why interrupt this amazing example of birds and humans hanging out together but it will only continue as long as it remains in grass.

Tasman District Council
Beet Ramp Submission



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:	Ngati Tama Ki Te Waipounamu Trust		
Contact Person (if different):	Dayveen Stephens		
Address for Service:	74 Waimea Road Nelson		
Postcode:	7010		
Phone:	035481740	E-mail:	taiao@ngati-tama.iwi.nz

Submission Details

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

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

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

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

Tasman District Council Application Number (if known): RM230253, 230388, 230254 - 230259.

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

RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area.
RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area.
RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health for soil disturbance.
RM230255: Land Disturbance within the Coastal Environment Area for construction of the boat ramp, sea scout building and associated infrastructure including car parking areas.
RM230256: Disturbance of the Coastal Marine Area in association with construction of the boat ramp.
RM230257: Occupation of the Coastal Marine Area for the purpose of constructing and operating a boat ramp.
RM230258: Discharge of sediment to the Coastal Marine Area during construction of the boat ramp.
RM230259: Discharge of stormwater into the Coastal Marine Area.

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



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1/2

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

See seperate sheet attached.

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

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

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

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

To grant consent To refuse/decline consent

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

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

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

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

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

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

Print Full Name:

Signature*: 
(Person making submission or authorised agent)

Date:

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

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



NGĀTI TAMA
KI TE WAIPOUNAMU
TRUST

PO Box 914 | NELSON 7010
Ground Floor, Waimea House
74 Waimea Road | NELSON
Phone: (03) 548 1740
Email: kaiawhina@ngati-tama.iwi.nz
Web: www.ngati-tama.iwi.nz

Tēnā koutou,

**SUBMISSION: THE CONSTRUCTION AND OPERATION OF A NEW
MAPUA COMMUNITY BOAT RAMP.**

INTRODUCTION;

Ngāti Tama ki Te Tauihu are mana whenua in Te Tauihu. The traditional rohe of Ngāti Tama ki Te Tauihu is from Mai Whangamoā ki Kahurangi.

In the many generations since the hekenā (migrations) to Te Tauihu, Ngāti Tama are descendants of Tokomaru waka. Whakapapa links established alliances and fostered peace and security for all and their descendants. At the same time, customary authority for Te Tauihu remained with those who occupied and held the land.

Ngāti Tama ki Te Waipounamu Trust is the mandated iwi organisation for Ngāti Tama ki Te Tauihu. The Trust was established in April 2013 to receive, hold, manage and administer the Te Tauihu Settlement Act 2014 (Settlement Deed) on behalf of and for the benefit of present and future descendants of Ngāti Tama ki Te Tauihu.

The Settlement Act recognises and acknowledges the historical, cultural, social, economic and environmental relationship Ngāti Tama ki Te Tauihu has with the rohe and the Coastal Marine environment. Ngāti Tama ki Te Waipounamu Trust is an iwi authority as defined in section 2 of the Resource Management Act 1991 (RMA) and is recognised by Ngāti Tama ki Te Tauihu as having authority to represent the Iwi. Further, under section 77 of the Local Government Act 2002 requires that a Local Authority must, in the course of the decision-making process “take into account the relationship of Ngāti Tama and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga.”

Ngāti Tama ki Te Waipounamu Trust has also made an application for Customary Marine Title and protected customary rights for the Ngāti Tama coastal marine area of interest and for the purpose of this submission includes the Māpua and surrounding areas.

NGĀTI TAMA KI TE WAIPOUNAMU TRUST

SUBMISSION:

For Ngāti Tama it is essential to protect, enhance and maintain the health and wellbeing of the mauri of natural and cultural values. For the purposes of our submission Māpua is a highly cultural significant area for Ngāti Tama whānau.

CULTURAL CONTEXT:

Our history is embedded in Māpua and backdates to the mid 1800's. Māpua is significant to Ngāti Tama for the following reasons;

- an area of conquest and raupatu,
- an area of occupation,
- an area of resource harvesting and
- an area where we as Ngāti Tama uphold our cultural practices.

All these factors conclude to Māpua being a culturally significant area, Ngāti Tama have a vested interest in current and future developments in the Māpua area. Our context are underpinned by our values are;

VALUES:

- Mana Motuhake, this value connects us to the whenua, the awa and the moana. From the arrival of Ngāti Tama into Māpua these taonga sustained our people and in turn we have a responsibility to ensure these taonga are protected and maintained.
- Kaitiakitanga, the key components are determined by place of significance, whakapapa and sustainability. Ensuring this responsibility is maintained for now and into the future.
- Whanaungatanga coincides with Manaakitanga – these values are crucial to upholding respect and wellbeing.
- Wairuatanga permeates through upholding our cultural tikanga and kawa practices and protocols through our knowledge and understanding of Te Ao Māori.

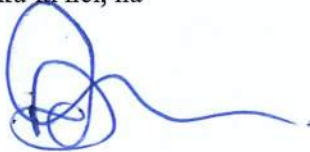
NGĀTI TAMA KI TE WAIPOUNAMU TRUST

CONCLUSION;

Māpua has been identified as an area of significance. This area has had numerous human remains being found. With evidence already well documented these finds have been made during the ongoing development of Māpua and with any future developments the potential to exhume anymore human remains is a probability. To encourage any development in an environment that is highly sacred in the coastal and marine area and surrounding foreshore would be highly insensitive to the area and therefore conclude that;

Ngāti Tama object to the proposal of the construction and operation of a new Boat ramp within the coastal marine area and foreshore with access from the Māpua Waterfront Park and associated consents for access and parking on the western side of Tahi Street, signage, stormwater discharge and earthworks for the reasons of this place maintaining its sacredness as a wahi tapu and any new developments that occur in around the coastal and marine area we strongly oppose.

Nāku iti nei, nā

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

Dayveen Stephens
Environmental Manager
Ngāti Tama ki Te Waipounamu Trust

Lynda Cross

From: Dayveen Stephens | Ngāti Tama <taiao@ngati-tama.iwi.nz>
Sent: Friday, 23 February 2024 9:45 am
To: Resource Consent Admin
Subject: Māpua Boat Ramp Submission
Attachments: Māpua Boat Ramp Submission.pdf

Kia ora koutou,

Please find attached our submission.

Ngaa mihi

Dayveen Stephens
Environmental Manager
P: 03 5481740



To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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

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

Submitter Details

Full Name:	Jeremy Dash (member of Save the Mapua Wharf group)	
Contact Person (if different):		
Address for Service:	118 Stafford Drive Ruby Bay 7005	
Postcode:		
Phone:	0224036642	E-mail: dashette@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 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 consents being sought, including: to occupy the coastal marine area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs, associated parking area for boat trailers.

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*):

- The scale of the overall development, which is substantial, compared to the stated intent, to replace the previous boat ramp and space occupied on the wharf. 11m wide, 49m long boat ramp, 800sq meter new building, 78 trailer park spaces in the kite park area, 60 plus car park spaces in the waterfront open space, adjacent to the wharf area.
- the significant potential safety issues, given the specifics of tide and current in the Waimea Inlet.
- Lack of transparency around financing of the initial works, together with TDC contributions and ongoing financial obligations.
- The broad dismissal of the impact of this proposal, in context of the already modified coastal environment. This project is a major development that will completely change the aesthetics of the current waterfront and associated areas.
- Lack of transparency around who is supporting this project including residents and the clubs associated with the project.

* 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):

Limit the size of the boat ramp to a scale consistent with small boats, sailing boats, kayaks and other small water craft. Limit the size & style of any building to be within keeping of existing wharf buildings.
 No disturbance of the seabed.
 Planting of trees around any boat parking area to retain the aesthetics of the area.
 Place large buoys with attached ropes to the side and futher out into the channel of any boat ramp to ensure water craft do not drift toward the wharf area.
 Retain the wharf as it is today with scattered tables for all to enjoy and the retain the iconic wharf jumping area.

*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.

Mapua Boat Ramp Submission - Additional Pages

Overview

As a relatively new resident and ratepayer of Mapua, with a strong interest in its future development, it has been challenging to get up to speed with the history and previous TDC decisions on Mapua Wharf Development, the multiple background documents, and the related current consultation process on the 10-year Mapua Master Plan.

While the Mapua Boat Ramp Proposal notification process relates specifically to RMA discretionary decisions, the most recent Mapua Masterplan 2024 includes, as part of Option 1, the inclusion of a Boat Ramp in the Waterfront Park. Any decision on a Boat Ramp is inextricably linked with feedback on the Mapua (Waterfront) Masterplan, and previous advice and options for a Tasman Bay Regional Boat Ramp. Initial engagement with the Mapua Community in September 2023, as part of the 5-year review of the existing Mapua Masterplan, remains consistent in the desire to retain the unique character of Mapua, including maintaining the Waterfront Park as an open space, for community use.

“the majority of submitters supported maintaining Waterfront Park as a low-key green space, for community use with minor upgrades”.

The primary reasons for submitting this application, against the proposed boat ramp are:

1. The multiple discretionary environmental issues it raises, none of are addressed in a satisfactory way in the submission, let alone the cumulative impact.
2. Substantial earthworks on a remediation site and the irreversible risks if discharge of toxins occurs, including into the adjacent seabed. No fishing, no swimming, no visitors.
3. It is at odds with previous reports, analysis and advice the Council has received about the best option, for a new Tasman Bay Regional Boat Ramp.
4. The range of safety issues that are minimised in the submission, despite historical reports stating the dangers of this channel for inexperienced boaties, and near to the Mapua Wharf and Waterfront Park. In addition, the safety issues of mixing a large boat ramp, in the Waterfront Park and pedestrian walkways.
5. Increased traffic congestion and many more large vehicles on (the now narrower) Aranui Rd.
6. The scale of the proposal including an 800sqm building with no aesthetic consideration.
7. The size of the boat ramp, both width and length. This is not a reinstatement of what was lost.
8. The domination of the Waterfront Park, currently a Recreational Open Space Zone space for use by all, for carparks, buildings and a boat ramp. This is the tranquil side of the Waterfront Park and Wharf area. That will be destroyed.
9. The process by which the Mapua Community Boat Ramp Trust had access to TDC funding for this Submission to the tune of \$600,000 - \$700,000. The MCBRT is a boat club interest group, and yet they have no regard for the genuine and legitimate concerns raised by those who live in and around Mapua, specifically because of the unique character. Reference Mapua Masterplan 2023/24.
10. Lack of open and transparent public consultation on the detail of what is being proposed. There is a significant mismatch in understanding amongst the wider community, between what is being proposed, and what many people imagine is being proposed.
11. The lack of alternative scaled down option, that gives the community any choice, with trade-offs clearly spelt out.

