#### **Katie Greer**

From:

Angela Brown on behalf of Reception Richmond

Sent:

Monday, 17 March 2014 1:53 p.m.

To:

Katie Green

Subject:

FW: Navigation Bylaws Consultation - re. Ski Lane at Little Kaiteriteri

From: Jenny Fairbrass [mailto:jifairbrass@gmail.com]

Sent: Monday, 17 March 2014 1:50 p.m.

To: Reception Richmond

Subject: Navigation Bylaws Consultation - re.Ski Lane at Little Kalteriteri

Submitters Names: Jenny & John Fairbrass

Postal Address:

8G Rowling Road, Little Kaiteriteri, RD 2 Motueka, 7197

Email Address:

jifairbrass@gmail.com

Telephone:

0274467002

16/4 eda-J NB072

To Whom It May Concern

We have owned 8G Rowling Road for the last six years. The property is situated up on the hill, overlooking Little Kaiteriteri.

We originally chose this residence because of the perceived safety aspect of the beach. Having retired, we are now living permanently at this address.

The beach is used regularly for swimming and canoeing by ourselves, our children; and our grandchildren now enjoy the freedom to paddle swim and play in this safe environment.

We object strongly to the illogical suggestion to move the existing ski lane area to a new situation on Little Kaiteriteri Beach as you propose.

At present we have an idyllic, peaceful beach - the proposed ski lane will create unnecessary noise 'lution.

Safety can only be compromised with the implementation of such a suggestion.

The increased number of vehicles towing boats will raise obvious traffic and pedestrian safety concerns. Safe parking will also become an even greater issue.

We can not believe that the Council would have put forward such an ill-thought out scheme. "Safety Can Never Be Compromised"

I DO NOT WISH TO BE HEARD IN PERSON

Jenny & John Fairbrass



#### Katie Greer

From:

Robyn Laing on behalf of Reception Richmond

Sent:

Friday, 28 March 2014 3:59 p.m.

To:

Katie Green

Subject:

FW: Navigation Bylaws Consultation

Attachments:

Navigation Bylaw Consultation 2014 Submission,pdf

NB 023

From: Lawson Davey [mailto:ldavev@fishandgame.org.nz]

Sent: Friday, 28 March 2014 3:38 p.m.

To: Reception Richmond

Subject: Navigation Bylaws Consultation

Please find attached a submission on behalf of Fish & Game regarding the Navigation Bylaw Consultation

Any question feel free to contact me.

\murs sincerely wson Davev Fish and Game Officer Fish and Game New Zealand Nelson/Marlborough Region

PO Box 2173

Stoke

**NELSON 7041** Ph: (03) 544 6382

Celi:021 920 238

ldavev@flshandgame.org.nz

141414 21 res



SUBMISSION:

DRAFT TASMAN DISTRICT COUNCIL CONSOLIDATED BYLAW

**CHAPTER 5: NAVIGATION BYLAWS 2014** 

**TASMAN DISTRICT COUNCIL** 

**PRIVATE BAG 4** 

RICHMOND 7050

FROM:

FISH AND GAME NEW ZEALAND

**NELSON-MARLBOROUGH REGION** 

**ADDRESS:** 

66-74 CHAMPION RD, RICHMOND

PO BOX 2173

**STOKE 7030** 

1. Fish & Game Nelson-Marlborough is the statutory manager of sports fish and game birds throughout the region. The Fish and Game Council is responsible to protect and manage populations of game birds and sports fish in the recreational interests of hunters and anglers.

This includes, pursuant to Section 26Q of the Conservation Act 1987,

- "(e) in relation to planning.-
- (i) to represent the interests and aspirations of anglers and hunters in the statutory planning process..."
- 2. While in general Fish and Game is supportive of the draft Speed limit uplifting proposals Schedule 2 (6) which is as an improvement on the existing situation, at least in relation to the Motueka River (which incidentally I have personally recently received complaints about). The proposed draft conditions for the Motueka, limiting usage of motorised craft during low flows will hopefully help address these concerns, although I would argue for a higher flow, during the summer period.

Statutory managers of freshwater sports fish, game birds and their habitats

- 3. To minimise and preferably avoid potential conflicts with other river users (at least anglers wading and swimmers), where possible F&G suggests restricting motorise craft use during times of low flow, or on some of the upper reaches or tributaries as outlined below. Once also needs to be reminded that the speed limit uplifting doesn't just relate to jet boats (and where they can go), as I have personally witnessed a hovercraft on the Travers River in the past which a pparently got up as far as the John Tait Huti
- 4. Fish and Game makes the follow submissions in relation to each of the rivers below:

Agrees River - Generally supportive of draft proposal however suggest the speed limit uplifting only apply at flows above 35 currecs (at Devils Boots). This would minimise potential conflict with swimmers and anglers.

Takaka River - Supportive of the proposed low flow restriction, although question the proposed speed limit uplifting extending from its source, given the size and velocity of the river in its upper reaches and potential conflicts and safety issues primarily with kayakers, but also anglers and swimmers. Suggest the uplifting only extending up as far as the Harwood Recorder.

Motueka River - Supportive of uplifting restrictions limited to McLeans Domain as Fish & Game in the past have received complaints relating to effects of wash upstream of McLean's. While the proposed 35 cumec restriction is an improvement on the existing situation, wacking as still possible in a number of places at that flow, particularly given there is a number of significant tributaries such as the Baton, Dove, Pearse, Graham, Pokororo & Orinoco contributing to the flow upstream of the Woodman's Bend site. Fish & Game suggests increasing the speed limit uplifting only when flows exceed 50 cumecs at Woodmans Bend as this will minimise any conflicts with other users.

Waimea & Wairoa Rivers – Supportive of proposed wording

Buller River & tributaries — (a) Fish & Game has concerns regarding the speed limit uplifting on all waters (including tributaries) downstream of the ramp at Murchison. While generally the mainstems of the Buller, Matakitaki and Maruia Rivers are large enough not to be too much of an issue for anglers. Fish & Game is concerned with the proposed speed limit being uplifted on tributaries such as the Matiri, Deepdale, Glenroy, Warwick & Rappahannock, given the size of them and potential for conflict with anglers (and kayaker's) or the fact they are utilised for spawning. Fish & Game submits given the potential conflict with anglers (and kayaker's particularly in relation to the Matiri) and the potential for injury, the above mentioned tributaries (or all tributaries given the remaining ones are unlikely to be suitable for traversing by motorised craft) be excluded from the speed limit uplifting bylaw.

As stated above, the mainstem of the Maruia (downstream of the falls) and the Matakitaki Rivers downstream of the Glenroy are of sufficient width and depth to limit wading by angiers. The Maruia upstream of the falls and parts of the Matakitaki (particularly the section from the Glenroy to the top of the gorge) do pose potential for conflict and injury during the summer months when the rivers are low and anglers will be wading however. Unfortunately neither the Matakitaki nor the Maruia Rivers have water recorders on them, so currently it is not possible to set a limit below which the uplifting would not apply, so as to reduce conflict with anglers (and swimmers). As a consequence, until such time as flow recorders maybe installed, Fish & Game recommends the



speed limit uplifting should not apply to the Maruia upstream of the Maruia Falls or the Matakitaki upstream of the Glenroy Confluence during the period 1 October – 30 April.

As an aside — while not technically an issue for Fish & Game, I question the speed limit extending all the way to the source of the Matakitaki River, given it would extend into the National park.

Although the note (9) states motorised boats are prohibited on river of the park etc. To avoid any confusion, I suggest it would be preferable for the Speed Limit Uplifting Bylaw to specifically state it only extends as far as the National Park boundary.

Buller River & Tribs (b) - Support proposed wording

Should a hearing be held regarding the Navigation Bylaws and in particular relating to the Speed limit uplifting on rivers, Fish & Game requests to be heard.

Yours sincerely

**Lawson Davey** 

Fish and Game Officer

28 March 2014

# FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN-MOORING REVIEW DISCUSSION DOCUMENT

Name: WARREN FORSYTH.  Address: 596 C Main Rd Stake  Feedback  NBO73  Address: 596 C Main Rd Stake  Feedback  The state of the st
Address: 596 C Main Rd Stok+  Email: 0273032388.  DECEIVED
DECEIVED
Feedback 3 1 MAR 2014
TABMAN DISTRICT
I support Option (circle one): 1 (New mooring areas) or 2 (No change)
or S. S. S.
I do not support Option (circle one) 1 2
"19
My reasons for this are:
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(NS14) NN 730735. 1 da net
CONTRACTOR OF ANY COUNTY OF THE COUNTY OF TH
Charges at liscence " as deve !
The support of the su
that excludes old historic mooring
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due to trained water De mooringe as unique
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- THUSE NEW O. AMIZ YOU ALL AND ALL A
The state of the s
- A STATE OF ICE
If so, please indicate the other options you would like Council to look at:
I recomend that more consultation be
allotted to Mapua Mooring owners a MBC
tolfore any fees Registration at.
25-3-2014
25 - 3 - 20/4 Signature Date

### FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN MOORING REVIEW DISCUSSION DOCUMENT

Name: WARREN FORSYTH- Address: 596 C Main Rd Stoke  Email: 0273032388.  Feedback
support Option (circle one): 1 (New mooring areas) or 2 (No change)
or I do not support Option (circle one) 1 2 2
My reasons for this are:
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area (No14) NN 950235. L do not support
any chance in moving maintanance
related charges or liscanges as they stood.
I have dead for Standard Dr. Joseph Landers
that excludes old historic mooring
Are there particular matters you want Council to consider during the review?
I consider Majera channel mooringe as unique
due to train water flows and consider
the manufactures of mooring best left in
A
the hands of purers, who have in the
part had a low foreten vale since been
improved on by M.B.C. maintance programme.
Do you think Council should look at other options (circle one)? (Yes) No
If so, please indicate the other options you would like Council to look at:
I hat more consultation or
11-11-1 L Marin Moorny owners a MBC.
allatted to Maque Moorry owners a MBC. before any fees, Registration, etc.
super const
10 Joseph 25-3-2014
Sidnature Date
Would not like to be kept informed of key dates and information during this mooring review process? Yes No

Dentston Saught. Side dearly the decade and or aligneand changes you want Council to make in respect of the provision.	Y		
With eard the residents for R. II.	Acertbac		
SULDMINSSION State th authory the naime of your supmission and the readons for it. if auggesting a clange to a map, pibase append a copy marked up with your proprised changes	lancy ment		
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Page 3 of 3 Submitter's name: 42 January

Submission on draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014 To: Navigation Bylaws Consultation OR info@tasman.govt.nz Subject: Navigation Bylaws Consultation Hold **Tasman District Council** Private Baq 4 Richmond 7050 Cathorine Franks, President AIA Full name of submitter: Organisation (if any): Inler Association Inc. 61 Hawker Street Full postal address: Victoria Wellington 6011 granks a paladise. net. NZ Email Address: 027 222 9332 /04 3859524 Telephone number(s): Fax number: Please delete one of the following: I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING I DO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of \_\_\_\_\_ pages. Signature of person making submission (or person authorised to sign on behalf of submitter)

23.3.14 Date

	For office use: Received:	
	Submission ID:	NB074
	Acknowledged:	10-01
	Hearing time required?:	***************************************
	Hearing time allocated:	
	Hearing time advised:	*************
	Decision notified:	
-		

#### Awaroa Inlet Association Submission to the Tasman District Council on:

STATEMENT OF PROPOSAL: PART 2
Draft Navigation Bylaws
Consolidated Bylaw
Chapter 5:
NAVIGATION BYLAWS 2014
(Incorporating Maritime Facility bylaws)

March 23, 2014

Thank you for inviting feedback on these proposals.

#### Awaroa

- A 5 E 50

Our feedback relates specifically to Schedule 2, Part 1 the Schedule relating to Bylaw 3.23.2 on Page 72 and the map of the proposed area for prohibiting *all* powered vessels in an area of Venture Creek on Page 94.

"All areas reserved in these Bylaws for swimming, or in which powered vessels are prohibited, at all times." Figure 11: Awaroa – Venture Creek – Map 7.

We think it would be best to remove that paragraph from the Draft Navigation Bylaws altogether. If the TDC wishes to prohibit trailer sailor yachts or launches with overnight accommodation from mooring in that area, we would agree.

#### History

The Awaroa Inlet Association or one of its residents made a submission to the Abel Tasman National Park Foreshore Review asking that this particular area of Venture Creek be reserved for swimming in the December/January peak holiday period. The intention was to prohibit trailer yachts from mooring there without holding tanks for sewage or kitchen waste water. A "friendly" sign was erected saying "Swimming Only" on that stretch of beach. We can see how this progressed to the present proposed By-law.

However, there is unanimous agreement among Awaroa residents who've responded to the information about this in our newsletter, that the bylaw goes too far. It was never envisaged prohibiting the dinghles and outboard motors of residents from coming and going to baches in that area of the bay. The reasons are:

- 1. Awaroa is a windy inlet, with the prevailing north westerly wind blowing right across the main part of the bay.
- 2. The Venture Creek beach is sometimes the most sheltered part of the inlet for loading and unloading supplies and people.
- 3. The beach has been used by motor boats for access since the baches were built in that part of the bay.
- 4. Other residents move their dinghies there in bad weather for protection from the sea and wind.
- 5. Venture Creek moves around according to sand movements. At present the river hugs the bank through the draft banned area which means all motorised movement

i.

along the creek could be impossible without passing through the zone, including for residents further up the creek and the Awaroa Lodge barge.

 Chartered water taxis, which are permitted under the Foreshore Plan to load and unload residents and their guests/supplies, use that beach in high tides and strong winds. Water taxis are normally considerate users.

7. Because of the shifting sandbars of the estuary, motorised boat traffic of any sort is usually slow in that area. Visibility of swimmers is consequently usually good. In 30 years residence in the bay, I know of no incidents of harm to swimmers.

8. Most swimming takes place on the north facing beach of Meadowbank. The Venture Creek beach is easterly with morning sun. It is used for swimming only on a high tide in the sun or on a windy day. It is also muddy. It is not used particularly often for swimmers, especially out of the Christmas/New Year holiday period.

 The original submission was intended only to discourage trailer yachts which had started to moor alongside that beach. At that time we believed that most did not have holding tanks for sewage or kitchen water and we did not want any discharges into the estuary.

10. We see problems with policing such a by-law when residents themselves don't want

11. Attached is feedback from individual residents on the proposed draft by-law.

Cattavino Franke

Catharine Franks, President, Awaroa Inlet Association 2014 <a href="mailto:franks@paradise.net.nz">franks@paradise.net.nz</a>
027 222 9332
04 385 9524



TIN

Collection of Awaroa Residents' Individual Feedback on the Proposed Sy-Law prohibiting powered vessels in an area of Venture Creek:

From Dr Julian Crane: Cotherine

Many thanks. We met up briefly as you were leaving last week.

We also met Ross briefly who told us about the swimming nonsense....... it is in fact a very bad idea from a health and safety perspective — having pointed this out, their liability should there ever be an accident in an area designated for children's swimming would be indefensible.

Re the venture creek swimming area, I would add the following.

- 1. It is actually not a very good swimming area for children as it is gradually filling with mud especially close in.
- 2. It is a serious hazard because it has the wreck of the saw mill ship only a few metres out and this is in fact dangerous if someone dived in over it they could break their necks and failing that could easily cut a foot or other tender part. If anything swimming should be banned there, by children and adults. I have personally witnessed a vertebral fracture and permanent tetraplegia in a young man who did just this in a billabong in OZ.
- 3. Swimming is much better just round the point where there is no mud, oceans of room and boats do not come in close anyway.
- 4. By preventing motors while it might enhance swimming by children (though for the reasons above this should not be encouraged at all) it will have the perverse effect of penalising the other end of the life course making it difficult for older folk to get in there.

I am happy to put this in a letter to the Tasman Council but you might want to add it to yours

Julian Crane
Dept of Medicine
Wellington School of Medicine
PO Box 7343
Wellington
Tel 0274 519 725

From Raiph Howden-Chapman

Hi Cathy and all

Ralph

Agree with Julian.

in practice, the most popular swimming area is on the inner beach — i.e. In the main inlet, rather than on the sea beach - but not in Venture Creek. Few people swim in Venture Creek, except children at certain times, but this does not require a designated boat free area. Boaties who are bach owners or users invariably adhere to the rules about boat speed. . As long as boaties in general obey the current rules about speed (5 knots in close), swimming anywhere in the inlet is pretty safe. The big threat is jet skiers coming in from other places and going too fast in the inlet, and a watch on this by the coastguard is (and will continue to be) appreciated. Cheers

#### From Elaine and Grant Goodall (Resident DOC ranger)

Thanks also for the info on the Venture Creek issue. Yes this was only originally for 3 weeks for swimming and health reasons with the trailer sallers that used to use that area. There is the access issue for a few along that side, who is going to police it? It's probably the silly sort of thing the Harbour Master would come in for! Anyway, the little 'bay' in front of Prebble's and the others along that side is used as safe anchorage for dinghles in high winds, as well as safe unloading etc in bad weather, so we also would not like to see matorised boats banned from that area! If they are all only doing 5 knots there would not be an issue anyway!

