

# APPLICATION FOR RESOURCE CONSENTS FOR MĀPUA BOAT RAMP & SEA SCOUT/COMMUNITY BUILDING

42454 / 5, 11 & 6-16 TAHI STREET, MĀPUA / MĀPUA  
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## QUALITY ASSURANCE

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**Title:** Construction of a boat ramp in the coastal marine area within the foreshore, and access from the Māpua Waterfront Park and associated consents for access, parking, signage, storm water and earthworks.  
Construction of a Sea Scout/Community building within the Māpua Waterfront Park.

**Client:** Māpua Community Boat Ramp Trust.

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**Prepared By:** **Mark Morris**  
Senior Planner  
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**Signature:**



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**Appendix 1** – Site Plans for proposed boat ramp and access and parking

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**Appendix 4** – Landscape Master Plan

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**Appendix 7** – Soil Contamination Report (DSI)

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**Appendix 10A** – Email Correspondence with HNZHPT over HNZPT requirements.

**Appendix 11** – Statement from Tamaha Sea Scouts

**Appendix 12** – Preliminary Engineering report

**Appendix 13** – Preliminary Geotechnical Report

**Appendix 14** – Details of Consultation under Marine Coastal Area (Takutai Moana) Act 2011

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**Appendix 16** – Timeline of Iwi Consultation.

**Appendix 17** – Report on Project Presentations to Key Stakeholders 2022

## 1.0 INTRODUCTION

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The following report is an assessment of the actual and potential effects on the environment of the proposed boat ramp, the Sea Scout/Community Building and associated access, parking and carparking and earthworks. Plans of the proposed boat ramp are attached as **Appendix 1** and the proposed Sea Scout/Community building are attached as **Appendix 2**.

This application addresses the existing land use and character of the site; the proposed subdivision and land use; and the relevant provisions of the Tasman Resource Management Plan (the Plan) and the Resource Management Act 1991 (the Act).

### 1.1 Applicant's Details

Applicant: Māpua Community Boat Ramp Trust  
C/- Andrew Butler

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Richmond 7020  
Attention: Mark Morris  
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E: [markm@do.nz](mailto:markm@do.nz)

Owners: Tasman District Council

Applicant's Contact Details: Andrew Butler  
M: 021-348-182  
E: [Māpuaboatramp@gmail.com](mailto:Māpuaboatramp@gmail.com)

### 1.2 Site Details

Site Address: 5, 11 & 6-16 Tahī Street, Māpua

Legal Descriptions: Lot 6 DP11502, Lot 1 & 5 DP11502, Lot 2 DP 11502, Lot 2 DP 11106,  
Sections 13,14, 15, 16, 24 & 25,26, 27, 28 & 29 SO496194,

Valuation Refs: 1938046700,1938046901,1938051502, 1938051503, 1938051504,  
1938051505 & 1938051300

Records of Title: RTs NL6C/850, NL 7B/371, NL7B/373, 7B/374, 7B/375, NL7B/376,  
743706, 743708, 743709,743712 & 743714

(Copies attached as **Appendix 3**)

Net Site Area: 1.7346 hectares  
Zoning: Recreation, Open Space & Residential & Coastal Residential.

### 1.3 Consent(s) Sought.

The following consents are sought for the proposed activity.

- To construct a boat ramp in the Coastal Marine Area (CMA) and Open Space zone together with access off Tahi Street, Māpua.
- To occupy the Coastal Marine Area (CMA) for the purpose of operating a boat ramp.
- To conduct earthworks in the coastal marine area (CMA) as part of the construction of the boat ramp.
- A land use consent to construct a 20 m x 40 m building in the Coastal Environment Area to be used by the Tamaha Sea Scouts and Community Groups leased for functions and used for boat storage. The building exterior would be a combination of colour steel and timber cladding in a similar style to the Shed 4 buildings in the Mapua wharf area which were modelled on the original wharf buildings.
- To conduct earthworks within the Coastal Environment Area (CEA).
- To discharge stormwater into the Coastal Marine Area (CMA).
- To erect various signs (9), each up to 2m<sup>2</sup> in areas, in association with the proposed activity.
- Land Use consent is sought under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health as a discretionary activity to conduct earthworks on a HAIL site and the use of the Sea Scout Building within a HAIL site.
- A land use consent to construct car parking areas on the western side of Tahi Street, that does not comply with the permitted activity rules in 16.2.2.3

An indefinite term is sought (except for the discharge consent which shall have a 35-year term), with the standard lapsing period of five years as provided for by the Act.

### 1.4 Other Consents Required

Because part of the boat ramp will be within the Coastal Marine Area, is subject to the Marine and Coastal Area (Takutai Moana) Act 2011 which requires compulsory consultation with Customary Marine Title applicants. Details of this consultation is set out **Appendix 14**.

### 1.5 Applicant's Declaration

I (applicant name) hereby acknowledge:

- (i) The requirement to provide details of additional consents needed, and the effects of my proposal on the environment.
- (ii) That the minimum fee paid is a deposit against full costs.

- (iii) That the information provided in this application and the attachments to it are to the best of my knowledge accurate.
- (iv) I attach other information (if any) required to be included in the application by the Resource Management Plan or Regional Plan or regulations.



Signature of applicant: ..... Date: 26.04.2023 .....

Name: **MARK MORRIS** (*on behalf of applicant*)  
BPlan BA (Geog)  
Senior Planner, Davis Ogilvie & Partners Ltd



## 2.0 DETAILS OF PROPOSAL

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### 2.1 Background to the proposal.

The following is a brief history, that sets out the background to the proposal:

- The history of this boat ramp proposal dates to 1987 when the Mapua Boat Club (MBC) was established and set about its responsibility as “Guardians of the Wharf”, making improvements and ensuring the wharf was a community asset. At the same time the members of the boat club built the present boat ramp which is just north of the present Mapua Wharf.
- In 1989 the Nelson Harbour Board relinquished its interest in the Mapua Wharf to TDC.
- In 1991 the Tamaha Sea Scouts (TSS) occupy what was the MBC parts shed.
- In 2005 MBC loses vehicle parking in the vicinity of the boat ramp due to increased commercial expansion of the wharf and 2006 the MBC dinghy ramp was removed by TDC.
- The MBC proposal to place a boat ramp in Waterfront Park in 2004 following completion of the Fruit Grower Factory Site de-contamination process was rejected on the basis that access would always be available to the boat ramp.
- In 2010 TDC developed concept plans for the wharf and environs. Serious concerns raised by community over lack of accessibility and lack of consultation.
- In 2012 TDC bans vehicles on the wharf.
- In 2014 the Shed 4 complex consent was approved which essentially closed vehicle access to the boat ramp. After opposition from the community, TDC allowed limited access to the boat ramp between 7pm and 10pm at night.
- In 2015 TDC Councillors and TDC staff set up a waterfront group to look at the use of the wharf area including the replacement of the boat ramp.
- In 2016 a call was made for submissions on the Mapua Wharf, Waterfront Park, Tahī Street and Grossi Point.
- MBC proposes the waterfront park boat ramp location part way through decisions.
- Also, in 2016 with the expansion to the Jellyfish restaurant on the wharf make it virtually impossible for the TSS to manoeuvre their boats in and out of the storage shed, making the need for new facilities for the Sea Scouts even more urgent.

Despite the urgent need for a replacement boat ramp and Sea Scout facility, very little progress was made until 2020 when concept plans of the proposed Boat Ramp were produced by Opus NZ (now called WSP). On May 18<sup>th</sup>, 2021, the Full Council by resolution, provided funds to commence design and consent application for a boat ramp at the Waterfront Park. At the same time, it was agreed it previous not supporting of a boat ramp in Mapua. In 2021 the Mapua Boat Ramp Community Trust was set up to co-ordinate resource application for the boat ramp and the new sea scout/community building.

During 2022 the Boat Ramp Trust undertook extensive consultation with local iwi and Mapua Community. This is set out in **Appendix 17**. In 2022 the Trust got resource consent for various

signs around Mapua to promote the proposed development and obtained consent to for hand digging of the foreshore to locate the TDC sewer pressure pipe which was located by just over 1m below the surface. A project team was set up overseen by Davis Ogilvie & Partners Ltd which including Landscape Architects, Ecologist, Traffic Engineer, Environment Scientist, Archaeologist and Coastal Engineering Consultants to bring together the present resource consent application.

## 2.2 Site Description

The site of the boat ramp is the relatively flat waterfront park, which is a mixture of grassed areas, native tree plantings, a metal car parking area of approximately 37 car parks, with a planted swale down the southern boundary of the site. There is a pétanque area near the southern boundary of the site with a large area of landscaping to mitigate the effects of the pétanque area and to provide screening to the neighbouring property to the south.

The coastal edge of the site is modified beach edge with rock protection being placed between the wharf and the boundary of 13 Tahi Street. The rock protection ranges from smaller rocks in the low tide area to much larger rocks at the above the tidal area which protects a gravel path which is shown on **Figure 2** overleaf.

The coastal edge of the waterfront park contains wooden boardwalk shown on **Figure 1** below which allows for public access to a wooden viewing platform to view the estuary and to gravel path which extends down to the foreshore which allows for public access to the foreshore which at low tide allows for access down to Grossi Point.



**Figure 1: View of the proposed boat ramp site.**



**Figure 2: Existing gravel path leading to foreshore from proposed boat ramp location.**



**Figure 3: View of proposed boat ramp location from Māpua Wharf.**



**Figure 4: Proposed boat ramp location looking south.**

### 2.3 Surrounding Land Use

The site is bounded on one side by a residential property being 13 Tahī Street, the remaining sides being Aranui Road with its angle parking and Tahī Street which is sealed with grassed parking areas either side. The other part of the site being the current overflow parking areas on the other side of Tahī Street (6-16 Tahī Street).



**Figure 5: Existing waterfront park from existing carpark where sea scout building will be located.**



**Figure 6: Existing waterfront park showing pétanque area which will be relocated north to allow for boat ramp access.**

### 2.4 General Description of Proposal

It is proposed to construct the following:

- Boat ramp: 11 m width with a gradient of 1V:8H with pedestrian crossing on flat area immediately to west of the ramp to accessway transition point. A boardwalk to the accessway crossing point

will be provided from the foreshore to the south to ensure continuity of the existing access along the foreshore.

- Eastern Site - a new vehicle crossing off Tahi Street and exposed aggregate accessway of width 7m transitioning to 11 m and turning head to service a new boat ramp. The accessway siting requires relocation of the existing pétanque area. A barrier arm is proposed to be installed near the proposed Sea Scout building to control boat ramp usage. The accessway will have a 1 m wide finer chip exposed aggregate to delineate an informal pedestrian footpath adjacent to the kerb channel fender. Speeds within the development site will be restricted to 10 km/hr.
- Sea Scout and Community Building 40 m x 20 m area with car parking and perimeter hardstand located on the existing reserve car park area. This building will be subject to a building consent later, noting the bulk and location of the proposed building is shown on plans.
- 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 Sea Scout and Community Building and loss of informal parking on Tahi Street due to vehicle crossing installation. Note that 4 mobile home parks have been provided as has accessible parking on this site and the Sea Scout and Community to the west of the Community Building.  
A total of 78 trailer parks (trailer & vehicle) will also be provided in the grassed area to the west of Tahi west.  
For the car parking areas is recreational and is not for commercial use.  
Plans of the proposed works are attached as **Appendix 1** with plans of the proposed Sea Scout and Community Building shown on **Appendix 2**.

## 2.5 Site Suitability

The attached Geotechnical Advice Report prepared by Davis Ogilvie & Partners (**Appendix 13**) dated 9 September 2022 confirms on page 6 of the report that the proposed activity on this site is “geotechnically feasible subject to detailed site investigation and specific design at the engineering design at the building consent stage”.

## 2.6 Special Features on the Site

The entire Grossi Point peninsula was subject to pre-European Māori occupation and is of high cultural significance to several local iwi. The Grossi Point peninsula is classified as a Heritage Precinct under the TRMP with several archaeological sites in the area.

