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**
Tasman District Council
Private Bag 4
Richmond 7050

OR **info@tasman.govt.nz**
Subject: Navigation Bylaws Consultation

17/4

Full name of submitter: STEPHEN TONY LANGTON

Organisation (if any):

Full postal address: 30 KLICK TCE
THE BROOK
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JBNZ
standard

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Telephone number(s): 5489666

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)

17-03-14
Date

For office use:
Received:
Submission ID: NBC15
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
6a/b Aorere river.	Support		To change details as proposed
Figure 31 Takaka River	Support		To change details as proposed.
Figure 33 Waimea/Wairoa Rivers	Support		To lower minimum flows as proposed
Figure 32 Motueka River	Oppose.	This stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendments	To leave the uplifting as is at present.
Figure 34 Buller River.	Partly Support Partly Oppose.	For some time now we have worked with other user groups and gained their support to have the uplifting up to Harleys Rock road bridge, giving us access to the stretch of braided river between the Owen and Harleys Rock. Hence the reason for applying for the uplifting to this point.	To extend the uplifting to Harleys Rock Road bridge

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Page 84 All tidal Rivers	Support		Introduce this new bylaw.

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m/4
LK
Standard
Sm

Full name of submitter: Peter & Ann LePine

Organisation (if any):

Full postal address: 188 Nape Nape Rd
Cheviot RD3 7383

Email Address: napenape@windowslive.com

Telephone number(s): 033198355

Fax number:

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P.A. LePine ..... P. M. LePine .....
Signature of person making submission (or person authorised to sign on behalf of submitter)

22/3/14
Date

For office use:
Received:
Submission ID: NB 116
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
3.2	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 Rules 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri 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 ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← 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

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 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*	*State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing"	←

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 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 contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri 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 ¼ 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 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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OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4
UK
-no to sk
lane
-oppose to
CWDs
at K

Full name of submitter: Ron Lepine

Organisation (if any):

Full postal address: 8F Rowling Rd
Little Kaiteriteri
Motueka RD2 7197

Email Address: homes@goldensands.co.nz

Telephone number(s): 03-5278274

Fax number: /

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R N Le Pine
.....
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12/3/14
Date

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SUBMISSIONS ON THE DRAFT TASMAN DISTRICT BY LAW,CHAPTER 5 NAVIGATION LAWS; 2014.

I am writing to object in the strongest possible terms to the proposal that there should be a ski lane in Little Kaiteriteri as suggested in the 'Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014' (fig19, Map15)

I have been a regular visitor to Kaiteriteri since the 1960's when my parents built a home in Little Kaiteriteri. I am now more recently a permanent resident at the same address.

I am fully familiar with Kaiteriteri and Little Kaiteriteri beaches and over the last 50 years have observed many changes, but no changes in the northerly and easterly wind and sea roll that can blow into Little Kaiteriteri.

SAFETY:

Safety is my main issue to my objection to a ski lane in Little Kaiteriteri.
Little Kaiteriteri is exposed to the northerly and easterly wind which creates a roll in the wave action, plus the beach drops off sharply compared to main Kaiteriteri ,in reality quite unsuitable for water skiing.
I have been involved with close inshore commercial fishing in a 4 metre craft so do understand the sea and its changes either with weather or tide.
During the 70's and 80's we did use to ski off Little Kaiteriteri beach (before any regulations) but the days were very limited due to either the sea conditions or wind and it was definitely not a suitable beach for the inexperienced skier to start or drop off. Even the experienced boatie can get into difficulties at this beach.

Kaiteriteri beach has always been the favoured beach for skiing and families with boats have come here year after year for that reason, to have fun skiing in a safe environment.
Many of the good skiing areas are now not available to water skiers close to Kaiteriteri, i.e. Split Apple & inside Adele Island so it is important to keep skiing available in the "now" area at Kaiteriteri Beach..
The majority of boaties are familiar with the guide lines in the bay and seem to cope well with everyone aware of their responsibilities when towing skiers or toboggans so why change it if it works.

Over more recent years the commercial operators in Kaiteriteri have slowly taken a large area of beach for off and on loading, much of which used to be for swimmers and water skiers so perhaps it would be a good idea to relocate the commercial operators to another Bay which would also relieve Kaiteriteri of its much sort after car parks during the day.

PARKING .

Very limited parking and certainly not enough for extra vehicles and boat trailers at Little Kaiteriteri.

Ryder Reserve has been a nice safe area for visitors/picnickers/families and children to either play or walk and this would surely change with an influx of extra boats and trailers.

I would like to be advised of when the hearings in TDC Richmond are being held so I may attend.

