

File No: 42454

14 December 2023

Tasman District Council

189 Queen Street

Richmond 7050

Attention: Victoria Woodbridge –Consultant Planner

Email: vwoodbridge@propertygroup.co.nz

Cc: Leif.Pigott@tasman.govt.nz

Dear Victoria

**RESPONSE TO FURTHER INFORMATION REQUEST FOR RESOURCE CONSENT APPLICATION
No. RM230253 – RM230259 & RM230388 - MAPUA BOAT RAMP.**

Thank you for your email of 30 November 2023 seeking clarification of a number of matters from the original RFI of 31.8.23.

My response to each of the eight questions in your email is as follows:

Scope of Activity Clarifications

1. The RFI response states that the boat ramp will operate at various times in Summer/Winter to align with daylight savings. Daylight savings change annually, and Summer Winter does not make it clear what happens in Autumn and Spring. Furthermore, what would happen if daylight savings were ever to cease. Therefore, please provide dates for the various times.
I still think the daylight-saving time period and non—Daylight saving time would have worked well, with each period being approximately 6 months. However, if Council is concerned about changes to daylight saving causing confusion, the following set time periods are volunteered:
October 1 to April 30 4.30am to 10pm
May 1 to September 30 5.30am to 9pm.
2. The RFI response includes “draft” landscape photograph graphics, and it is noted that the images are lighter in the draft document than in the document provided with the application. These lighter images make sea-scout building appear more prominent – please have the

landscape architect comment on this and confirm which is the appropriate image and which image is closest to natural light.

An email response from the Landscape Architect, Rory Langbridge is attached as Appendix 1. A final Landscape Photograph Graphics document will be provided separately, which will replace the draft version.

3. The response requesting consideration of alternative options in light of the Tasman Boat Study and Indicative Business Case (October 2021) has not been addressed.

Any consideration of the Tasman Boat Ramp Indicative Business Case Report (October) needs to be seen in the context that Council decided in May 2021 to fund a boat ramp application and construction at Waterfront Park at Mapua. This application is a result of that decision, and we are not going to re-litigate the business case to proceed with a Boat Ramp at the waterfront park. That decision has been made. This is an application under the Resource Management Act for resource consents for the proposed activity at Waterfront Park in Mapua which is focused on the environmental effects of the proposed activity and not a business case of whether a boat ramp should be built in Mapua or Motueka or anywhere else.

That said, I have commented below on some of the considerations of the Waterfront Park as part of Section 11 – New Sites – Short list of the study

<i>Issues</i>	<i>Mapua Waterfront Park (MWP)</i>	<i>Comments</i>
<i>Car parking</i>	<i>Council owned land could easily be developed for trailer parking. Trailer parking could be developed on remediated land across the other side of Tahi Street Queuing trailer traffic could block access to main Carpark.</i>	<i>Application to provide parking on western side of Tahi Street and a new public parking area is to be relocated to western side. Queuing to take place in Trailer parking area so it will not block other car parking.</i>
<i>Catchment Population</i>	<i>MWP reduces the local demand on other regional boat ramps.</i>	<i>The MWP Boat Ramp will make it easier for local boaties to launch at Mapua instead of travelling to Motueka or Nelson, reducing driving time.</i>
<i>Safety</i>	<i>Concerns over safety issues for less experienced users. Acknowledged that MWP ramp will ensure Grossi Point could be managed as a recreation reserve.</i>	<i>Safety Assessment report has been provided. Application for entry card will provide opportunity for education of hazards for launching and the Mapua Bar through Boat Club website. MWP ramp will provide a positive benefit for Council to manage Grossi Point as passive recreation reserve.</i>

<i>Road Access</i>	<i>Access is good but accessing the boat ramp may cause conflict with existing residents, through increase in traffic.</i>	<i>Tim Kelly Traffic report shows Tahī Street can cope with Trailer traffic. Queuing will be managed within the trailer parking area so as not to block Tahī Street.</i>
Technical Difficulty	<i>Because of the boat ramp being built over existing park ramp could be too steep and ramp would need to extend out into foreshore which would require coastal consents. Issues of building ramp over TDC sewer main in seabed. Stormwater swale on south side would need to be retained or provision made to contain SW on – site.</i>	<i>Boat Ramp will extend out to foreshore to provide optimum ramp angle and coastal consents are being sought. Special design of boat ramp being “laid” on seabed so as to not damage TDC sewer line. Existing SW swale on southern end of MWP will be retained and enhanced to deal with SW runoff from the ramp access.</i>
Environment/Cultural	<i>Risks of earthworks on a HAIL and reengineering of cap over remediation works. Concerns over discharge s from washdown of boats. Effects of boat trailers damaging grass which has happened at Kaiteriteri</i>	<i>Special Management Plan is placed to manage earthworks in a HAIL site. Most earthworks will be within the existing cap. No wash down of boats on the ramp or trailer parking area will be allowed. Boaties will have to wash down boats at home.</i>
Amenities	<i>Need to retain potential of MWP to provide further development for recreation, BBQ area, playgrounds etc. Close to existing club rooms and allow for expansion of Sea scout facilities. Perceived loss of green space. Intention was that MVP was designed to be available for the public as an open space.</i>	<i>Proposal involves landscape plan that shows that open space and BBQs etc will still be retained in the MWP. Allows for new facility for sea-scouts which will allow for expansion of sea-scout group and use by community groups. Proposed design will still allow for public open space and access to foreshore.</i>

Overall, it is considered that the proposed development does deal with the concerns raised in the 2021 Indicative Business Case, pertaining to the Waterfront Park.