The original Māpua Wharf Cool Store Buildings are Category II Heritage listed building (1666). The proposed activity does not affect these buildings in any way.

## 2.7 Access

The access and parking (including trailer parking) are shown on the attached site plans (**Appendix 1**) with the traffic effects being assessed under the Traffic Effects Report by Tim Kelly which is attached as **Appendix 9**.

The access comprises the following:

- 11 m wide concrete two-lane boat ramp.
- 7.2 -11 m wide concrete accessway (with turn around area) extending to a vehicle crossing off Tahī Street.
- Existing vehicle crossing off Tahī Street to provide access to the Sea Scout Building with 10 car parks.
- 36 metalled recreational carparks on the other side of Tahī Street with existing vehicle entrance off Tahī Street.
- Grassed trailer parking area on the other side of Tahī Street with capacity up to 78 trailers and towing vehicles with vehicle entrance off Tahī Street.
- Pedestrian access across the park from Tahī Street will be retained.
- Pedestrian access along the waterfront edge will be retained with a pedestrian crossing over the top of the boat ramp with ramp down to the foreshore to allow people to walk along the coast to Grossi Point.

## 2.8 Services

The servicing for the proposed activity is shown on the Engineering Design Consent Plans (**Appendix 1**) and explained in the Preliminary Engineering Report (**Appendix 12**).

### 2.8.1 Water Supply

The proposed Sea Scout/Community building will connect into the Council water reticulation with a single water meter. No wash down of boats on the boat ramp will be allowed, so no water connections have been provided on the boat ramp itself.

### 2.8.2 Stormwater Disposal

The details of the stormwater disposal are set out in 7.0 of the Preliminary Engineering Report set out in **Appendix 12** which sets out the area that will be managed for stormwater runoff.

The stormwater from the boat ramp access and Sea Scout and Community Building car park is proposed to discharge to the existing drain to Waimea Inlet after passing through a proprietary treatment device. Runoff from the Sea Scout/Community Building and Hardstand is proposed to direct discharge into the vegetated swale to the south of the site which will provide pre-treatment within the swale before it discharges into the Coastal Marine Area (CMA). Runoff from the 1,640 m<sup>2</sup> western metalled car park site is proposed to be collected via concrete dish drains to sumps that bubble up into the swale on the east

side of Tahi Street, eventually discharging via the vegetated swale to the south of the accessway.

It should be noted that the existing drainage along the southern boundary of the site is an existing Council drainage asset and is need of urgent maintenance to operate effectively. Council's Engineering Department has been made aware of this and we understand that this will be dealt with promptly.

As I have mentioned above, the stormwater runoff effects should be less than minor in that there will be no wash down of boats will be allowed on the boat ramp and vegetated stormwater swale along the southern boundary should provide for some pre-treatment before it enters the CMA. The stormwater report advised that the runoff from the boat ramp accessway will require treatment before discharge as required by 5.4.8.2 (c) of the NTLDM 2020 and because of size restraints it is proposed that a proprietary device be installed at the far-eastern end of the accessway to provide pre-treatment before discharge into the CMA. Final design will be confirmed at the Engineering Plan stage.

### **2.8.3 Sewage Disposal**

The proposed Sea Scout and Community building will be connected to Council sewer reticulation by way of a low-pressure pump (LPS) that will pump to the existing toilet block lateral as described in 5.0 of the Preliminary Engineering Report (**Appendix 12**)

### **2.8.4 Earthworks**

The extent and scope of the earthworks for the proposed development are set out in 4.0 of the Preliminary Engineering Report (**Appendix 12**). Principal Engineer Gary Stevenson has estimated that areas of earthworks will be the following:

- Western site car park (1,640 m<sup>2</sup>)
- Boat ramp accessway (1,300 m<sup>2</sup>)
- Sea Scout/Community Building hard stand area and parking (1,940 m<sup>2</sup>)

The volumes of the earthworks and requirements for imported fill and reuse of the topsoil are set out in the engineering report. It is anticipated that earthworks will not extend more than 0.4m below existing ground level.

Erosion, sediment, and contaminated soil control will be critical for this site. A robust site management (SMP) including erosion and sediment controls will be produced by a contaminated land SQEP for the project once final engineering designs are produced.

All earthworks will be undertaken in accordance with the requirements of NZS 4431:2022 Engineered fill construction for lightweight structures and the NTLDM 2020.

Final design, volumes, plans and a detailed and sediment control and site management plan will be provided to Council during the engineering plan approval process for each stage of the development.

### 2.8.5 Signage

A total nine (9) signs will be applied as part of the proposed and the locations of these signs are set out on the proposed site plan (**Appendix 1**) with the locators S1-S9. All the signs will be no more than 2 m<sup>2</sup> in area, with final wording of the signs confirmed at the engineering plan stage.

The list of signs and basic purpose of each sign is set out below:

- S1- Northern entrance and exit to the Sea Scout/Community Building (SSCB) off Tahurangi Street, advising of carparking only for SSCB only.
- S2 - Entrance to and exit from to main boat ramp access advising of boat ramp usage to stop people entering before it is too difficult to turn around.
- S3 – Sign next to barrier arm for boat ramp with info on use of the boat ramp.
- S4 – Sign at top of boat ramp just before the pedestrian crossing.
- S5- Sign on the northern side of crossing for pedestrians to watch for boat ramp vehicles.
- S6 - Sign on the southern side of crossing for pedestrians to watch for boat ramp vehicles.
- S7 – Information sign on the side of the Sea Scout/Community building.
- S8 – Possible Information sign detailed pre-European history of the area and possible new name for waterfront. Wording to be confirmed with local iwi.
- S9 – Entrance to trailer park on western side of Tahurangi Street with information for trailer park users.

## 2.9 National Environmental Standard Requirements & National Policy Statements

### NES- Contaminated Soils- 2011

The site is a HAIL site based in its previous use as a pesticide factory and the remaining contamination of the soils of the site.

The site is shown as HAIL site on the Council's database; therefore, the NES-CS does apply.

A Detailed Site Investigation (DSI) has been conducted by a SQEP (Suitably Qualified and Experienced Person), Gareth Oddy which is set out in **Appendix 7**.

According to 8.2 of the DSI, the proposed earthworks associated with the boat ramp construction is a **Controlled Activity** under **Regulation 9** of the NESCS.

### NES- Freshwater – 2020

The NES Freshwater (2020) contains various rules and regulation relation to manage the effects of activities on freshwater and wetlands.

Initially when the NPS & NES Freshwater came out in 2020, there was uncertainty over whether the NPS & NES Freshwater covered saltmarsh inter-tidal wetland. To this end the intertidal saltmarsh area around the Waimea Inlet is classified as a wetland no 6. In 2021 a High Court decision in *Minister of Conservation v Mangawhai Harbour Restoration Society* [2021] NZHC 3113 found that inter tidal areas such as around the Waimea Inlet were covered by the NPS-FW & NES-FW, despite being saltwater areas, because the definition of "natural wetland" did not



exclude Coastal Marine Area wetlands. This meant you had an overlapping situation whereby both the NPS-FW and NZCPS could apply to the same area.

The saltmarsh intertidal area of the proposed boat ramp is classified by the TDC as a “saltmarsh wetland” and is wetland number 6 of the Council’s wetland data base.

However, in December 2022, the NES-FW was amended in terms of the definition of natural wetland which now excludes any wetland in the Coastal Marine Area. This means that the intertidal wetland that is part of the boat ramp will be located on, is not subject to the NES-Freshwater and instead is subject to the NZCPS.

### **New Zealand Coastal Policy Statement- 2010 (NZCPS)**

The New Zealand Coastal Policy Statement seeks to safeguard the integrity, form, functioning and resilience of the Coastal Environment Area (CEA) and sustains its ecosystems including marine an inter-tidal area and preserve the natural character of the coastal environment.

This is given effect to by several policies of which the following are considered relevant:

- **Policy 2 – Treaty of Waitangi, Tangata Whenua and Māori Heritage.**

In this case the applicants have consulted with all local Iwi as early as possible in the process. Details of consultation are set out in **Appendix 14 & 16**.

The applicants have recognised the cultural significance of the Māpua Port Area which includes the site of the waterfront park. The boat ramp and access will be in an area that has extensive reworking down to 3 m depth as part of FCC remediation works conducted in between 2004 and 2008, which means the chance of finding any significant sites as part of the construction is extremely low. However, because of the high significance of the site, the applicants volunteer that an iwi monitor be present during all earthworks. Also, in terms of the construction of the boat ramp, the boat ramp will be constructed with little excavation of the actual seabed which further reduce the chance of accidental discovery of significant sites.

- **Policy 6 – Activities in the Coastal Environment.**

Policy 6 recognises that some activities such as boating infrastructure need to be in the coastal environment and contribute to the social, cultural, and economic wellbeing of people and communities and meet the needs of future population growth without compromising other values in the coastal environment.

Policy 6 also seeks to consolidate existing coastal settlements without sprawling or sporadic development and if structures are allowed in the coastal marine area, that public use is allowed. In this case the boat ramp is an important community boating infrastructure with boating being important recreational activity. The proposed boat ramp and sea scout/community buildings are part of the consolidated Māpua port/waterfront area and blends in with the existing built environment of the port waterfront area.

The proposed boat ramp will not compromise the public use of the CMA and will be available for public use.

- **Policy 9 – Ports**

Policy 9 recognises that for a sustainable national transport system requires an efficient national network of safe ports and development within the coastal environment does not adversely affect the safe and efficient operation of ports.

Although the Māpua Wharf area is no longer a commercial cargo report, the wharf facilities are used for access for embarking and disembarking of recreation boats. It is considered that the proposed boat ramp and sea scout/community building will not adversely affect the safe and efficient operation of the Māpua Wharf facilities.

- **Policy 11 – Indigenous biological diversity (biodiversity)**

Policy 11 seeks to protect biological diversity in the coastal environment.

The ecological assessment is of the proposed boat ramp is set out in the Robinson Environment Ecological report (Appendix 8). The proposed boat ramp seeks to keep the area of occupation of the Coastal Marine Area as small as practicable and considering the highly modified environment that it is to be in, the adverse effects on the coastal environment are no more than minor.

- **Policy 13 – Preservation of natural character.**

Policy 13 seeks to preserve the natural character of the coastal environment and protect it from inappropriate subdivision, use and development.

The assessment of effects on natural character have been assessed as part of the landscape report (Appendix 5). Overall, considering the existing modified landscape of the Māpua Wharf and the use of landscape plantings and confining the extent of the boat ramp structure, it is considered the effects on natural character are less than minor.

- **Policy 15 – Natural Features and natural landscapes.**

Policy 15 seeks to protect natural features and natural landscapes from inappropriate subdivision, use and development.

The effects on natural landscapes have been assessed under the Landscape Report which attached as Appendix 5. Considering the existing modified landscape of the Māpua port area and the small area of occupation of the CMA, it is considered that the effects on the natural landscape of the Waimea Inlet are less than minor.

- **Policy 17- Historic Heritage identification and protection.**

Policy 17 seeks to protect historic heritage in the coastal environment from inappropriate subdivision, use and development.

The Grossi Point and Māpua Wharf have a long history of settlement both pre-European in terms of Māori settlement and development of the port in the early 20<sup>th</sup> century and the industrial development associated with the port. The original Māpua Port buildings are historic buildings under the TRMP (ID 1666) is Category II Historic Place. The Grossi Point is within a Heritage

Precinct with several archaeological sites of pre-European occupation. The proposed development will not affect the historic Māpua Wharf building and the site of the boat ramp is to be located on the remediated FCC site which had extensive earthworks and backfilling down to 3 m depth during the extensive remediation work completed during the early 2000s. Therefore, the chances of disturbing any significant site during construction are virtually nil.

- **Policy 18 – Public open space.**

Policy 18 recognises the need for public open space within and adjacent to the coastal marine area.