Yours sincerely

Ron LePine

8F Rowling Rd,
Little Kaiteriteri
Motueka RD2.7197

homes@goldensands.co.nz

03 5278274

28 March 2014

landmark lile ltd
RESOURCE MANAGEMENT

P O Box 343, Nelson 7040
Phone: 03 539 0330
Mobile: 027 244 3388
Email: mark@landmarklile.co.nz
www.landmarklile.co.nz

Mark Lile

Navigation Bylaws Consultation 2014
Tasman District Council
Private Bag 4
Richmond 7050
emailed to: info@tasman.govt.nz

Torrent Bay
- Sec Inc ✓
- DPTL
- Δ proposed

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

Closing Date: 4.30pm on Friday 28 March 2014

Full name of submitter:	**Ingrane Investments Limited**
Organisation (if any):	NA.
Full postal address:	C/- Landmark Lile Limited, PO Box 343, Nelson 7040
Email address:	mark@landmarklile.co.nz
Telephone number(s):	(03) 539-0330 or 027-244-3388

I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING

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.....

Person authorised to sign on behalf of submitter.

26 March 2014

For office use:	
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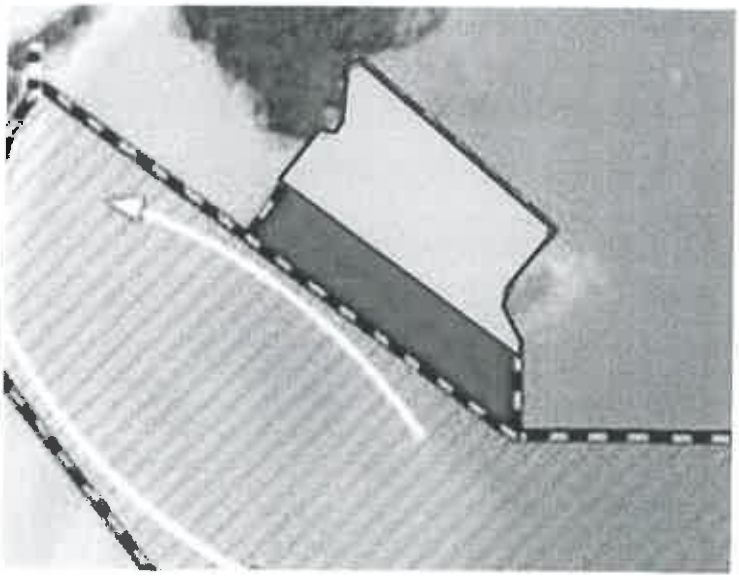
Submission ID:	NB 118
Acknowledged:	
Hearing time required?	
Hearing time allocated:	
Hearing time advised:	
Decision notified:	

Provision / Clause	Support /Oppose	Submission (the nature of the submission and reason for it)
Draft Navigation Bylaw 2014		Introduction Ingrane Investments Limited is the owner of the residential properties at 15 Lagoon Street, 17 Lagoon Street, and 4 Manuka Street. The owners have holidayed in Torrent Bay for many years. The provisions of the Draft Navigation Bylaw 2014 that impact negatively on the current use and enjoyment of Torrent Bay are **opposed**. A submission has however been made in **conditional support** to the area reserved as a Water Skiing Area.
Bylaw 3.25.2 Sch.2, para 2	**Oppose**	Access Point Transit Lane - *Anchoring* The area between Ballon Rock and Glasgow Headland is the only part of Torrent Bay that provides convenient low tide water access and shelter from wind and waves. It is because of these qualities that residents have, for many years, used this part of the Bay as a sort of "parking area" (in the absence of road access). This area therefore serves as a fundamental part of the use of the Torrent Bay residential settlement. According to proposed Bylaw 3.25.2, anchoring is prohibited in the *Access Point Transit Lane* (between 0700 and 1800 hrs) unless the vessel is attended during loading or unloading, and embarking or disembarking. Vessels cannot be anchored and left unattended for more than 10 minutes. Given the current use/value of this northern area, and the absence of any problems/conflict experienced with commercial operators, the proposed *Access Point Transit Lane* is strongly opposed. As an alternative, we recommend that this Lane be reduced in scale (see below) to provide for access while also enabling the residents and visitors to anchor their vessels.  We also support the submissions made by the Torrent Bay Township Committee.

Bylaw 3.9.2 Sch.2, para 5a	**Support** with changes	Reserved Areas – Torrent Bay Water Skiing Area This proposed Bylaw proposes to impose a 4 hour priority to water skiers, being 2 hours either side of high tide. While we support the intent of this Bylaw we consider it more appropriate to simply provide a priority to water skiing without the specific time restrictions. Adding the time restrictions only adds complexity to what should be a simple Bylaw in recognition of the needs of residents/visitors, and in recognition of the physical constraints of tide and weather.
Bylaw 3.9.2 Sch.2, para 5e	**Oppose**	Access Point Transit Lane - *Access* The proposed Bylaw applies between 0700 to 1800 hours. However as commercial operators can only access Torrent Bay between 0900 to 1200 the Bylaw creates an unnecessary constraint on the use of the space by residents and visitors identified as *Transit Lane*. We request that the Transit Lane restriction only apply between 0900 and 1200 hours.