12. The repeated minimisation of impact, on the coastal environment, the Waterfront Park and Wharf attractions, the environmental issues, the safety issues, the serious potential impact of works on remediated land, traffic congestion. This proposal hangs on a tenuous assumption that what is being proposed is an increment to an already modified environment, and the impact is minimal. It is not, the cumulative impact is major and represents a fundamental conflict both in scale and risk.
13. The broad dismissal of the major safety risks for all visitors and locals who currently enjoy the multiple amenities and attractions of the Wharf and Waterfront Park precinct. This proposal does not even equate to a zero-sum game, it is a negative for the local and visitor community.
14. Finally, consistently and repeatedly the Harbourmaster has warned of the risks and dangers to safety. Wharf jumping, kayaking, swimming, fishing, Sea Scouting, people puttering about in small boats, that's iconic. Not lots of big, loud boats that require 11-12 metre wide, 49m long ramps and 60+ double trailer parks, and 40+ new carparks, serving the Tasman Bay.

Concern about TDC Process and Decisions, including Conflicts of Interest

There are mixed messages from TDC regarding its intentions. In 2022 TDC received a report analysing options for a new Tasman Bay Regional Boat Ramp. The Study identified a new Motueka Recreational Hub as being the safest and most cost-effective option. Furthermore, while Mapua was considered as having many pluses, the safety, environmental and traffic congestion issues deemed it to be only suitable for local, experienced Mapua boatowners. The \$750,000 of funding earmarked for a "Tasman Bay Regional Boat Ramp Study" had, by that time, already been earmarked to fund further work to develop a Submission on a new Boat Ramp at Mapua Waterfront Park, with oversight from the Mapua Community Boat Ramp Trust.

The reasons that TDC previously decided against a new Boat Ramp at Mapua, including all of the concerns that have been repeatedly identified, by both experts and locals, in the context of Sections 9 and 12 of the RMA, still hold.

TDC previous decision include the following, as stated in the Waterfront Area Masterplan 2018-28 – Boat Ramp Facilities

"Council has decided not to support a new boat ramp for a combination of reasons including the cumulative nature of the issues. The factors included the estimated costs, potential health and safety risks from boat launching in this location, potential environmental effects through the proximity of ramp to the wastewater pumping main and gravity sewer, and the associated traffic and parking congestion.

Council's preferred option was to take a long-term view and a more regional and strategic approach for the whole District. Council are (sic) proposing to review the current and future demand for a regional boat ramp by allocating budget for a feasibility study and boat ramp construction. This proposal will be included in the Long-Term Plan 2018-2028 which will be released for public consultation in March/April 2018".

The outcome of that consultation process was to reject a new Boat Ramp for Mapua. It also indicated that if there was a new Boat Ramp, to replace loss of access to launch small craft, as currently have access from Grossi Point, this would be specifically to service the local Mapua Community.

So here we are, only 5 years on, and what appears to be a complete about turn, ahead of the formal review and consultation process.

The Mapua Boat Ramp that has been notified does not accord with previously stated long term planning, so it is puzzling why TDC has supported this Submission, against its own plan.

The proposal is also at odds with TDC stated focus and intentions for future development in Mapua. Where does a large Boat Ramp fit within The Ten Mapua Masterplan Principles, as reported following the Early Engagement carried out in September 2023.

Shoehorning it into Principle 10 does not make any sense, and it is certainly not a priority, compared to the multiple other basic infrastructure requirements to meet with future population growth. A boat ramp is not a Principle 10 priority, compared with water, housing, transport, roading.

With recent and upcoming changes to the RMA, and new legislation to replace the RMA, all of which impact how the Nelson and Tasman regions operate and coordinate on projects of this scale, I challenge the appropriateness of the MCBRT Submission, at this time. (Reference: TDC Website, TRMP, Resource Management Reform – The future of the Tasman Environment Plan – Aorere ki uta Aorere ki tai).

Public Consultation

While many residents of Mapua Village and local environs appear to support a somewhat romanticised Boat Ramp and associated amenities, there is a significant disconnect between this Submission and many residents understanding of what is being proposed. One resident that I spoke with indicated support, because they believed having a Boat Shed and Ramp, akin to the Avon River Boat Sheds in Christchurch, would add to the local character. In undertaking full consultation with the Mapua Community, should this Application proceed, it is incumbent on TDC to lay out the options in a responsible and transparent manner.

RMA Issues Notified in the Boat Ramp Submission

Section 9: Land Use: RM230253, 254, 255, 388

Section 12: Coastal Permit: RM230256, 257, 258, 259 Coastal Marine Area

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 MCBRT treats the various RMA matters as notified, as if these are minor compliance issues, to be got around. They are not. Any recommended investment from this Submission 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 all need to be taken into account.

This submission has employed many experts, at ratepayers' expense, and yet reassurance around risks, hazards, compliance in all respects, are minimised. The catchall explanation being that the coastal environment at Mapua Wharf has already been significantly modified, does not wash.

To quote the submission:

“The proposed boat ramp is in an existing highly modified environment and the adverse effect on the coastal environment *should be less than minor*”.

But how do we know that it will be?

Objection - The extensive use of an Open Space Zone to construct a large and long boat ramp with significant impact on the Coastal Environment Area.

The Submission minimises the impact on the Coastal Environment.

Objection The extensive loss of future use of Open Space Zone, for a broad cross section of the local community.

The noise of large boats, the safety issues, and conflicts with the broader enjoyment of Mapua Wharf by locals and as a visitor destination. The impact on local businesses of congestion, loss of parking, big boats, will interfere with the enjoyment of the thousands of visitors who come to enjoy the vibe of Mapua Wharf. Mapua is a Wharf, not a Marina.

The proposed Boat Ramp is not an asset that benefits the local community, the scale proposed benefits boatowners across the region.

Objection - Loss of use of Open Space Zoned land and Council owned land, currently zoned for other purposes. This is a loss for all time. The extent and scale of trailer parking proposed is alarming, relative to Motueka and Nelson Marinas, and current usage at Grossi Point. On several occasions I have counted the boat trailers parked at Grossi Point, 15-20 is a busy day. Arguments that there would be more if it was a bigger Boat Ramp are not a justification, if the intention is to reinstate something lost.

Objection – Disturbance of Contaminants in the Soil

There should be zero tolerance for potential risk and harm associated with this. The Submission does not provide sufficient reassurance, or mitigation. Judging by the attitudes of some of the local big boat owners, who also are major earthworks contractors and stand to benefit from a new Boat Ramp, I have no confidence that the RMA or new related legislation is being taken seriously.

If there is even a sniff of harm, release of toxins or hazardous substances, the overall livelihood of Mapua will be destroyed for good. The risk is not 50/50, it is asymmetric. The harm done will far outweigh the benefits for local boatowners. Previous advice and reports received by TDC (notably TDC Strategy and Policy Committee Meeting held on 3 March 2022, Agenda Item 3 Tasman Regional Boat Ramp Study, including Tasman Boat Ramp Indicative Business Case October 2021 identifies these as being major issues, compared with the preferred option of a new Motueka Recreational Hub, which is also more cost effective, and much safer.

Objection - Cumulative Impact – The Sum is Greater than The Parts

As recently as 2022, The Council received a report that advised not to support a new boat ramp at Mapua, for a combination of reasons including the cumulative nature of these issues. The factors included:

- Estimated costs, potential health and safety risks from boats launching in this location.
- Potential environmental effects through proximity of ramp to the wastewater pumping main and gravity sewer.
- Associated traffic and parking congestion.

That report also notes that “The analysis undertaken in this study does not support use as a general public access ramp, due to navigational safety issues”.

WHAT HAS CHANGED – THE RISKS ARE THE SAME. AND YET A LARGE BOAT RAMP, EXTENSIVE PARKING AND SIGNIFICANT EARTHWORKS on the remediation site are being proposed.

There’s a safer more cost-effective option.

According to previous analysis of potential new boat ramp sites, a new Motueka Recreational Hub was the highest-ranking option for all scenarios – it raises a serious question of why MCBRT was funded to do further work on a Tasman Regional Boat Ramp. Further investigation of the three top ranking potential new boat ramp sites showed that Mapua Waterfront had the highest safety risk, according to the TDC harbourmaster.

Alternative Proposal

If this is about replacing lost facilities for the local MBC, Mapua Sea Scouts and Iwi, here’s an alternative proposal:

A – Investigate a new Regional Boat Ramp at new Motueka Recreational Hub, the original recommended option. This will serve a much wider regional catchment, does not clash with the scale and vibe of Mapua Waterfront, Wharf and Village.

B – Proceed with a range of smaller scale amenities and improvements, in keeping with the character of Mapua.

Including:

a) build a modest aesthetically appealing new Sea Scouts Facility with storage for kayaks and waka.