- It is still unclear who will be able to use the boat ramp – there is reference to ‘local’ usage in the response to question 21, however, what constitutes ‘local’ and how this relates to casual / temporary users is unclear – this matter is particularly relevant in light of the report from Mr Tear (OCEL) who considers that “Based on the flow measurements and the experience in operating on the location the proposed launching ramp can be used as an all tide launching ramp for experienced boat operators aware of the strong flow conditions once the boat is off the trailer.”

The reference that you quote from Gary Tear Report is simply pointing out that once you have launched your boat off its trailer, then you are into the strong tidal flow conditions that are a feature of boat launching at Mapua, at certain times of the day. I have spoken to Gary Tear, and he advised that it does not mean the boat ramp itself is dangerous, it is more to do with tidal flow once you get launched, and any boat operator would need to be aware of that before launching. This would not be difficult to educate users by way of signage and through the Mapua Boat Club website.

5. As you are aware use of the boat ramp requires removal of several moorings which are under private usage- the applicant has not demonstrated whether there is agreement with the mooring owners to remove these and that these owners volunteer that the moorings will be removed.

A map of the Mooring sites in the Mapua Channel, set out Appendix 2 showing that two mooring sites are in close proximity to the boat ramp. Appendix 2 also contains the written agreement from the two mooring sites, confirming they are happy to relocate their moorings to another within the Mapua Mooring Area. Plan Change 72 allowed for moorings to be relocated within the Mapua Mooring Area as a permitted activity under rule 25.1.2.1 subject to a Mooring License under Council Consolidated Bylaw, Chapter 5A. The applicants will work with the TDC Harbourmaster to facilitate the mooring relocation when it is required.

6. No overall safety assessment of the risks and consequential effects of the use of the boat map as requested in question has been provided – in my opinion this is a fundamental issue. The response indicates that the community is in support of the boat ramp, however, that response is unrelated and does not provide an assessment of the safety risks and consequences as requested. Furthermore, it is unclear whether the response to question 21 generally has been provided from a person with suitable qualifications and experiences.

A safety assessment report has been completed and this is appended as Appendix 4.

The report in Appendix 4 also provides a brief Boating CV of each author setting out their qualifications and experience.

There are risks with any open water boating and use of the Mapua Channel and signage will be put in place to make sure boaties are aware of these risks. The card entry gate system will allow gate users to access information about the Mapua Channel tidal launching and crossing of the bar.

Not all people using the boat ramp will be skippers. There will be family, friends, workmates etc also on the boats who get to enjoy the boat ramp facilities, without necessarily being experienced boat operators.

7. Council's Team Leader for Environmental Health has undertaken and initial high-level review of the Noise Assessment Report and may have further information requirements.

The written consent of the owner/occupier of the adjoining neighbour at 13 Tahi Street is attached as Appendix 5.

8. The Traffic Assessment peer review has been completed and raised a number of further queries (please see attached). The RFI letter stated "*please note that Council is arranging a peer-review of the transport report by an external suitably qualified expert which will be undertaken at the applicant's cost, and there are likely to be further information matters which arise from this peer review.*"

Therefore, the further information raised in the peer review is required as part of the overall further information request.

The response from Tim Kelly- Traffic Engineer to questions in the Stantec peer review. This is set out in Appendix 6.

The vehicle tracking curves are set out in Appendix 7, though this could be dealt with by conditions and detailed design at the Engineering Plan Stage.

A plan of the Trailer queuing area (Appendix 3) within the trailer parking area for vehicle and boats to queue before crossing Tahi Street to access the boat ramp. Signage will be provided in Tahi to direct traffic into the trailer parking area if the access lane is full.

Yours faithfully

DAVIS OGILVIE & PARTNERS LTD



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Appendices:

Appendix 1: Email response from Rory Langbridge.

Appendix 2: Map of Mooring Locations and written confirmation from TRMP 8 and TRMP 10 mooring owners to allow relocation of moorings to another location in the Mapua Mooring Area.

Appendix 3: Trailer Park Queuing Area.

Appendix 4: Safety Assessment of the Boat Ramp and CVs of the Report Authors.

Appendix 5: Written consent of the owner occupier of the adjoining property – 13 Tahi Street.

Appendix 6: Tim Kelly Response to Stantec Traffic Assessment peer review questions.

Appendix 7: Vehicle Tracking curves.