NB119 17/4 end

Submission to the Tasman District Council re proposed Navigation Bylaws. PDs <6m -Trailer -D
Attention D.Bush-King

From E.A.Loose, 8 Sutherland St. Te Anau 9600, 03-2499117, Cell 0223953162 tbears1@xtra.co.nz on behalf of the Doubtful Sound Commercial Users

Kia ora, I have never been to Tasman and will not comment on any issues except.

Minor variances are proposed to Maritime Rule Part 91. 3(a) vessels under 6m. All passengers and crew should wear life jackets (personal flotation device) vessels over 6m. Compulsory to carry enough life jackets for passengers and crew Already law

4(e) Identification of all vessels needs to be compulsory, either by name or number.

Life Jackets, there needs to be a rule in place that is the same nationally, shifting from one area to another creates confusion if the rule is different around the country, most councils are adopting this approach.

Identification needs to be compulsory for reasons of safety and people misbehaving.

Identification of trailer Vessels can be achieved by using the trailer number instead of a name this means there is an identification process that is already in place. Good idea

I do not wish to speak to my submission. Thank you for allowing me to make this submission.

E.A.Loose Chair Commercial Users of Doubtful Sound

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Wednesday, 26 March 2014 3:33 p.m.
To: Katie Greer
Subject: FW: Attn: Mooring Review Discussion
Attachments: Mooring Plan Fedback Mar14.docx

From: Ross Loveridge [mailto:ross.loveridge@xtra.co.nz]
Sent: Wednesday, 26 March 2014 3:34 p.m.
To: Reception Richmond
Cc: Paul & Isobel Mosley
Subject: Attn: Mooring Review Discussion

Hello

Please find attached the submission by Motueka Yacht and Cruising Club on the Mooring Review Discussion Document

Regards

NB 122

Ross Loveridge

03 540 2472
021 688 376
ross.loveridge@xtra.co.nz

Feedback on Tasman Resource Management Plan:

Mooring Review Discussion Document

Name: Ross Loveridge for **Motueka Yacht and Cruising Club**

Address: c/- 23 Brabant Drive, Ruby Bay, Mapua 7005

Email: ross.loveridge@xtra.co.nz

Feedback...

We **support Option** (circle one): (1) (New mooring areas) or ~~2 (~~No change)

or

I do not support Option (circle one): 1 or 2

Our reasons for this are: Management of Mooring is better without each mooring being managed in detail by resource consents. A proper process is however needed to define the mooring areas to start with and clear and equitable rules for licences within the mooring areas.

Are there particular matters you want Council to consider during the review?

- Careful consideration is needed over the ability of licensees to obtain monetary benefit from a licence if the mooring is not utilised directly.
- (Private)Sale within a licence period effectively leapfrogs any individual on the waiting list as the new licensee gains preference for the next licence period
- A Licensee is not precluded from renting out the mooring for monetary gain. That should not occur on a permanent basis or reflect value beyond the hardware employed. The licence should not be renewed for the next period if not utilised by the licensees own vessel.
- We support the reduction in the Motueka Estuary mooring area
- Care needs to be taken that the remaining Motueka Mooring area does not preclude future development of marine focussed activity further toward the causeway on both sides of the bridge/stop gates.
- The proposed Trewavas Street mooring area is excessively large and needs to:
    - Start further north
    - Does not need to extend as far east
    - Should be low density
    - These amendments reflect the use of the estuary by small boats including the Motueka Yacht and Cruising Club over many decades (photos form the 1950s)
- We support the intention to have only serviceable vessels occupying moorings. These areas should not be for cheap storage of derelict boats. It is however noted that this provision is not effective at present - because we don't know the owner. If all are licensed, then easily dealt with
- There needs to be adequate allowance for visiting yachts / launches to anchor at Kaiteriteri while picking up passenger, supplies or waiting out bad weather.

Signature Ross Loveridge Date 20 March 2014

Would you like to be kept informed of key dates and information during this mooring review process?
YES We would like to maintain input into the development of the discussion document into resource management application and/or bylaws.