The proposed development will be a community asset maintained by the Community Boat Ramp Trust and will be available for use by the community in general. Apart from obvious health and safety restrictions (which is dealt with in 4.17 of this report), the site will allow for public access to and along the coast. The boat ramp design will allow for a pedestrian access ramp to the foreshore and crossing of the ramp access to allow for public access along the coast either side of the ramp itself.

- **Policy 19 – Walking Access.**

This policy recognises the public expectation of walking access to and along the coast and need to maintain and enhance walking access to and along the coast.

The construction of the boat ramp and access will provide for public access to and along the coast adjoining the site.

- **Policy 20 - Vehicle Access**

Policy 20 seeks to control use of vehicles on beaches, foreshore, and seabed and 20 (2) seeks identify location where access is required for boat launching and making provision for access.

The proposed site is an appropriate location for vehicle access to allow for boat launching for the Māpua area. The boat ramp design will ensure that vehicle access to the coast is restricted to the ramp itself and its construction will help protect Grossi Point foreshore and reserve area from potential damage from vehicles that can occur at present because of the unrestricted access to the foreshore at Grossi Point.

- **Policy 22 – Sedimentation**

Policy 22 seeks to ensure that any development in the coastal environment does not result in increased sedimentation in the coastal marine area. In this case, strict sediment and erosion control plans will be adhered to, to ensure that sedimentation of the coastal marine area is kept to a minimum.

- **Policy 23 – Discharge of Contaminants**

Policy 23 seeks to manage water in the coastal environment in such a way that water quality in the coastal environment is not adversely affected.

In this case, the proposed sea-scout building will be fully reticulated for sewer and special sediment and erosion plans by way of Site Management Plans (SMP) and a Stormwater 360 proprietary treat device will be in place to ensure any sedimentation effects on the receiving coastal environment are kept to a minimum.

- **Policy 25, Subdivision, use and development in areas of coastal hazard risk.**

Policy 25 seeks to avoid increasing the risk of social, environment and economic risk from coastal hazards and to avoid development where it would increase the risk of adverse effects from coastal.

Boat launching ramps by their very nature need to be located on the coast and therefore will be subject to coastal hazards. In this case the applicants have chosen a location that is not as exposed to hazard natural hazards as other areas of the Māpua and Ruby Bay and is protected by the existing Māpua wharf complex.

The proposed development does not involve any habitable building and the proposed Sea Scout /Community building will be well set back from the coast and is located on the highest point of the waterfront park having a ground level of at least 4.5m AMSL according to Council LIDAR and between 4.5m AMSL and 4.8m AMSL according to the applicant's own topo survey undertaken by Davis Ogilvie Surveyors.

The applicants volunteer a minimum finished floor level (MFFL) of 5.0m AMSL for the Sea Scout building which is sufficient to deal with coastal hazard risk and projected sea level risk for the 50-year life of the building.

### **Conclusion on NZCPS.**

Overall, it is considered that the proposed development is in accordance with the NZCPS. Policy 20 acknowledges that vehicle access for boat launching needs to be provided in appropriate locations. The proposed development in an existing highly modified environment co-locating with the existing wharf development will ensure that the adverse effects on the Coastal Environment are less than minor and public access, use and enjoyment of the coastal environment is not adversely affected.

### **Marine Coastal Area (Takutai Moana) Act 2011.**

The intertidal foreshore area where the boat ramp is proposed to be built is part of the Waimea Inlet has claims to customary marine title by five iwi groups. Therefore, it is subject to the Marine Coastal Area (Takutai Moana) Act 2011, MCA (Takutai Moana) Act 2011.

It is our understanding that that no decisions have been made by Courts to issue any Customary Marine Titles for this area in question.

According to Te Arawhiti – The Office for Crown Māori Relations <https://tearawhiti.govt.nz/te-kahui-takutai-moana-marine-and-coastal-area/resource-management-takutai-moana-rights/> this means that the seven iwi groups that have applied for customary marine title are termed “applicant groups”. This means that they do not have the rights of those under Sec 62 of the MCA (Takutai Moana) Act 2011 where a Customary Marine Title has been issued, making the applicants a “customary marine title group” who have rights to decide on “RMA Permission Right” under Sec 66 or “Conservation Permission Right” under Section 71.

According to Te Arawhiti, with any resource consent application that where there have been applications for customary marine title i.e., applicant group, then it is compulsory for the applicant for the resource consent to consult with the Applicant Group and provide details of the consultation. The decision on the RMA resource consent application still lies with the Council. It is our understanding that until decisions are made on customary marine titles and customary marine titles are issued, that no consents are issued under the MCA-(Takutai Moana) Act 2011 and instead the relevant Coastal Marine Area (CMA) consents are issued under the RMA. Instead, with “Applicant Groups” the MCA (Takutai Moana) Act 2011 requires compulsory consultation with the Applicant Groups and with details of the consultation provided to Council which we presume will guide the decision making on the RMA consent application.

To this effect the details of the consultation with the Applicants Group is set out in the **Appendix 14**.

An assessment of the effects on the Marine Coastal Area that is subject to the claims of the Marine Coastal Area (Takutai Moana) Act 2011 is set out in Section 4.16 further in this report.

## **2.10 Easements**

There are no easements required for this proposal.

## **2.11 Amalgamations**

There are amalgamations required for this development.

## **2.12 Covenants**

There are covenants proposed as part of this development.

## **2.13 Consent Notices**

There no known consent notices on the titles of the proposed development.

## **2.14 Esplanade Reserves**

Although the site adjoins the coast, there are no esplanade reserves along the coastal edge of the site. However, with the Council ownership and control of the site, the public access accorded with an esplanade reserve is already provided. Obviously if the site was vested as a reserve under the Reserves Act, then there would be much more protection to the public. However, that is outside the scope of this application and is a decision for Council to make.

**2.15 Part IV A Conservation Act 1991**

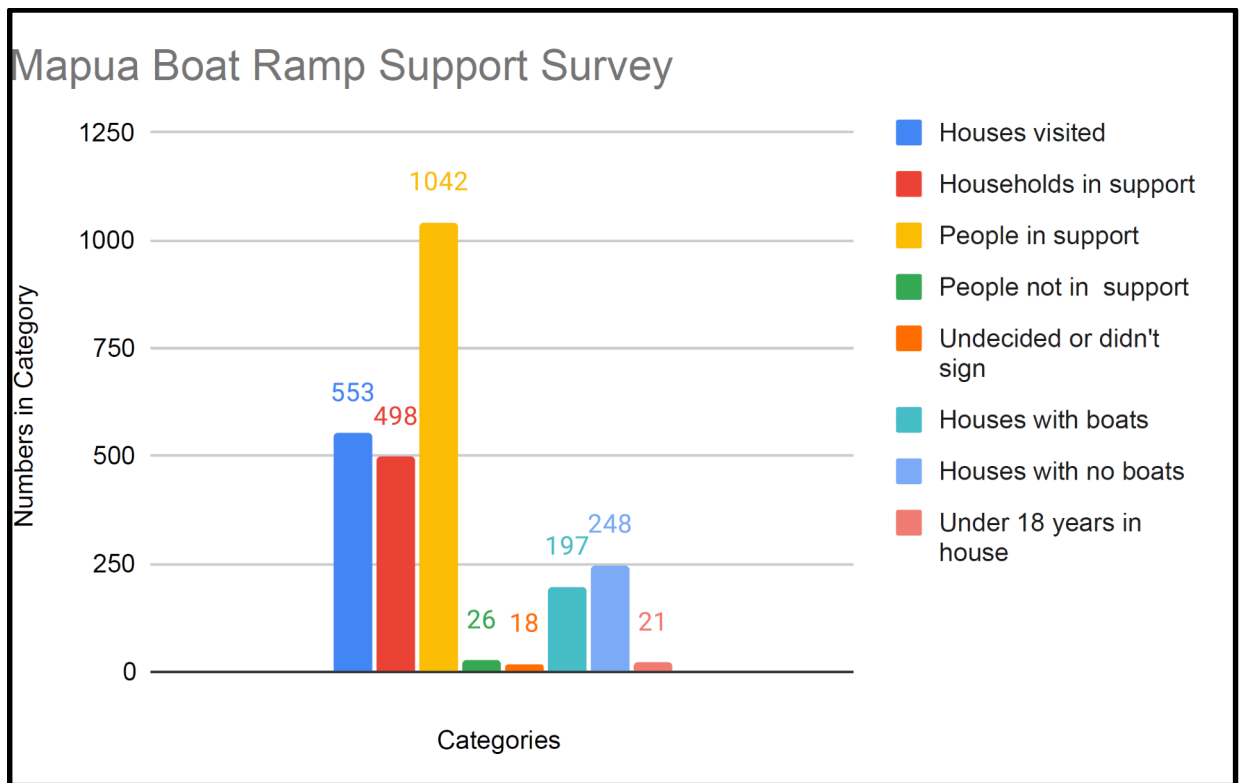
As there is no former Crown ownership of the site, the Part IV A of the Conservation Act 1991 does not apply to this site.

**2.16 Consultation**

There are three parts to the consultation involved in this project which goes back to 2017 and these set out below:

- **Consultation with the Māpua Community. (Details of consultation are set out in appendix 17)**
- **Consultation with local Iwi (Details of consultation are set out in Appendix 16)**
- **Consultation with applicant group under the Marine and Coastal Area (Takutai Moana) Act 2011. (Details of consultation are set out in Appendix 14)**

The applicants have conducted an extensive survey of the Māpua Community visiting a total of 553 properties being visited and 498 households in support and a total of 1042 people support of the proposal and only 26 not supporting the proposal and 18 undecideds. This does show the overwhelming community support for this proposal. A graph of the Survey results is set out below in **Figure 7**.



**Figure 7: Results of Support Survey for boat ramp proposal.**

The applicants can provide copies of the survey response forms if required but because of the privacy issues with names and addresses, they have not been included in the application.

### **2.17 Affected Parties**

It is considered that there are no parties that are adversely affected by the proposed activity, particularly in the context of the recreation zoning of most of the site, which is largely a permitted activity and the existing port environment, that the proposed development will blend in with. There may be several “interested parties” to the proposal, particularly given its public location and the use of public land for the activity. However, in terms of environmental adverse effects, it is submitted that the proposed activity, with its proposed volunteered mitigation measures, will not adversely affect other parties or persons.

It is acknowledged that Council may consider the owner/occupier of 13 Tahi Street an affected party based on its proximity to the southern boundary of the site. However, given that the boat ramp and sea-scout/ community building are recreational activities/facilities which are permitted under the Recreation zoning of the site, with the boat ramp and access being consequential to that permitted use, it is considered that the owner/occupier of 13 Tahi Street is not adversely affected by the proposed activity.