There are numerous existing examples of this around NZ.

b) proceed with restoration work and cultural heritage signage at Grossi Point, this is a priority, it looks scruffy. Upgrade and maintain grassed areas, add safety signage for both swimmers and boaties, provide better access for kayakers and swimmers, away from boat ramp, to help with demarcation zones. Most boatowners are respectful, and swimmers cautious, but inexperienced boaties still pose a risk. None of this requires consent. The Council could act on this now. Yet it is completely overlooked, in any future planning, EXCEPT when hooked to a new boat ramp.

c) Heritage and historic signage, separation of car/trailer parking from reserve areas at Grossi Point. Swimmers go in the water near the boat ramp at Grossi Point, because it’s the easiest access, but this would be so easy to change, as there are several other attractive access points, with very minor pathway improvements, that would make them easier to get to.

c) limited, clearly marked car and small trailer parking at Grossi Point, in keeping with the current average demand, with all overflows to go into newly designated motorhome/boat and car trailer park

off Tahiti St. Cars and trailers are generally respectful of cyclists and pedestrian already and tend to park in the area near the boat ramp. This leaves a large area of reserve for non-boat/car activities.

Pushpa Gounder

From: Julie Dash <dashette@gmail.com>
Sent: Friday, 23 February 2024 10:44 am
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Fwd: JD submission
Attachments: JD submission on resource consent application.pdf; JD Boat-Ramp-Supplementary-App (1) (002).pdf

Categories: Maree Dealing With

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

From: Julie Dash <julie.dash@westpac.co.nz>
Date: Thu, Feb 22, 2024 at 2:03 PM
Subject: JD submission
To: dashette@gmail.com <dashette@gmail.com>

Julie Dash

Agribusiness Analyst – Agribusiness

P +64 03 5439275

E julie.dash@westpac.co.nz

For day-to-day requests or enquiries about your existing banking services please send an email to client_services@westpac.co.nz or call 0800 500 655

We value working flexibly at Westpac. My usual hours are 8.00am – 4.00pm, Monday to Friday.



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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

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:	Julie Dash (member of Save the Mapua Wharf group)	
Contact Person (if different):		
Address for Service:	118 Stafford Drive Ruby Bay 7005	
Postcode:		
Phone:	0276611464	E-mail: dashette@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 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 consents being sought, including: to occupy the coastal marine area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs, associated parking area for boat trailers.

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*):

1. The scale of the overall development, which is substantial, compared to the stated intent, to replace the previous boat ramp and space occupied on the wharf. 11m wide, 49m long boat ramp, 800sq meter new building, 78 trailer park spaces in the kite park area, 60 plus car park spaces in the waterfront open space, adjacent to the wharf area.
2. the significant potential safety issues, given the specifics of tide and current in the Waimea Inlet.
3. Lack of transparency around financing of the initial works, together with TDC contributions and ongoing financial obligations.
4. The broad dismissal of the impact of this proposal, in context of the already modified coastal environment. This project is a major development that will completely change the aesthetics of the current waterfront and associated areas.
5. Lack of transparency around who is supporting this project including residents and the clubs associated with the project.

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

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):

Limit the size of the boat ramp to a scale consistent with small boats, sailing boats, kayaks and other small water craft. Limit the size & style of any building to be within keeping of existing wharf buildings.
 No disturbance of the seabed.
 Planting of trees around any boat parking area to retain the aesthetics of the area.
 Place large buoys with attached ropes to the side and futher out into the channel of any boat ramp to ensure water craft do not drift toward the wharf area.
 Retain the wharf as it is today with scattered tables for all to enjoy and the retain the iconic wharf jumping area.

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

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

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

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

Print Full Name:

Signature*:

(Person making submission or authorised agent)

Date:

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

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

Appendix to Submission by [Insert] – Submission on Resource Consent Application by the Māpua Community Boat Ramp

Reasons for Submission

[I/we] oppose the Application for the following reasons:

1. **Adverse Effects on Existing Environment** – The boat ramp, building, car parking, passage of craft on the Māpua channel, and associated consents, will have significant adverse effects on the high natural character, landscape, amenity values, ecology and environment in the Māpua channel and at the Māpua wharf area and Waterfront Park.
2. **Safety** – The proposed boat ramp will introduce a large number of boats into the Māpua channel. Boats will need to queue to access the boat ramp in the channel, which is swift moving and can accumulate debris. There is no loading pontoon proposed, so when boats are dropped off the trailer, they will need to move into the high use wharf area, using the pontoon there, and creating significant safety risks for boat users and recreational users alike.
3. **Recreational use will be adversely affected** - This is a high use environment, with large numbers of people using the wharf area to jump off the wharf into the water; float down the channel from and to the Leisure Park; to fish; kayak and paddle board, among other activities. There are existing moorings and boats. There are people and dogs. There is also a regular Māpua ferry which takes people to and from Rabbit Island. This ferry and the wharf area is part of the Great Tasman Taste Cycle trail. Huge numbers of people access the wharf or are in the water during the peak summer period; which will coincide with the peak period of boat ramp use. Due to the proximity of the boat ramp to the wharf; the need for boats to idle while parking trailers; and to load from the pontoon, inevitably swimmers and other users will come into conflict and be adversely affected. There is a high likelihood the grant of these consents could result in wharf jumping and swimming from the wharf, being banned in future.
4. **Limiting public access and effective privatisation of public space** – The effect of the boat ramp over the foreshore, and the movement of craft on the water, will limit or effectively prevent public access around the foreshore and in the water of the channel, particularly off the wharf. Combined with the parking proposed, barrier arm, building on site, signage and other features, it will effectively privatise what is supposed to be public space, and which is highly valued by the Māpua community.
5. **Construction of a Building on Council Recreation Land is inappropriate** – The proposed building and associated parking on Council recreation land is not necessary and is entirely inappropriate in an area which is supposed to be preserved for public use; and which is already subject to high public use. The proposed use of the building for ‘community events’ is unclear and could lead to it being hired out for functions such as weddings, 21sts, and other events for a fee. It appears this fee will go back to the applicant rather than the community. This is not an appropriate activity for Council reserve land adjacent to the coastal marine area (Māpua channel).
6. **Additional Car and Boat Parking** – The application proposes a new metalled car park for 30 car parks to the west of Tahi Street (to compensate for future loss of car parks due to the Community Building and loss of informal parking on Tahi Street due to vehicle crossing installation); and 78 trailer parks (trailer and vehicle) in the grassed area to the west of Tahi Street. The scale of car parking proposed, and vehicle movements associated with it, will be

combined with existing car parking for the recreation reserve and wharf area. This means that there will be a massive number of car parks at the entrance to the wharf, channel and coastal marine area – of a commercial type scale. The adverse visual and amenity effects, traffic effects, noise, and safety effects will be significant. This is not an appropriate activity in Māpua village and wharf area which is prized for its beauty, natural character, and high amenity values.

7. **Traffic** – the introduction of a significant number (80 plus at any one time) cars, boats and trailers into the Māpua wharf environment, on top of existing vehicles accessing the wharf area for other activities, and other vehicles in Māpua itself, is entirely inappropriate and will have adverse amenity and safety issues. At peak times this will be significantly worse, as these boats and trailers will be combined with holiday vehicles entering Māpua to access the Leisure Park and other parts of Māpua – further clogging already clogged roads. The wharf area during summer already has huge numbers of vehicle movements and people walking or cycling to and from the wharf. Introducing more traffic into this high use environment, particularly at these peak times (which will also be peak boating time), will inevitably create conflict and safety risks.
8. Māpua village is regarded and valued as a safe environment, it forms part of the Great Tasman Taste Trail, and the roads and footpaths are also used by people walking, biking, scootering, dogs, horses and so on. Users include large numbers of children. Because of where the wharf is located, these boats and trailers will need to drive along Arānui Road or Higgs Road, which are local roads and already subject to high volumes of traffic and other uses. Introducing this volume and scale of traffic is entirely inappropriate and dangerous, and will have significant adverse amenity effects.
9. **Scale of what is Proposed** – the scope of the application is significantly out of proportion to what is appropriate for the Māpua community in this location. Our submission is that no boat ramp is necessary or appropriate in this location. But even if it was determined that a boat ramp was necessary, and this was the best option for where it should be located, the scale of what is proposed goes far beyond what is necessary or appropriate, and will have significant adverse effects on the environment, the community, and other users. If the boat ramp is to go ahead, it needs to be on the basis that this is a highly valued special environment, and a shared space and that the environment, other existing users of the channel, wharf area, roads and footpaths, are protected and not adversely affected. The current proposal will not achieve this.

10. Risks from Toxic Soil

The RCA Detailed Site Investigation (Appendix 7) dated 12 August 2022 doesn't anticipate that contaminated commercial grade pesticide residue will be encountered by the redevelopment designs. However, the later August 2023 Preliminary Engineering report (Appendix 12) makes it clear there will be 60-70m³ of contaminated soil that will have to go to landfill, if it can meet their acceptance criteria.

Some of this contaminated soil comes from the sump for the stormwater pretreatment device close to the edge of the coast. This will be excavating soil from an area that contains the most contaminated commercial grade material, and is adjacent to the estuary. To elaborate on the importance of this: The 200 ppm of DDT in commercial grade soil under the cap cannot contaminate the estuarine mud which has acceptance criteria of 0.01ppm DDT. The remaining excavated soil from below the cap, for the service trenches for the building, and manhole and stormwater pipe below the accessway, come from areas of treated fines

which will be closer to 100 ppm DDT. The installation adjacent to the estuary of a sump for a Stormwater 360 device to treat the run off from the Access way will be in the highly contaminated area.

The Detailed Site Inspection report concludes that this project is a controlled activity under National Environmental Standard for Contaminated Sites to protect Human Health Sec 9. In addition this HAIL site has a Site Management Plan to protect the adjacent estuary.

The SMP sec 4.3.2 Plan Approvals requires the TDC Environment and Planning Manager to be responsible for ensuring the SMP is adhered to, and the estuary protected. A more thorough detailed site inspection would be required before work could begin.

The SMP sec 6 has demanding Specific Management Measures for work within 30m of the coast.

When FCC East was backfilled during the remediation the most contaminated soil was put near the surface, to keep it away from the ground water, and the 0.5m cap was designed to keep this site secure.

Note that excavations for the piles to support the boat ramp on the beach could unearth contamination as that location is where contaminated SW from the Pesticide Factory was discharged.