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Wednesday, 26 March 2014 3:27 p.m.
To: Katie Greer
Subject: FW: Attn: Navigation Bylaw Consultation
Attachments: Submission Navigation Bylaws 2014.docx

17/4
Various

From: Ross Loveridge [mailto:ross.loveridge@xtra.co.nz]
Sent: Wednesday, 26 March 2014 3:25 p.m.
To: Reception Richmond
Cc: Paul & Isobel Mosley
Subject: Attn: Navigation Bylaw Consultation

Hello

Please find attached the submission by Motueka Yacht and Cruising Club on the Navigation Bylaws

..egards

Ross Loveridge

NB 120

03 540 2472
021 688 376
ross.loveridge@xtra.co..nz

Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014

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

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Tasman District Council
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Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: **Ross Loveridge**

Organisation (if any):**Motueka Yacht and Cruising Club Inc**

Full postal address: For this Submission Process

C/- 23 Brabant Drive

Ruby Bay

Mapua 7005

Email Address: ross.loveridge@xtra.co.nz

Telephone number(s): 03 540 2472 / 021 688 376

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Clause	Support / Oppose	Submission	Decision Sought
Overall Document	Support with Reservation	There are a number of well intentioned clauses that assist the administration of activity within the maritime area of the Tasman District but are unlikely to be practically enforced. These requirements go beyond those within the widely and seriously considered Maritime Rules. It is better to run a pragmatic rather than idealistic ruler over making rules that lead well intentioned and well equipped boaties committing an offense. If no infringement fine is listed then making a "recommendation" is better than an implying infringement would be committed. 2.5.2 Monitoring VHF Channel 16 – often impractical and unlikely to be policed 3.30.1 Vessels to be identified – no national requirement and unlikely to have a register maintained 3.11.5 Reporting faulty navigation aid (if not causing the damage)– no offence of this type occurs on land	The TDC needs to consider the necessity to enact more rules (and offences)

Clause	Support/Oppose	Submission	Decision Sought
3.3 Speed of Vessels	Clarify	Not withstanding the difficulty in presenting the Bylaws in legally robust ways there should be a table at the beginning of this section that clearly lays out the hierarchy of speeds in plain English	
Suggested Wording 3.3 Speed of Vessels Maximum speeds and locations where they apply are laid out in Clause 3.3, 3.4 attached schedules and Maritime Rule part 91. For simplicity and clarity the following summery applies to recreational and commercial craft • Every vessel must ensure its wake does not cause risk of damage to other vessels, structures or harm to other persons • Maximum speed with anchorages and specified no wake areas is 3 knots • Maximum speed within 50 m of any vessel or person in the water is 5 knots • Maximum speed within 200 m of a vessel flying Fag A (divers flag) is 5 knots • Maximum speed within 200 m of a the shore is 5 knots (unless modified by reserved areas) • The maximum speed in an Access Point Transit Lane is 5 knots • The maximum speed in a Transit Lane is 15 knots			
3.3.1 Speed - Alternative to the submission on 3.3 above	Support	The speed limits could be laid out more explicitly as a clear table. Emphasis that these speeds are over ruled by the need to travel at less than 3 knots to prevent wakes being a risk to vessels and people. These provisions need active monitoring and enforcement	Present these rules in table form within the Bylaws Clearly present the responsibility for monitoring and enforcement.

Clause	Support/Oppose	Submission	Decision Sought
3.3.4 Access Point Transit Lanes and Transit Lanes	Clarify / Support	The speed limit within access point transit lanes listed as Schedule 2A 5(e) is listed as 5 Knots. This should be more clearly and explicitly laid out earlier as part of 3.3.4 The speed limit within tranit lanes listed as Schedule 2A 5(f) is listed as 15 Knots. This should be more clearly and explicitly laid out earlier as part of 3.3.4	Insert the 5 and 15 knot limits within 3.3.4

Schedule 2A 2 Prohibition on Anchoring	Oppose - no hours that apply	The access lane areas are generally applicable between 0700 and 1800. This should be reflected in the times that anchoring is prohibited in those area	Add applicable times as per 2A 5 (e)
Schedule 2A 5 (e) / Map 10 Access Point Transit Lane at Bark Bay	Oppose Medlands Beach	With the implementation of the Management Plan for the Abel Tasman Foreshore MYCC objected to Medlands Beach being designated as an access point due to its use as a traditional safe anchorage and potential disruption by water taxis. Anchoring was not prohibited. There is room for both anchoring and access if used considerately.	Medlands beach should not be an Access Lane
Schedule 2A 5 (e) / Map 12 Access Point Transit Lane at The Anchorage	Oppose eastern end of Anchorage	The new access lane at the eastern end of Anchorage / Browns beach is excessive and impinges on traditional mooring areas for keelers and inshore for visiting trailer yachts. This area should not be a reserved area	Remove Access Lane from eastern end of Anchorage/Browns Beach
Schedule 2 3 and 5 (b) / Kaiteriteri Map 15	Oppose / Clarification	Little Kaiteriteri beach is used for dinghy sailing. The proposed ski lane and exclusive swimming area make it very tight for sailing off the beach in a sea breeze. The 5 Knot buoys approaching and into and within Kaiteriteri Bay should be maintained.	The Ski lane should be keep well north and the exclusive swimming are at the south/east end.