Thanks Elaine & Grant Goodali

From James Porteous

Hi Catharine,

We have now been at Awaroa for 20 years my understanding is that the summer bathing zone in Venture Creek was instituted prior to our arrival in reaction to Trailer Sailers that often moored there and emptied their bilges there. Since we have been there I seen very few of these vessels in the Bay and none to speak of in Venture Creek.

The creek provides vital shelter to Bach owners on the front during Westerly wind spells and as noted access for Bach owners.

Therefore I see no need for these proposed restrictive rules. Regards

#### **James Porteous**

Branch Manager / Investment Adviser Authorised Financial Adviser / NZX Adviser



DDI +64 4 917 4334 / F +64 4 917 4350 / M +64 21 475 901 Level 11, Craigs Investment Partners House, 36 Customhouse Quay PO 8ox 10556, Wellington 6143, New Zealand james.porteous@craigslp.com www.craigslp.com

**Adviser Disclosure Statement** 

From Angus Bradshaw:

#### Catherine

i have struggled to find p94!

Objection needs to be specific to the issue:

- vessels with occupied accommodation should not be allowed to enter, moor or discharge, at any time
- limit should be a line from Meadowbank to nearest sandbank, at high tide
- should not be limited to holiday period

Regards

**Angus** 



#### From Dean Lusty

HI

I support Tim and Ross in their comments. Also if weather comes up we can shelter our tinneys round there

Thanks

Director

New Zealand SolarLtd

and

Tasman Bay Plumbing Ltd 1/19 McPherson St, Richmond

Dean Lusty

PO Box 3764 Richmond 7050

PH 02744 33848 or 64 3 5448059

dean@nzsolar.co.nz www.nzsolar.co.nz

From: John Prebble [mailto:John.Prebble@vuw.ac.nz]

Sent: Friday, 21 February 2014 10:51 a.m.

To: Catharine Franks

Subject: Re: Awaroa Newsletter February 2014

Thanks very much, Cathy

A bit of feedback to add to that from the Inlet Association if appropriate:

Seems no reason to ban licensed water taxis from Venture Creek. They drive very responsibly, and it's handy for them to be able to discharge cargo at high tide.

**Best wishes** 

John

From Tim Finn:

HI Catharine

Good to catch up on Sunday.

As I mentioned, I attended the TDC meeting regarding moorings and marine bylaws at Mapua on Monday March 3.

I discussed the proposed reserved swimming area in Venture Creek, inside a line from Prebble's point to the Lovell- Finn Batch (StatementofProposalPart2of2-TDC DraftNavigationBylaws2014. Fig 11, Map 7; Fig 12, Map 8) <u>LINK</u>

In discussion with the TDC officer involved (sorry forget name) it emerged that the proposal had resulted from information presented to the Abel Tasman National Park Foreshore review. At that time residents had lobbied that commercial water taxis not be allowed to use that beach for unloading passengers etc, one reason being that residents and children often swim there. From there it was taken that the whole area be prohibited to all motorised boats (including residents) and reserved for swimming/kayaking etc. I noted that this was not what the residents wanted at all –

That the beach was happily used for both swimming and local boats, without any problems. I also noted that the residents were happy to have the seasonal sign go up separating the boats from any swimmers during Christmas – January, but still allowing the small boats to be beached at the eastern end towards the point.

I said that the association would submit to that effect, and probably include the prohibition of yachts and launches over-nighting in the area as they have occasionally done in the past.

Cheers

#### Tim Finn

Neudorf Vinayards 138 Neudorf Rd. RD2 Upper Moutere Nelson 7175, New Zealand. p +64 3 543 2643 f +64 3 543 2955 www.neudorf.co.nz

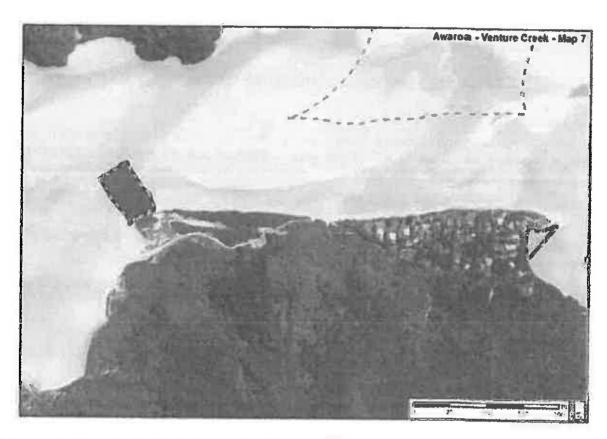


Figure 11: Awaroa - Venture Creek - Map 7

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
= 200m from shore (at high tide)	Bylaw 3.3
Access Point Transit Lane	Paragraph 5e and Paragraph 2
Swimming Area	Paragraph 5b and Paragraph 1

## SCHEDULE 2: LOCATION-SPECIFIC INFORMATION

# Schedule 2A: Location-specific information relating to Part A

This part schedule may be amended --

- by simple resolution of Council from time to time for minor corrections such as realignment of boundaries to reflect changes in relevant lawfully adopted legislation, regulations, plans or strategies, or physical constraints (such as seabed shoaling); and
- (ii) following the special consultative procedure specified by the Local Government Act 2002 if a significant amendment such as addition or removal of an area or lane.

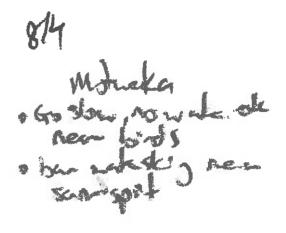
in all cases, consultation must be undertaken with the Director of Maritime Safety before adoption of any change.

### Schedule relating to Bylaw 3.23.2 of areas where seaplanes are prohibited from landing and taking off.

prohibited from landing and t Area(s)	Figure(s) showing Soundaries of Prohibited Zone
All areas reserved or identified in these Bylaws for anchoring or mooring vessels,	Figure 15: Torrent Bay - Map 11
including the 3 knot zones specified in paragraph 4, at all times.	Figure 16: The Anchorage (Browns Beach) Map 12
	Figure 17: Adele Island - Map 13
	Figure 19: Kaiteriteri Bay - Map 15
	Figure 21: Port Motueka - Map 17
	Figure 22: Jackett Island (Motueka approaches) - Map 18
All areas reserved in these Bylaws for	Figure 9: Tata Beach - Map 5
swimming, or in which powered vessels are	Figure 11: Awaroa - Venture Creek - Map
swimming, or in which powered vessels are prohibited, at all times.	Figure 12: Awaroa - Map 8
	Figure 18: Marahau - Map 14
	Figure 19: Kaiteriteri Bay - Map 15
-5"	Figure 28: Lake Rotoiti - St Arnaud - Kerr Bay - Map 24
	Figure 29: Lake Rotoiti - Map 25
Mapua channel.	Figure 24: Mapua Channel - Map 20
	Figure 25: Hunter Brown - Map 21

Tasman District Council 189 Queen Street Private Bag 4 Richmond Nelson 7050

28 March 2014



#### Tasman District Navigation Safety Bylaws Replacement

I am writing on behalf of the Friends of Motueka Estuaries (FOME).

FOME is a newly forming group seeking to raise awareness and improve the health of the local estuaries as well as the protection of the nationally and internationally important biodiversity in this coastal environment.

#### Introduction

NB 024

#### Port Motueka and Jacket Island (Maps 17 and 18)

Motueka Sandspit is a site of international importance for shorebirds<sup>1</sup>. The Sandspit provides a high tide roosting site for internationally important populations of Bar-tailed Godwit, Banded Dotterel, Variable and South Island Pied Oystercatchers, and nationally important numbers of Ruddy Turnstone. The Sandspit is also an internationally important breeding area for Variable Oystercatcher. The intertidal areas surrounding the Sandspit are used by shorebirds for feeding. The Sandspit and adjoining intertidal areas are used by shorebirds throughout the year. Fourteen threatened or at risk species<sup>2</sup> have been recorded from Motueka Sandspit and the adjacent intertidal area within the past 24 months.

Waterborne recreation is an increasingly popular activity in this area, and especially as this estuary next to Motueka is a safe estuary for learners.

<sup>&</sup>lt;sup>1</sup> Schuckard & Melville loc. cit.

<sup>&</sup>lt;sup>2</sup> Robertson, H.A. et al. 2013. Conservation status of New Zealand birds, 2012. New Zealand Threat Classification Series 4. Department of Conservation, Wellington. 22 p.

A recent review3 has identified Motueka Sandspit and surrounding estuaries as sites of international importance to shorebirds, and a further report has highlighted the need to manage the site to minimize disturbance4.

Motueka Sandspit supports considerable numbers of shorebirds (including internationally important numbers of the latter) and there is a risk of bird strike.

If the birds have continual disturbance or a scary incident, they fly over to Sand Island in Walmea Estuary- off the end of the Airportand there is a risk of bird strike. This is especially relevant when there are high spring tides and increased people-use of the estuary.

### Decisions and changes FOME are asking for.

1. Motueka Sandspit and the surrounding productive Estuary have high ecological values. . Motueka Sandspit is a site of international importance for shorebirds5.

In addition, water- recreation is increasing and diverging. These values compete.

This is a thorny Issue and we consider needs round table discussion by key people such as - TDC, Harbour master, DoC, Business, Recreation, Fishing etc.

We consider that designated areas for wind vessels need to have a specifically allocated area away from nesting and roosting birds, because flapping sails are scary for them. An area off Jackets Island has been suggested.

<sup>4</sup> Melville, D.S. & Schuckard, R. 2013. Effects of selected activities on shorebirds in Tasman District: management issues and options for sites of international importance. Propared for Tasman District Council. 47 p.

<sup>5</sup> Schuckard & Melville 2013. Shorebirds of Farewell Spit, Golden Bay and Tasman Bay. Prepared for Nelson City Council and Tasman District Council. 78 p.

<sup>5</sup> Schuckard & Melville 2013. Shorebirds of Farewell Spit, Golden Bay and Tasman Bay. Prepared for Nelson City Council and Tasman District Council. 78 p.

<sup>5</sup> Schuckard & Melville loc. cit.

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<sup>&</sup>lt;sup>3</sup> Schuckard & Melville 2013. Shorebirds of Farewell Spit, Golden Bay and Tasman Bay. Prepared for Nelson City Council and Tasman District Council. 78 p.

<sup>&</sup>lt;sup>5</sup> Melville, D.S. & Schuckard, R. 2013. Effects of selected activities on shorebirds in Tasman District: management issues and options for sites of international importance. <sup>5</sup> Robertson, H.A. et al. 2013. Conservation status of New Zealand birds, 2012. New Zealand Threat Classification Series 4. Department of Conservation, Wellington. 22 p.

<sup>&</sup>lt;sup>5</sup> Melville, D.S. & Schuckard, R. 2013. Effects of selected activities on shorebirds in Tasman District: management issues and options for sites of international importance. Prepared for Tasman District Council. 47

- 3. Noisy vessels such as WIG, hovercraft, jet skis, seaplanes & microlites, and any new future noisy or wave- producing craft need to be excluded from the estuary and from within 500m of the Sandspit to protect this high biodiversity area because of the disturbance and wash that they cause.
- 4. The increasing number of boats, canoes, windsurfers, etc (also horses, ATVs below MHWS) are still causing birds to fly and need to be kept away from roosting and nesting sites. Disturbance to roosting birds at Motueka Sandspit, from both land- and sea-based activities, is a matter of concern6.

We are asking for a blanket buffer 'no-go' zone of 100 m around sensitive roosting and nesting areas for the protection of the important biodiversity.

We note that the proposed bylaw suggests that the area "may be marked with transit posts". We would like to see that this is carried out, and strong compliance measures put in place.

We suggest an area from opposite Harbour Rd to Old Wharf Rd for the protection of roosting birds would be appropriate as well as an area at the southern end of the spit to protect nesting bids.

- 5. The proposed navigation bylaw provision, allowing for 15 knots within 200m of shore is not acceptable near roosting and nesting sites. If a 'no-go' buffer zone is not acceptable near the Motueka Sandspit then a much lower speed limit (say 5 or even 3 knots) should be mandatory for all vessels, machines, ATVs, horses etc. on and within 200m of the Sandspit.
- 6. Finally, reliable compliance needs to be put in place. Finance needs to be made available to make this happen.

#### Note:

It was also suggested that a handout map- such as that produced for the cycle trail- should be put in local shops, showing the areas for different recreations.

We wish to be heard.

Beth Bryant- for FOME 49 Motueka Quay, Motueka 7120 tonyandbeth@ihug.co.nz

<sup>&</sup>lt;sup>6</sup> Melville & Schuckard loc. cit.

Please refer to the mambered bylaw or subclause, e.g 3.4 Wake, or figure e.g Pig 5 - Pakawau	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	States clearly the decision and or suggested charages you want Council to make in respect of the provision
Provision / Clause	Support / Oppose	Submission	Decision Sought
3.23.2 Areas where sea planes are prohibited	Support but in addition see 3.9.2 below		Vessels such as WIG, hovercraft, jet skis, seaplanes & microlites, and any new future noisy or wave-producing craft need to be excluded to protect this high biodiversity.
3.3 Speed of vessels	Support 200m from shore at v speed of 5 knots but add reduce speed	Advice note 3.3.1(ii) needs to include reducing below 5 knots to no wake within 100m of Sandspit to protect roosting and nesting birds	Advice note 3.3.1(ii) needs to include reducing below 5 knots to no wake within 100m of Sandspit to protect roosting and nesting birds. Enforcement necessary, as well as education informing boaties of rules
3.4 Wake 3.4.2(wake does not cause unnecessary danger to vehicles	Support but add	Add to this: Does not cause damage/harm to roosting and nesting birds, causing them to fly off. This could cause bird strike problems at Nelson airport. Birds from Motueka Sandspit will fly to Sand Island near the Airport if unable to roost in Motueka	Add: wake does not disturb birds
3.9.2	Support the designated lanes	As the estuary beside the Motucka Sandspit is not included, this area is therefore not a water-ski area. This needs to be published and enforced	Publish and enforce
3.9.2 Schedule 2A clause 5		Notes 2, 3, and 4 We consider that designated areas for wind vessels need to have a specifically allocated area because flapping sails are scary for the roosting birds. An area off Jackets Island has been suggested.  Vessels such as WIG, hovercraft, jet skis, seaplanes & microlites, and any new future noisy or wave- producing craft	Designated areas for Motueka for wind driven vessels. (Suggest off Jackets Island, or area to East of Trewavas St.)  Vessels such as WIG, hovercraft, jet skis, seaplanes & microlites, and any new future noisy or wave- producing craft need

	need to be excluded to protect this high biodiversity area because of disturbance and wash that they cause.  A blanket buffer 'no-go' zone of 100 m around sensitive roosting and nesting areas would be a sensible protection of the important biodiversity. Boats, canoes, (horses, ATVs,) etc, below MHWS are still causing birds to fly and need to be kept away from roosting birds.	to be excluded to protect this high biodiversity.  A blanket buffer 'no-go' zone of 100 m around sensitive roosting and nesting areas would be a sensible protection of the important biodiversity. Boats, canoes, (horses, ATVs,) etc, below MHWS are still causing birds to fly and need to be kept away from roosting birds.
3.9.2 Schedule 2A clause 5	Notes 2, 3, and 4 We consider that designated areas for wind vessels need to have a specifically allocated area because flapping sails are scary for the roosting birds. An area off Jackets Island has been suggested.  Noisy vessels such as WIG, hovercraft, jet skis, seaplanes & microlites, and any new future noisy or wave-producing craft need to be excluded to protect this high biodiversity area because of disturbance and wash that they cause.	As above
	A blanket buffer 'no-go' zone of 100 m around sensitive roosting and nesting areas would be a sensible protection of the important biodiversity.  Boats, canoes, (horses, ATVs,) etc, below MHWS are still causing birds to fly and need to be kept away from roosting birds.	

### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws Consultation

To: Navigation Bylaws Tasman District Co Private Bag 4 Richmond 7050	Consultation uncil	OR info@ts Subject	sman.govt.nz : Navigation Byls	l <b>ws</b> Cons	uitation
	ï.				
Full name of submitter:	Little Ka	iteriteri	Ratepayers	and Re	sidents
Organisation (if any):	ASSOCIATI	on Incorpo	rated		16/4
Full postal address:	C/- P O B	o≖ 7004			الماللا
	Nelson				(m
Email Address:	Louise@gib	bons.co.nz		<del></del>	-
Telephone number(s):	03 548 303	9		<u> </u>	_
Fax number:	N/A				
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Decision notified:

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Fig 5- Pukawau 3. 2	Oppose 3.2.3	<del></del>	Delete power exemption and delete from Ries 95 of Tasman District Navigation
3,72 Sch.2a	Oppose	Remove reference to "Kaiteriteri" Delet lane Bay Bay rela Kait	Delete ski access lane at Kalteriteri Bay so far as it relates to Little Kalteriteri
Sch. 2a Glause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kalteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are ableto use the beach for pickup and drop off	← As over
Sch.2a	Oppose	bū	← As over
Sch.2b	Оррояе	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	As over

ssion Decision Sought	State in summary the meture of your authorisation and the reasons for it. State clearly the decision and or it suggesting a change to a map, please append a copy marked up suggested changes you want Council to	Delete "access land for water skiing" as shown  The access land for water skiing" as shown  The access land for water skiing" access lane  The access land for water skiing"  The access land for waterskiing"  Figure relative to Little Kaiteriter Is In  Bypropriate.  (i) Much of the bay is lost to use by large part of the best beach lost to ski access lane.  (ii) People (including residents) will not swen be able to pick up or set down in the area identified "powercraft prohibited"  For the avoidance of doubt, as currently nonpowered watersports should be able to use the whole of Little Kaiteriteri (See photographs annexed)	
Support/Oppose Submission	ate whether you support or pecific provision	Oppose Oppose On the anne The access Figure relati appropriate.  (i) M (ii) Pa ev ev ev	8
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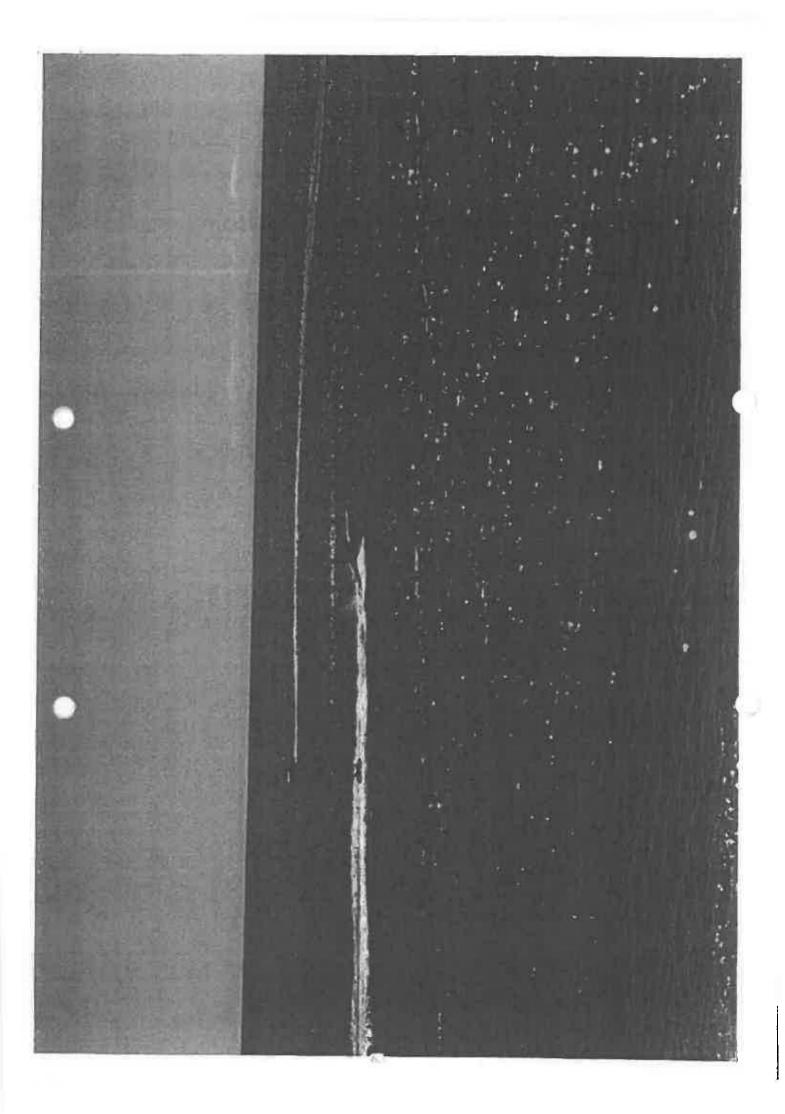
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### ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL - NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

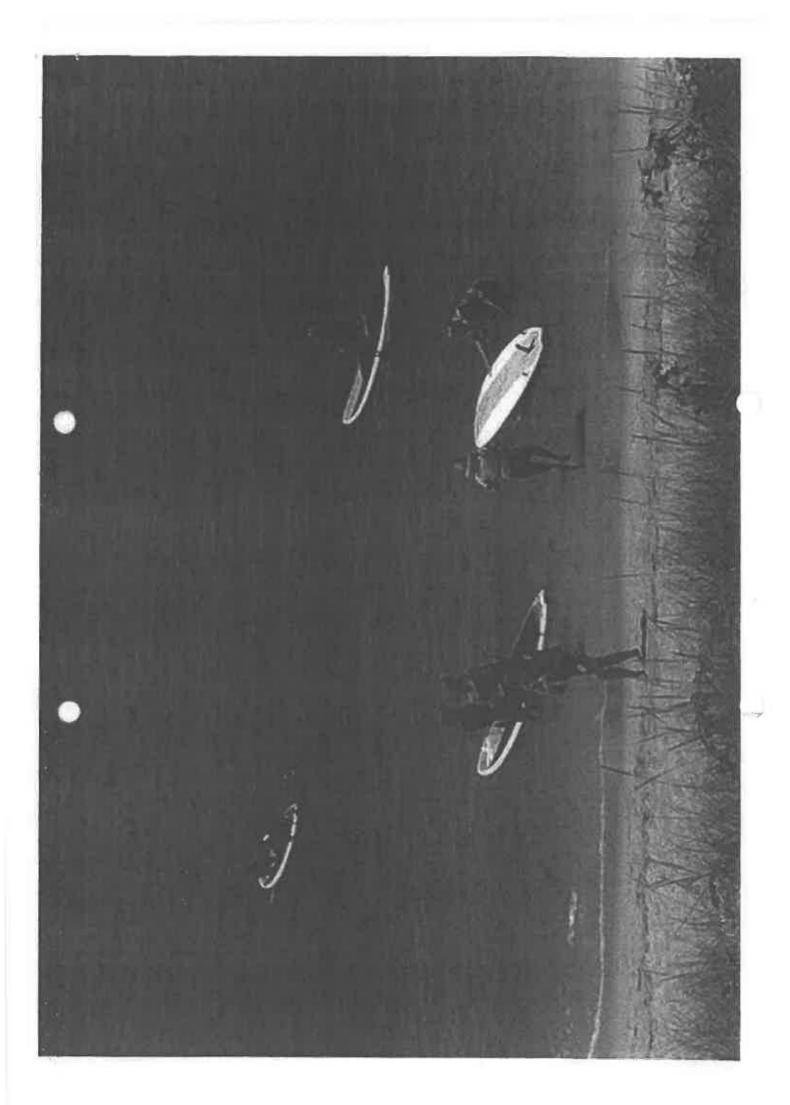
- 1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.
- 2. A proposed ski lane has been proposed:
  - (i) Directly in front established homes, many of which are lived in permanently;
  - (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
  - (iii) The Little Kalteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kalteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

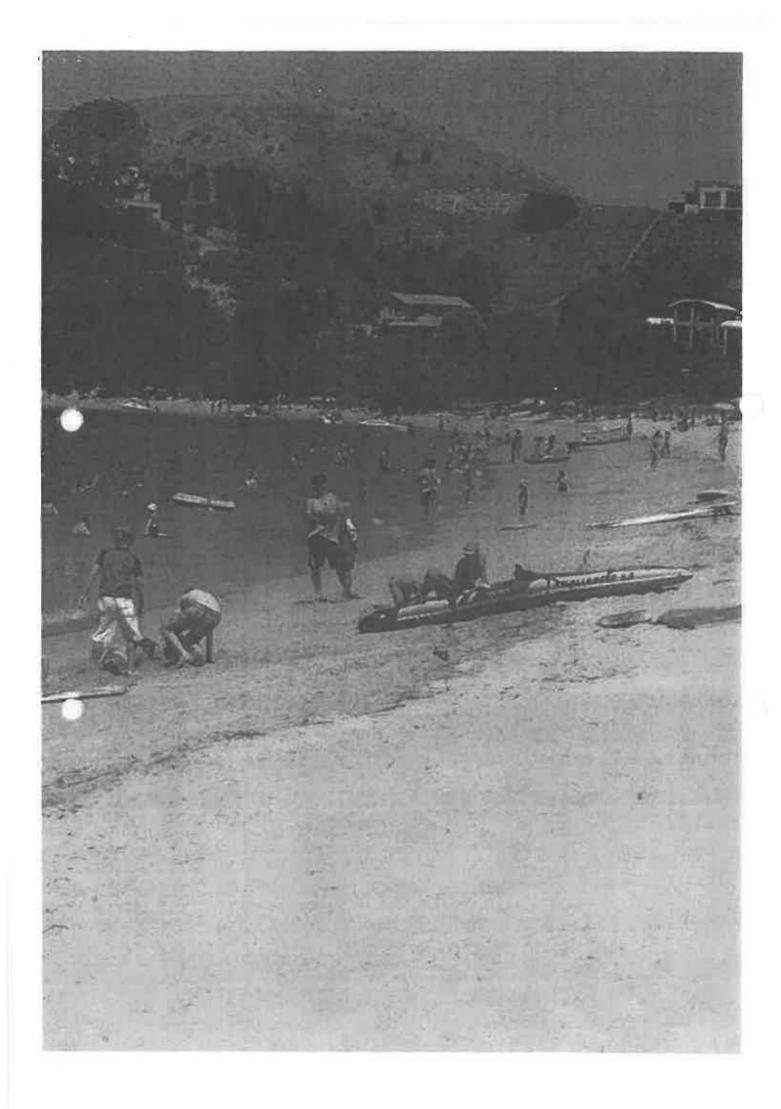
The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kalteriteri beach into another "active activity beach" in large parts.

- 3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
  - (i) Takes almost a % of the beach for powered (water ski) craft;
  - (ii) Takes water skiing access lanes out of the "commercial" area at main Kalteriteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kalteriteri's) into Little Kalteriteri (in the context of Kalteriteri Bay as a whole);
  - (III) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
  - (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteriteri.



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То:	Navigation Bylaws C Tasman District Cou Private Bag 4 Richmond 7050	consultation OR	info@tas Subject	man.govtnz waskie Co Navigation Bylaws Co	<b>Insultation</b>
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Orga	nisation (if any):				1614
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RELIGED PHENDERS MAP 12"

Link to M.E. Point of Glassous
From The Amburge - Step 19

Figure 16: The Anchorage (Browns Beach) - Map 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
200m from shore (at high tide)	Granta
Access Point Transit Lane	Paragraph 5e and Paragraph 2
'Go Slow' Zone 3 Knots	Paragraph 4 and Paragraph 1
Water Skiing Area	Paragraph 5a
1: Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.



#### McFADDEN McMEEKEN PHILLIPS

LAWYERS

28 March 2014

**Navigation Bylaws Consultation** Tasman District Council Private Bag 4 Richmond 7040

By email: info@tasman.govt.nz Original 15 you except 1 LIK submission opened by any

16/4

**RE: NAVIGATION BYLAWS CONSULTATION** 

We enclose by way of filing submission on behalf of Roger William Gibbons.

Yours faithfully

McFADDEN McMEEKEN PHILLIPS

( of payer)

Nigel McFadden

Partner

nigel@mmp.co.nz

NBOTT

Closing date: 4:30pm on Friday 28 March 2014 To: Navocatical Bylaws Consultation OR into@tasman.govi.nz Tesman District Council Subject: Navigation Brians Consultation Private Bas 4 Richmond 7050 Full name of submitter Roger Villian Gibbons Organisation (If sny): Full postal address: F & Sex 7004 . Neigon Email Address reserbethouse co.sz 93 548 3639 Telephone number(s): H/n Fax number: Please details are of the following. I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING LOG NOT WELL TO BE HEARD IN PERSON This is page 1 of a total of Signature of person impline submission (or person authorises to sign on behalf of submitter) The the For office use: ROCKWED! Gebernient bei IC Acknowledged: House who required?. Heaving tree abresses Hearing time storage.

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Oppose	Оррове	0pposed	Oppose	Оррове 3.2.3	Support of oppose the specific provision
Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	family but no water skiing another clause making waters prohibited activity in Little teriteri Bay	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickun and drop of	Remove reference to "Kaiteriteri"	An exemption should not be available to a person 15 years age in any circumstances	SUDDITISSION  State at different the cotors of your entirements and the reasons to gt. If suggesting a change to a map, please append a copy marked up with your proposed changes
AB OVER	& As over	Le As over	Delete ski access lane at Kaiteriter Bay so far as it relates to Little Kaiteriteri	Delete power exemption and delete from Males 95 of Tasman District Navigation Bylaws 2014	Decrision Sought Side death for decrease and or augmented changes you want Council to make in respect of the provision

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		Fig 19: Kalteriteri Bay Map 15	Phoses rater to the numbered bylaw or subclause e.g. 3.4 Wake, or figure e.g Fig 5	Provision/Clause
		Oppose	Clearly indicate whether you support or oppose the specific provision	Support/Oppose
		Delete "access land for water skiing" as shown on the annexed map.  The access lane the proposal set out in the Figure relative to Little Kaiteriteri is in appropriate.  (i) Much of the bay is lost to use by "powercraft" (not defined) and a large part of the best beach lost to ski access lane.  (ii) People (including residents) will not even be able to pick up or set down in the area identified "powercraft" prohibited"	Size in summary the nature of your examination and the reasons for it.	Submission
	(See photographs annexed)	**Augreeted charges you want Council to make in respect of the provision  (i) Amend Fig 19 to delete "access lane for waterskiing" Prohibit jet skis throughout Little Kaiteriteri  (iii) Prohibit area (text and map) showing as "powercraft prohibited"  For the avoidance of doubt, as currently non-powered watersports should be able to use the whole of Little Kaiteriteri	State clearly the decision and or	Decision South

#### ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL - NAVIGATION BYLAWS

#### 1. General

While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.

#### 2. Position of the Ski Lane

A proposed ski lane has been proposed:

- Directly in front established homes, many of which are lived in permanently;
- (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
- (iii) The Little Kaiteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kaiteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

The proposal contained in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri beach into another "active activity beach" in large parts.

#### 3. Effect of Proposed Ski Lane

- (a) Whilst the proposal reserves some area of beach for swimmers and passive activities it:
- (i) Takes almost a % of the beach for powered (water ski) craft:
- (ii) Takes water skiing access lanes out of the "commercial" area at main Kaiteriteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (in the context of Kaiteriteri Bay as a whole):
- (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
- (iv) Will have a major impact on residents of Little Kalteriteri who wish to use the beach for pick up and drop off family (but not watersking) from in front of their houses thereby taking pressure off main Kaiteriteri.

#### (b) Safety:

- (i) Little Kaiteriteri has prevailing afternoon Northerly sea breeze and often accompanied by a swell / surf like wave action more often than not impossible to offload friends / family from watercraft small to medium boats even kayaking at times can be challenging. This summer alone we witnessed 3 boats become side on in the surf and were swamped. We witness many people jumping off their watercraft in to waist deep water b/c the swell is too large to land any closer to the beach it is incredibly dangerous
- (ii) We ourselves have a 6.5m powerboat and we ourselves do NOT load/offload passengers at Little Kai we drive/walk around to Kaiteriteri boat ramp where it is sheltered and safe how can skiing be contemplated at all at Little Kaiteriteri someone will be injured if not killed.

- (iii) Little Kaiteriteri is a SAFE haven for families in particular with children, for swimming, paddle boarding, kayaking and the like introducing any water ski/board activity will be treacherous SAFETY is the key issue and any change to the current location will jeopardise the safety of ALL users of the water in Kaiteriteri as it will cause "cross traffic" at right angles across the bay the current situation works outgoing commercial operators and sklers travel parallel and it is safe proposing the lane in Little Kaiteriteri will mean this traffic will cross
- (iv) The residents at Little Kaitariteri have invested there because of the 'passive and peaceful nature' of the beach and its surroundings most owners are middle aged or older and many have young families / grandchildren. The main Kaiteriteri beach has traditionally been the 'busy hub' for commercial uses and active recreation for boats, skiers and biscutting.
- (v) The existing location of the ski lane is NOT unsafe and works why change it. We ourselves go over the main ski lane to ski as it is simply not safe to begin from Little Kalteriteri beach

#### (c) Eresion Control:

Kaiteriteri Domain Board in conjunction with TDC has spent thousands (along with ratepayers volunteers to help plant) planting out the foreshore to protect it from further erosion and directing pedestrians in order to protect these plantings. Additional wake from power boats will erode further the beach at the front and the additional people and foot traffic on the foreshore will destroy what has been so well prepared.