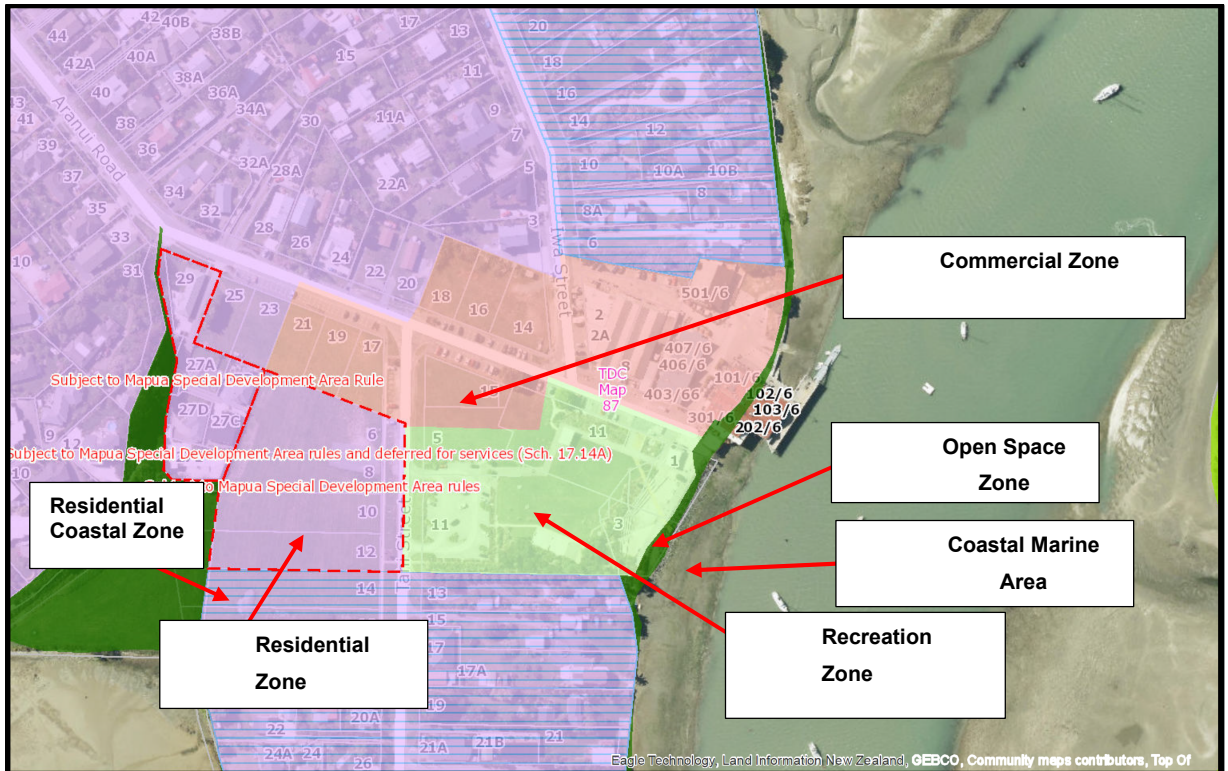
### **2.18 Financial Contributions**

The only financial contributions payable on this development would be on the Sea Scout/Community Building which would be payable at the Building Consent stage. It is the understanding of the applicants that the Waimea – Moutere Reserve Fund Account (funded mainly by new subdivisions) is used for funding new community buildings and new recreational infrastructure that help cater for new growth in the area. The proposed sea-scout/community building would come under that category as a new community asset that could benefit from funding from the Waimea – Moutere Reserve Fund Account.

### 3.0 ASSESSMENT UNDER THE TRMP

This proposal has been assessed under the relevant objectives, policies, and rules of the Tasman Resource Management Plan (TRMP), as discussed below.

#### 3.1 TRMP Zoning & Area Maps



**Figure 8: TRMP Zoning Map (Top of the South Maps)**

**Figure 8** above shows the zonings for the site. Most of the site containing the Sea-Scout /Community building and the boat ramp access is zoned **Recreation**, with the actual boat ramp located in the **Open Space zone** and **Coastal Marine Area**.

The area contains the parking and trailer parking on the other side of Tahi Street is zoned **Residential** and is subject to the Māpua Special Development Area rules. A small area of site being 14 & 16 Tahi Street is zoned Residential **Coastal** which is only appears to apply to subdivision rules.

**Figure 9** over leaf shows the TRMP are overlays as shown on Map 87.

The entire site is within the Coastal Environment Area (CEA). The Waterfront Park is part of the Indicative Reserve and Indicative Walkways that connect Tahi Street to the estuary and there is the indicative walkway along the coastal fringe south of the proposed boat ramp.





Having regard to the assessment above and pursuant to Rule 16.1.5 the proposed land use for signage is a **Controlled Activity** with regards to **Rule 16.1.5.2** in the TRMP.

There are three matters of control as set out in 16.1.5.4 which are as follows:

- (1) *Location and legibility in respect of traffic safety.*
- (2) *Amenity effects on the surrounding area, including cumulative effects of signs.*
- (3) *The need for the sign to provide for ready identification of the activity, event, or property to which the sign relates, including alternative means to provide for it.*

### 3.3 Section 16.2 – Transport

Table 2 below outlines the Transport rules within Section 16.2 of the TRMP that are relevant to this proposal.

Table 2: Transport Rules	
Rule	Compliance Comment
<p>16.2.2.1 - Permitted activity – Vehicle Access</p> <p>(a) Access is located and constructed in accordance with the NTLDM 2019.</p> <p>(f) Stormwater is discharged into Council main stormwater system or discharge complies with 36.4 of TRMP.</p> <p>16.2.2.3 – Permitted activity – Parking.</p> <p>(a) The activity does not contain Māpua public car parks</p> <p>(b) the activity does not use parking spaces on another site.</p> <p>(e) On site manoeuvring areas is provided for all parking areas.</p> <p>(g) A loading area is provided for non-residential activities.</p> <p>(j) Cycle parking is provided in accordance with Schedule 16.2B.</p> <p>(k) &amp; (l) Disabled parking is provided.</p> <p>(m) Surface of any car parking in a residential zone is sealed.</p>	<p>Complies</p> <p>Access will comply with NTLDM 2019.</p> <p>Stormwater discharge consent being applied for in accordance with 36.4.2 of TRMP.</p> <p>Does not comply with (b) in that car parking will be provided on a separate site and trailer parking area will not be sealed.</p> <p>Does not comply with (m) as car parking area will have a metalled parking area</p>

<p>(o) Stormwater from parking area is discharges into Council Stormwater reticulation or the discharge complies with 36.4 of the TRMP.</p> <p>(q) Any parking and manoeuvring area over 200m<sup>2</sup> is collected and conveyed into stormwater interceptor device.</p> <p>16.2.2.4 –Controlled Activity – Car parking and Landscaping</p> <p>(b) Specimen planting is provided where there are more than 5 car parks provided.</p> <p><b>16.2.2.6 – Restricted Discretionary Activity</b></p>	<p>and the trailer parking area will remain grassed.</p> <p>Does not comply in that specimen planting will not be provided for the trailer parking area.</p> <p><b>Complies.</b></p>
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Having regard to the assessment above and pursuant to Rule 16.2.2.6 the proposed land use for Access and Parking is a **Restricted Discretionary Activity** with regards to **Rule 16.2.2.6** in the TRMP.

There are 26 matters of restricted discretion as set out in 16.2.2.6.

### 3.4 Section 16.13.6 – Cultural Heritage Sites

Table 2 below outlines the Cultural Heritage Site rules within Section 16.13.6 of the TRMP that are relevant to this proposal.

Table 2: Cultural Heritage Site Rules	
Rule	Compliance Comment
<p>16.13.6 – Cultural Heritage Sites</p> <p>16.1.13.6.1 - Permitted activity.</p> <p>There is no cultural Heritage site or precinct present.</p> <p>OR</p> <p>The proposed activity will not modify, destroy a cultural listed site.</p> <p>OR</p> <p>There is a listed heritage precinct or site and HNZPT confirms in writing that no authority is necessary, and the heritage site is not a Wahi Tapu site or highly significant site.</p>	<p>The site is part of a Heritage Precinct under the TRMP, however Christine Barnett of the HNZPT has confirmed that no Archaeological Authority is required because “there is minimal risk of disturbing any in-situ soils containing archaeological deposits.”</p> <p><b>(See Appendix 10A)</b></p> <p><b>Complies</b></p>

Having regard to the assessment above and pursuant to Rule 16.13.6.1 the proposed land use in a cultural heritage precinct is a **Permitted Activity** with regards to **Rule 16.13.6.1** in the TRMP. However, it is acknowledged that Grossi Point Area’s cultural significance to local iwi. Because of this and the proximity to other significant sites, the applicant is proposing that an Iwi Monitor all earthworks for and a strict Discovery Protocol be followed for all earthworks, whereby if sites are uncovered, work would cease immediately and HNZPT and local iwi advised immediately and an Archaeological Authority obtained if required, which may require a Controlled Activity Consent under Rule 16.13.6.2.

**3.5 Section 17.1 – Residential Zone**

Table 2 below outlines the Residential Zone rules within section 17.1 of the TRMP that are relevant to this proposal.

Table 2: Residential Zone Rules	
Rule	Compliance Comment
17.1.2.1 – Permitted Activity- Land Use (a) –(p)	The proposed car parking land use complies.  Note: The use of the car parking is for recreational use and not for commercial use.

Having regard to the assessment above and pursuant to Rule 17.1.2.1, the proposed land use is a Permitted Activity with regards to rule 17.1.2.1 the TRMP. This is based on the use of the car parking being recreational and not commercial, which means that it is not a community activity as defined in the TRMP.

**3.6 Section 17.9 – Open Space Zone**

Table 3 below outlines the Open Space Zone rules within section 17.9 of the TRMP that are relevant to this proposal.

Table 3: Open Space Zone Rules	
Rule	Compliance Comment
17.9.2.1 – Permitted Activity The activity is one of the following: (i) a playground, picnic facility, public shelter, or neighbour open space.	The boat ramp does not comply.

<ul style="list-style-type: none"> <li>(ii) a public garden and accessory buildings.</li> <li>(iii) a walkway or cycleway.</li> </ul>	
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Having regard to the assessment above and pursuant to Rule 17.9.2.5, the proposed land use is a **Discretionary activity** with regards to rule **17.9.2.5** the TRMP.

### 3.7 Section 17.10 – Recreation Zone

Table 4 below outlines the Recreation Zone Rules within 17:10 of the TRMP that are relevant to this proposal.

Table 4: Recreation Zone Rules	
Rule	Compliance Comment
Permitted Activity 17.10.2.1 (a) The activity is one of the following: (i) indoor and outdoor sporting and recreational building. (ii) public gardens. (iii) playground, picnic facility or public shelters. (iv) public carpark, walkway, or cycleway. (v) craft fair, gala, or fete. (VI) building for the above activities, or for purposes accessory to the above activities, and for the storage of equipment for reserve maintenance.  (b) & (c) Noise  (d) Amenity Plantings 1m wide between parking areas and public roads. (f) Avoid Light spill so light source not visible from public roads. (g) Stormwater complies with 36.4 of the TRMP:	Complies  Use of the boat ramp is a recreational activity. Sea Scout/Community Building is a recreational building. Car parking is associated with the above activities.  Complies  Will comply.  Will comply.  Discharge consent applied for under 36.4.2.3

Having regard to the assessment above and pursuant to **Rule 17.10.2.1**, the proposed land use is a **Permitted activity** with regards to the relevant rules in the TRMP.

### 3.8 Section 18.5 – Land Disturbance Area

Table 5 below outlines the Land Disturbance Area rules within Section 18.5 of the TRMP that are relevant to this proposal.

Table 5: Land Disturbance Area Rules	
Rule	Compliance Comment
<p>18.5. 2.1 Permitted Activity</p> <p>(b) All land disturbance complies with rule 36.2.2.3 and 36.2.2.6.</p> <p>(l) Area of earthworks within the Coastal Environment Area is no more than 1000m<sup>2</sup> over any 12-month period.</p>	<p>Does not comply in that the land disturbance will not comply with 36.2.2.3 in that there will be land disturbance of the Coastal Marine Area.</p> <p>Does not comply as area of earthworks is likely to be over 1000m<sup>2</sup>.</p>
<p>18.5.2.5 Restricted Discretionary Activity</p> <p>(b) Land Disturbance complies with 36.2.2.3 &amp; 36.2.2.6</p>	<p>Does not comply with 36.2.2.3 in that there will be land disturbance within the Coastal Marine Area.</p>

Having regard to the assessment above, the proposed land disturbance is a **Discretionary Activity** under Section **87B** of the RMA.

### 3.9 Section 18.11 – Coastal Environment Area

Table 6 below outlines the Coastal Environment rules within Section 18.11 of the TRMP that are relevant to this proposal.