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Friday, 28 March 2014 3:14 p.m.
To: Katie Greer
Subject: FW: Attn: Navigation Bylaws Consultation
Attachments: Submission - Jacob Lucas - DRAFT TASMAN DISTRICT NAVIGATION BYLAWS 2014.docx

17/4

From: Jacob Lucas [mailto:jacob-lucas@hotmail.com]
Sent: Friday, 28 March 2014 3:14 p.m.
To: Reception Richmond
Subject: Attn: Navigation Bylaws Consultation

Mot
-ba
spe
1/12 31/3

Greetings,

Please see my submission in relation to the Navigation Bylaws.

Regards,
Jacob Lucas

NB122

SUBMISSION: **DRAFT TASMAN DISTRICT COUNCIL CONSOLIDATED BYLAW CHAPTER 5: NAVIGATION BYLAWS 2014**

TASMAN DISTRICT COUNCIL

PRIVATE BAG 4

RICHMOND 7050

FROM: **JACOB LUCAS**

39 STONY RIDGE WAY

RD1

MOTUEKA

Submisson in relation to the upifting of the speed limit on the **Motueka River**.

As a resident of the Motueka Valley, a fisherman and regular summertime swimmer; I believe that due to safety concerns, **jet boating should be prohibited on the Motueka River from 1 December to 31 March**. This is for the following reasons:

1. The Motueka River is a highly utilised waterway and during this period (especially in the holiday season), hundreds of people use this river daily for swimming, kayaking, rafting, tubing, and fishing. The main concern I have is the safety of these people.

2. I have peronally witnessed what I consider to be excessive speeds by jet boaters on this river during the summertime period.

3. Jet boat use on this river has increased significantly in the past 2 years and there is a higher probability of a boat on person collision if this trend continues.

4. Setting minimum flows in which to boat is more confusing to boat owners. Having a no boating period is easier to understand.

5. The Motueka River is internationally reknown for its fishing attributes and therefore contributes significantly to local tourism revenue. Having no boating during the peak visiting period will help keep it this way.

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Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4

Full name of submitter: LINDA JENKINS & LARRY LUMSDEN

Organisation (if any): ABEL TASMAN APARTMENTS KOTARE PL KAITERITERI

Full postal address: PO BOX 29139
FENDALTON
CHRISTCHURCH. 8540

Email Address: larry.lumsden@tourismdevelopment.co.nz

Telephone number(s): 021 357953

Fax number:

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

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Date

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Hearing time advised: .....
Decision notified: .....

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
3.2	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 Rules 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri 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 ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← 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

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing"	←

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 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 contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri 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 ¼ 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 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.

Katie Greer

From: Angela Brown on behalf of Reception Richmond
Sent: Monday, 24 February 2014 8:03 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 21 February 2014 7:24 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

17/4

Website Submission - Draft Navigation Bylaws

Rabbit Is
- nethy are in prop kit are
- but Large,

Your Contact Details
Title *
Mr

First Name
Kane

Last Name *
Macbeth

Address *
110 Lord Rutherford rd

NB 124

Suburb
Brightwater

Town *
Nelson

stcode *
7022

Daytime Phone Number
5423559

Mobile Phone Number
0276286120

Email Address *
k.t.macbeth@xtra.co.nz

Organisation
Position
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 *

Figure 27: Rabbit Island - Map 23

I oppose the area allowed for horses. Our waterways are meant to be protected from these sorts of animals. On the beach below the high tide mark is a big no. Farmers are made to fence off access to water to keep there animals out .Also animals that cant be controlled should not be allowed in a public area. This could also be a horse at any time ,a person could scare it maybe a pram that sets it off bolting back along the beach and up your narrow fenced off alleyways. Someone in the way well look out .With horses it could be anything ,maybe a plastic bag or another horse? Allot of these animals are very high strung and the owners are not capable of always keeping them in control .Please can we have the horses above the high tide mark and away from running down and scaring the public.

Where you have put the kiters is full of nets .Where do the neters go?Very rude to set nets in the swimmers area .Have you ever seen the amount of nets set on rabbit island especially pre Christmas? If a kiter has a accident in that spot in the winter months no one will ever see him or her its to far from anyone driving past and you cant be seen from the road.