#### (d) Penguin Life/Bird Life:

Residents, in particular the children enjoy the birdiffe and penguins who live all along the beachfront in burrows along the foreshore of Little Kalteriteri — they are known to nest in the planted areas but also under residents decks and in gardens. The little blue penguins are often swimming in the water alongside paddle boarders and kayakers in the waters in front of the Little Kalteriteri Beach

Penguins avoid people — so moving the ski lane to Little Kaiteriteri wili 'destroy' this habitat and environment .

#### (e) Traffic/Pollution & Rubbish/Lack of Services

Little Kalteriteri simply does not have the facilities to cope with additional car traffic—there is not adequate parking now even allowing for day visitors to the beach. The Reserve is already been chewed up and destroyed by the buses/vans using the reserve to turn around for the Commercial boats using the Little Kal beach as a landing base on very low tides—that is another issue in itself

There is no adequate toilet facilities like there is a the main beach to cope with additional people

Additional people will leave rubbish

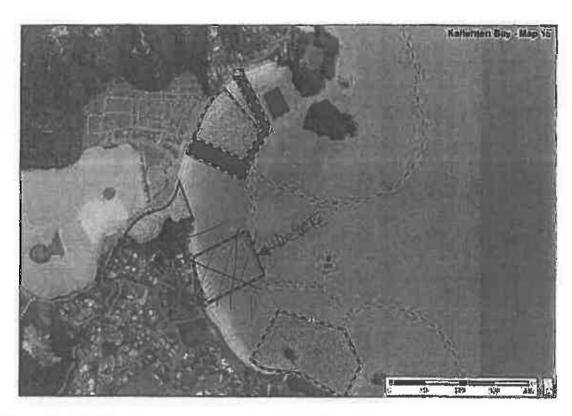
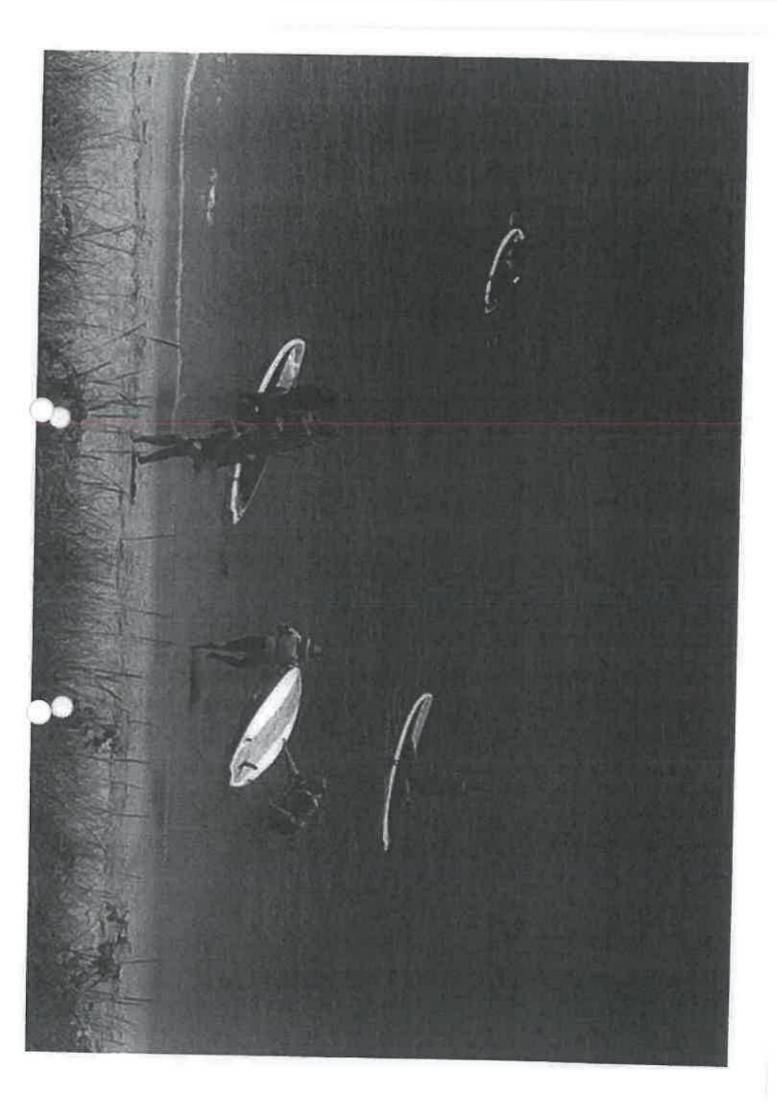
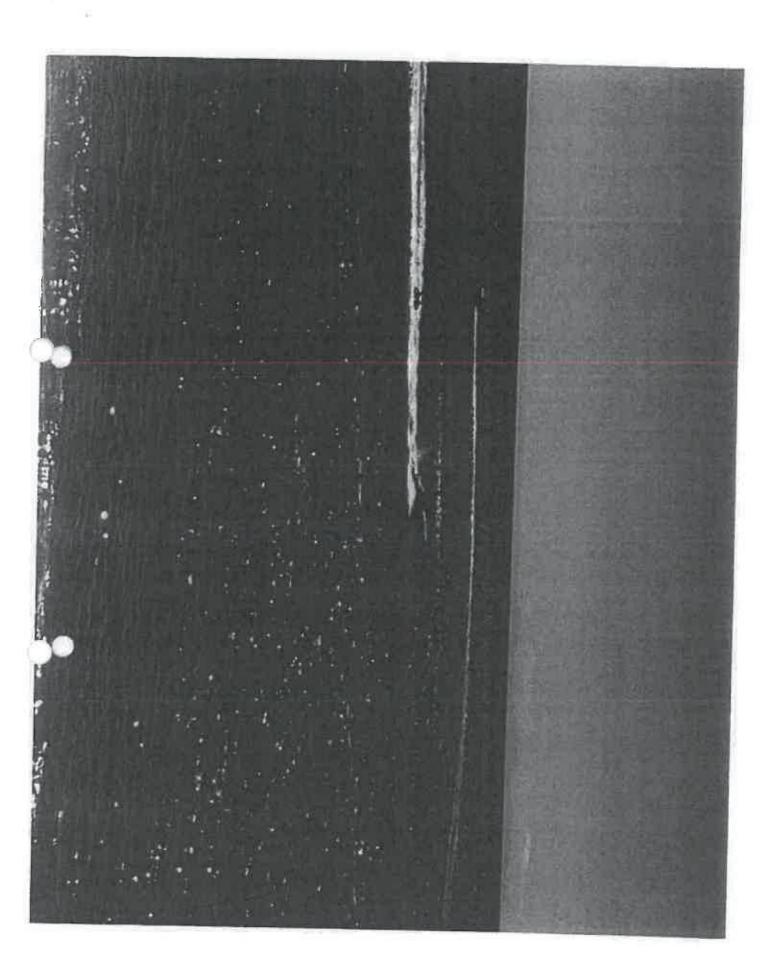
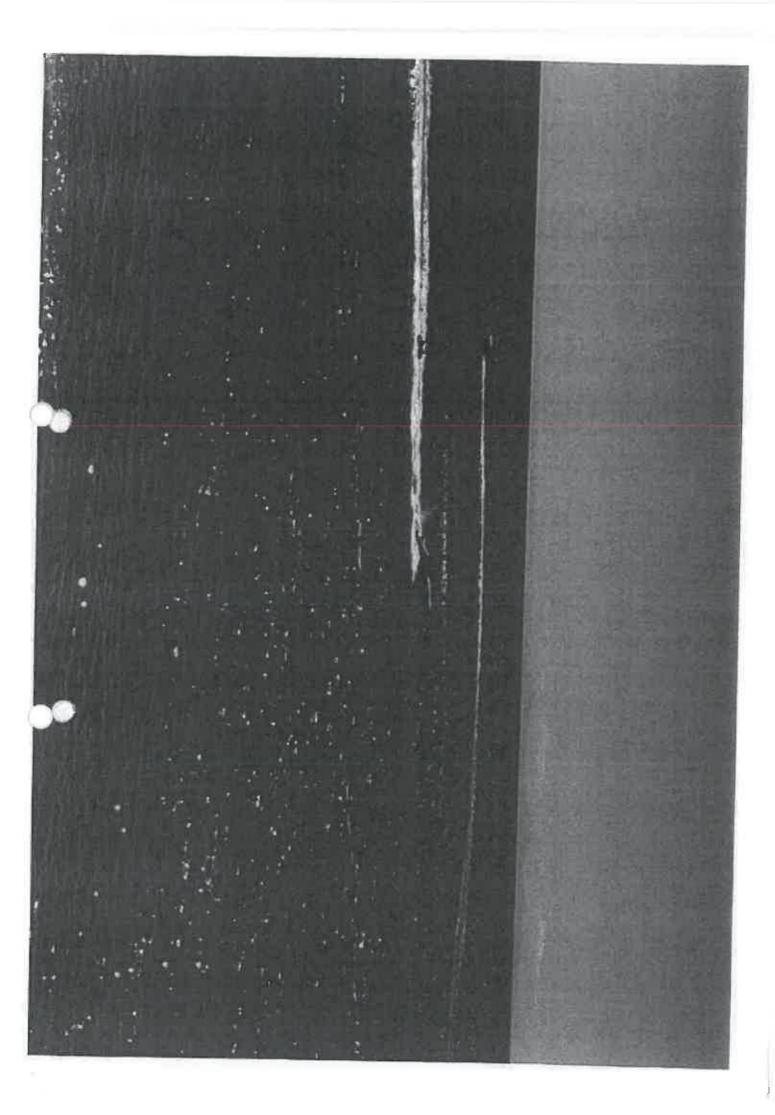


Figure 19: Kalteriteri Bay - Map 15.

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
- 200m from shore (at high tide)	Bylaw 3.3
Access Point Transit Lane	Paragraph 5e and Paragraph 2
Anchoring Prohibited	Paragraph 2 and Paragraph 1
Access Lane for Water Skiing	Paragraph 3
Swimming Area	Paragraph 5b and Paragraph 1
Power Craft Prohibited	Paragraph 8
Not shown: Personal watercraft, WIG craft and hovercraft are prohibited from operating in Kalteriteri Bay except for lawful transits between beach or ramp and open sea.	Paragraph 8
A Caution (Obstructions Likely)	Multiple submerged rocks in general area between symbol and red icon indicating por lateral beacon, and in adjacent swimming area.







Closing date: 4:30pm	on Friday 28 March 2014	
To: Navigation Bylaw Tasman District ( Private Bag 4 Richmond 7050	2 704AR info@tasman.govt.nz Council TASMAN Subject: Navigation Bylaws Council	onsultation
Full name of submitter:	ALAN LOSS & NICOLA STAINE GILL	CHLIST
Organisation (if any):		12//2
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Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws Co Tasman District Coun Private Bag 4 Richmond 7050		.govt.nz gation Bylaws Consultation 
Full name of submitter: Organisation (if any): Full postal address:	Josefyn Mary of 30 Taylors Ave Bryndwr CHRISTCHURC	enne subnis
Email Address:	jailchristexha.	60.nZ
Telephone number(s):	03-3516-122	
Fax number:		
Please delete one of the following I WISH TO PRESENT MY I DO NOT WISH TO BE H This is page 1 of a total of	SUBMISSION IN PERSON TO A	COUNCIL HEARING
Signature of person making sub		For office use: Received: Submission ID: Acknowledged: Hearing time required?: Hearing time advised: Decision notified:



Sch.2b	Sch.2a	Sch.2a Clause 5	3.72 Sch.2a	3.2	Provision / Clause Please refer to the numbered byear or subclause, e.g.3.4 Wake, or figure e.g. Fig 5 - Pakayeu
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Submission on draft Teamen District Council Consolidated Bytaw, Chapter 5: Nevigation Bytaws 2014 Page of Submission of

		Fig 19: Kaiteriteri Bay Map 15	Provision / Clause Please refer to the reunidered bytem or subdisciss, e.g.3.4 Wate, or figure e.g. Fig.5 - Patamen
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### ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL - NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

- 1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 6848 of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal Including the details of the proposed bylaws include provisions for a water ski lane at Little Kalteriteri where none presently exist.
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  - (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
  - (iii) The Little Kalteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kalteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri beach into another "active activity beach" in large parts.

- 2. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
  - (i) Takes almost a % of the beach for powered (water ski) craft;
  - (ii) Takes water skiling access lanes out of the "commercial" area at main Kaiteriterl which is in close proximity to the boat ramp and dumps water skiling all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (in the context of Kalteriteri Bay as a whole);
  - (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
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Closing date: 4:30pm on Friday 28 March 2014 To: Navigation Bylaws Consultation OR info@tasman.govt.nz Tasman District Council Subject: Navigation Bylaws Consultation Private Bag 4 Richmond 7050 Peter William Gildrist Full name of submitter: Organisation (if any): 970 North Eye Road Full postal address: Deteregilaristbroken. co. nz Email Address: 03.3126-792 0274-334-567 Telephone number(s): 03-3126-798 Fax number: Please delete one of the following: TANISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING I DO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of 4 pages. Signature of person making submission (or person authorised to sign on behalf of submitter) .............. Date For office use: Received: Submission (D: Acknowledged: Hearing time required?: ..... Hearing time allocated: Hearing time advised: Decision notified: \*\*\*\*\*\*\*\*\*\*



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Submission on draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014 Page\_\_\_\_\_ of \_\_\_\_\_\_ Submitter's name:

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### ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL $\rightarrow$ NLAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

- 1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 6848 of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kalteriteri where none presently exist.
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Closing date: 4:30pm on Friday 28 March 2014 To: Navigation Bylaws Consultation OR Info@tasman.govt.nz Subject: Navigation Bylaws Consultation Tasman District Council Private Bag 4 Righmond 7050 Full name of submitter: Organisation (if any): Full postal address: RANGIORA emotioned of christlers hope of to, orz **Email Address:** Telephone number(s): 3126 Fax number: Please delete one of the following: I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING I DO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of 4 pages. Signature of person making submission (or person authorised to sign on behalf of submitter) For office use: Received: Submission ID:

Acknowledged:

Hearing time required?: Hearing time allocated: Hearing time advised: Decision notified:

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Submission on draft Teamen District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

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ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL - NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

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### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws ( Tasman District Col Private Bag 4 Richmond 7050		R info@tasman Subject: Navi	.govt.nz gation Bylaws Co	nsultation
Full name of submitter:	Glassford S	Rouly TANK a	Bown tain	dy rust
Organisation (if any):	N(a	·		···
Full postal address:	8 Rowlin	y Road		***
	Vi	tertei		
Email Address:	Peter, a la &	ford e bi	Nunglass . as.	-NZ.
Telephone number(s):		3849341		<del></del>
Fax number:	03	3772991		
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Submission on draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Page 2 of 4 Submitter's name:

Page 5 of .

Submitter's name:

### ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL — NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

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## Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014

	711 11day 20 18101011 20 17	
To: Navigation Bylaws Tasman District Co Private Bag 4 Richmond 7050	Subject: Navigation Bylave CER 2 8 MAR	- 1 <del>2</del> 71
Full name of submitter:	GREGORY GOSTALL WASHAN DISTRICT	
Organisation (if any):		. 1
Full postal address:	3 KRAMMER STREET	16/4
	3 KRAMMER STREET	ATTAL an
		ATTR on
Email Address:	gregjgdesign@gmail.com	- medde
Telephone number(s):	03 5289518	Map
Fax number:	03 5289518	-
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Signature disperson making su	ubmission (or person authorised to sign on behalf of submitter)	
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Date	For office use: Received: Submission ID: Acknowledged: Hearing time required?: Hearing time allocated:	18 082

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Decision notified:



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Submission on draft Tasman District Council Consolidated Bylaw, Chapter 6: Navigation Bylaws 2014 Page Z. of Z. Submitter's name; GREG COOPLL.