12.1.3.2 c. The Site Management Plan should be able to stop the contaminated soil from reaching the estuary. However previous experience with remediating this old factory site indicate that wind, rain and careless handling of the material with unintended consequences result in contamination spreading into the estuary. To expand on that point: If you are removing commercial grade soil at 200 ppm DDT and the acceptance criteria for the estuary is 0.01ppm a very small amount eg 10 gms (a spoonful contains enough DDT to contaminate ** gms of estuary.

Note: The RCA 2.8.4 Earthworks second para is incorrect when it states “ It is anticipated that earthworks will not extend more than 0.4m below the existing ground level.” The

Preliminary Engineering Appendix page 9 clearly states that there will be excavations below the 0.5m cap and 60- 70m³ of contaminated soil will be removed from site to York Valley landfill, if it meets their acceptance criteria.

In summary, although the intention was to place a boat ramp over the top of the contaminated land, the stormwater drainage system with a sump at the coastal boundary, and the service trenches for the building all require excavation of 70 m³ of highly contaminated soil which is potentially toxic to the adjacent estuary. Wind and rain can carry this material into the estuary and this will be a very specialised and demanding operation.

11. Contrary to Māpua Masterplan

I do not support this consent application for a boat ramp and associated activities.

Reason : It does not consider other uses of the Water Front Park, and their consultation with local residents appears unscientific and misleading.

RCA sec 2.16 states there is an Appendix 17 containing consultation with the Mapua Community. That has not been provided, instead it is a timeline of response from iwi, and the location of some of the council's waste water pipes.

The survey by the Boat club of some of the Mapua Community was simple: do you support

the boat ramp yes or no and do you have a boat . It was carried out in summer 2023 and presumably the residents would have in their mind the design on a big poster beside the wharf, or the 2017 plan that showed a small sea scout building with the 33 public car parks present in the flax area beside Tahi St. Or maybe the landscape artists impression on the boat club website, which included additional features that council could choose to build, or not. It is not known whether the residents were informed of the plan for 78 boat trailers car park and the anticipated traffic and maritime safety issues caused by that many boats. The residents havent been asked to consider the financial and social cost of this proposal, health and safety risks to other people in the water, risk to the estuary from excavation of extremely contaminated soil, the carbon emissions from the extensive use of concrete for the 48m long boat ramp. They probably arent aware that the land is supposed to be for everyone, as the taxpayers paid for about 3/4 of the remediation of the FCC site, and not just for the Mapua community or boating interests.

The Boat club survey showing the majority of support is significantly different from the results of the extensive consultation carried out in 2017, by the council staff for the Mapua Master Plan. There the public and residents were given multiple- choice questions, and 82 % of 692 respondents wanted the Park to remain as it is. Of the submissions received on the proposed Boat ramp in September 2017 most were either strongly supportive or strongly opposed.

The TDC Hearing Panel did not support the development of a boat ramp in Waterfront Park. To quote from the Council report (16 Nov 2017) “ The overriding issues in this decision were a combination of factors including the location of the Councils high pressure waste water pumping main which is situated in the locality of the proposed boat ramp, marine health and safety issues, estimated project cost and that it is a local solution not a regional solution, parking issues and traffic congestion, and that nearly half of the submissions received were in strong opposition.” [I consider that these overriding issues remain.]

Thus the Mapua Master Plan 2018-28 did not support a Boat ramp on the Waterfront Park. When the Full Council agreed in May 2021 to give \$700,000 funding for the consent application from the Moutere- Waimea Ward Reserve Financial Contributions they noted “Under Section 80 of the Local Government Act 2022 that this decision is inconsistent with the Mapua Waterfront Area Master Plan, the reason for inconsistency is to respond to community requests and that the Council will amend the Plan at its next review.”
Note: The RCA assessment in the AEE also does not include lost opportunity cost to other uses and users of the Waterfront Park.

In summary the support cited for this boat ramp has not considered the opportunity costs of taking up 1/3 of the Water front Park and 2/3 of the green space on Tahi St West. There are many other recreational uses for the WaterFront Park, and for the residential land which will be used for car parks and boat trailers “ indefinitely” if the consent is granted.

12. For all of the above reasons, the application is is contrary to the Resource Management Act 1991, the New Zealand Coastal Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.

Pushpa Gounder

From: Julie Dash <dashette@gmail.com>
Sent: Friday, 23 February 2024 10:45 am
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Fwd: For TDC submission
Attachments: JVD submission on resource consent application.pdf; Additional info for submission.pdf

Categories: Maree Dealing With

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

From: Julie Dash <julie.dash@westpac.co.nz>
Date: Thu, Feb 22, 2024 at 2:00 PM
Subject: For TDC submission
To: dashette@gmail.com <dashette@gmail.com>

Julie Dash

Agribusiness Analyst – Agribusiness

P +64 03 5439275

E julie.dash@westpac.co.nz

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To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

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district council

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Submission on Resource Consent Application

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Submitter Details

Full Name:	Ruth O'Neill	
Contact Person (if different):		
Address for Service:	50 Iwa St Mapua	
Postcode:	7005	
Phone:	0272954157	E-mail: ruthoneill@xtra.co.nz

Submission Details

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

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

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

Approval for the construction and operation of a new boat ramp at Mapua 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, 15 minutes away.
3. The Waterfront park area was developed almost 20 years ago and numerous community groups and consultations have proposed a number of low cost improvements of the park for community use. Most of these proposals have not been acted upon and TDC funds would be better spent on implementing such park improvements rather than the proposed boat ramp.
4. The "Kite Park" area was originally put aside as "land bank" for TDC and converting large areas of this land into parking spaces for cars with boat trailers implies a subsidy worth possibly millions of dollars to the Boat Ramp Trust use of this land. Most of the time, few if any trailers will be parked there, but the land set aside cannot be used for any other investments.
5. The proposed large building on the Park land is expensive and not needed. 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*):

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*: _____
(Person making submission or authorised agent)

Date:

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

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

From: Ruth O'Neill <ruthoneill@xtra.co.nz>
Sent: Friday, 23 February 2024 11:58 am
To: Resource Consent Admin
Subject: Mapua boat ramp submission form
Attachments: [ruth o'neill boat ramp submission.pdf](#)

Categories: Maree Dealing With

Please find attached my submission relating to the Mapua community boat ramp trust resource consent application.

regards
Ruth

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

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district council

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Submission on Resource Consent Application

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Submitter Details

Full Name:	Robert William Lancaster	
Contact Person (if different):		
Address for Service:	97 Seaton Valley Road Upper Moutere	
Postcode:	7173	
Phone:	02108548124	E-mail: bob@highplaces.co.nz

Submission Details

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

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

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

Construction of a boat ramp and ancillary buildings on Waterfront Park, 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*):

Disturbance of remediated land.

Encroachment onto Waterfront Park.

Disproportionate size of proposed development in a Recreational Reserve.

Change of use.

Unsuitability of boat ramp into tidal currents for occasional users.

Proposed building disproportionate to Waterfront and Wharf 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*):

The Waterfront Park was created and given to the Community 'in perpetuity'? by NZ Govt after the remediation of the FCC site. It should absolutely not be compromised by a closed section of the community.

In 'Options for the Waterfront area - 2017' the TDC dismissed the Boat Ramp plan for a number of good reasons which have not changed - the toxicity issue remains paramount.

The size of the proposed development and the visible incursion of boats, trailers and trucks is excessive..

The feeling that the Council and community have been 'bulldozed' by a vociferous, boat-owning minority

Long live the amphitheatre of seats and Cliff Fell's "...quietude of the inlet" ..

*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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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:

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: Bob Lancaster <bob@highplaces.co.nz>
Sent: Friday, 23 February 2024 12:14 pm
To: Resource Consent Admin
Subject: Mapua Boat Ramp Submission Bob Lancaster
Attachments: [BL Submission against Boat Ramp.pdf](#)

Categories: Maree Dealing With

Dear TDC

Please find attached my submission against the Mapua Boat Ramp

Good Wishes

Bob Lancaster

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050



tasman
district council

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Email: resourceconsentadmin@tasman.govt.nz

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service: For all communications
↓

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):

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*):

1. The scale of the overall development, which is substantial, compared to the stated intent, to replace the previous boat ramp and space occupied on the wharf. 11m wide, 49m long boat ramp, 800sq metre new building, 78 trailer park spaces in the kite park area, 60 plus carpark spaces in the waterfront open space, adjacent to the wharf area.
2. The significant potential safety issues, given the specifics of tide and current in the Waimea inlet.
3. Lack of transparency around financing of the initial works, together with Council contributions and ongoing financial obligations.
4. The broad dismissal of the impact of this proposal, in context of the already modified coastal environment. the impact is not a small increment, it is a major new development.
5. Lack of transparency around "deals done" to garner support. No mention of future of Grossi Point access.
6. Irreversible and potentially extremely dangerous impact if there is any toxic disturbance, including in the seabed works. There is no mention of what happens then. Too late to remediate.
7. Replication of existing amenities at Motueka.
8. 1.7 hectares of earthworks - earthworks, noise, dust, contaminants

*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):

Limit the size of boat ramp and any facilities, to a scale consistent with small boats, sailing boats, kayaks etc.
 Create lanes, strictly enforce speed limits, to ensure safety of other recreational wharf users.
 No disturbance of seabed
 Respect the character and scale of Mapua

*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: FRANCESKA EVE BANGA

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

Date: 20th February
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.

Mapua Boat Ramp Submission - Additional Pages

Overview

As a relatively new resident and ratepayer of Mapua, with a strong interest in its future development, it has been challenging to get up to speed with the history and previous TDC decisions on Mapua Wharf Development, the multiple background documents, and the related current consultation process on the 10-year Mapua Master Plan.

While the Mapua Boat Ramp Proposal notification process relates specifically to RMA discretionary decisions, the most recent Mapua Masterplan 2024 includes, as part of Option 1, the inclusion of a Boat Ramp in the Waterfront Park. Any decision on a Boat Ramp is inextricably linked with feedback on the Mapua (Waterfront) Masterplan, and previous advice and options for a Tasman Bay Regional Boat Ramp. Initial engagement with the Mapua Community in September 2023, as part of the 5-year review of the existing Mapua Masterplan, remains consistent in the desire to retain the unique character of Mapua, including maintaining the Waterfront Park as an open space, for community use.