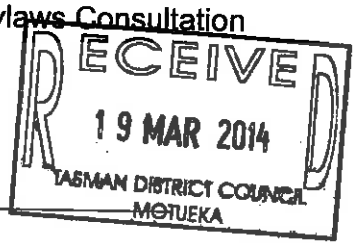
Attach a file to your submission

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation



Full name of submitter: BOB MAXWELL

Organisation (if any): _____

Full postal address: 308 GODDARD ROAD
TASMAN.

17/4
Mapua
moon
nailbar

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 _____ pages.

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

.....
Date

For office use:
Received:
Submission ID: NB125
Acknowledged: .....
Hearing time required?: .....
Hearing time allocated: .....
Hearing time advised: .....
Decision notified: .....

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 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*	*State clearly the decision and or suggested changes you want Council to make in respect of the provision*
		MOORING MAINTAINCE IS BETWEEN THE OWNER AND THE INSURANCE COMPANY. HOWEVE I AM HAPPY TO HAVE GUIDLINES AND RECOMEDATIONS FROM THE COUNCIL	

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 Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4
LK
Stamped

Full name of submitter: Dr Neil Maxwell

Organisation(if any): None

Full postal address: 105 Motuhara Road, Plimmerton, PORIRUA 5026

NO 126

Email Address: cherylneil@xtra.co.nz

Telephone number(s): Mobile 021 899 311

Kaiteriteri 03 527 8427

Please delete one of the following:

I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING

This is page 1 of a total of 5 pages.

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

Date 27 **March** **2014**

Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fi.a 5 - Pakawau	*Clearly indicate whether you support or oppose the specific 1rovision*	*State in summary the nature of your submission and the reasons for it. If suggesfing a change to a map, please append a copy marked up with your 1rooosed chan_aes*	*State clearly the decision and or suggested changes you want Council to make in respect of the provision*
3.2	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any **circumstances**	Delete power of exemption and delete from Res 95 of Tasman District Navigation By laws 2014
3.72 Sch.2a	Oppose	**Remove reference to "Kaiteriteri"**	Delete ski access lane at Kaiteriteri 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 ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing.	As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	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	
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing''	

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) At Little Kaiteriteri which has become a very popular location for day trippers and local residents to enjoy non-motor water based activities; in summer the beach attracts large numbers of people of all ages because of it s' special passive activities characteristic (achieved by non-motor boat use of the beach!

(ii) Which takes almost a half of the beach for powered (water ski) craft;

(iii) Which 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);

(iv) Which 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.

(v) Directly in front established homes; many of which are lived in permanently or semi-permanently (i.e. for long durations during spring, summer and autumn);

(vi) In an area where there is little (and even what is there constrained) access by vehicles to the area of the proposed ski lane, and no turning area;

(vii) That moves the ski lane from Main Kaiteriteri (where Karaka Point provides shelter from waves that arise from the predominant Northerly winds) to Little Kaiteriteri where the waves build to be dangerous to people skiing from the beach;

(viii) I note that I have experienced a runabout boat turned by relatively small waves to be side on and then tipping the family off the boat at Little Kaiteri.

3. The proposal destroys the current sensible allocation of motor boat activities to Main Kaiteriteri and passive/non-motor boat activities to Little Kaiteriteri:

(i) The Little Kaiteriteri beach has always historically been the *"swimmers beach"* and *"passive activities beach"* with Main Kaiteriteri being the *"commercial beach"*,*"activity beach"* and the *"active activities beach"*.

(ii) The *"swimmers beach"* should **not have motor boats causing danger** to swimmers as well as creating unpleasant wakes and noise!

(iii) Little Kaiteriteri beach is used a little to pick up and drop off families from motor boats; this activity is compatible with swimming as boats drive slowly and stay beyond the waves breaking area.

(iv) **Skiing requires boats to accelerate thus creating wakes that are very disruptive** to swimming, paddle-boarding and other non-motor driven water activities.

(v) The current regime works OK so why change it? In particular water skiing lanes are provided at specific beaches in the Able Tasman Park as well as the restricted hours at Main Kaiteriteri.

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 with significant impacts on passive activities (particularly swimming and paddle boarding which are very popular at Little Kaiteriteri.); Why must noisy motors dominate our leisure?

The management of Able Tasman Park and Kaiteriteri Bay to date has provided for the broad range of activities undertaken by effective separation of these activities into specific areas. **PLEASE DO NOT RUIN THE NATURAL ENVIRONMENT THAT FAMILIES ENJOY by mixing active motor based uses and passive uses at Little Kaiteriteri beach.**

Navigation Bylaws Consultation

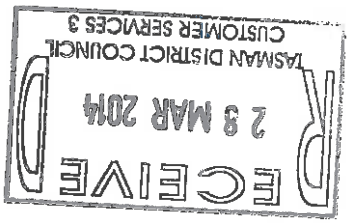
Tasman District Council

189 Queen Street

Private Bag 4

Richmond

Nelson 7050



17/4

Waimea Inlet Navigation Bylaws Proposed new map of area (see attached)

Submission : **Tasman District Navigation Safety Bylaws Replacement**

Submitter details.