Table 6: Coastal Environment Area Rules	
Rule	Compliance Comment
<p>18.11. 2.1 Permitted Activity</p> <p>(a) The activity is not the construction of a new building.</p>	<p>Does not comply as Sea Scout/Community Building is a new building.</p>
<p>18.11.3.1 Controlled Activity</p> <p>(b) buildings are set back 30m from the Coast in the Recreation Zone</p>	<p>Complies</p>

(f) The maximum height of buildings is 5m within 100m of the Coast.	Does not comply as max height of building is 6.5m
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Having regard to the assessment above and pursuant to Rule 18.11, the proposed land use is a Restricted **Discretionary Activity** under Rule **18.11.3.2** of the TRMP. There are five matters of discretion.

### 3.10 Section 25.1.2 – Coastal Marine Area - Structures & Occupations

Table 7 below outlines the Coastal Marine Area (Structures & Occupations) rules within Section 25.1.2 of the TRMP that are relevant to this proposal.

Table 7: Coastal Marine Area (Structures & Occupations) Rules	
Rule	Compliance Comment
25.1. 2.1 Permitted Activity (b) (iii) The activity is boat ramp that existed in May 1996	Does not comply as no boat ramp existed as of May 1996 in this location.
25.1.2.3 Discretionary Activity (a) The structure is not located in area identified in schedule 25D, except. (ii) within 100m of Port Māpua Wharf.,	Complies in that although the boat ramp is within the Waimea Inlet which is Area 22 of Schedule 25D, it is within 100m of the Māpua Wharf Area.
(b) The structure is a boat ramp.	Complies
(c) The Nautical Advisor, National Topo/Hydro Authority, Land Information New Zealand, is written advice of the work at the time of commencement and completion.	The applicants will comply with this requirement.

Having regard to the assessment above and pursuant to Rule 25.1.2.3, the proposed activity is a **Discretionary Activity** under Rule **25.1.2.3** of the TRMP.

There are 13 matters of assessment with the relevant matters cover in the AEE.

**3.11 Section 25.1.5 – Coastal Marine Area - Disturbance or Occupation**

Table 8 below outlines the Coastal Marine Area (Disturbance or Occupation) rules within Section 25.1.5 of the TRMP that are relevant to this proposal.

<b>Table 8: Coastal Marine Area (Structures &amp; Occupations) Rules</b>	
<b>Rule</b>	<b>Compliance Comment</b>
<p>25.1. 5.5 - Permitted Activity</p> <p>(i) disturbance or occupation for the purpose of mitigating the effects of erosion or inundation.</p> <p>(ii) part of road, including any bridge, culvert, or protection work.</p>	Does not comply.
<p>25.1.5.7 - Controlled Activity</p> <p>(a) Does not involve the construction of installation of a new structure.</p>	Does not comply as it is a new structure.
<p>25.1.5.8 - Discretionary</p> <p>The disturbance or occupation of the coast marine area by a structure or activity set out in rules 25.1.5.1 to 25.1.5.7.</p>	Complies as the boat ramp is being consented under 25.1.2.3

Having regard to the assessment above and pursuant to Rule 25.1.5.8, the proposed activity is a **Discretionary Activity** under Rule **25.1.5.8** of the TRMP.

**3.12 Section 36.2.2 – Discharges to Freshwater or Coastal Water**

Table 9 below outlines the Discharges to Fresh Water or Costal Water rules within Section 36.2.1 of the TRMP that are relevant to this proposal.

<b>Table 9: Discharges to Freshwater or Coastal Water Rules</b>	
<b>Rule</b>	<b>Compliance Comment</b>
<p>36. 2.2.3 - Permitted Activity</p> <p>(b) No soil or debris is placed directly into a water body or the coastal marine area.</p>	Does not comply, as soil/debris will be placed in the coastal marine area.
<p>36.2.3.1 - Discretionary Activity</p> <p>Any discharge that does not comply with 36.2.2.3</p>	



Having regard to the assessment above and pursuant to Rule 36.2.3.1, the proposed activity is a **Discretionary Activity** under Rule **36.2.3.1** of the TRMP.

### 3.13 Section 36.4 – Discharge of Stormwater

Table 10 below outlines the Stormwater Discharge rules within Section 36.4.2 of the TRMP that are relevant to this proposal.

Table 10: Stormwater Discharge Rules	
Rule	Compliance Comment
<p>36.4.2.1 Permitted Activity (a) The activity does not comply with (g) in that there will be a stormwater discharge into Coastal waters.</p>	Does not comply.
<p>36.4.2.2 Controlled Activity (a) The activity does not comply with (b) in that there will be stormwater discharge into Coastal waters and (d) because the discharge has not commenced before 19.9.98.</p>	Does not Comply.
<p><b>36.4.2.3 Restricted Discretionary Activity</b></p>	<b>Complies</b>

Having regard to the assessment above and pursuant to **Rule 36.4.2.3** the proposed stormwater discharge is a Restricted **Discretionary Activity** under Rule **36.4.2.3** of the TRMP.

There are 21 matters of Discretion.

#### **Bundled Consent – Status**

Overall, as a bundled consent application, the status is considered a **Discretionary Activity**.

### 3.14 Objectives & Policies

### 3.15 Conclusion as to TRMP

Overall, the proposed development can be assessed as a Discretionary Activity. Consent can be granted under s104B of the Act, subject to conditions.

The following is an assessment under the relevant sections of the Tasman Resource Management Plan:

### 3.16 Chapter 5: Site Amenity Effects

Chapter 5 deals with the amenity effects of development and cross-boundary effects on other properties.

Objective 5.1.2 seeks to avoid, remedy, or mitigate the adverse effects of development on the use and enjoyment of other land and on the qualities of natural and physical resource.

The following policies are considered relevant to this proposal:

5.1.3.1 To ensure that any adverse effects of subdivision and development on site amenity, natural and built heritage and landscape values, and contamination and natural hazard risks are avoided, remedied, or mitigated.

5.1.3.8 Development must ensure that the effects of land use or subdivision activities on stormwater flows and contamination risks are appropriately managed so that the adverse environmental effects are no more than minor.

5.1.3.9 To avoid, remedy, or mitigate effects of:

- (a) noise and vibration.
  - (b) dust and other particulate emissions.
  - (c) contaminant discharges.
  - (d) odour and fumes.
  - (e) glare.
  - (f) electrical interference.
  - (g) vehicles.
  - (h) buildings and structures.
  - (i) temporary activities.
- beyond the boundaries of the site generating the effect.

5.1.3.12 To protect the natural character of coastal land from adverse effects of further subdivision, use.

or development, including effects on:

- (a) natural features and landscapes, such as headlands, cliffs, and the margins of estuaries.
  - (b) habitats such as estuaries and wetlands.
  - (c) ecosystems, especially those including rare or endangered species or communities.
  - (d) natural processes, such as spit formation.
  - (e) water and air quality.
- having regard to the:
- (i) rarity or representativeness.
  - (ii) vulnerability or resilience.
  - (iii) coherence and intactness.

(iv) interdependence.

(v) scientific, cultural, historic or amenity value.

of such features, landscapes, habitats, ecosystems, processes, and values.

Comments:

A comprehensive landscape assessment has been conducted by Rory Langbridge of RMMLA dated 21 February 2023 and his report is attached as **Appendix 5**:

Rory concludes the following in relation to the landscape amenity effects of the proposed development:

Rory's concludes the following on page 16 of his report:

*"I consider the scale of both developments while large, can be reasonably accommodated within the redesign of the park while at the same time rearranging the balance of the park in a way that preserves the popular functions and features of the existing park. This is demonstrated in the OBD plan that forms an important part of the application."*

He goes to state:

*"Overall, following a short period of disruption the proposal will have a medium to low degree of adverse effects on the landscape values of the sites and its receiving environment and would have a moderate/high degree of positive impacts that would stem from the increase in the use and activities that would stem from the new development."*

Overall, in terms of the landscape and amenity effects of the proposal in the context of the waterfront/ Māpua wharf location and the proposed landscaping of the site will ensure that the amenity/landscape effects are less than minor.

In terms of the proposed Sea Scout/Community building the design intended to blend in with the existing Shed 4 buildings at the wharf and continue the "wharf building" theme of the area, which does define the existing character.

By its very nature, the boat ramp itself will occupy a small area of the foreshore. However, this occupation of foreshore has been kept to minimum and in the context of the highly modified landscape of the wharf area and the former industrial area, the overall amenity effects will be minimal and will not adversely affect the natural character of the Waimea Inlet.

In terms of 5.1.3.1 & 5.1.3.8, and contaminations risks of carry out works on the remediated FCC HAIL site will be well managed as part of the Site Management Plan (SMP) as set out in the Detailed Site Investigation (DSI) by Gareth Oddy as set out in **Appendix 7**.

In terms of 5.1.3.1 and natural hazard risks, the structure is in a position that is much less exposed to coastal hazards compared to most other open coastal locations on the Tasman coast and the resilience of the structure has been confirmed by Coastal Engineer, Gary Tear of OCEL in his report on **Appendix 15**. The report assesses the effects of the tidal currents in Mapua Channel at the boat ramp site and their effect on the boat ramp itself. Gary Tear in his assessment of the tidal flow results on page 2 – para 3 of his report states: *"that the current close to the waterline is relatively slow, of the order of 0.2 – 0.3m/sec 5m out from the waterline the speed picks up to 0.5 – 0.6 m/sec, 1-1.2 knots. The slow flow area moves down the ramp with tide so that it is possible to put a boat trailer in the water without being*

*subject to strong currents at all stages at the tide. The weaker currents in the shallow water close to the waterline as it drops down the ramp are the result of bottom friction effects at the shore.”*

### **3.17 Chapter 8: Margins of Rivers, Lakes, Wetlands, and the Coast.**

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.

#### 8.2.2 Objective

Maintenance and enhancement of the natural character of the margins of lakes, rivers, wetland and the coast, and the protection of that character from adverse effects of the subdivision, use, development or maintenance of land or other resources, including effects on landform, vegetation, habitats, ecosystems, and natural processes.

8.2.3.1 To maintain and enhance riparian vegetation, particularly indigenous vegetation, as an element of the natural character and functioning of lakes, rivers, the coast, and their margins.

8.2.3.2 To control the destruction or removal of indigenous vegetation on the margins of lakes, rivers, wetlands, and the coast.

8.2.3.3 To avoid, remedy or mitigate adverse effects of land management practices on the margins of water bodies, including wetlands.

#### 8.2.3.4

To avoid, remedy or mitigate adverse effects of buildings or land disturbance on the natural character, landscape character and amenity values of the margins of lakes, rivers, wetlands, or the coast.

The proposed development will provide for full public access to and along the foreshore by way of the access across the top of the boat ramp. Apart from the standard health and safety restrictions (which are dealt with in 4.17 of this report) during boat launching time, the site will remain accessible to the public.

In terms of 8.2.3.1 the proposed landscape planting will incorporate indigenous vegetation plantings in the landscaping of the site together with the existing vegetation to be retained along the swale along the southern boundary.

Overall, in the context of the modified existing wharf area, it is considered that the natural coastal character of the area will not be adversely affected.

### 3.18 Chapter 9: Landscape.

#### 9.1.2 Objective

Protection of the District's outstanding landscapes and features from the adverse effects of subdivision, use or development of land and management of other land, especially in the rural area and along the coast to mitigate adverse visual effects.

9.1.3.7 To ensure that land disturbance, including vegetation removal and earthworks, does not adversely affect landscape character and rural amenity value in the Coastal Environment Area in locations of public visibility, particularly where there are distinctive natural landforms.

The landscape effects of the development have been covered by Rory Langbridge of RMMLA (**Appendix 5**) and he concludes the following on page 16 of his report:

*"I endorse the proposal as an optimal arrangement and accommodates all the various activities anticipated in a well-considered and efficient layout.*

*I consider the scale of both developments, while large, they will be accommodated within the redesign of the park while at the same time rearranging the balance of the park in a way that preserves the popular functions and features of the existing park. This is demonstrated in the OBD plan that forms an important part of the application.*

*Due to the compromised nature of the natural character values of the subject site itself and the nature of the existing interface between the site and the Waimea Inlet, I consider the impact of the proposal on these values to be **low**.*

*Overall, following a short period of disruption, the proposal will have a **low** degree of adverse effects on the landscape values of the site and its receiving environment and would have **moderate /high** degree of positive impacts that would stem from the increase in the use and activities that would stem from the new development."*

### 3.19 Chapter 10: Significant Natural values and Historic Heritage.

#### 10.1.2 Objective

Protection and enhancement of indigenous biological diversity and integrity of terrestrial, freshwater, and coastal ecosystems, communities, and species.