“the majority of submitters supported maintaining Waterfront Park as a low-key green space, for community use with minor upgrades”.

The primary reasons for submitting this application, against the proposed boat ramp are:

1. The multiple discretionary environmental issues it raises, none of are addressed in a satisfactory way in the submission, let alone the cumulative impact.
2. Seabed disturbance as a result of the proposed submission. Including Section 12(g) of RMA. No person may “destroy, damage or disturb any foreshore or seabed in a manner that has, or is likely to have an adverse effect on historic heritage.....”
3. Substantial earthworks on a remediation site and the irreversible risks if discharge of toxins occurs, including into the adjacent seabed. Result: no fishing, no birds, no swimming, no visitors, no livelihood.
4. It is at odds with previous reports, analysis and advice the Council has received about the best option, for a new Tasman Bay Regional Boat Ramp.
5. The range of safety issues that are minimised in the submission, despite historical reports stating the dangers of this channel for inexperienced boaties, and near to the Mapua Wharf and Waterfront Park. In addition, the safety issues of mixing a large boat ramp, in the Waterfront Park and pedestrian walkways.
6. Increased traffic congestion and many more large vehicles on (the now narrower) Aranui Rd.
7. The scale of the proposal including an 800sqm building with no aesthetic consideration. The are opportunities to use and repurpose other buildings in the Wharf precinct.
8. The size of the boat ramp, both width and length. This is not a reinstatement of what was lost.
9. The domination of the Waterfront Park, currently a Recreational Open Space Zone space for use by all, for carparks, buildings and a boat ramp. This is the tranquil side of the Waterfront Park and Wharf area. That will be destroyed.
10. The process by which the Mapua Community Boat Ramp Trust had access to TDC funding for this Submission to the tune of \$600,000 -\$700,000. The MCBRT is a boat club interest group, and yet they have no regard for the genuine and legitimate concerns raised by those who live in and around Mapua, specifically because of the unique character. Reference Mapua Masterplan 2023/24.

11. Lack of open and transparent public consultation on the detail of what is being proposed. There is a significant mismatch in understanding amongst the wider community, between what is being proposed, and what many people imagine is being proposed.
12. The lack of alternative scaled down option, that gives the community any choice, with trade-offs clearly spelt out.
13. The repeated minimisation of impact, on the coastal environment, the Waterfront Park and Wharf attractions, the environmental issues, the safety issues, the serious potential impact of works on remediated land, traffic congestion. This proposal hangs on a tenuous assumption that what is being proposed is an increment to an already modified environment, and the impact is minimal. It is not, the cumulative impact is major and represents a fundamental conflict both in scale and risk.
14. The broad dismissal of the major safety risks for all visitors and locals who currently enjoy the multiple amenities and attractions of the Wharf and Waterfront Park precinct. This proposal does not even equate to a zero-sum game, it is a negative for the local and visitor community.
15. TDC approach to trying to link heritage value of Grossi Point, as a case for a new Boat Ramp. Grossi Point should be improved, respected, heritage respected, regardless.
16. Finally, consistently and repeatedly the Harbourmaster has warned of the risks and dangers to safety. Wharf jumping, kayaking, swimming, fishing, Sea Scouting, people puttering about in small boats, that's iconic. Not lots of big, loud boats that require 11-12 metre wide, 49m long ramps and 60+ double trailer parks, and 40+ new carparks, serving the Tasman Bay.

Concern about TDC Process and Decisions, including Conflicts of Interest

There are mixed messages from TDC regarding its intentions. In 2022 TDC received a report analysing options for a new Tasman Bay Regional Boat Ramp. The Study identified a new Motueka Recreational Hub as being the safest and most cost-effective option. Furthermore, while Mapua was considered as having many pluses, the safety, environmental and traffic congestion issues deemed it to be only suitable for local, experienced Mapua boatowners. The \$750,000 of funding earmarked for a "Tasman Bay Regional Boat Ramp Study" had, by that time, already been earmarked to fund further work to develop a Submission on a new Boat Ramp at Mapua Waterfront Park, with oversight from the Mapua Community Boat Ramp Trust.

The reasons that TDC previously decided against a new Boat Ramp at Mapua, including all of the concerns that have been repeatedly identified, by both experts and locals, in the context of Sections 9 and 12 of the RMA, still hold.

TDC previous decision include the following, as stated in the Waterfront Area Masterplan 2018-28 – Boat Ramp Facilities

"Council has decided not to support a new boat ramp for a combination of reasons including the cumulative nature of the issues. The factors included the estimated costs, potential health and safety risks from boat launching in this location, potential environmental effects through the proximity of ramp to the wastewater pumping main and gravity sewer, and the associated traffic and parking congestion.

Council's preferred option was to take a long-term view and a more regional and strategic approach for the whole District. Council are (sic) proposing to review the current and future demand for a regional boat ramp by allocating budget for a feasibility study and boat ramp construction. This proposal will be

included in the Long-Term Plan 2018-2028 which will be released for public consultation in March/April 2018”.

The outcome of that consultation process was to reject a new Boat Ramp for Mapua. It also indicated that if there was a new Boat Ramp, to replace loss of access to launch small craft, as currently have access from Grossi Point, this would be specifically to service the local Mapua Community.

So here we are, only 5 years on, and what appears to be a complete about turn, ahead of the formal review and consultation process.

The Mapua Boat Ramp that has been notified does not accord with previously stated long term planning, so it is puzzling why TDC has supported this Submission, against its own plan.

The proposal is also at odds with TDC stated focus and intentions for future development in Mapua. Where does a large Boat Ramp fit within The Ten Mapua Masterplan Principles, as reported following the Early Engagement carried out in September 2023.

Shoehorning it into Principle 10 does not make any sense, and it is certainly not a priority, compared to the multiple other basic infrastructure requirements to meet with future population growth. A boat ramp is not a Principle 10 priority, compared with water, housing, transport, roading.

With recent and upcoming changes to the RMA, and new legislation to replace the RMA, all of which impact how the Nelson and Tasman regions operate and coordinate on projects of this scale, I challenge the appropriateness of the MCBRT Submission, at this time. (Reference: TDC Website, TRMP, Resource Management Reform – The future of the Tasman Environment Plan – Aorere ki uta Aorere ki tai).

Public Consultation

While many residents of Mapua Village and local environs appear to support a somewhat romanticised Boat Ramp and associated amenities, there is a significant disconnect between this Submission and many residents understanding of what is being proposed. One resident that I spoke with indicated support, because they believed having a Boat Shed and Ramp, akin to the Avon River Boat Sheds in Christchurch, would add to the local character. In undertaking full consultation with the Mapua Community, should this Application proceed, it is incumbent on TDC to lay out the options in a responsible and transparent manner.

RMA Issues Notified in the Boat Ramp Submission

Section 9: Land Use: RM230253, 254, 255, 388

Section 12: Coastal Permit:RM230256, 257, 258, 259 Coastal Marine Area

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 MCBRT treats the various RMA matters as notified, as if these are minor compliance issues, to be got around. They are not. Any recommended investment from this Submission 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 all need to be taken into account.

This submission has employed many experts, at ratepayers' expense, and yet reassurance around risks, hazards, compliance in all respects, are minimised. The catchall explanation being that the coastal environment at Mapua Wharf has already been significantly modified, does not wash.

To quote the submission:

“The proposed boat ramp is in an existing highly modified environment and the adverse effect on the coastal environment *should be less than minor*”.

But how do we know that it will be?

Objection - The extensive use of an Open Space Zone to construct a large and long boat ramp with significant impact on the Coastal Environment Area.

The Submission minimises the impact on the Coastal Environment.

Objection The extensive loss of future use of Open Space Zone, for a broad cross section of the local community.

The noise of large boats, the safety issues, and conflicts with the broader enjoyment of Mapua Wharf by locals and as a visitor destination. The impact on local businesses of congestion, loss of parking, big boats, will interfere with the enjoyment of the thousands of visitors who come to enjoy the vibe of Mapua Wharf. Mapua is a Wharf, not a Marina.

The proposed Boat Ramp is not an asset that benefits the local community, the scale proposed benefits boatowners across the region.

Objection - Loss of use of Open Space Zoned land and Council owned land, currently zoned for other purposes. This is a loss for all time. The extent and scale of trailer parking proposed is alarming, relative to Motueka and Nelson Marinas, and current usage at Grossi Point. On several occasions I have counted the boat trailers parked at Grossi Point, 15-20 is a busy day. Arguments that there would be more if it was a bigger Boat Ramp are not a justification, if the intention is to reinstate something lost.

Objection – Disturbance of Contaminants in the Soil

There should be zero tolerance for potential risk and harm associated with this. The Submission does not provide sufficient reassurance, or mitigation. Judging by the attitudes of some of the local big boat owners, who also are major earthworks contractors and stand to benefit from a new Boat Ramp, I have no confidence that the RMA or new related legislation is being taken seriously.

If there is even a sniff of harm, release of toxins or hazardous substances, the overall livelihood of Mapua will be destroyed for good. The risk is not 50/50, it is asymmetric. The harm done will far outweigh the benefits for local boatowners. Previous advice and reports received by TDC (notably TDC Strategy and Policy Committee Meeting held on 3 March 2022, Agenda Item 3 Tasman Regional Boat

Ramp Study, including Tasman Boat Ramp Indicative Business Case October 2021 identifies these as being major issues, compared with the preferred option of a new Motueka Recreational Hub, which is also more cost effective, and much safer.