Name:	Waimea Inlet Forum
Postal Address:	c/o The Secretary; Waimea Inlet Forum, RD1 140 Coastal Hwy Richmond 7081
Phone Number	03 5440433, 027 2407534
Email Address:	waimea.inlet@gmail.com

NB 127

I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING

This is page 1 of a total of 5 pages.

Linda McClintock

For ~~Waimea Inlet~~ Forum

28 March 2014

Waimea Inlet Forum makes the following submission on the Navigation Safety Bylaws Replacement.

Introduction

1. The Waimea Inlet Management Strategy was adopted by Tasman District Council, Nelson City Council, Nelson/Marlborough Fish and Game and the Department of Conservation in August 2010. The purpose of the strategy is to support the collective care and stewardship of the Waimea Inlet. Waimea Inlet Forum was established at this time to provide a "community of commitment and responsibility for the future of the Inlet, a collaborative protocol and a regenerative intention".

2. This submission has been developed in discussion with members of the Waimea Inlet Forum Working Group comprising representatives of DoC, Tasman Branch of Forest & Bird, Nelson/Golden Bay branch of the Ornithological Soc and concerned individuals.

3. The Waimea Inlet Strategy (Section 4) identifies bird disturbance, predation and loss of habitat, particularly for migratory species as important issues. The Strategy also notes that "People want to retain a full range of options for use and enjoyment of the inlet and adjoining land, as far as practical. Segregation of activities may be needed, and quiet places need to be retained."

4. The Waimea Inlet Strategy (Section 4) also acknowledges the interests of the airport to reduce the risks of bird strike. "Any changes or enhancement made to bird habitat should endeavor to avoid or reduce the risk of bird-strike to aircraft."

5. The New Zealand Coastal Policy Statement seeks, under Policy 11, to protect indigenous biological diversity in the coastal environment:

   (a) [i] indigenous taxa that are listed as threatened or at risk in the New Zealand threat classification

(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on [v] habitats, including areas and routes important to migratory species.

6. The Maritime Transport Act 1994, Section 33M, provides that a regional council may make bylaws to prevent nuisances arising from the use of ships and seaplanes (clause (c)); and to prevent nuisances arising from the actions of persons and things on or in the water (clause (d)).

Submission

Waimea Inlet Forum submits the Tasman District bylaws should protect and enhance the natural values of the Waimea Inlet and

- **Prevent any activity which increases the risk of disturbance to migratory bird species and other shorebirds at significant high tide roosting areas**
- **Prevent any activity that increases the probability of bird strike within a 13km radius of the aerodrome**
- **Prohibit the use of seaplanes on the Waimea Inlet**

In respect of the Navigation Safety Bylaw:

The three areas of significant shorebird roosts in East Waimea Inlet are;

- Bell Island shellbank
- East end of Rabbit Island
- Sand Island (between Rabbit Island and Nelson Airport)

Waimea Inlet Forum requests that the Waimea Inlet, and in particular, the area described above, is recognised as a **sanctuary** for shorebirds which include variable oyster catchers, pied stilts, Caspian terns and migratory godwits and red knots. This area has been recognised as a site of international importance, where migratory bird species (godwits and red knots) congregate to feed and roost. The sites are all interlinked – if disturbed, the birds will fly to one of the other areas increasing the potential risk of bird strike at Nelson Airport.

The Forum therefore submits that an additional area should be identified in Schedule 2A, clause 8 (Schedule relating to Bylaw 3.31.2, where specified activities are prohibited), and shown on Figure 27: Rabbit Island – Map 23. The area to be so defined is shown on the accompanying figure and the prohibition should apply to

hovercraft, novel craft, WIG craft and kite surfing. The description and conditions for the prohibited area should include a note (analogous to that used for Rabbit Island beach (eastern section)) to the effect that other vessels must avoid creating a nuisance that may disturb birds roosting on the Shell Bank, Sand Island, or the eastern end of Rabbit Island.

Location of shorebird high tide roost sites (red circles) and proposed boundary of Nelson Airport Safeguarding Area (prohibition area for personal water craft, WIG craft, hovercraft, novel craft and kite-propelled vessels) - to the West of the yellow line. HSAA = High Speed Activity Area (proposed in Draft Bylaw); PA = Prohibited Area for certain powered craft and kite boards (proposed in draft Bylaw). K = designated kite boarding area under Nelson City Council Navigation Safety Bylaw; WS = designated water ski and personal watercraft area under Nelson City Council Navigation Safety Bylaw. (Source: The Ornithological Soc of NZ)

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

Seaplanes Part A (xiii) proposes that seaplane restrictions in Waimea Inlet are reduced to the Mapua channel only. Waimea Inlet Forum submits that the Waimea Inlet should be a seaplane prohibited area.