10.1.3.2 To safeguard the life-supporting capacity of the district's indigenous ecosystems, including significant natural areas, from the adverse effects of subdivision, use and development of land.

In terms of ecological effects, these have been assessed as part of Ben Robertson's Ecological report which is set out in **Appendix 8**:

This report set out the ecological impacts of the proposed activity and the proposed mitigation and management measures which are set out in Section 5 of the report.

Ben concludes the following in relation to the ecological effects of the proposal in Section 7 of his report:

*“Overall, assuming integration of impact mitigation and management measures as outlined in Section 5, it is considered that the any effects resulting from the proposed activity will be relatively localised and therefore minor with regard to the wider coastal environment.”*

### **3.20 Chapter 11: Land Transport Effects**

#### 11.1.2 Objective

A safe and efficient transport system, where any adverse effects of the subdivision, use or development of land on the transport system are avoided, remedied, or mitigated.

#### 11.1.3.2 To ensure that land uses generating significant traffic volume:

- (a) are located so that the traffic has access to classes of roads that can receive the increase in traffic volume without reducing safety or efficiency.
- (b) are designed so that traffic access and egress points avoid or mitigate adverse effects on the safety and efficiency of the road network.

The effects of the traffic have been assessed by Tim Kelly in his traffic report which is set out as **Appendix 9**. Tim Kelly’s conclusion on page 11 of his report is that subject to the proposed access and parking layout, the traffic effects of the proposed activity will be minor.

### **3.21 Chapter 12: Land Disturbance Effects**

#### 12.1.2 Objective

The avoidance, remedying, or mitigation of adverse effects of land disturbance, including:

- (a) damage to soil.
- (b) acceleration of the loss of soil.
- (c) sediment contamination of water and deposition of debris into rivers, streams, lakes, wetlands, karst systems, and the coast.
- (d) damage to riverbeds, karst features, land, fisheries or wildlife habitats, or structures through deposition, erosion, or inundation.
- (e) adverse visual effects.
- (f) damage or destruction of indigenous animal, plant, and trout and salmon habitats, including cave habitats, or of sites or areas of cultural heritage significance.
- (g) adverse effects on indigenous biodiversity or other intrinsic values of ecosystems.

12.1.3.2 To avoid, remedy, or mitigate the actual or potential soil erosion or damage, sedimentation, and other adverse effects of land disturbance activities consistent with their risks on different terrains in the district, including consideration of:

- (a) natural erosion risk, and erosion risk upon disturbance.
- (b) scale, type, and likelihood of land disturbance.
- (c) sensitivity and significance of water bodies and other natural features in relation to sedimentation or movement of debris.
- (d) Coastal Risk Area.

It is considered that the proposed site management plans (SMP) that will be implemented for this development will ensure that sedimentation effects of the development on the coastal environment will be less than minor.

### **3.22 Chapter 13: Natural Hazards**

13.1.3.1 To avoid the effects of natural hazards on land use activities in areas or on sites that have a significant risk of instability, earthquake shaking, fault rupture, flooding, erosion, or inundation, or in areas with high groundwater levels.

13.1.3.2 When determining appropriate subdivision, use or development in the coastal environment to assess the likely need for coastal protection works and, where practicable, avoid those sites for which coastal protection works are likely to be required.

The proposed activity is part of an existing area that already has existing coastal protection works in place. The proposal does not involve any habitable buildings and should not adversely affect the coastal hazard risk on adjoining properties.

The proposed development does not involve any habitable building and the proposed sea scout building will be well set back from the coast and is located on the highest point of the waterfront park having a ground level of at least 4.5m AMSL according to Council LIDAR and between 4.5m AMSL and 4.8m AMSL according to the applicant own topo survey undertaken by Davis Ogilvie Surveyors. The applicants volunteer a minimum finished floor level (MFFL) of 5.0m AMSL for the boat shed building which is sufficient to deal with coastal hazard risk and projected sea level risk for the 50-year life of the building.

A section 128 review condition can be imposed to allow for future council review of conditions to allow for adaptive management to handle future sea level and/or increased coastal erosion.

### **3.23 Chapter 14: Reserves and Open Space.**

#### 14.2.2 Objective

Efficient and effective use of open space and reserves to meet community needs for recreation and amenity.

14.2.3.1 To maintain and where necessary improve the quality of reserves, open space and public.

recreational facilities.

14.2.3.2 To identify and protect areas that are important for organised recreational pursuits.

14.2.3.3 To encourage multiple use of reserves and open space and recreational facilities were practical.

The proposed boat ramp will provide an important recreation facility to meet the boating recreation needs of the community while still allowing for open space and other recreational uses within the existing waterfront park area.

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

#### 21.1.2 Objective

Preservation of the natural character of the coastal marine area, particularly its margins, and including the maintenance of all values that contribute to natural character, and its protection from the adverse effects of use or development.

21.1.3.1 To avoid, remedy or mitigate adverse effects on the natural character of the coastal marine area from activities, including:

- (a) physical modification to foreshore or seabed, including reclamation, dredging, removal or deposition of material, or other disturbance.
- (b) disturbance of plants, animals, or their habitats.
- (c) structures, including impediments to natural coastal processes.
- (d) the use of vessels or vehicles.
- (e) stock grazing or trampling on coastal margins.
- (f) the discharge of any contaminant or waste.

21.1.3.2 To avoid, remedy or mitigate adverse effects on outstanding or other significant natural features and seascapes in the coastal marine area, including natural expanses of coastal water, arising from modification other than through natural processes.

21.1.3.3 To restrict the placement of structures in or along the coastal marine area to those for which coastal location is necessary and whose presence does not detract from the natural character of the locality, including the natural character of adjoining land.

#### 21.2.2 Objective

Avoidance, remediation, or mitigation of adverse effects on marine habitats and ecosystems caused by:

- (a) access by vessels, vehicles, people, or animals.
- (b) the introduction of species non-indigenous to the district.
- (c) disturbance of the foreshore or seabed.
- (d) the placement and use of structures for port, berthage, aquaculture, network utilities, roads, mineral extraction or any other purpose.
- (e) the disposal of contaminants or waste, or accidental spillage of substances with priority for avoidance in those areas having nationally or internationally important natural ecosystem values.

21.2.3.3 To avoid, remedy or mitigate adverse effects of structures or works in the coastal marine area, for any purpose, on:

- (a) natural character.
- (b) natural coastal processes and patterns.
- (c) coastal habitats and ecosystems, particularly those supporting rare or endangered indigenous or migratory species, or nationally or internationally significant natural



ecosystems.

(d) public access to coastal marine space.

(e) visual amenity and landscapes or seascapes.

(f) navigational safety.

(g) historic and cultural values.

21.2.3.21 To restrict structures and disturbance such as port developments, jetties, moorings or aquaculture from locating in areas where they would adversely affect nationally or internationally significant natural ecosystem values or significant habitats such as estuaries and intertidal areas.

21.2.3.23 To provide for consistent protection for coastal habitats and ecosystems across the line of mean high-water springs, where the natural habitat of species crosses this line.

21.2.3.26 To avoid, remedy or mitigate adverse effects of vehicles in estuarine areas.

The proposed boat ramp has been designed to occupy a small area of coastal marine area located in the existing modified coastal area next to the existing Māpua wharf area with the coastal character of the existing Waimea Inlet being maintained and the coastal character of the Grossi Point area being enhanced by the removal of motor boat launching from the Grossi Point and the associated trailer parking, that at present adversely affects the natural character of Grossi Point.

The proposal will provide for public access to and along the Coast and will provide for well controlled boat access to and from the Coast with any vehicle use of the foreshore kept to a minimum.

### **3.25 Chapter 33: Discharges to Land and Fresh Water**

#### 33.1.2 Objectives

33.1.2.1 The discharge of contaminants in such a way that avoids, remedies, or mitigates adverse effects while:

(a) maintaining existing water quality; and

(b) enhancing water quality where existing quality is degraded for natural and human uses or values.

### **3.26 Chapter 35: Discharges to Coastal Marine Area**

#### Objective 35.1.2

The discharge of contaminants into the coastal marine area in such a way that avoids, remedies, or mitigates adverse effects while:

(a) maintaining existing water quality; and

(b) enhancing water quality where existing quality is degraded for natural and human uses or values.

35.1.3.2 To control the effects of discharges of contaminants so that, in combination with other

contaminant discharge effects, they enable the relevant water classification standards to be complied with.

35.1.3.5 Adverse effects of discharges into the coastal marine area, including adverse effects of:

- (a) point source discharges on their own or in combination with other point source discharges; and
- (b) non-point source contamination arising from land use activities and entering the coastal marine area; and
- (c) contaminants in urban and rural stormwater; and
- (d) discharges of contaminants from aquaculture activities.

should, as far as practicable, be avoided. Where complete avoidance is not practicable, the adverse effects should be mitigated, and provision made for remedying those effects, to the extent practicable.

The proposed stormwater management system as set out 7.0 in the Engineering Report (**Appendix 12**) by Chartered Professional Engineer Gary Stevenson with vegetated swales and a proprietary contaminant separator device (subject to final engineering plan design) at the eastern end of the accessway should ensure that stormwater runoff does not adversely water quality both within the site and in the Coastal Marine Area.

## 4.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

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Section 88(2)(b) Resource Management Act 1991 requires that any application for a resource consent must include an assessment of the activity's effects on the environment. Schedule 4 of the Act sets out the matters which must be addressed in this assessment, and states that the assessment should provide sufficient detail to satisfy the purpose for which it is required.

### 4.1 Social & Economic Effects

The development of this site as proposed will provide the following positive social effects:

- Facilitate and enable recreational boating in the Māpua and surrounding area.
- The community benefit of the construction of the Sea Scout Building and the associated benefits of the Sea Scout group being able to enlarge and take on more numbers, as documented in the statement from Sea Scout Group (**Appendix 11**)
- There is an economic (non-commercial) and social benefit from boat users being able to harvest kai moana from the sea within the sustainable limits set by government. The boat ramp will facilitate this.
- Boating is an important social activity for many local families and provides for social and mental wellbeing for an increasing number of people. The boat ramp will help facilitate this.

The construction of the boat ramp and the sea-scout/community building, and their subsequent use will generate social effects such as noise and traffic which will be a change from the existing environment. However, these effects are anticipated by the Recreation Zoning of the park area which allows these types of activities as permitted activities.

### 4.2 Landscape & Visual Amenity

The landscape and visual amenity have been assessed by Rory Langbridge, Landscape Architect and his report is attached as **Appendix 5**. Rory's conclusion on page 16 of his report states:

*"I endorse the proposal as an optimal arrangement and accommodates all the various activities anticipated in a well-considered and efficient layout.*

*I consider the scale of both developments, while large, they will be accommodated within the redesign of the park while at the same time rearranging the balance of the park in a way that preserves the popular functions and features of the existing park. This is demonstrated in the OBD plan that forms an important part of the application.*

*Due to the compromised nature of the natural character values of the subject site itself and the nature of the existing interface between the site and the Waimea Inlet, I consider the impact of the proposal on these values to be **low**.*

*Overall, following a short period of disruption, the proposal will have a **low** degree of adverse effects on the landscape values of the site and its receiving environment and would have **moderate /high** degree of positive impacts that would stem from the increase in the use and activities that would stem from the new development."*

The Landscape Master Plans (**Appendix 4**) attached to this application show how much of the boat ramp and access will be screened by landscape plantings. The proposed boat shed buildings have been designed to complement the existing “shed 4” building of wharf and continue the “cool store” theme of the wharf area. Recessive colours will be used for the exterior of the sea – scout/community building to ensure that it blends in with the existing coastal environment and the existing nearby wharf buildings.