Objection – Disturbance of the Seabed due to Boat Ramp

The physical structure of the main Mapua Wharf, immediately adjacent to the inlet, where swimmers and wharf jumpers gather and the Moturoa/Rabbit Island Ferry commutes, would have resulted in Seabed disturbance long before the advent of the RMA, or even a willingness of the majority of Pakeha to recognise the potential cultural implications of this disturbance to the seabed. Furthermore, the historic commercial activities on and around the Mapua Wharf have had a long-lasting effect on the ecology and quality of the Coastal and marine environment. That is history that we cannot change, but TDC has a responsibility to do everything in its power to prevent further damage, both culturally and economically. Disturbance of the seabed, as a result of works required to build this Boat Ramp, extending into the inlet, represents a critical issue, that local iwi, ecologists, bird lovers, swimmers, wharf jumpers should be deeply concerned about. TDC recognised this in a 2018 report, just related to the moorings in Mapua, and protection of the seabed. Why is this Boat Ramp Submission being considered and why aren't iwi concerned?

Objection - Cumulative Impact – The Sum is Greater than The Parts

As recently as 2022, The Council received a report that advised not to support a new boat ramp at Mapua, for a combination of reasons including the cumulative nature of these issues. The factors included:

- Estimated costs, potential health and safety risks from boats launching in this location.
- Potential environmental effects through proximity of ramp to the wastewater pumping main and gravity sewer.
- Associated traffic and parking congestion.

That report also notes that “The analysis undertaken in this study does not support use as a general public access ramp, due to navigational safety issues”.

WHAT HAS CHANGED – THE RISKS ARE THE SAME. AND YET A LARGE BOAT RAMP, EXTENSIVE PARKING AND SIGNIFICANT EARTHWORKS on the remediation site are being proposed.

There's a safer more cost-effective option.

According to previous analysis of potential new boat ramp sites, a new Motueka Recreational Hub was the highest-ranking option for all scenarios – it raises a serious question of why MCBRT was funded to do further work on a Tasman Regional Boat Ramp. Further investigation of the three top ranking potential new boat ramp sites showed that Mapua Waterfront had the highest safety risk, according to the TDC harbourmaster.

Alternative Proposal

If this is about replacing lost facilities for the local MBC, Mapua Sea Scouts and Iwi, here's an alternative proposal:

A – Investigate a new Regional Boat Ramp at new Motueka Recreational Hub, the original recommended option. This will serve a much wider regional catchment, does not clash with the scale and vibe of Mapua Waterfront, Wharf and Village.

B – Proceed with a range of smaller scale amenities and improvements, in keeping with the character of Mapua.

Including:

- a) Build a modest aesthetically appealing new storage facility for kayaks and waka, near the existing Wharf. Determine how best to allow safe access and mooring for kayaks and waka. There are numerous existing examples of this around NZ.
- b) Serious consideration needs to be given to how best to provide a decent club room, for off water activities. If the MBC facility is too small, what are the other options. If the plans and importance logic of moving the Fire Station are correct, then perhaps TDC should focus on investing in a new Fire Station, and the existing one could be repurposed for Sea Scouts. It is an existing building in an ideal location to access Mapua Wharf directly.
- c) Proceed with restoration work and cultural heritage signage at Grossi Point, this is a priority, it looks scruffy. Upgrade and maintain grassed areas, add safety signage for both swimmers and existing users, including boaties (limited), kayakers, paddle boarders, and swimmers, to help mitigate risks. None of this requires consent. Most boat-owners are respectful, kayakers are very careful and swimmers cautious, but inexperienced boaties who don't know the inlet pose a risk. None of this requires consent. The Council could and should act on the improvement of Grossi Point now, it is not dependent on decisions around a new boat ramp.
- d) Heritage and historic signage, separation of car/trailer parking from reserve areas at Grossi Point. Swimmers go in the water near the boat ramp at Grossi Point, because it's the easiest access, but this would be so easy to change, as there are several other attractive access points, with very minor pathway improvements, that would make them easier to get to.
- e) Limited, clearly marked car and small trailer parking at Grossi Point, for existing local use. Any overflow to go into newly designated motorhome/boat and car trailer park off Tahi St. Cars and trailers are generally respectful of cyclists and pedestrian already and tend to park in the area near the boat ramp. This leaves a large area of reserve for non-boat/car activities.
- f) Grossi Point is a place where many older (and disabled) locals go either in cars or on bikes, for a dip. There are only ever a few cars there at a time, but it would be a shame to lose amenity value through closing it to all vehicular access. Limiting it to specific areas makes sense though.

From: Franceska Banga <febanga@gmail.com>
Sent: Friday, 23 February 2024 1:04 pm
To: Resource Consent Admin
Cc: Blair Telford; Katrina Lee
Subject: Mapua Community Boat Ramp Trust Notification - Submission on Application
Attachments: [FB Boat Ramp Document_2024-02-20.pdf](#); [FB Boat Ramp Supplementary App.docx](#)
Categories: Maree Dealing With

Kia Ora and Good day

Notwithstanding the standard rules for notification, it is most unfortunate that the Mapua Community Boat Ramp Trust has had significant resource and several months to prepare a major submission, which the rest of the Tasman Bay Region and Mapua Community has such little time to respond to. They are at a significant advantage. What is also concerning is the way they have gone about garnering local support.

I am heartened to hear that TDC has made the decision to appoint a completely neutral and independent Commissioner, to oversee the process.

Because of the short timeframe to submit, the complexity of issues, and the challenges of accessing all the relevant documentation, I admit my Submission barely scratches the surface of the issues. Furthermore I am away from NZ for 2 months during a critical stage of the process, from 10 March until 10 May.

I trust that I will nevertheless have the opportunity to present on my Submission, when I return.

Regards

Franceska BANGA, ONZM (for services to business and community).
021513009

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:

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):

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

It is my belief that the Tasman District Council, through the then Mayor promised that a new ramp would be built to replace the existing one that is really redundant due to the time of usage restraints imposed by council. The May Says who claim that the contaminated ground will be dug up for the ramp and buildings (Sons of Sails) It is my understanding that these will be placed above ground with little effect, as were the toilets installed by council on the same ground.

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

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

The petanque pitch could be repositioned very easily, a launch ramp can only be by water.

Boating is growing in the area. Crossi A is a very poor alternative with children in water whilst bank - jet skis are landing or landing.

As an ex boat owner I sympathise with the Boat Club, Sea Scouts - boat access.

Keep the previous Mayors promise, we are a growing coastal village which needs this the same as the Tennis & Petanque clubs.

*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: John Vere Palmer

Signature*: 
(Person making submission or authorised agent)

Date: 23/2/24

*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.

From: LINDA PALMER <vereandlinda@gmail.com>
Sent: Friday, 23 February 2024 1:38 pm
To: Resource Consent Admin
Subject: MAPUA BOAT RAMP
Attachments: [IMG_20240223_0002.pdf](#); [IMG_20240223_0001.pdf](#)

Categories: Maree Dealing With

Please find enclosed submission

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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

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

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Submitter Details

Full Name:	Mary Dallas Lancaster	
Contact Person (if different):		
Address for Service:	97 Seaton Valley Road RD 1 Upper Moutere 7173	
Postcode:		
Phone:	0211805450	E-mail: mary@highplaces.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)

Build a Boat Ramp and Sea Scout/Community Building

Tasman District Council Application Number (if known): RM230253-259 & RM230388

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

The whole project

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

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

Any building work on the remediated site will disturb the soil cap and potentially spread toxins.

Occasional boaties or those without local knowledge or who have underestimated the speed of a spring ebb tide at full flow could endanger all wharf users due to the tiny margin for error between the proposed ramp and the wharf.

Jumping off the wharf is an iconic activity adored by locals and visitors alike, the safety of this will be affected by the likelihood of people being run over by visiting boats or those piloted by occasional users.

The council had its chance to address the boat ramp issue when the remediation work was done and the waterfront park was created. It's a waste of the public purse to dig up what is already there and enjoyed by 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):

...continued from above

The Boat Ramp Campaign has been driven by local boat owners speaking articulately with a loud voice. Although it will serve this small sector of the local community well, the project will dominate the treasured character of the Mapua Wharf with associated parking & trailer reversing etc. There will be an increased number of boats & vehicles and the general non-boat-owning public will have lost the peace and tranquillity of the area as we know it, without any gains.

The recreational green space of the waterfront park was gifted to the New Zealand public and it seems much of it is planned to be stolen away in favour of trailer parking, car parking, access to the boat ramp, and the new proposed Sea Scout/Community building, both ramp and building much bigger than the originals.

*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: Mary Lancaster <mary@highplaces.co.nz>
Sent: Friday, 23 February 2024 3:11 pm
To: Resource Consent Admin
Subject: Mapua Boat Ramp
Attachments: [Boat Ramp Submission ML.pdf](#)

Categories: Completed, Maree Dealing With, Following up

Kia Ora

Please see my submission against the Mapua Boat Ramp, attached.

Good wishes

Mary Lancaster

Mary Lancaster
97 Seaton Valley Road, RD 1 Upper Moutere 7173 New Zealand
Tel 00 64 3 540 3208 Cell 00 64 21 180 5450
mary@highplaces.co.nz www.highplaces.co.nz

From: Mary Lancaster <mary@highplaces.co.nz>
Sent: Tuesday, 27 February 2024 12:45 pm
To: Resource Consent Admin
Subject: Re: Submission - Mary Lancaster - Mapua Boat Ramp - Please check the appropriate boxes in question 3 & 4
Attachments: [image803206.jpg](#)
Categories: Completed

Oops sorry, I oppose the boat ramp and would like council to decline consent

Good wishes

Mary

On Mon, 26 Feb 2024, 12:39 Resource Consent Admin, <Resourceconsentadmin@tasman.govt.nz> wrote:

Good Afternoon Mary

Thank you for your email.

I have just gone to load it in our system, and it appears that you have not checked/ticked the boxes in Question 3 & 4.

Can you please indicated whether you support, oppose or are neutral. Also whether you would like Council to grant or decline the consent.



If you could please return your completed submission form to:
resourceconsentadmin@tasman.govt.nz

Kind regards

Maree

Resource Consent Admin

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

Private Bag 4, Richmond 7050, NZ



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

From: Mary Lancaster <mary@highplaces.co.nz>

Sent: Friday, February 23, 2024 3:11 PM

To: Resource Consent Admin <Resourceconsentadmin@tasman.govt.nz>

Subject: Mapua Boat Ramp

Kia Ora

Please see my submission against the Mapua Boat Ramp, attached.