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# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on	Friday 28 March 2014	2	
To: Navigation Bylaws C Tasman District Cou Private Bag 4 Richmond 7050	onsultation OR info@tasman.govt. ncil Subject: Navigation	PASMs Chienre	ion
Full name of submitter:	SUZENNE & MICHAELJAMES	TEE CHOOPSIN	16/6 Staden
Organisation (if any):	A		d )
Full postal address:	94A MOFFAT DRIVE		Staden
	LINCOLN,		LK
	CHRISTLHURCH 7608.		
Email Address:	mends goodwin & xtra. co. nz.		
Telephone number(s):	01-1 987735		11.5
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Page 3 of H Submitter's name: Suzanaci Hwite Goodsein

Submission on draft Tasmen Distinct Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

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Page 4 of 14 Submitter's name: Syzabalivi & MUK's Goodain

## Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014	mar or a service
To: Navigation Bytaws Consultation OR infed Tasman District Council Subj Private Bag 4 Richmond 7050	Etasman.govinz ect: Navigation Bylaws Consultation
Full name of submitter. Par Gray	16/40
Organisation (if any):	Copy of
Full postal address: P.O. Box 792	Spy of
Nelson	F-0007
Email Address: robenwine ord	·co.nz
Telephone number(s): 02/438472	
Fax number:	
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Please delete one of the following:	
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I DO NOT WISH TO BE HEARD IN PERSON	
This is page 1 of a total of 3 pages.	
Signature of person making submission (or person authorised to si	gn on behalf of submitter)
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	Submission ID: ALB 084
	Acknowledged: Hearing time required?:
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Support Oppose

Submission

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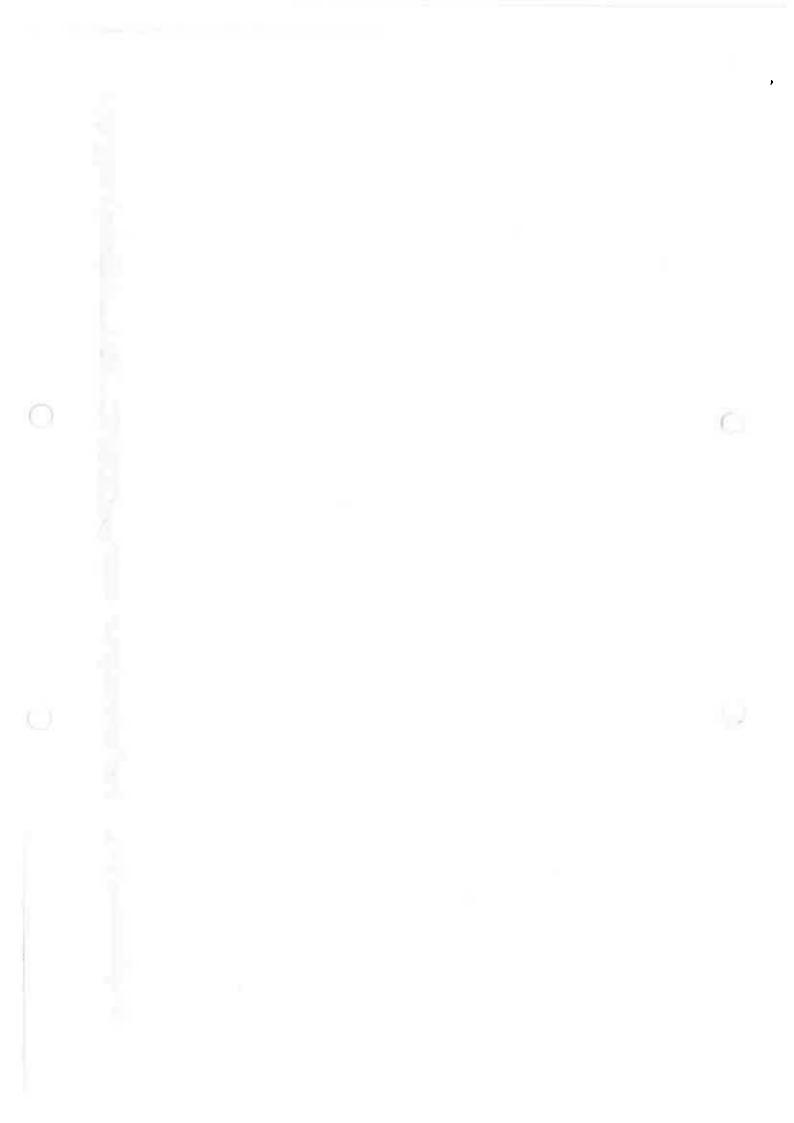
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MODIFICATIONS #213 Provision Clause

Submission on draft Taeman Digitict Council Consolidated Bylaw Teges 5: Navigation Sylaws 2014

Submitter's name:

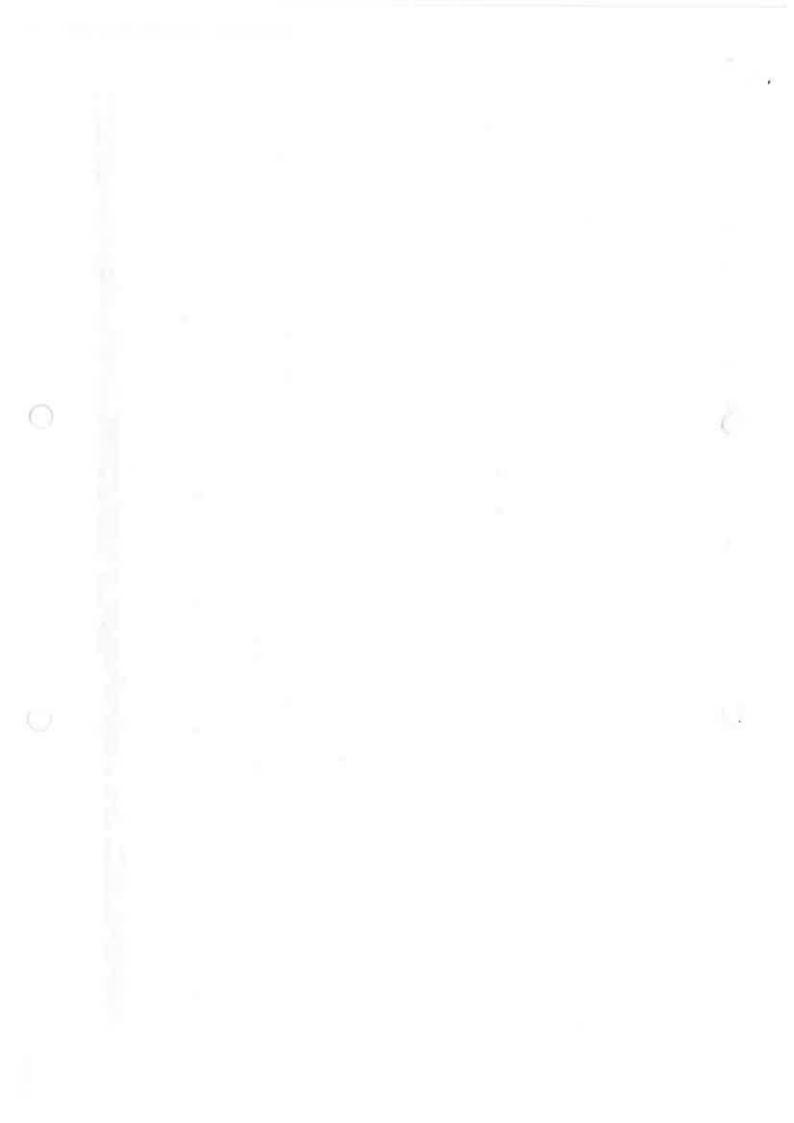
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## Revises Procuse are Maria? Link to N.E. Point of Grandous

From Season Pho 12

Figure 16: The Anchorage (Browns Beach) - Nep 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw	
200m from shore (at high tide)	Special States	
Access Point Transit Lane	Paragraph 5e and Paragraph 3	
'Go Slow' Zone 3 Knots	E क किए कि हो है and Paragraph 1	
Water Skiing Area	Paragraph 5a	
Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.	

#### Katie Greer

From:

Maxine Day

Sent:

Wednesday, 26 February 2014 3:31 p.m.

To:

Katie Green

Subject:

FW: Website Submission - Draft Navigation Bylaws

Attachments:

Navigation-Bylaw-submission-2014.pdf

Maxine Day | Policy Planner | Tasman District Council | 189 Queen Street Private Bag 4 Alchmond 7050 | 1901 02 543 6531

From: Nikki Shepherd On Behalf Of Reception Richmond

Sent: Wednesday, February 26, 2014 3:14 PM

To: Maxine Day

Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]

Cant: Wednesday, 26 February 2014 3:03 p.m.

: Reception Richmond

Subject: Website Submission - Draft Navigation Bylaws

### Website Submission - Draft Navigation Bylaws

Your Contact Details

Title \*

NB 085

First Name

Rob

Last Name \*

Guild

idress \*

5 Kaiteriteri Sandy Bay Road

Suburb

Kaiteriteri

Town \*

Motueka

Postcode \*

7197

**Daytime Phone Number** 

03 5278010

Mobile Phone Number Email Address \*

#### rob@experiencekaiteriteri.co.nz

#### Organisation

Kaiteriteri Recreation Reserve Board

#### **Position**

Reserve Manager

**Presenting Your Submission** 

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

Your Submission

Your comments \*

Clauses 15 and 17 opposed - re Waterskiing in Kaiteriteri Status Quo should remain.

See attached.

tach a file to your submission

Navigation-Bylaw-submission-2014.pdf - Download File

#### **Kaiteriteri Recreation Reserve Board**

The Secretary 5 Kalteriteri Sandy Bay Road Kalteriteri 7197 Phone (03) 527 8552 nicola@experiencekalteriteri.co.nz The Reserve Manager Kaikeriteri Motor Camp Motueka Phone (03) 527 8010 rob\_kaiteritericamp@xtra.co.nz

25 February 2014

#### **SUBMISSION ON THE PROPOSED NAVIGATION BYLAWS 2014**

The Kalteriteri Recreation Reserve Board (The Board) offer this submission on the Tasman District Council's proposed repeal of its Navigation Safety Bylaw and replacement with a new set of Navigation Bylaws.

The Board submits on the changes to the management of Kaiteriteri Bay specifically the suggested removal of the Water Ski Area and installation of an access lane for water skiing from Little Kaiteriteri beach.

The Board acknowledges that Kaiteriteri Bay has extreme pressure placed on it during the summer holiday period and that controls are necessary to enable all users a safe area to operate/enjoy. Council staff have identified a conflict between bathers and those wishing to water skl/biscult in the current allocated areas. This is exasserbated by the ebb tibe from the lagoon swimming area but The Board believe that the current time restrictions of 2 hours either side of the high tide on water skiing activity has minimised this. The Boards launch warden, who patrols the bay during the peak summer holiday has commented that the necessity for him to enter this area for enforcement of rules has significantly reduced over the past two years.

Removing this area and proposing a new Water Ski Access lane at Little Kaiteriteri we suggest will create more confusion and possible danger to the water ski fraternity.

The necessity to launch from the Kaiteriteri ramp and traverse a very busy bay to Little Kaiteriteri will create more issues than it resolves and the education of users will be a difficult task.

The Board submits that the Status Quo should remain.

B Gibb Chair



### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

• <del>-</del>		17 MAR 2014
To: Navigation Bylaws Consu Tasman District Council Private Bag 4 Richmond 7050	ultation OR info@tasman.g	
Organisation (if any):  Full postal address:	drey + Andrew H 6 Rowling Road aiterited R 1 otneka. 719	Cercles  Cercles  According  12 Sich
	) 548 7146 - (03)	5278 192
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Hearing time required?: ......
Hearing time allocated: ......

Hearing time advised: Decision notified:

#### How to make a submission

The document upon which submissions are to be made is the "Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014". Please note that although a list of substantive changes from the existing Navigation Safety Bylaw 2005 is included above, the proposed Bylaws are entirely new, being made under a different Act. You can make a submission on any matter or provision in the draft Bylaws, including suggesting new reserved areas, speed limits etc. Submissions in support are of equal validity to submissions opposed.

If you wish to suggest changes to the draft Bylaws which are not proposed, it would be helpful if you could provide as much supporting information as possible in your submission.

Any person may make a written submission on the content of these draft Bylaws.

Submissions must be in writing, and should be in the format shown in the attached submission form, if that form is not actually used. This form is intended as a guide only, but is suitable for brief submissions. Please attach any additional pages as necessary.

In addition, if you wish to present your comments in person, Council will hear verbal submissions. Hearing dates have not yet been set but are likely to be in Richmond in May or June 2014. This consultation is an opportunity for the Council to consider your views before the decisions are made. There will be no right to appeal once the decisions have been made.

The submission period begins at 8.00 am on 6 January 2014. Please note that written submissions are to be received by Tasman District Council by 4:30pm on Friday 28 March 2014.

#### Submissions can be:

Posted to:	Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050	
Faxed to:	03 543 9524 Attn: Navigation Bylaws Consultation	
Delivered to:	Tasman District Council Attn: Navigation Bylaws Consultation  189 Queen Street, Richmond, or 92 Fairfax Street, Murchison, or 7 Hickmott Place, Motueka, or 14 Junction Street, Takaka	
Emalled to:	info@tasman.govt.nz	

#### I

### Submission on the draft Tasman District Council Consolidated by law, Chapter 5, Navigation bylaws 2014

This submission relates to A (XV) + (XVII) taken from TDC summary and consultation advice, and strenuously *enposes* the proposition that the existing ski lane be removed from Karteriteri and replaced in Little Karteriteri.

- 1. There is no doubt that Kaiteriteri Bay is under increasing pressure from all the activities wanting to use it.
- 2. Over-riding all actions on both the water and land areas in Kalteriteri is the paramount importance of safety.
- 3. The first matter requiring clarification relating to councils proposal to insert the ski lane into Little Kaiteriteri, is to establish the reason why the present situation is so different from the TDC hearing of 21st September 2006, when an almost identical proposition was discussed. Sixty Three submissions were opposed with only four in favour, Council subsequently upheld the complaints, arguments and reasoning.
- 4. Why then should the community be put through the same debate at a significant cost in time, effort, and money. Just what are the factors forcing council to again bring the ill conceived concept for yet another rehash.
- 5. It is of course accepted that this particular matter is only a very small part of the required change under the proposed Navigation Bylaws 2014.
- 6. The following items examine some possible reasons for the shift
  - A. Has there been a significant increase in unsafe recreational boating in the last eight years in the Bay?
    Answer: Probably Not.
  - B. Have any factors from the Reserve Boards camp impacted adversely?

    Answer: Probably Not. It has been traditionally full to capacity from boxing day to Waitangi day.

- C. Has the emotive issue of children being swept out of the estuary and into danger become a factual reality?

  Answer: In all probability, no. Strict parental supervision and the "Kiddie Catcher" across the estuary mouth, have helped.
- D. Is the suggested unsuitability for Skiing in its present position the real reason for this shift?

  Answer: No.
- E. Has commercial boating activity increased?

  Answer: Yes. This is clearly the dominant factor in the attempt to reposition the ski lane.

This last point raises the questions as to what Kaitariteri is all about.

- A. The traditional focus has been on the large reserve Board camping ground with its multiplicity of attractions. The emphasis on family based beach and boating activity, coupled with the day visitors both local and international.
- B. Coupled with the above is the steady increasing residential development, particularly in Little Kaiteri.
- C. The surge in commercial activity poses the question as to whether Kaiteriteri's traditional role in tourism is being usurped by the sheer size and force, from commercial operators, and is it increasingly become just a departure point for visitors to the Abel Tasman National Park.
- D. Are the other departure points more suitable for commercial operations, say Tapu/
   Stephen's Bay, or Port Motueka.
- E. The New Zealand requirement for skiers to move in an anti-clockwise direction is not the most suitable for Kaiteri. If this is correct, why should a dispensation not be applied for to revert to the old clockwise way. Survey's of campers showed they enjoyed watching skiing, and wanted it to remain in its present close proximity to the camp.

8. So there appears to be three options. One, to leave the ski lane where it is in Kaiteriteri, secondly, to move it to Little Kaiteriteri, and thirdly, move the water skiing out of the Bay altogether.

9. The reasons for opposing the ski lane being put into Little Kaiteriteri fall into a number of categories.

#### A. Sea Conditions:

By virtue of its exposure to the prevailing winds and sea conditions, the nominated area is far less suitable to be a safe and practical option.

#### B. The beach, shoreline and the banks above are a very fragile area.

Probably no section right along Little Kaiteriteri beach is more exposed to heavy seas with highly vulnerable banks bordering the beach. All combining to make the area unsuitable as a ski lane. The four photographs with this submission give clear evidence of this erosion, and the associated inreads into the banks. Twenty odd years ago the pine tree stumps were living trees growing on top of the bank metres from the tide.

If the erosion continues, the road above and residential properties will be in very real danger.