Apart from the Coastal Environment Area (CEA) consent requirement, the building work and development is a permitted activity within the Recreational Zone.

Overall, it is considered that the adverse effects of the proposed development on landscape and visual amenity are less than minor.

#### **4.3 Coastal Environment Amenity Effects**

A boat ramp, by virtue of its purpose for launching sea going boats needs to be located partly in the Coastal Marine Area (CMA). In this case the area of the CMA that will be occupied and disturbed will be kept to a practical minimum. Because of the potential contamination of the underlying remediated soil of the site, the boat ramp has been designed to keep the depth of earth works to a minimum and in the case of the boat ramp itself the concrete boat ramp will be largely placed on top of the foreshore, as shown on the Design Detail Plans (**Appendix 1**). This will significantly reduce the disturbance of the foreshore and the existing sewer lines that run across the boat ramp route.

Although there will be some change to the foreshore coastal amenity by the construction of the boat ramp itself, in the context of the wharf and waterfront modified landscape amenity, the adverse effects on coastal character and amenity are less than minor.

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

The proposed boat ramp has been designed to occupy a small area of coastal marine area located in the existing modified coastal area next to the existing Māpua wharf area with the coastal character of the existing Waimea Inlet being maintained and the coastal character of the Grossi Point area being enhanced by the removal of motor boat launching from the Grossi Point and the associated trailer parking, that at present adversely affects the natural character of Grossi Point.

The proposal will provide for public access to and along the Coast and will provide for well controlled boat access to and from the Coast with any vehicle use of the foreshore kept to a minimum.

#### **4.5 Effects on Indigenous Flora, Fauna & Habitat**

In terms of ecological effects, these have been assessed as part of Ben Robertson’s Ecological report which is set out in **Appendix 8**:

This report set out the ecological impacts of the proposed activity and the proposed mitigation and management measures which are set out in Section 5 of the report.

Ben concludes the following in relation to the ecological effects of the proposal in Section 7 of his report:

*“Overall, assuming integration of impact mitigation and management measures as outlined in Section 5, it is considered that the any effects resulting from the proposed activity will be relatively localised and therefore minor with regard to the wider coastal environment.”*

#### 4.6 Traffic

Tim Kelly has assessed the effects of the traffic- Transport Planning Consultant, in his traffic report which is set out as **Appendix 9**. Tim Kelly’s conclusion on page 10 of his report is the following:

- the proposed boat-ramp, associated boat-trailer parking, the adjoining Sea Scout/Community building, and public parking area will operate both safely and with only minimal effects upon background road users in this area.
- many of the associated vehicle movements already take place in this area and the volume of additional traffic activity is expected to be minor.
- good sightlines available at the additional vehicular crossings on the Tahi Street frontage will ensure the safety of vehicle turning movements.
- effects upon the wider Māpua village environment and road network will be minor; and
- the proposals will be generally compliant with the relevant district plan requirements, with areas of non-compliance being minor in nature and not associated with adverse effects.

Overall, it is considered that the traffic effects of the proposed development are less than minor.

#### 4.7 Noise

Noise effects generated by the proposed development will be limited to the construction phase. These noise effects will be temporary and will comply with Rule 16.8.2.1A of the Plan.

The applicants will not allow the washing down of boats on the boat ramp or the access, which traditionally been a source of noise with motors being run for washing. Instead, boat users will have to wash down their boat on their property.

The manoeuvring of boats within the launching area will generate some noise but the inshore speed limit of 5 knots, the noise should be low and in keeping with would normally be expected in a waterfront/wharf area.

The Sea-Scout/Community building and its use for sea-scout activities will generate some noise which can be expected for any youth recreational activities which are anticipated by the recreational zoning of the site.

#### 4.8 Waste

The proposed sea-scout building will be reticulated for sewer, as shown on the Preliminary Engineering Plans as shown on the **Appendix 1** attached to this consent.

Additional rubbish bins can be provided within the waterfront park to complement the existing bins in the park/waterfront park. The Boat Ramp Trust will work with Council on this.

#### 4.9 Historic & Cultural Effects

The site is part of the Grossi Point Peninsula which has had extensive pre-European occupation over many centuries, which has been highlighted in the Cultural Effects Assessment (CEA) by Te Runanga o Ngāti Kuia Trust and Ngāti Apa ki te Ra To which provided a Cultural Effects Report which contains confidential information and so has not been included in the application. However, subject to agreement by the relevant iwi, these can be made available to Council staff as part of the cultural effects assessment process.

The extent of consultation for the boat ramp proposal which has been going on since 2017 has been set out in **Appendix 16** attached to this report.

The applicants acknowledge the efforts that local iwi have taken in explaining the long history of iwi association with the Māpua area and the significance of the Grossi Point peninsula to various iwi and the number of significant archaeological sites in the Māpua area.

The entire site of the proposed activity has been subject to extensive reworking down to 3m depth as part of the FCC remediation which took part in the early 2000's. This means that the proposed earthworks for the development (which should be no more than 900mm deep) should not affect any archaeological sites. The Archaeological Report by Archaeologist Deb Foster (**Appendix 10**) have confirmed this.

As part of the consultation, several recommended conditions that were put forward by both Ngāti Kuia and Ngāti Apa ki te Ra To. These are set out below and are volunteered by the Applicant:

- That there is cultural safety induction prior to the commencement of works.
- An Iwi Monitor is to be onsite for any earthworks on the site.
- That the Te Runanga o Ngāti Kuia Accidental Discovery Protocol (Appendix 6.2 of Ngāti Kuia CEA) be strictly always followed during earthworks.
- That any person operating under this consent is made aware of the presence of Pakohe and how to identify it during construction. Pakohe should be managed as per the Pakohe management plan.
- Any future developments to include Ngāti Kuia and Ngāti Apa representation in the form of Pou whenua & or information panels.

It is acknowledged that there have been previous incidents in Māpua area, where the Accidental Discovery Protocol has not been followed when finds have been discovered and work has not stopped and the protocol has not been followed, which has been of great concern to the iwi concerned.

The applicants will undertake to make sure that the Discovery Protocol is strictly always followed during the construction so that this is not repeated in this case.

We acknowledge that some of the local iwi, such as Ngāti Tama do not support the proposal and as part of the consultation have advised that that present boat ramp location be used instead.

The development of the wharf shed development over the last 10 years and the pedestrianisation of the wharf area and the Golden Bear Pub and Jelly Fish development mean that it would be impossible to have vehicle boat ramp launching facility in such a location and we do not see how the existing development of the wharf could be significantly curtailed for a boat ramp such as proposed. It would not be acceptable to both retail operators and shoppers alike.

Instead, the proposed location with the conditions as volunteered above, acknowledging the significance of the site, and ensure that the adverse effects on cultural heritage are less than minor.

In terms of the last recommendation for Pou/Information Board setting the iwi history and significance of the site, we have included an information board as one of the signs being an applied for as part of the application and is located on the site plan as **S8 (Appendix 1)**. However, it is recognised that this is dependent of approval from the Council Reserves Department and dependent on co-operation from Iwi on the content of the information board.

#### **4.10 Recreational Effects**

The recreational effects are essentially positive which include the following:

- The benefit of an easily accessible boat ramp available for public use.
- Ample room for trailer parking near the boat ramp.
- The benefit of an expanded Sea Scout Group which will provide increased recreational boating opportunities for number of young people.
- The existing pétanque area will be relocated a short distance to the north to allow for the boat ramp access and should be unaffected.
- The waka and waka Ama storage shed as part of the Sea Scout building can provide another boating recreational activity in the area.
- Walking is an important recreational activity in the area and the boat ramp will provide public access across the top of the boat ramp and via a ramp down to the foreshore as shown on the **Appendix 1 Site Plan**.
- An area for passive recreation in the middle of the waterfront park will still be retained as shown on the attached Landscape Plan (**Appendix 3**)

#### **4.11 Signage Effects**

A total of 9 signs are being applied for as part of this application and these are set in 2.7.5 of this application, with location of the signs shown on the attached site plan (Appendix 1).

The purposes of these signs are main for information purposes and health and safety for the safe and efficient of the boat ramp and associated access and parking.

While the general purpose of each of the signs, each up to 2m<sup>2</sup> in size is set out in 2.7.5, it is requested that the actual wording not be confirmed until the Engineering Plan Stage.

Signs are consequential to the activity being applied for and are common in recreational area to ensure users are safer and public are safe while the boat ramps is being used. The TRMP allows an unlimited number of signs up to 2m<sup>2</sup> in size as Controlled Activity in the Recreational Zone, so it considered that the effects of signage are anticipated by the TRMP.

#### **4.12 Natural Hazards & Coastal hydrological effects.**

The proposed activity is part of an existing area that already has existing coastal protection works in place. The proposal does not involve any habitable buildings and should not adversely affect the coastal hazard risk on adjoining properties.

The Coastal Engineering Assessment report by Gary Teear of OCEL (**Appendix 15**) has outlined the assessment of the effects of tidal flows within the Mapua Channel on the proposed boat ramp and on boats using the ramp.

Gary Teear in his assessment of the tidal flow results on page 2 – para 3 of his report states: *“that the current close to the waterline is relatively slow, of the order of 0.2 – 0.3m/sec 5m out from the waterline the speed picks up to 0.5 – 0.6 m/sec, 1-1.2 knots. The slow flow area moves down the ramp with tide so that it is possible to put a boat trailer in the water without being subject to strong currents at all stages at the tide. The weaker currents in the shallow water close to the waterline as it drops down the ramp are the result of bottom friction effects at the shore.”*

The proposed development does not involve any habitable buildings and the proposed Sea Scout building will be well set back from the coast and is located on the highest point of the waterfront park having a ground level of at least 4.5m AMSL according to Council LIDAR and between 4.5m AMSL and 4.8m AMSL according to the applicant’s own topographical survey undertaken by Davis Ogilvie Surveyors. The applicants volunteer a minimum finished floor level (MFFL) of 5.0m AMSL for the boat shed building which is sufficient to deal with coastal hazard risk and projected sea level risk for the 50-year life of the building.

A section 128 review condition can be imposed to allow for future council review of conditions to allow for adaptive management to manage future sea level and/or increased coastal erosion.

#### **4.13 Hazardous Substances**

The site is a HAIL site, being the former site of the Fruit growers Chemical Company (FCC) pesticide factory, which is outlined in the Detailed Site Investigation (DSI) by Environmental Scientist Gareth Oddy which is attached as **Appendix 7**.



The report assesses the contamination of the site and requires for consent under the National Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) regulations 2011.

The DSI reports sets out recommended conditions in 8.3 include a robust environmental management plan (EMP) that will be strictly followed to mitigate any contamination effects. The construction methodology of the boat ramp itself has been designed so that the depth of excavation is kept to a minimum and the concrete boat ramp itself will be constructed on top of the foreshore as shown in the Construction Detail Plan of the Boat Ramp (**Appendix 1**) to avoid deep excavation of the seabed. The resulting concrete boat ramp and concrete access will provide a highly effective and permanent “cap” to ensure any future contamination or infiltration of stormwater does not occur.

#### **4.14 Land Disturbance Effects**

Because of contamination hazard which has been set out above in 4.13, robust environment management plans will be required to intercept and manage any sedimentation runoff during earthworks. Special dust control will also require to be included in any environment management plan. Environmental Scientist Gareth Oddy who authored the DSI report (**Appendix 7**) will oversee any Environmental Management Plans and their implementation of them, to ensure that any contamination does not get into Coastal Marine Area.

#### **4.15 Discharge Effects**

As set out in the Preliminary Engineering Report (**Appendix 12**) by Chartered Professional Engineer Gary Stevenson, the proposed Sea Scout Building will be reticulated for sewer.