Good wishes

Mary Lancaster

Mary Lancaster

97 Seaton Valley Road, RD 1 Upper Moutere 7173 New Zealand

Tel 00 64 3 540 3208 Cell 00 64 21 180 5450

mary@highplaces.co.nz www.highplaces.co.nz

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



Submission on Resource Consent Application

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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

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).

EP-RC040D 08/19

1/2

- keep Kite Park for mixed residential use
- Suggest angle parking wherever possible (more efficient in space taken than parallel parking)

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

• Replacement for the old boat ramp
 • Mapua is called a port on street signage
 — A port must have a safe launching facility.
 • To cater for growing numbers of recreational boats used by families for fun and kai moana.
 • To provide boat storage on site.
 • To support the Sea Scouts — important for educating young people with practical skills & knowledge for safety on the water.
 • To promote active recreation at the waterfront park for young & old.

*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):

The local community should not have to fund the ramp, as it was the council ^{who} banned its use 10-00am - 7-00pm. The new ramp would allow better, safer traffic management of pedestrians, cyclists, vehicles & trailers.

*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: Hazel Spreckley Dodge

Signature*: Hazel Spreckley Dodge Date: 22-02-24
 (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.

From: Colin Walker <colin_walker@xtra.co.nz>
Sent: Friday, 23 February 2024 4:31 pm
To: Resource Consent Admin
Cc: Colin Walker; hazel Dodge
Subject: Mapua Boat Ramp. Please confirm receipt

Categories: Maree Dealing With, Following up



To: The Resource Consent Administration Officer

Tasman District Council

Private Bag 4

Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON

Please note: all submissions become public documents. On the public hearings page, including your name and contact details.

Personal information will also be used for administration purposes and will be held by the Tasman District Council with submitters h

Submitter Details

Full Name:

Hazel Spreckley Dodge

**Contact Person
(if different):**

**Address for
Services:**

9 Langford Drive

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

- Replacement for the old
- Mapua is called a port
- A port must have a
- To cater for growing numbers for fun and kai moana.
- To provide boat storage
- To support the Sea Scouts practical skills & knowledge
- To promote active recreation

*Note: Any additional information should be submitted on

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

- I support the application I oppose

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

- To grant consent To refuse

From: Hazel Dodge <hazel.dodge@xtra.co.nz>
Sent: Tuesday, 27 February 2024 9:07 pm
To: Resource Consent Admin
Subject: Re: Submission - Hazel Dodge - Mapua Boat Ramp - Phone number & email address

Categories: Completed

My email address is
hazel.dodge@xtra.co.nz
035402434
Sent from my iPhone

On 26/02/2024, at 12:51 PM, Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good Afternoon Hazel

Council has received your submission for the Mapua Boat Ramp Community Trust application RM230253 etc al.

In your submission you have not supplied a contact phone number and email address.

If you could please provide these details in a return email, that would be appreciated.

Kind regards
Maree

Resource Consent Admin

Call +64 3 543 8400 | Resourceconsentadmin@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ

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

From: Colin Walker <colin_walker@xtra.co.nz>
Sent: Friday, February 23, 2024 4:31 PM
To: Resource Consent Admin <Resourceconsentadmin@tasman.govt.nz>
Cc: Colin Walker <colin_walker@xtra.co.nz>; hazel Dodge <hazel.dodge@xtra.co.nz>
Subject: Mapua Boat Ramp. Please confirm receipt

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

Submission from: Peter Mitchell.

Re: Proposed construction and operation of a new boat ramp at Māpua

Date: 24 February 2024

Submission:

I oppose the application in its entirety.

I consider that the proposed development consisting of a two lane boat ramp, a proposed building, associated parking, traffic, to be entirely inappropriate and incompatible given the current accepted use of the area "for the benefit of the Māpua community."

This proposal has the potential to remove community land from broad community use and redefine the use to a more narrow segment of the Māpua Boating Community with possible unwarranted commercialisation via the proposed building and possible launch fees.

This proposal will also disturb toxic land.

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

This application should be declined.

I am particularly concerned about the following effects:

- **Adverse visual and landscape effects** from the large two lane concrete boat ramp which will extend over the coastal marine area and foreshore; the associated vehicle and trailer parking; and a large building on the reserve land that currently is a designated community green space.
- **Adverse amenity and community effects** from having a large increase in traffic, boats, and boating traffic in an area of public reserve, coastal marine area and public space that is highly valued by the Māpua community and visitors alike. The recreational, tourist and community activities currently being undertaken at the wharf area will be adversely affected by the proposed boating activities.
- **Adverse Noise effects** from boats on the water, and utes, trailers, cars and boats accessing the boat ramp and the water; and from activities at the proposed building on the current reserve site.

- **Safety** – The proposed boat ramp is intended to allow for two boats to use the ramp simultaneously; with parking for 78 vehicles and trailers (plus other additional parking). This proposal will introduce a significant number of boats and traffic into an area that is already subject to high use. Launching two boats simultaneously into such a swift flowing channel is potentially highly dangerous and is incompatible with the current safe uses of wharf and channel areas for swimming, fishing kayaking, paddle boarding, boat mooring, and operations of the Māpua ferry, the great Tasman Taste trail, visitors and tourists. The proposal will create safety risks and create danger for both the boat users and the thousands of people who use the Channel and wharf area for other recreational purposes.
- **I oppose the proposed building to be erected on what is currently public land.** I note the application says that the proposed building may be leased or made available for other undefined uses and a huge range of potential adverse uses that may be entirely incompatible with the area and which could be seen as an attempt to make revenue from a public amenity green space. For example Māpua does not need another licenced venue etc. The proposed building use is far too broad, and the Māpua community already has enough community buildings.
- **Adverse Traffic Effects** – The additional car parking will result in a large amount of community land in this part of Māpua to be removed from public use ranging from picnics, fairs and market days and it is proposed to dedicate this land only to car and boat parking. It will also create a huge amount of unnecessary traffic within Māpua and clog roads that are already too busy, particularly at peak times in weekends and holidays, and during summer. No traffic study has been done or recommendations made to mitigate these effects.
- **Potential contamination** - The proposal involves excavation of contaminated soil below the 0.5m cap of this potentially toxic remediated site. Although the boat ramp itself may sit over the top of the contaminated land, the stormwater drainage system, and the service trenches for the building all require excavation of 60-70m³ highly contaminated soil which is potentially toxic to the adjacent estuary. Wind and rain can carry this material into the estuary. The potential contamination dangers have been overlooked by this proposal.
- **Potential conflict of interest.** I understand that funding from the TDC has been used to prepare this proposal. If this is the case, then this proposal represents a questionable conflict of interest by TDC.

I wish to speak to my submission.

Peter Mitchell
Email: Mitchellnz@protonmail.com

From: Pete M <mitchellnz@protonmail.com>
Sent: Friday, 23 February 2024 4:52 pm
To: Resource Consent Admin; Nelson@do.nz
Subject: Submission into propped boat ramp and building at Mapua
Attachments: [PM Submission 23224- TDC. PDF.pdf](#)

Categories: Completed, Following up, Maree Dealing With

Please find attached my submission.

Peter Mitchell
mitchellnz@protonmail.com

Sent with [Proton Mail](#) secure email.

From: Pete M <mitchellnz@protonmail.com>
Sent: Monday, 26 February 2024 5:54 pm
To: Resource Consent Admin
Subject: Re: Submission - Mapua Boat Ramp Community Trust - RM230253 etc al

Categories: Completed

Hi Maree

As per your request
Contact Phone 021340904
Address 5 B Motuhara Road. Plimmerton. Porirua. 5026.

Peter Mitchell
mitchellnz@protonmail.com

On Mon, Feb 26, 2024 at 12:57 PM, Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good Morning Peter

Thank you for your submission.

To able to load this into our system, could you please provide an address for service (postal address) and a contact phone number.

I look forward to receiving your reply.

Kind regards
Maree

Resource Consent Admin
Call +64 3 543 8400 | Resourceconsentadmin@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



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

From: Pete M <mitchellnz@protonmail.com>
Sent: Friday, February 23, 2024 4:52 PM
To: Resource Consent Admin <Resourceconsentadmin@tasman.govt.nz>;
Nelson@do.nz
Subject: Submission into proposed boat ramp and building at Mapua

Please find attached my submission.

Peter Mitchell
mitchellnz@protonmail.com

Sent with [Proton Mail](#) secure email.

Submission from: Karen du Fresne

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

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

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

Date: 23 February 2024

Submission:

I oppose the Application in its entirety.

I grew up in Mapua, and we lived in Tahi St from the time I was a small child in the late 1940s. My mother and sister lived there until 2007, and I visited them often, especially after I moved back to Nelson in 1997. I'm therefore very familiar with the area, and it's somewhere I regularly take visitors and meet local friends.