One department of council promotes annual working bees of local rate payers to plant stabilisation material right along the beach. Another arm of council will put unnecessary stress onto this highly sensitive environmental area.

#### C. Parking

Parking over the high season is at an absolute premium in Little Kaiteriteri. All that remains vacant is the Ryder Reserve. Vehicles with boat trailers obviously take up a far great parking space than a single vehicle.

#### D. Beach:

Taking 146m of pristine beach for a ski lane is a tragedy. The 36m left between the southern rocks and the ski lane is virtually useless to swimmers. Anyone in the water soon detects the oily/petrol smell and taste in the water near power boats. There are many times more swimmers than boatles. So it is only fair that the majority must be recognised and not pushed into every shrinking sections of beach and water. Surely, at this stage we can halt creeping contamination of our seas and preserve the beauty and environment of this lovely beach.

#### E. Swimming Areas:

According to the plan on page 102 in the Statement of Proposals, approximately 330 metres in the shoreline measurement of the proposed swimming areas at the northern end of the beach. The only trouble with this generosity is that only approximately one third (110m) is sand. The remaining 220m is pure, hard, sharp, rook, the majority of which is inaccessible to the average family beach user. This again shows how out of touch the promoters of the proposal are in relation to Little Kaiteriteri.

#### F. Boat Movements:

Rather than decrease power boat movements, the proposal will increase them. Once a boat is launched at the Kaiteriteri boat ramp it then moves over to pick up the vehicle driver and any additional people and material at the traditional pick up point along from the mouth of the estuary, close to the present ski area. After that, they then have to move around to the new ski lane. All this in the name of efficiency and safety.

#### G. Precedent:

The precedent already set along the Kalteriteri beach with commercialisation pressing for more and more room will be most certainly replicated over the years as more and more areas are taken for a variety of purposes.

#### H. Implementation

A major factor in making any law is it's implementation. The TDC's control of both water and land at present is pathetic. It's all very well to introduce new rules, but when there is little or no attempt to enforce them, they become a farce. Excess hoat speeds, four wheel bikes on the beach, dogs everywhere, just for a start.

#### Conclusion

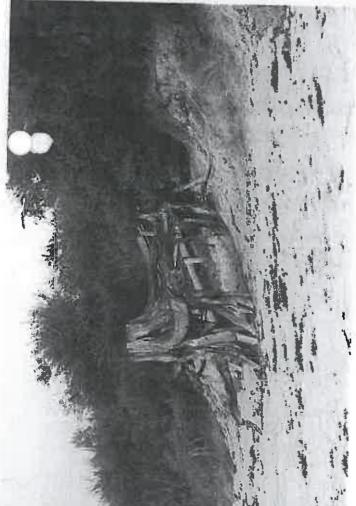
- Little or no reasoning has been presented as to why council has ignored its own 2006 decision regarding shifting the ski lane into Little Kaiteriteri.
- Not enough careful analysis has been given to the safely and impact of sea conditions nor the impact on the environment of the proposal.
- 3. The pressure of extra vehicles into Little Kaiteriteri has not been properly accounted for.
- 4. The designated swimming area at the northern end of the beach is largely amongst the rocks and is totally unsuitable.

Our thanks are extended to the Chairman and Committee for the giving this subject considered examination as to its merits.

Audrey and Andrew Hamilton









flamilton Submission

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C

### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws ( Tasman District Co: Private Bag 4 Richmond 7050	uncil Subject Navigation Bylaws Consultation
Full name of submitter:	Kein Jones Honds 21 MAR 2014
Organisation (if any):	TASMAN DISTRIC
Full postal address:	123 Warden fel
	BOX 2967
	Prehmond Nelson
Email Address:	hand-nelsone wife. come
Telephone number(s):	DZ 5499006
Fax number:	16/4
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I DO NOT WISH TO BE H	HEARD IN PERSON
This is page 1 of a total of	Fpages.
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Submission on draft Teamen Dietrict Council Consolidated Bylaw, Chapter 3: Navigation Bylaws 2014 Page 2 of 1 Submitter's name 2014

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Support Oppose County states out the post	Oppose 3.2.3	Оррове	Opposed	Оррове	Оррове
Proviscon Clause Fine orders for remisered byter or subdens, ag 3.4 Wele, or figure ag Fig 5 - Pelemen	3.2	3.72 Sch.2a	Sch.2a Clause 5	Sch. 2a	Sch.2b

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## ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL — NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

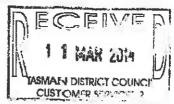
- 1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.
- A proposed ski lane has been proposed:

100 m A

- (i) Directly in front established homes, many of which are lived in permanently;
- (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
- (III) The Little Kalteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kalteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kalteriteri beach into another "active activity beach" in large parts.

- 3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
  - (I) Takes almost a % of the beach for powered (water ski) craft;
  - (ii) Takes water skiing access lanes out of the "commercial" area at main Kaiteriteri which is in close proximity to the boat ramp and dumps water skling all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (in the context of Kaiteriteri Bay as a whole);
  - (III) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
  - (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteriteri.



### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm	on Friday 28 March 2014
To: Navigation Bylaws Tasman District Co Private Bag 4 Richmond 7050	
Full name of submitter:	Christopher Hart LK
Organisation (if any):	J. W. C.
Full postal address:	46 Atomore Tre
	Nelson
Email Address:	Chriswhartuk@hotmail.com
Telephone number(s):	5487578
Fax number:	
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I DO NOT WISH TO BE	HEARD IN PERSON
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Signature of person making si	abmission (or person authorised to sign on behalf of submitter)
11 March 2014	For office use: Received: Submission ID: A.S. 68.9 Acknowledged: Hearing time required?:

Hearing time advised: Decision notified:

Provision / Clause Place rate to the remained bytes or subcleuse, e.g.3.4 Water, or figure e.g. Fig.5 Peirawau	Support Oppose  Support or oppose the speaks  provision	Submission  submission  subgrading a charge to a map, please append a copy marked up with your proposed charges	Denision Sought State every the decision and or suggested changes you want Council to make in respect of the provision
39 22	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any circumstances	Delete power exemption and delete from Rues 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Оррове	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriter Bay so far as it relates to Little Kaiteriteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the skilaccess lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop of	e ← As over le
Sch.2a	Oppose	lly but no water skling ther clause making waters bited activity in Little teri Bay	e As over
Sch.2b	Oppose	Add another clause which extends swimming areas and prohibits water—skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	← As over

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		Delete "access lane for water skiing"	SULUMISSION State is surround the reduce of your autorisement and the remotive for it. it supposting a change to a map, please append a copy marked up with your proposed changes
		<b>↑</b>	Decision Sought  State clearly the decides and or suggested changes you want Council to make in respect of the provision

ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL — NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

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# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4,30pm on Friday 28 March 2014

To: Navigation Bylaws Tasman District Co Private Bag 4 Richmond 7050	Consultation OR info@tasman.govt.nz  Duncil Subject: Navigation Bylaws Consult	ation
Full name of submitter:	Alan Lesle Haycock	14/4
Organisation (if any):		AIZ-TO
Full postal address:	16 Peoch Toland	Shiles
	Motueka	
Ernall Address:	- alja haycock @ stra.co. N7	
Telephone number(s):		
Fax number:	03 5286315 027 40 50 336	
Plause delete one of the follows	ing:	
LWISH TO PRESENT MY	SUBMISSION IN PERSON TO A COUNCY, HEARING	
I DO NOT WISH TO BE H	EARD IN PERSON	
This is page 1 of a total of	3 pages,	
	A:	
Signature of person making subm	nission (or person authorised to sign on behalf of submitter)	
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Full	name of submitter:	John	He	hber	d	Mag	1
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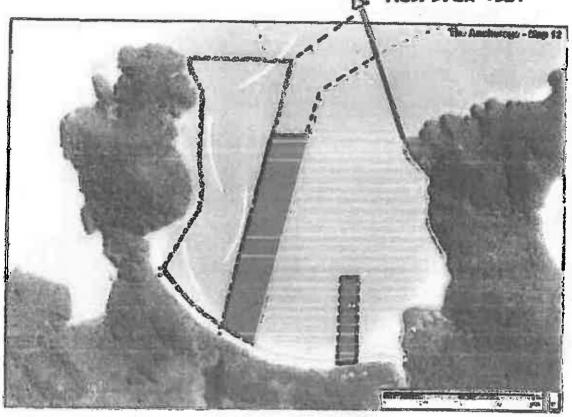


Figure 16: The Anchezage (Browns Beach) - Map 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
· 200m from shore (at high tide)	Evian 3.3
Access Point Transit Lane	Paragraph 5e and Paragraph 2
'Go Slow' Zone 3 Knots	Paragraph 4 and Paragraph 1
Water Skiling Area	Paragraph 5a
1: Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.



### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws Consultation

To: Navigation Bylaws C Tasman District Cou Private Bag 4 Richmond 7050	consultation OR info@tasman.govt.nz Incil Subject Navigation Bylaws Cornsultation	
Full name of submitter:	Rudy Heeman	164
Organisation (if any):		· America
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Signature of person making submission (or person authorised to sign on behalf of submitter)

17-3-14

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#### How to make a submission

The document upon which submissions are to be made is the "Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014". Please note that although a list of substantive changes from the existing Navigation Safety Bylaw 2005 is included above, the proposed Bylaws are entirely new, being made under a different Act. You can make a submission on any matter or provision in the draft Bylaws, including suggesting new reserved areas, speed limits etc. Submissions in support are of equal validity to submissions opposed.

If you wish to suggest changes to the draft Bylaws which are not proposed, it would be helpful if you could provide as much supporting information as possible in your submission.

Any person may make a written submission on the content of these draft Bylaws.

Submissions must be in writing, and should be in the format shown in the attached submission form, if that form is not actually used. This form is intended as a guide only, but is suitable for brief submissions. Please attach any additional pages as necessary.

In addition, if you wish to present your comments in person, Council will hear verbal submissions. Hearing dates have not yet been set but are likely to be in Richmond in May or June 2014. This consultation is an opportunity for the Council to consider your views before the decisions are made. There will be no right to appeal once the decisions have been made.

The submission period begins at 8.00 am on 6 January 2014. Please note that written submissions are to be received by Tasman District Council by 4:30pm on Friday 28 March 2014.

#### Submissions can be:

Posted to:	Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050
Faxed to:	03 543 9524 Attn: Navigation Bylaws Consultation
Delivered to:	Tasman District Council Attn: Navigation Bylaws Consultation  189 Queen Street, Richmond, or 92 Fairfax Street, Murchison, or 7 Hickmott Place, Motueka, or 14 Junction Street, Takaka
Emailed to:	Info@tasman.govt.nz

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Submission on draft Tasman District Council Consolidated Byle Shapter 5: Navigation Bylaws 2014

## Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

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Closing date: 4:30pm on Friday 28 March 2014					
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	Hearing time advised:				

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Emailed to:	info@tasman.govt.nz

Submission on draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014 Page of

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Submitter's name:

Abel Tasman Sailing Adventures Ltd. Sandy Bay Road, Kaiteriteri Beach P: 46 Martin Street, Monaco, Nelson 7011, New Zealand

Ph: 03 5278375 / 0800 GO SAILING/ 0800467245

E: info@sailingadventures.co.nz W: www.sailingadventures.co.nz



NB096 Now in submission

Steve Hainstock Harbourmaster Tasman District Council 189 Queen Street, Private Bag 4 Richmond, Nelson 7050

11 December 2013

Dear Steve

Re: Mooring request for Kaiteriteri

As we have discussed with you several times over the years, you are aware that we would be very keen for a mooring for our yachts in Kalteriteri. It is encouraging to see that TDC are looking at the moorings in the region as there is certainly a need for more efficient use of mooring areas such as Kalteriteri. The purpose of this letter is to formally request that we be considered for mooring allocations should more mooring space become available in Kalteriteri Bay.

Abel Tasman Salling Adventures has a long history of operating in Kaiteriteri, since 1997. Throughout this time we have had 3 similar 10 metre sailing catamarans anchored in Kaiteriteri over summer. Throughout the year there is always one anchored in the bay while the others are moved to the safety of estuaries for the winter.

Because of our long history of anchoring in Kalteriteri we can quote many examples where, due to not having use of a mooring and relying on anchor, that vessels have been put at risk. In recent years 2 yachts have been extensively damaged due to dragging anchors, one on rocks and one resulting from collision with another vessel. At another time a yacht dragged anchor and was found relocated to Farewell Spit.

We have tried to mitigate anchoring issues by placing a substantial storm anchor for the yachts to anchor to. Unfortunately you have banned us from doing so with threat of revoking our Commercial Operator Licence should we not fulfil the requirements for the vessel to uplift and carry the anchor. Our yachts are lightweight sailing yachts, they do not have systems for an electric windlass like many vessels in the bay and anchors have to be lifted by hand requiring some effort and not easily done. The yachts normal operations are that they return to the same place every day to anchor overnight.

Over the years the space to anchor in Kalteriteri Bay has diminished, mainly due to the increasing size and number of other companies' vessels and their need for greater swing area. During mid-summer the increased numbers of private boats force our yachts further out into the bay as the usual anchor places are taken.

Also over the years the northern corner of Kaiteriteri Bay has been filling in with sand and thereby resulting in shallower water and less anchoring opportunities. If this corner could be dredged this would greatly increase the ability for vessels to utilize this area.

Our desire would be to secure 3 moorings in Kalteriteri Bay, one for each vessel. We congratulate TDC in looking at ways to provided safe, secure and compact layout of moorings to allow efficient and useful utilization of this area.

**Best regards** 

Jane-Maree Holmes

Director/Owner
Abel Tasman Sailing Adventures Ltd.
DDI: 03 5476666 Mobile: 0275476666



### Katie Greer

From:

Robyn Laing on behalf of Reception Richmond

Sent:

Friday, 28 March 2014 1:08 p.m.

To:

Katie Greer

Subject:

FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]

Sent: Friday, 28 March 2014 12:55 p.m.

To: Reception Richmond

Subject: Website Submission - Draft Navigation Bylaws

16/4

## Website Submission - Draft Navigation Bylaws

our Contact Details

Title \*

Mr

**First Name** 

Martin

Last Name \*

Holmes

Address \*

**46 Martin Street** 

Suburb

Monaco

wn 🏶

Nelson

Postcode \*

7011

**Daytime Phone Number** 

035476666

**Mobile Phone Number** 

0274414853

Email Address \*

info@sailingcharters.co.nz

Organisation

Abel Tasman Sailing Adventures, Catamaran Sailing Charters

**Position** 

Owner/directer

N B097

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(to be heard)

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Presenting Your Submission
Would you like to present your submission in person at a hearing?

Yes

If yes, what if your preferred hearing location?

Richmond

Your Submission

Your comments \*

Vaious comments throughout the plan. Main concern is the use of Kaiteriteri Bay - access lanes, & mooring & anchoring zones. We anchor yachts here year round and operate commercially from here.

Attach a file to your submission

# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Consolidated B	ylaw, Chapter 5: Navigation Bylaws 2	N KA
Closing date: 4:30pm or	TH M	R 2014
To: Navigation Bylaws ( Tasman District Cou Private Bag 4 Richmond 7050	Consultation OR info@tasman.govt.nz	tion
Full name of submitter:	RUHBLO CHARLES HORRELL	Tata PCP open
Organisation (if any):		PCP open)
Full postal address:	202 QUEEN VILLTORIA 51	ŋ
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Email Address:	rchemellexha-co.nz	
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Fax number:	035289852	
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Signature of person making submission (or person authorised to sign on behalf of submitter)

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Submission on draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014 To: Navigation Bylaws Consultation OR info@tasman.govt.nz Subject: Navigation Bylaw's Consultation Tasman District Council Private Bag 4 16/4 LK Shalad Richmond 7050 Full name of submitter: Organisation (if any): Full postal address: elena esolander, com **Email Address:** Telephone number(s): n.a. Fax number: Please delete one of the following: I WASH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING Note that the second of the se This is page 1 of a total of 4 pages. Mw? lett Signature of person making submission (or person authorised to sign on behalf of submitter) 15th Marin 2014 For office use: Received: Submission ID: Acknowledged: Hearing time required?: Hearing time allocated:

Hearing time advised: Decision notified:

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		Fig 19: Kaiteriteri Bay Map 15	PROVISION / Clause Places of the sumbered bylan or subdiving, a.g. 3.4 White, or figure a.g. Fig. 5. Palainau
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Supplementary submission to the draft TDC consolidated bylaw ,Chapter 5; Navigation Bylaws 2014. Proposal for the establishment of a water ski lane at Little Kalterizeri beach.

I am a property owner in Little Kalteriteri (LKT) and have been for so for some ten years.

Consequently I am familiar with the public usage of the beach and bay LKT is a family beach used for picnics and traditional communal events. It is a popular location for weddings and increasingly so in recent years.