The details of the stormwater disposal are set out in 7.0 of the preliminary Engineering Report set out in **Appendix 11** which sets out the area that managed for stormwater runoff.

The stormwater from the boat ramp access and Sea Scout and Community Building car park is proposed to discharge to the existing drain to Waimea Inlet after passing through a proprietary treatment device. Runoff from the Sea Scout Building and Hardstand is proposed to direct discharge into the vegetated swale to the south of the site which will provide pre-treatment within the swale before it discharges into the Coastal Marine Area (CMA). Runoff from the western metalled car park site is proposed to be collected via concrete dish drains to sumps that bubble up into the swale on the east side of Tahī Street, eventually discharging via the vegetated swale to the south of the accessway. All stormwater eventually discharges into the Coastal Marine Area (CMA). As I have mentioned above, the stormwater runoff effects should be minor in that there will be no wash down of boats will be allowed on the boat ramp and vegetated stormwater swale along the southern boundary should provide for some pre-treatment before it enters the CMA. The engineering report advised that the runoff from the boat ramp access way will require treatment before discharge as required by 5.4.8.2 (c) of the NTLDM 2020 and because of size

restraints it is proposed that a proprietary device be installed at the far-eastern end of the accessway to provide pre-treatment before discharge into the CMA. Final design will be confirmed at the Engineering Plan approval stage.

#### **4.16 Effects on the Coastal Marine Area covered by the Marine Coastal Area (Takutai Moana) Act 2011.**

It is considered that the effect on the Coastal Marine Area covered by the customary marine title (CMT) claims under the MCA (Takutai Moana) Act 2011 is less than minor for the following reasons:

- The amount of area of the Coastal Marine Area being occupied by the boat ramp structure is extremely small being only 520 m<sup>2</sup>.
- The location of the boat ramp is in an existing highly modified waterfront area, with the effects on ecological values being less than minor.
- The location of the boat ramp should not adversely affect the ability of CMT applicants to access their kai moana or food gathering grounds, in fact being a public access boat ramp it will make it easier for them to access.
- The proposed boat ramp will not adversely affect the existing natural character of the Waimea Inlet.
- The proposal will not adversely affect the water quality in the Waimea Inlet.

Details of consultation with the applicant group is set out in **Appendix 14** attached to this application.

#### **4.17 Hazards from the operation of the proposed boat ramp.**

The applicants have been working with the District Harbour Master, Dan Cairney, and in conjunction with Dan we have identified the following potential and actual hazards of the operation of the boat ramp:

- Conflicts between boat ramp users and pedestrians crossing the boat ramp.  
Comments: There is pedestrian walkway that will cross the top of the boat ramp. Speed restrictions such as a 10 kmh speed limit on the access should reduce the danger and good signage warning pedestrians of boat users and vice versa.
- Wharf jumpers/swimmers swimming to the boat ramp during an incoming tide and being hazard to boat users using the boat ramp.  
Comments: Wharf jumpers have been interacting with boat users for many years, so it is nothing new. Signage can be used asking swimmers to keep away from the boat ramp area and restrict access to the ramp to boat ramp users only. The MBC has a good number of members who live nearby who will help enforce this rule.

- Use of the boats going over the Māpua bar.  
Comments: This is an issue for all boat users at Māpua no matter where the boat ramp might be located, so it is not a situation created by the boat ramp. Signs can be put up on the boat ramp pointing out the hazards of the bar crossing. Information sheets can be provided for boats about crossing the bar as in done for the Motueka Bar.
- Conflict with moored boats.  
Comments: There are probably at least two boat moorings that will need to be moved once the boat ramp is operation. The TRMP rules allow the moving of the boat mooring within the mooring area if they have enough swing area. The applicant will work with the nearby mooring owners to ensure that moored boats do not interfere with the operation of the boat ramp.
- Debris from floods getting caught up on the boat ramp.  
Comments: The location of boat ramp is such that the Māpua Wharf shelters the boat ramp area to a large extent, so it does not get the high flows in the middle of the channel. However, after a major storm there may be debris that gets caught by the ramp structure. The MBC will be responsible for checking on the boat ramp regularly and ensure any debris is removed.
- Conflicts with boats and trailers crossing Tahi Street to get to the Trailer parking area.  
Comments: again, good signage and a speed limit should mitigate this hazard. Tahi street has a much lower traffic number than Aranui Road.
- Hazards from boats waiting to come ashore.  
Comments: The Trust don't see this should be an issue. Boat users can wait at the Mapua wharf pontoon until the ramp space becomes available or wait beside the apple shed end of the wharf.
- Tidal flow hazards to boats using the boat ramp.  
Comments: The issue of tidal flow hazards has been assessed by Gary Tear of OCEL in his report which is attached as **Appendix 15**.  
Gary Tear in his assessment of the tidal flow results on page 2 – para 3 of his report states: *“that the current close to the waterline is relatively slow, of the order of 0.2 – 0.3m/sec 5m out from the waterline the speed picks up to 0.5 – 0.6 m/sec, 1-1.2 knots. The slow flow area moves down the ramp with tide so that it is possible to put a boat trailer in the water without being subject to strong currents at all stages at the tide. The weaker currents in the shallow water close to the waterline as it drops down the ramp are the result of bottom friction effects at the shore.”*  
These findings do show that the tidal current effects are not significant at the proposed boat ramp location. The OCEL report does point out the hazard of strong flow conditions in the Mapua Channel just out from the end of the boat ramp structure, which is a feature of any boat launching in the Mapua Area. The use of the boat ramp will be controlled by the card entry at the gate accessing the boat ramp.

As part of the induction by Boat Ramp Trust for new card holders, there will be instruction of any tidal hazards at the boat ramp site. and the crossing of the Mapua Channel Bar. This allows for a more effective education of boat users than the current situation for Grossi Point boat launching where is no control on access and no education for new boat users.

- Night-time use of the boat ramp.

Comments: The boat ramp will be only available for use during daylight. There will be no overhead lighting. Entry barrier gate will not open at night-time.

#### **4.18 Assessment of Alternative Sites.**

As part of the early consultation that was undertaken by the Māpua Boat Club several sites were considered for a boat ramp site. These were not considered suitable for the following reasons:

- Existing Boat Ramp site at the wharf.

Increased retail activity and the closing off the wharf area to vehicles and expansion of the Golden Bear Pub and Jelly Fish and lack of nearby trailer parking make this site impractical.

- Grossi Point.

A site of high cultural significance with several significant sites that could be disturbed during earthworks.

Conflict with swimmers that use the reserve area. Not an all-tide access. Lack of trailer parking area and need 4-wheel drive for access. Exposed to south westerly wind.

- Māpua leisure Park.

Privately owned with no public access. It is unlikely that TDC would want to purchase rights to gain access with a site so highly exposed to coastal erosion.

- Broadsea Ave (Chaytor Reserve)

Extremely tidal and open to sea swell and breezes. Lack of area for trailer.

Instead, the waterfront park was found to be the best options for the following reasons:

- The site was able to provide for nearby Sea-Scout/Community building close by to the proposed boat ramp.
- The western side of Tahi Street provides easily accessible trailer parking area.
- Takes pressure off the Grossi Point reserve area which can become passive recreation area.
- Provides for an all-tide access and is sheltered by the Wharf structure from the high tide flows and winds.
- Appropriate location in the Māpua Waterfront character area, but with enough separation from the Māpua Wharf/Shed 4 retail area so that it does not conflict with the use of this area.

#### **4.19 Conclusion as to Environmental Effects**

- 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 proposal will still provide public access to along the coast.

- The proposal sea-scout/community building will blend in with the existing environment of the Māpua Wharf area.
- The applicant has provided a Detailed Site Investigation (DSI) showing how any contamination risk from 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.
- The traffic effects of the proposed access and parking are less than minor.
- The proposal will have positive effects in providing an important recreational boating asset to the Tasman boating community and provide an important social benefit by allowing the expansion of the Tamaha Sea Scout group which provides an important social and recreational benefit to the young people in the Māpua community, together with the opportunity for the use of the building by other community groups.
- The significance of the area to local iwi is acknowledged and even though it is highly unlikely that any significant sites will be found, because of the previous extensive reworking of the soil, during the FCC remediation, an iwi monitor will be always on-site during earthworks and the accidental discovery protocol will be strictly followed.
- Boating provides for the social well-being of many families in the surrounding Māpua area, and the proposal will provide enable an important recreational activity in the district.
- Gary Tear from Coastal Engineering firm OCEL in his report (**Appendix 15**) has confirmed that the boat ramp can be constructed safely in the specified location and used by boat users without being adversely affected by tidal flows in the Mapua Channel.

## 5.0 PART 2 RESOURCE MANAGEMENT ACT 1991

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Section 5 contains the overriding purpose of the Act, which is to promote the sustainable management of natural and physical resources in a way that enables people and communities to provide for their social, economic and cultural wellbeing so that the reasonably foreseeable needs of future generations can be met, whilst safeguarding the life-supporting capacity of air, water, soil and ecosystems, and avoiding, remedying or mitigating adverse effects of activities on the environment.

The effects of this proposal have been explored earlier in this report and it has been concluded that the overall effects will not be more than minor and can be adequately mitigated. The proposed development is therefore considered to meet the purpose and principles of the Act.

Section 6 sets out the matters of national importance that must be recognised and provided for.

- (a) *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:*
- (b) *the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- (c) *the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- (d) *the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) *the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- (f) *the protection of historic heritage from inappropriate subdivision, use, and development:*
- (g) *the protection of protected customary rights.*
- (h) *the management of significant risks from natural hazards.*

Section 7 details matter to which regard must be had. Section 7 matters considered relevant to this proposal are:

- (a) *kaitiakitanga:*
  - (aa) *the ethic of stewardship:*
  - (b) *the efficient use and development of natural and physical resources:*
    - (ba) *the efficiency of the end use of energy:*
  - (c) *the maintenance and enhancement of amenity values:*
  - (d) *intrinsic values of ecosystems:*
  - (f) *maintenance and enhancement of the quality of the environment:*
  - (g) *any finite characteristics of natural and physical resources:*

- (h) the protection of the habitat of trout and salmon:*
- (i) the effects of climate change:*
- (j) the benefits to be derived from the use and development of renewable energy.*

Many of the Part II matters have already been dealt with in the AEE set out above, but in brief the proposal is in accordance with Part II of the Act for the following reasons:

- The proposal is existing highly modified environment and will not adversely affect the natural character and landscape of the coastal environment of the Waimea Inlet.
- The proposal will ensure public access is maintained to and along the coast.
- The proposal has been in existing modified site that will ensure that no archaeological sites are disturbed and with iwi monitoring and an accidental discovery protocol to ensure culturally significant sites are not adversely affected.
- Boat ramps are an important physical resource for the boat community, and this will provide an important recreational resource for the Tasman District.
- The proposal will help maintain and enhance amenity values and quality of the environment of the site.
- Although the site is in a highly modified port environment, it is considered that overall, the intrinsic values of the Waimea Inlet will not be adversely affected.

Section 8 requires the Treaty of Waitangi to be considered when exercising functions, powers, or duties under the Act.

The applicant has sought to acknowledge the principles of Waitangi with consultation with all eight iwis from an early stage in development and has sought to implement the recommended condition resulting from the consultation.

## **6.0 CONCLUSION**

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The proposed activity is consistent with the purpose of the Resource Management Act; that is, promoting the sustainable management of natural and physical resources. Overall, it is considered that the proposed development of this site is an efficient and appropriate use of the site in accordance with the Objectives, Policies and Rules of the Tasman Resource Management Plan as they relate to the Recreation, Open Space Zone, Residential Zone, and the Coastal Marine Area. Actual and potential adverse effects on the environment are not considered to be more than minor and can be adequately mitigated as described throughout this application.

The proposed boat ramp and Sea Scout/Community building and car parking will have significant positive effects for the wider Mapua community and be an important recreational asset for the community as whole, while ensuring that any adverse effects on the coastal environment are less than minor.