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

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

I am particularly concerned about the following effects:

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

- Safety – The boat ramp is intended to allow for two boats to use the ramp simultaneously; and it is proposed to have parking for 78 vehicles and trailers (plus other additional parking). This will introduce a significant number of boats and traffic into an area that is already subject to very high use, in a swift channel that is highly changeable. The use of this area for a boat ramp with associated activities is entirely incompatible with the current uses of wharf and channel areas for swimming, fishing kayaking, paddle boarding, boat mooring, Māpua ferry, the great Tasman Taste trail, visitors and tourists. It will create huge safety risks and be very dangerous for both the boat users and the thousands of people who use the Channel and wharf area for other recreational purposes. As I said, I grew up on Grossis Point, and I'm very aware of how dangerous the currents sweeping through the channel can be.
- Loss of Reserve Land and Access to the Coastal Marine area – The effect of the large building on public reserve land; the accessway over the coastal marine area, and the associated car parking and barrier arm, will result in a loss of this space for the community at large and for future community activities and for access to the coastal marine area. It will also result in the loss of the native plantings that have been well established on the site.
- Car and Boat Parking and Traffic Effects – The additional car parking is cumulative and builds on existing car parks – it will result in massive areas of space in this part of Māpua dedicated only to car and boat parking. It will look like a huge industrial style car park. This is completely inappropriate for a community like Māpua. The boat ramp will draw large numbers of boats and trailers into Māpua village, along Arānui or Higgs Roads and into the heart of Māpua. These are roads that are part of the Great Tasman Taste trail and that already have large numbers of children, visitors, residents, cyclists and walkers, as well as residents using them. It will create a huge amount of unnecessary traffic within Māpua and clog roads that are already too busy, particularly at peak times in weekends and holidays, and during summer.
- Effects on birds and ecology in the Māpua estuary and Waimea Inlet it forms part of – the large numbers of boats on the water and the noise from those boats will adversely affect birds, fish, and ecology in the estuary, including risking the introduction of pest exotic species on boats. The birdlife and variety of shore birds in this area are part of its special character.
- Climate change - increased numbers of boats and vehicles increases the severity of and impacts of climate change. I understand that under section 7(i) of the RMA decision makers have to have particular regard to the effects of climate change.
- Potential contamination - The proposal involves excavation of contaminated soil below the 0.5m cap of this remediated site. I understand that although the boat ramp itself would sit over the top of the contaminated land, the stormwater drainage system, and the service trenches for the building all require excavation of 60-70m³ highly contaminated soil which is potentially toxic to the adjacent estuary. Wind and rain can carry this material into the estuary and this will be a very specialised and demanding operation.

I do not wish to speak to my submission.

Pushpa Gounder

From: Karen du Fresne <kdufresne8@gmail.com>
Sent: Friday, 23 February 2024 5:27 pm
To: nelson@do.nz; Resource Consent Admin
Subject: Submission
Attachments: Submission on Mapua Boat Ramp Feb 2024.doc

Categories: Completed, Following up, Maree Dealing With

Kia ora

My submission on the Mapua Boat Ramp application RM230253 is attached.

Ngā mihi
Karen du Fresne

From: Karen du Fresne <kdufresne8@gmail.com>
Sent: Monday, 26 February 2024 1:23 pm
To: Resource Consent Admin
Subject: Re: Submission - RM230253 etc al - Mapua Boat Ramp Community Trust - Address and contact phone number

Categories: Completed

Kia ora

My address is 1 Bellevue Heights Nelson 7011, and ph no 035486241. Please send email correspondence to kdufresne8@gmail.com.

Ngā mihi
Karen du Fresne

On Mon, Feb 26, 2024 at 1:06 PM Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good afternoon Karen

Thank you for your submission.

For Council to be able to lodge this in our system, could you please provide your address for service (postal address), a contact phone number and confirmation as to which email address we should use for any correspondence.

I look forward to receiving your reply.

Kind regards

Maree

Resource Consent Admin

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

Private Bag 4, Richmond 7050, NZ



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

From: Karen du Fresne <kdufresne8@gmail.com>

Sent: Friday, February 23, 2024 5:27 PM

To: nelson@do.nz; Resource Consent Admin <Resourceconsentadmin@tasman.govt.nz>

Subject: Submission

Kia ora

My submission on the Mapua Boat Ramp application RM230253 is attached.

Ngā mihi

Karen du Fresne

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: JOHN STEPHENS
 Contact Person (if different):
 Address for Service: 28 TAHI ST MAPUA 7005
 Postcode: 7005
 Phone: 021377154 E-mail: jonnystep@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)

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

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 THE APPLICATION
 I HAVE COME ACROSS VARIOUS PAMPHLETS OF MISS INFORMATION SO MY SUPPORT IS TO HOPEFULLY COUNTERACT THE NEGATIVE VIEWS

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

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

AS ABOVE

*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):

NONE

*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 STEPHENS

Signature*:

(Person making submission or authorised agent)

Date:

23/2/24

*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.

From: john stephens <jonnystep@gmail.com>
Sent: Friday, 23 February 2024 7:36 pm
To: Resource Consent Admin
Subject: Fwd: RM230253
Attachments: [Scan23022024.pdf](#)

Categories: Maree Dealing With

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

From: **john stephens** <jonnystep@gmail.com>
Date: Fri, 23 Feb 2024 at 19:31
Subject: RM230253
To: <resourceconcentadmin@tasman.govt.nz>

Please find attached submission on above Resource Consent Application.

Cheers

John Stephens

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
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:	Ronald James Oliver and Fiona Ann Oliver	
Contact Person (if different):		
Address for Service:	89 Iwa Street Māpua Nelson 7005	
Postcode:		
Phone:	021 039 5260	E-mail: ron.oliver@me.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)

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

Tasman District Council Application Number (if known): RM230253

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

Construction and operation of a new boat ramp, a new community building on the Waterfront park, and use of part of the parking space in Kite Park for trailer parking.

* 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) We consider that the planned maximum of up to 160 boat and trailer movements per day will cause significant congestion on the roads near to the wharf and in the already congested Aranui Road. It will also lead to other local residential roads becoming much busier causing additional noise, increased road safety risks and significant deterioration of the quality of the environment in Mâpua.
- 2) From our personal experience of using the old ramp when it was still in use, we believe that the very strong currents in the estuary require high levels of skill and boating experience to maintain acceptable levels of safety for boat users of a ramp of the proposed design and location. In our view the proposed new ramp will generate an unacceptably high safety risk to all users of this popular local coastal amenity.
- 3) The proposed location of the new boat ramp and new community building on a toxic site will risk disturbance of the protective bund leading to an unnecessary and unacceptable health risk to local residents and visitors.
- 4) Mâpua Waterfront has become an iconic and highly valued amenity for both Mâpua residents and visitors. There is a significant risk that the proposed ramp development will have a detrimental effect on the amenity value of the Waterfront for existing users.

*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):

- 1) That the proposed maximum permitted number of boat and trailer movements per day should be reduced from 160 to 40 .
- 2) That the size of the proposed trailer park should be reduced to reflect the reduced maximum permitted number of boat and trailer movements per day.
- 3) That any disturbance or removal of contaminated soil from the construction sites for the proposed community building and new ramp should be prohibited.
- 4) That the existing speed limits for boats of any size using the Mâpua Estuary should be strictly enforced with particular emphasis on boats entering or leaving the proposed new ramp.
- 5) That adequate measures are taken to ensure the safety of swimmers and divers using the Mâpua Wharf from boats using the Mâpua Estuary, and in particular those entering or leaving the proposed new ramp.

*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: **RONALD JAMES OLIVER and FIONA ANN OLIVER**

Signature*:

Date: **25 Feb 2024**

(Person making submission or authorised agent)

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

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

From: Ron Oliver <ron.oliver@me.com>
Sent: Saturday, 24 February 2024 3:58 pm
To: Resource Consent Admin
Cc: mapuaboatramp@gmail.com
Subject: Application by Mâpua Community Boat Ramp Trust for approval for the construction and operation of a new boat ramp in Mâpua
Attachments: [Form for submission on resource consent application.pdf](#)
Categories: Maree Dealing With

Please find attached our submission on the above application.

Ron and Fiona Oliver
89 Iwa Street
Mâpua
Nelson 7005

Mob: 021 0395260 and 021 232 6089

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

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:	Malcolm Allan Ness & Vanessa Claire Ness	
Contact Person (if different):	Malcolm Ness	
Address for Service:	38 Les Wakefield Road, Mapua	
Postcode:	7005	
Phone:	027 836 2570	E-mail: Ness.psychology@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, to erect 9 signs, as detailed on a separate page.

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

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

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

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



EP-RC040D 08/19

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

We oppose this application. The proposed development will only serve to undermine the tranquil and positive experience of the Mapua wharf.

There is no rationale for larger boats being able to launch. The wharf has no problem attracting visitors and these boats will only serve as a hazard to those that like to swim as well as enjoy the legendary wharf jumping – a rites of passage in Mapua. The peace and quiet will also be shattered by outboards and multiple craft tying up at the wharf as well as the road traffic into Mapua i.e. trailers and boats.

We do not understand how a boat ramp has been considered. It seems that the majority of boats can launch from Grossi Point and those that are larger would, from our perspective, be best launched from elsewhere.

I am the former Group Leader of the Tamaha Scouts and there are no reasons for the scouts to have additional access to the wharf. The group already have a privileged position on the wharf and there are no real issues with launch and retrieve boating.

I've been a boat owner for many years and consider that the wharf does not require additional access for anyone. A much more sensible project would be to further develop some of the commercial opportunities the wharf has to offer.

Boat owners of craft too large to launch from Grossi Point must represent a very small minority and will have understood the limited launch opportunities when they purchased their boat.

Bigger boats also constitute more of a hazard down the narrow Mapua roads.

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

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

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

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

- To grant consent
- To refuse/decline consent

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

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

[Redacted area]

*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: Malcolm (Mike) Allan Ness

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

Date: [Redacted]

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

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I also represent

[RM230253 - Submission 100-Malcolm & Vanessa Ness-Oppose-24-02-25.pdf - page 3 of 4](#)

The proposed Mapua Boat Ramp will be bigger than Motueka's facility. A lot of Mapuans oppose it because it's unnecessary, it will ruin the waterfront park, it poses serious safety risks to the environment and people on the water and the roads around it, and it's of no benefit to anyone but owners of big power boats, let alone the communities of Mapua and Motueka.

Submissions close on Monday 5pm. Use this pre-drafted submission form to air your views, email it to TDC by Monday.

Alternatively, message me and I can sign you on to my submission to use as a draft.

From: mike ness <ness.psychology@gmail.com>
Sent: Sunday, 25 February 2024 7:51 am
To: Resource Consent Admin
Subject: Fwd: Blank Submission.docx · version 1
Attachments: [Blank Submission.docx · version 1.pdf](#)
Categories: Maree Dealing With

Hi,

Please find attached my submission opposing the Mapua Boat Ramp.

Cheers

Malcolm (Mike) Ness

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