LKT offers an accessible alternative to the "commercial" thrust of the main Kaiteriteri beach. The TDC draft proposal alters the very nature and concept of the Kaiteriteri holiday enclave. There have been numerous plans and proposals for Kaiteriteri. All have preserved the concept of LKT being non commercial and family orientated.

It is surprising to me that this proposal should have entered the submission stage apparently without prior consultation with any users or residents in LKT.

There appears no need to implement changes to 5ki Lane access. The proposal is clearly made without a full understanding of the prevailing weather and tidal conditions. LKT is not safe for motorised sports and history has proved this to be so.

I wish to reiterate my objection to the proposal which has no validity and in contradiction to all previous long term plans for the Kaiteriteri area.

Elena Hufflett.

Nelson 15th March 2014

Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 20 Closing date: 4:30pm on Friday 28 March 2014 info@tasman.govt.nz TASMAN DISTRIC.
COUNCIL
Subject: Navigation Bylaws Consultation To: Navigation Bylaws Consultation OR info@tasman.govt.nz Tasman District Council Private Bag 4 Richmond 7050 Full name of submitter: Organisation (if any): Full postal address: tom. Imlis & Ktrg. co. n= Email Address: 0210399604 Telephone number(s): Fax number: Please delete one of the following: I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING CIDO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of \_\_\_\_ pages. Signature of person making aubmission (or person authorised to sign on behalf of submitter) 1/94/14 For office use: Received: Submission (D; Acknowledged: Hearing time required?: ... Hearing time attocated: Hearing time advised:

Decision notified:



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Submission on draft Tesman District Council Consolidated Bylaw. Chapter S. Nevigetion Bylaws 2014 Page 2 of 3 Submitter's name: TE VIDIL



### ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL -- NAVIGATION BYLAW (INCORPORATING MARTIME FACILITY BYLAWS)

- 1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.
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  - (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskling) from in front of their houses thereby taking pressure off main Kaiteriteri.

#### **Katie Greer**

From:

Angela Brown on behalf of Reception Richmond

Sent:

Friday, 28 March 2014 3:31 p.m.

To:

Katie Greer

Subject:

FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]

Sent: Friday, 28 March 2014 3:21 p.m.

To: Reception Richmond

Subject: Website Submission - Draft Navigation Bylaws

# Website Submission - Draft Navigation Bylaws

ur Contact Details

catle \*

Mr

First Name

Trevor

Last Name \*

James

Address \*

PO Box 793

Suburb

Town \*

Nelson

stcode \*

7040

**Daytime Phone Number** 

03 5438562

Mobile Phone Number

0226127681

Email Address \*

whitewater@nelsonkayakers.co.nz

Organisation

Nelson Canoe Club

**Position** 

Whitewater Officer

Presenting Your Submission

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NB102

Would you like to present your submission in person at a hearing?

Yes

If yes, what if your preferred hearing location?

Richmond

Your Submission Your comments \*

Section 6 Rivers

Jetboats travelling at speed around blind bends or into steeper rapids can cause collisions with other boaters (eg kayakers and rafters). Nelson Canoe Club is particularly cone erned and opposed about speed uplifting on the following sections of the Buller and Motueka Rivers because of the high level of use on these rivers from October to April (inclusive):

- Wairoa River from Lee Confluence to the WEIS weir (Max's Bush)
- Motueka River from McLeans Reserve to Baton Bridge
- Motueka River at Blue Gum corner
- Buller River from 0.5km upstream of O'Sullivans Rapid (upstream O'Sullivans Bridge) to 100m downstream of Ariki Falls
- Matakitaki River from Horse Terrace to 4.2km upstream of the confluence of the Buller River

Use of these rivers occurs to a lesser extent in May and September and to an even lesser extent in Winter.

Other rivers affected by the speed uplifting that are used by kayakers after rain or occassionally include:

- Takaka from the source to Blue Hole (~1.2km downstream of the Cobb Road Bridge over the Upper Takaka River; suggest that most of this section is not navigable by jetboat)
- Matiri from lake to 1.1km downstream of Matiri Valley Rd
- Maruia River from Boundary Road to Maruia Falls
- Aorere River from Brown River to Rockville Bridge

We suggest that some notification be provided at put-ins if the river is to be used by motorcraft travelling at speed.

Attach a file to your submission

#### Steve Hainstock

Addedin attached for Noton Conox Chilo Submission

From:

Trevor James

Sent:

Thursday, 3 April 2014 5:02 p.m.

To:

Steve Hainstock

Subject:

RE: Bylaw submission

Attachments:

KayakingRunsToProtectAgainstJetboats\_NavSafetyBylavvReview2014.doc

See attached

Cheers. Trevor

From: Steve Hainstock

Sent: Thursday, 3 April 2014 3:35 p.m.

To: Trevor James

Subject: Bylaw submission

di Trevor.

Can you please do me a favour and drop me down some topo map excerpts marked up to show the river sections referred to in your submission?

Thanks.

Steve Hainstock Harbourmaster



Fasman District Council 189 Queen Street Private Bag 4 Richmond 7050

DDI:

03 543-8433

Mobile: 027 246-1904

Fax:

03 543-9524 (Attn: Harbourmaster)

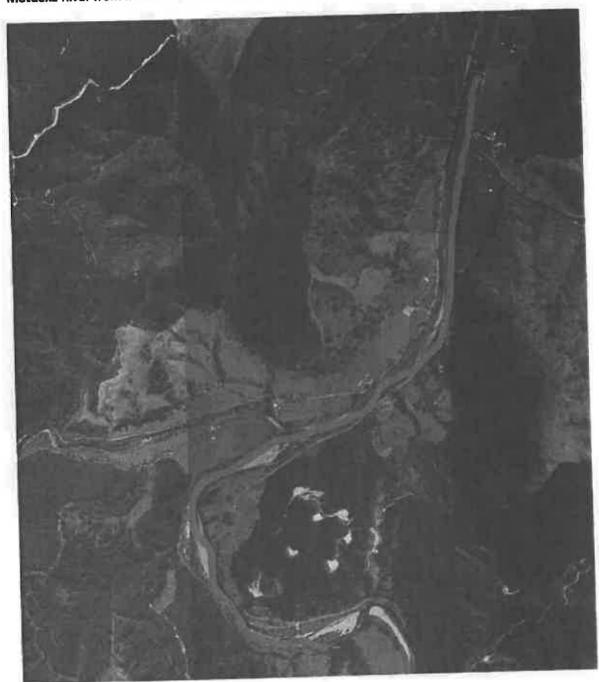
Email: <u>harbourmaster@tasman.govt.nz</u>

Website: www.tasman.govt.nz

Wairoa River from (Lee Reserve) Lee Confluence to the WEIS weir (Max's Bush)



Motueka River from McLeans Reserve to Baton Bridge



Motueka River at Blue Gum comer

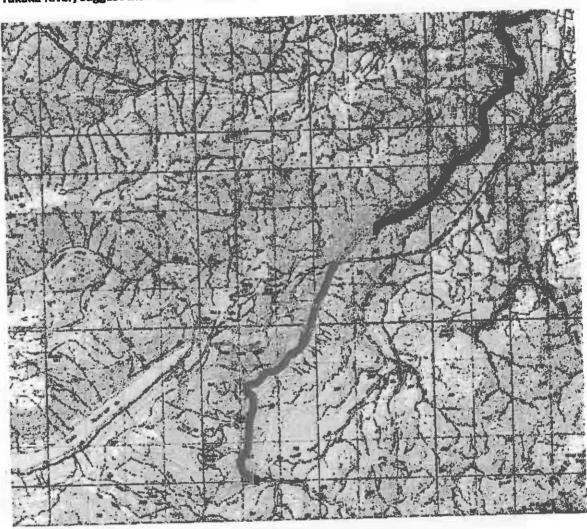
Buller River from 0.5km upstream of O'Sullivans Rapid (upstream O'Sullivans Bridge) to 100m downstream of Ariki Falls

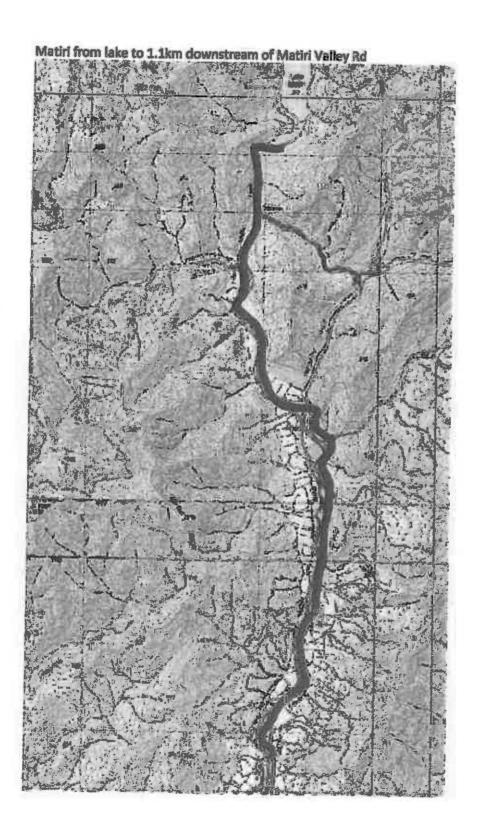


Matakitaki River from Horse Terrace to 4.2km upstream of the confluence of the Buller River



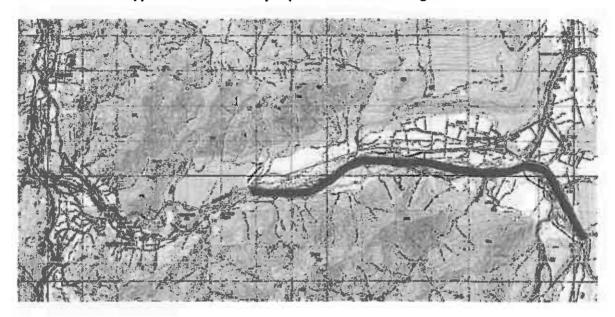
Takaka from the source to Blue Hole (~1.2km downstream of the Cobb Road Bridge over the Upper Takaka River; suggest that most of this section is not navigable by jetboat)







#### This section of the upper Matakitaki is really Important for river-nesting birds:



#### Steve Halnstock

From:

Trevor James

Sent:

Friday, 4 April 2014 12:56 p.m.

To:

Steve Hainstock

Subject:

Jetboats and braided river-nesting birds

Hi Steve.

Vehicles are a significant risk if they come within 100-200m of the birds.

Here are the relevant Tasman Resource Management Plan rules:

#### 28.1.2.1

(m) There is no disturbance from October to February inclusive by the use of motorised machinery in any river bed location listed in Schedule 30A as having a black-fronted term nesting site.

(n) There is no disturbance from October to December inclusive in any year by the use of motorised machinery in any river bed location listed in Schedule 30A as a having black-billed gull nesting site.

I will endeavour to get more evidence about the effect of jetboats but I do know enough to know we have to exercise some caution here.

#### Cheers,

Trevor James | Resource Scientist - Environment and Planning Department
Tasanan District Council | ddl: 03 543 8562 | fax: 03 543 9524 | trevor.james@tasman.govt.nz
189 Queen Street Richmond | Private Bag 4 Richmond Nelson 7031
www.tasman.govt.nz/index.php?EnvironmentalInformation

### Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014 To: Navigation Bylaws Consultation OR info@tasman.govt.nz Tasman District Council Subject: Navigation Bylaws Consultation Private Bag 4 Richmond 7050 , INTONY GORDON JAMIESON 16/4 Full name of submitter: Organisation (if any): 10 BAYULEW HIESHTS Full postal address: MOTUEKA Email Address: 03 507 8444 Telephone number(s): Fax number: Please delete one of the following: I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING I DO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of \_\_\_\_\_ pages. MOTUEKA Signature of person making submission (or person authorised to sign on behalf of submitter) 15 Mariel 2014 For office use: Received: Submission ID: Acknowledged: Hearing time required?: Hearing time allocated: Hearing time advised:

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Sch.2a

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Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	family but no water skiin l another clause making wa prohibited activity in Lit lteriteri Bay	- 100	THE SECTION OF THE SE	on should not be available Delate points years age in any delete from delete from Tasman Dis	Sulbmission  Sense in surrousy the near of your submission and the resedue for it if  Sense in surrousy the near of your submission and the resedue for it if  Sense observe the desired of changes you want council to make in respect of proposed changes.

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Submitter's name:

		Fig 19: Kaiteriteri Bay Map 15	Provision / Olause Place rate to the numbered bytev or subolause, e.g.3.4 Wake, or figure e.g Fig 5 - Pakaweu
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		Delete "access lane for weter skiing"	Submission  state in surrowy the nature of your authorizing and the research for it. If  supposing a change to a map, please appeard a copy marked up with your  proposed changes.
		1	Decision Sought See percy are destron and of suggested charges you want Council to make in respect of the provision

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The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kalteriteri beach into another "active activity beach" in large parts.

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# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014 To: Navigation Bylaws Consultation OR info@tasman.govt.nz Tasman District Council Subject: Navigation Bylaws Consultation Private Bag 4 Richmond 7050 Full name of submitter: Organisation (if any): Full postal address: **Email Address:** 03. 524 8 HHL Telephone number(s): Fax number: Please delete one of the following: -1-WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING I DO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of \_\_\_\_\_ pages. MOTUEKA Signature of person making submission (or person authorised to sign on behalf of submitter) For office use: Receivad: Submission ID: Acknowledged: Hearing time required?:

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•	Sch.2b	Sch.2a	Sch.2a Clause 5	3.72 Sch.2e	2	Provision / Clause Phase rear to the numbered bythe or subclause, e.g.3.4 White, or figure e.g. Plg 5- Pakaway
	Oppose	Оррове	Opposed	Oppose	Oppose 3.2.3	Support / Oppose  Alapart or oppose the specific  provision
- 1	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	r skiing king waters in Little	1 22 7 6 6 1	Remove reference to "Kaiteriteri"	An exemption should not be available to a person 15 years age in any circumstances	Submission  State in summery the determ of your submission and the resilons for it, it, subjecting a change to a map, please append a copy marked up with your proposed changes:
	As over	€ As over	1e As over	Delete ski access lane at Kaiteriter Bay so far as it relates to Little Kaiteriteri	Delete power exemption end delete from Rues 95 of Tasman District Navigatio Bylaws 2014	Declinion Sought State abath the decision and or engineers changes you went Council to make in respect of the provision

in Submitter's Navigation Bylaws 2014 Page of the Submitter's name:

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		Fig 19: Kaiteriteri Bay Map 15	Provision / Clause Flower of a Statuted Sylaw or subclause, e.g. 3.4 Wake, or figure e.g. Fig 5 - Pakawau
		Oppose	Support / Oppose Charly Indicate whether you support or oppose the specific provision
		Delete "access lane for water skiing"	Submission  See in summer, the nature of year submission and the resears for a. If suggesting a change to a map, please append a copy marked up with your proposed changes.
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Subsplasion ID: Acknowledged:

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Hearing time required?: Hearing time allocated: Hearing time advised:

## Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

Closing date: 4:30pm on Friday 28 March 2014

	a country and an entertain mate in a	
To: Navigation Bylaws C Teaman District Cou Private Bag 4 Richmond 7050	Consultation OR Into@tasman.govt.nz Incli Subject: Navigetion Bylaves Consultation	14
Full name of submitter:	hard Jones JBA	1
Organisation (If any):	Sta)	<b>p~</b>
Full postal address:	2 Riwaka - Kailenilleri Rol.	
	R.D.J. maluela.	
Email Address:	jones 9528 a Men. net	
Telephone number(s):	02102877123.	
Fax number:		
Please datate one of the following in th	SUBMISSION IN PERSON TO A COUNCIL HEARING	
This is page 1 of a total of		
Signature of person making suit	mistion (or parson authorised to sign on behalf of submitter)	
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Figure 32 Support  Figure 34 Party Support  Figure 35 Party Support  Figure 34 Party Support  Figure 34 Party Support  Figure 34 Party Support  Figure 35 Party Support  Figure 34 Party Support  Figure 35 Party Support  Figure 36 Party Support  Figure 37 Party Support  Figure 38 Party Support  Figure 38 Party Support  Figure 39 Party Support  Figure 30 P	TS: Navigation Bylanes 2014 Pages A. of 3 Submitter's name:	ounal Consolidated Bylant, Chapt	Submission on draft Teamen Distinct Council Consolidated Byling Chapter S: Navigation Bylines 2014
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Submission on draft Tesman District Council Connocidated Bylaw, Chapter 5: Navigution bylaws 2014 Page 🔰 of 🌊 Submitter's name:

#### Katie Greer

From:

Robyn Laing on behalf of Reception Richmond

Sent:

Friday, 28 March 2014 3:08 p.m.

To: Subject:

Katie Greer

FW: Navigation Bylaws Consultation

Attachments:

Scan0204.PDF; Little Kaiteriteri Ski Lane Submission.docx

From: Kaiteri Lodge - Office Administrator [mailto:admin@kaiterilodge.co.nz]

Sent: Friday, 28 March 2014 3:06 p.m.

To: Reception Richmond

Subject: Navigation Bylaws Consultation

Please see attachments.

Kind regards,

Lorgie Jones Lodge/Accounts Manager Kaiteriteri Properties Ltd Inlet Road, Kaitenteri, RD2, Motueka 7197 Tel. 03-527-8281 Fax. 03-527-8394

admin@kaiterilodge.co.nz www.kaiterilodge.co.nz

N3106





Restaurant & Bar

Closing date: 4:30pm on Friday 28 March 2014 OR info@tasman.govt.nz To: Navigation Bylaws Consultation Subject: Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050 Georgina. Full name of submitter: Organisation (if any): Full postal address: Email Address: Telephone number(s): Fax number: Please delete one of the following: I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING I DO NOT WISH TO BE HEARD IN PERSON This is page 1 of a total of 2 pages.

Signature of person making submission (or person authorised to sign on behalf of submitter)

28/3/14

For office use:	
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Submission (D:	14 74 *** *** ****
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Hearing time required?:	
Hearing time allocated:	1444100011000000
Hearing time advised:	808 - 8 - 9 - 9 - 1 - 2 - 2 - 2 - 2
Decision notified:	*************

28th March 2014

To whom it may concern,

I am writing for the purposes of opposing the proposed ski lane change from Kaiteriteri to Little Kaiteriteri. I have been waterskiing in Kaiteri with my family for over 17 years and during this time the culture has changed from one that promoted this activity to one that poses various restrictions on waterskiing specifically, without any regard for other water sports. Consequently we spend more time waterskiing in the many beautiful lakes of the Tasman region and I believe this is the intention of the restrictions. I find it to be a sad sign of the times when commercial rights are being placed over the enjoyment of local residents in the wider Kaiteri area. There is no need to make any additional changes to the ski lane access as far as the majority are concerned. Two swimming areas, a commercial access lane and a ski lane can co-exist in the same bay without the need for these drastic changes. My family used to reside in Little Kaiteri and I am very familiar with the congestion present around the Christmas and New Year period. Kaiteriteri has the same problem to a lesser degree because it has a greater amount of parking spaces to cater for these increased traffic levels. Little Kaiteri lacks enough car parking facilities at the best of times and I think that increasing the traffic flow to this area would be counter-productive because there is already a perfectly functioning boat ramp in Kaiteriteri.

Kind regards.

**Georgina Jones** 

Closing date: 4:30pm on Friday 28 March 2014	uws 2014
To: No. in the instance of the	Consultation
Full name of submitter: Robe & Brook Kay	
Organisation (if any):	-
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MELSON 7010	
Email Address: NSQ 2004 2 XTQR . Co. 42	
Telephone number(s): 0274 - 426965	
Fax number:	
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Submission on draft Teaman District Council Consolidated Bylaw, Chapter 5: Navigetion Bylaws 2014 Page of Submitter's name:

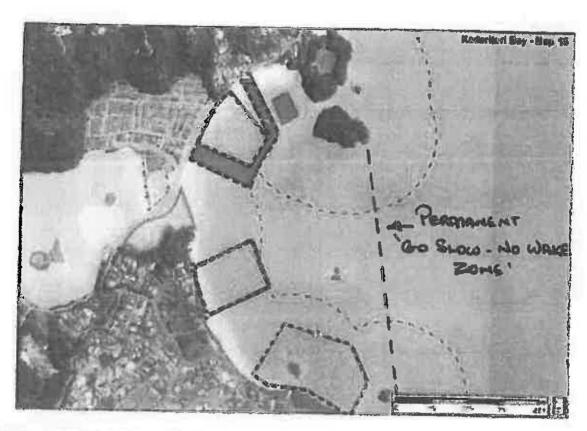


Figure 19: Kalteriteri Bay - Map 15

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
200m from shore (at high tide)	Bylaw 3,3
Access Point Transit Lane	Paragraph 5e and Paragraph 2
Anchoring Prohibited	Paragraph 2 and Paragraph 1
Access Lane for Water Skiing	Paragraph 3
Swimming Area	Paragraph 5b and Paragraph 1
Power Craft Prohibited	Paragraph 8
Not shown: Personal watercraft, WIG craft and hovercraft are prohibited from operating in Kaiteriteri Bay except for lawful transits between beach or ramp and open sea.	Paregraph 8
A Caution (Obstructions Likely)	Multiple submerged rocks in general area between symbol and red icon indicating port lateral beacon, and in adjacent swimming area.

Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws Courter Tasman District Courter Bag 4 Richmond 7050	onsultation OR info@tasman.govt.nz ncil Subject: Navigation Bylaws Consultation Was 2
Full name of submitter:	ROBBET BOOK KAY CUSTOME DE
Organisation (if any):	Very 4
Full postal address:	786 Armonai Dowe Latter
	MELSON 7010 relating to
Email Address:	Use 5001 o kied. (O. HZ
Telephone number(s):	0274 426 955
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28-03-14-	

Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050

28 March 2014

Dear Sirs

Re: Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

We are the owners of an adjacent piece of freehold land located at 'The Anchorage' in the Able Tasman National Park – Legal Description LOT4 DP 13629 BLK 111 Kalteriteri SD.

We wish to make a submission on the above.

Firstly why is this document so complicated and difficult to read? There are aspects that the general boating public – both locals and visitors – will never have access to and even if they do, they will never read. If the proposed document was a simple affair then it would surely have far more impact on the boating fraternity as a whole. Secondly who will police these proposed 'Rules and Regulations'? Is it intended that the Harbourmasters Department is increased to undertake this activity along the vast Coastline that TDC controls and if so who will be funding this? I feel sure that the ratepayers will not be interested nor will the general boating population.

Over many years we have made many submissions and written many letters on matters that the various TDC Councils and their Departments have found it necessary to seek public input on and in those letters and submissions we have made comments in our submissions, and at meetings with various Councillors and employees, on the very same matters that this document is attempting to address. I just hope that at the end of all this process, that the sensible parts are instigated and that the rest is thrown away forever.

I appreciate that TDC is in a very difficult position along the Able Tasman Coastline and in the other areas of the District where they control waterways, in respect of the different opinions that the Recreational users may have verses those of the Commercial operators. It is a fine line and must be difficult to balance. However the interests of the locals and recreational boatles must be listened to, even if they do not contribute financially to the extent of the Commercial operators. They never the less are large users of the areas and many of them contribute through rate takes in the district. Commercial operators are just that, they are in business to make money and will 'further their barrow' to achieve this. The majority are very responsible operators and provide a wonderful service to the tourists and locals alike, have invested heavily in their business's, boats etc., but they and Tasman

District Council must also appreciate that the local landowners and users have been in the area for decades and must also be considered in these proposals both 'equitably and fairly'.

My main concerns in these proposed changes relate to 'The Anchorage' area as a whole simply because we spend so much time there. In relation to this I make the following comments:

- I feel sure that commercial operators, and some recreational boaties, do not appreciate the wakes that their fully loaded vessels create. The smaller Osprey/Stabicraft when fully loaded with 18 passengers and gear, create a breaking wake of around half a meter, that rolls through the Anchorage, rolling even the larger boats at anchor, and eventually rolling onto Little Anchorage beach. The larger catamaran vessels, whether loaded or not, creates a 'pressure wave' that precedes their arrival and then they create a large wake once they have passed. This again breaks through the Anchorage, rolls all types of boats at anchor, and then rolls onto the beach for a considerable time. Their wakes can be around .75 of a meter.
- it is almost impossible to access dinghy's from the beach while these wakes roll in as well as making it very difficult to exit from a small dinghy and onto a vessel at anchor.
- The wakes are such that they could very easily knock a youngster off of their feet should they be in the water when these vessels pass.
- At the height of the season and when all of the registered vessels come into Anchorage Bay at around 0930~1030 each morning, it is like being in a 'washing machine' the wakes do not stop. This then happens several times during the day yet again.
- The morning times are particularly pertinent, in that when people are on holiday they will often be up around this time having a lelsurely breakfast. We know of several incidents were hot cups of tea and coffee have been rolled onto the floor, hot pots have been rolled from a stove top and plates have been knocked to the floor. It will only be a matter of time before somebody is badly burnt or scalded from a hot container spilling.
- When a vessel transits into and out of Anchorage Beach to drop off on the beach, the wake problem often happens as they go in and then as they exit thus creating double the problem.

The above problems can very easily be fixed by making the area 'a permanent go slow zone' inside of a line from Iron Peg Point across to the NE point of Glasgows Ray. Some Commercial operators will question this and make the comment 'we have a timetable to keep to'. Answer — what about the aeroplane that has to taxi from the Terminal to the end of the runway before commencing their flight — they factor this into their timetables. Commercial launch operators should do exactly this within their timetables. The additional time to transit this zone would be only 2~3 minutes. Nothing when you consider that they often wait in Bays or other areas to kill time during the day.

In relation to the proposed TDC Navigational Rules, this to me seems to be an absolute overkill. Does not the Maritime NZ rule's cover most of what is proposed? Why complicate

matters. If you have a look at other local bodies maritime rules they seem to be so much simpler than what is proposed by TDC?

Thankyou for your time and my submissions on the particular points are attached.

Yours sincerely

Robert Kay

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Figure 18: The Amehorage (Browns Beach) - Map 12

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Access Point Transit Lane	Faragraph 5e and Paragraph 2
'Go Slow' Zone 3 Knots	Parayraph 4 and Paragraph 1
Water Skiing Area	Paragraph 5a
Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Sessonally marked with a north cardinal buoy.

Closing date: 4:30pm on Friday 28 March 2014

To: Navigation Bylaws Co Tasman District Cour Private Bag 4 Richmond 7050	
Full name of submitter:	DR DAVID KERE & LICH DEBOUTH KEIES
Organisation (if any):	
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	Kaitenten
Email Address:	dovidkers @ xtvo.co.nz
Telephone number(s):	021362 403
Fax number:	
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Figure 19, map 15

#### Support/oppose:

Oppose.

#### Submission:

There is no clarity in the document with respect the "problem" that is attempting to be addressed with these provisions. It is assumed that a driving force for these changes is that of safety.

Safety: restriction of swimming to the proposed area would not able quite enjoyment of the beach by those people who have had such enjoyment over a long period of time. This has traditionally been a swimming and family beach. The area at the south eastern end demonstrated on the map is exposed to wind and swimming is not possible to the extent shown on the map. The proposal will result in swimmers being forced into a very restricted area. Safety will be compromised as a consequence.

Practicality: this beach has an onshore breeze with the prevailing sea breeze. As a consequence there is significant wave formation. The wave formation makes loading and unloading of people and boats wholly impractical. It is frequently the case that the water is particularly shallow on lower tides making an approach to the beach for loading and unloading with boats with inboard engines impossible. They are unable to lift their propellers to sufficient degree to enable loading and unloading.

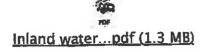
In addition, the parking of boat trailers and associated cars would become increasingly complex given the distance between the current trailer park and the proposed loading and unloading area. There would undoubtedly be a dramatic increase in the number of boat trailers being parked on the side of the road and on the reserve. This would create a significant safety issue for pedestrians, and children playing in the general vicinity.

General: it would seem that major changes are being proposed for a particularly short period of time in each calendar year. We use the environment of Kaiteriteri throughout the year and if it is felt that there are "issues" they must surely exist only in the month of January. Discussion with commercial operators identify that they have no particular issues with the current arrangements. I am not aware of a ground swell of opposition to the current foreshore arrangements with respect waterskiing, swimming, and boat access lanes. Should there be significant concerns expressed, of which I am unaware, I would suggest that the most complex activity taking place in the Bay remains waterskiing.

This could be suspended for the month of January were there sufficient evidence of it being a significant problem. I hasten to add I remain unaware of this being the case.

#### Decision sought:

Withdrawal of proposed plan.



1414

To: Navigation Bytawa Consultation OF Tasman District Council Private Bag 4

Richmond 7050

Closing date: 4:30pm on Friday 28 March 2014

OR info@tasman.govi.nz Subject: Navigation Bylawa Consultation JBNI GAY

Fuil name of submitter:	David King.
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Full postal address:	1139 RAPAURA RD
	BLENHEIM
	R.D.3 7273
Email Address:	Kingcontracting @ xtra.co.nz
Telephone number(s):	03 5702295 0274356690
Fax number:	N. A

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Provision/ Clause

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Figure 16: The Anchorage (Browns Seach) - Map 12

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· 200m from shore (at high tide)	Bylaw 3.3
Access Point Transit Lane	Parsoneth be and Parsoneth 2
'Go Slow' Zone 3 Knots	Faragraph 1
Water Skilng Area	Faragraph 5a
Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.

# Submission on the Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014 Closing date: 4:30pm on Friday 28 March 2014

Glosing date: 4.50pm on	Friday 20 March 2014	
To: Navigation Bylaws C Tasman District Cou Private Bag 4 Richmond 7050		
Full name of submitter:	VICTOR ROBERT KINETURNER STU	
Organisation (if any):	1411	
Full postal address:	POBOX 10047 THE WOOD  NELSON	
	NELSON	
Email Address:		
Telephone number(s):	0274 427592	
Fax number:	Vic-gloria 2 xTRA.CO.HZ	
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Signature of person making submission (or person authorised to sign on behalf of submitter)

27:03:14 Date

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Figure 18: The Asshorage (Brusne Beech) - Map 12

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· 200m from shore (at high tide)	3vaw 3.3		
Access Point Transit Lane	Faragraph 5e and Paragraph 2		
'Go Slow' Zone 3 Knots	Faragraph and Paragraph		
Water Skiing Area	Faragraph 5a		
1: Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.		

Submission on draft Taaman District Council Consolidated Bylay Napt
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Closing date: 4:30pm on Friday 28 March 2014 OR info@tasman.govt.nz To: Navigation Bylaws Consultation Subject: Navigation Bylaws Consultation Tasman District Council Private Bag 4 16/4 Richmond 7050 Barbara and Teny Kreft Full name of submitter: Organisation (if any): Full postal address: terry & Palliance. co. Email Address: 03 543 9668 work Telephone number(s): Fax number: Please delete one of the following: I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING -POEMOFMSTEE BEFERRENER PERSON This is page 1 of a total of \_\_\_\_\_\_ pages. Signature of person making submission (or person authorised to sign on behalf of submitter) For office use: Received: Submission ID:

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Submission to the Tasman District Council-Navigational Bylaws Consultation

Re: Proposed Navigational Bylaw 2014/ Little Kaitenten Beach

From: TIM & BI kreft Part-owners/Ratepayers in Little Kaiteriten Apartment 3, 26 Kotare Place and in Richmond It provides space and tranquillity that is absent on the main beach.

The link track from the main beach over the bluff to Little Kaiteriteri, the walk along Little Kaiteriteri and the track to Stephens Bay and return is a popular walk/run enjoyed by many people during the course of a day. How will the proposed activity impact on this? Have any comparative figures been done on these numbers versus access to a ski lane?

It is our opinion that many people's leisure activities would be affected to provide a better option for a few.

#### The Water

Little Kaiteriteri is seen as the alternative to the Main Beach for children and inflatables. With the prevailing onshore wind it gives parents comfort that children can swim and play safely with their water toys in this area.

This beach is also a popular spot, away from powered craft, for the many distance swimmers, kayakers and stand up paddle boarders. Has any study been done as to the numbers participating in these activities at Little Kaiteriteri versus skiers or the like? Our observations would suggest there's a huge difference.

From personal experience, distance swimming in Little Kaiteriteri, when a powered craft comes into the beach (very seldom) you can certainly taste the petrol in the water. Has any consideration been given to what effects any increased activity may have on the water quality, the shoreline environment and the wildlife?

#### Conditions

We think that, given Little Kaiteriter!'s exposure to the prevailing northerly wind and the wave action it puts onto the beach, this would not be ideal for small boats.

We have personally witnessed boats getting in trouble on this stretch in a northerly.

Has council given any consideration to this aspect of their proposed changes and any safety issues that may arise?

#### **Quiet Amenity**

We envisage alongside the issues raised above, that the quiet residential area of Little Kalteriteri will be exposed to increased noise and increased parking of boat trailers in areas not suitable for parking e.g., reserve and wetland areas.

What measures and safeguards have Council considered to prevent this from happening?

In summary, we oppose the proposed change and wish to be heard at any submissions hearing that is planned.