We note that seaplanes are currently prohibited from landing within Waimea Inlet (2006 Bylaw, Schedule 2. 1. (b).). We understand that the current Bylaw was developed in recognition of the general risk to aircraft operating in this area due to hazards such as logs etc., as well as recognition of the recreational use by kayakers etc.

Waimea Inlet supports considerable numbers of waterfowl and shorebirds and there is a risk of bird strike hazard to any seaplane operating in the Inlet.

The noise impact, the implications for other recreation activities on the Inlet and the risk of hitting water borne obstacles or bird strike all make the use of seaplanes on Waimea Inlet untenable.

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4

Full name of submitter: Ruth Marie McConnochie

Organisation (if any):

Full postal address: 250 Main Rd
RD 1
Wakefield 7095

Email Address: RGCMCCONNOCHIE@XTRA.CO.NZ

Telephone number(s): 03 541 9335

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.

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

19.3.14
Date

For office use:
Received:
Submission ID: NB128
Acknowledged:
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
Emailed to:	info@tasman.govt.nz

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
A_Xi	OPPOSE	There is no evidence to support the public requirement for a new ski lane at Pakawau and Parapara.	Abandon plans to locate a new ski lane at Pakawau + Parapara

 Submitter's name: R+G McConnochie

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 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*	*State clearly the decision and or suggested changes you want Council to make in respect of the provision*

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

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

17/4

Archway

To: Navigation Bylaws Consultation
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

RECEIVED
31 MAR 2014
TASMAN DISTRICT COUNCIL

Full name of submitter: RAMON PETER MCDONALD

Organisation (if any):

Full postal address: P.O BOX 5127
PORT NELSON

Email Address:

Telephone number(s): 0274 846 038 0274846038

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 3 pages.

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

25.3.14
Date

For office use:
Received:
Submission ID: NB129
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
3.1 - WAKE.	SUPPORT WITH MODIFICATIONS	AS PER SUGGESTED PARAGRAPH BUT ADDING 'OR CREATE A WAKE NUISANCE TO MOORED VESSELS OR CREATE A WAKE OR WASH BREAK THAT MAKES IT DIFFICULT TO LAUNCH/RETRIEVE ANY BOAT - INCLUDING DINGHIES - FROM ANY BEACH OR FORESHORE OR IS LIKELY TO CAUSE INJURY TO ANY PERSON ON ANY BEACH OR FORESHORE.	CREATE A 'NO WAKE' ZONE CAUSED BY BOTH RECREATIONAL & COMMERCIAL BOATS AT 'THE ANCHORAGE AND ON THE LAND SIDE OF A LINE DRAWN FROM IRON PEG POINT TO THE N.E. HEADLAND OF GLASGOWS BAY.
ANCHORAGE MAP. 12. PARA 5E & PARA. 2. (ACCESS POINT TRANSIT LANE)	SUPPORT BUT EXTEND 5 KNOT AREA.	THE 5 KNOT / NO WAKE ZONE SHOULD BE EXTENDED TO TAKE IN A LINE FROM IRON PEG POINT TO THE NE HEADLAND OF GLASGOW BAY - TO BE IN EFFECT 24/7. (LARGE HEAVILY LOADED COMMERCIAL BOATS CREATE PRESSURE WAVES AS WELL AS LARGE ROLLING WAKES.)	EXTEND THE 5 KNOT / NO WAKE ZONE. (AS PER REVISED 'ANCHORAGE MAP 12' ATTACHED)
ANCHORAGE MAP. 12. PARA 1 & PARA. 1. (GO SLOW ZONE 3 KNOTS)	SUPPORT	SUPPORT IN ALL RESPECTS.	
ANCHORAGE MAP 12 PARA 5.A. (WATER SKIING AREA)	SUPPORT.	BY EXTENDING 'GO SLOW/NO WAKE' AREA, WATER SKI AREA SHOULD BY KEPT AS PROPOSED AT THE ANCHORAGE'. (BOATS USED FOR WATER SKIING DO NOT CREATE A WAKE NUISANCE. i.e. THEY ARE NOT HEAVILY LOADED AND ADDITIONALLY ANY WAKE HAS DISAPPEARED BY THE TIME IT 'REACHES' ACROSS THE BAY.	

REVISED 'ANCHORAGE MAP 12'

LINE TO N.E. POINT OF GLASGOWS FROM IRON PEG.

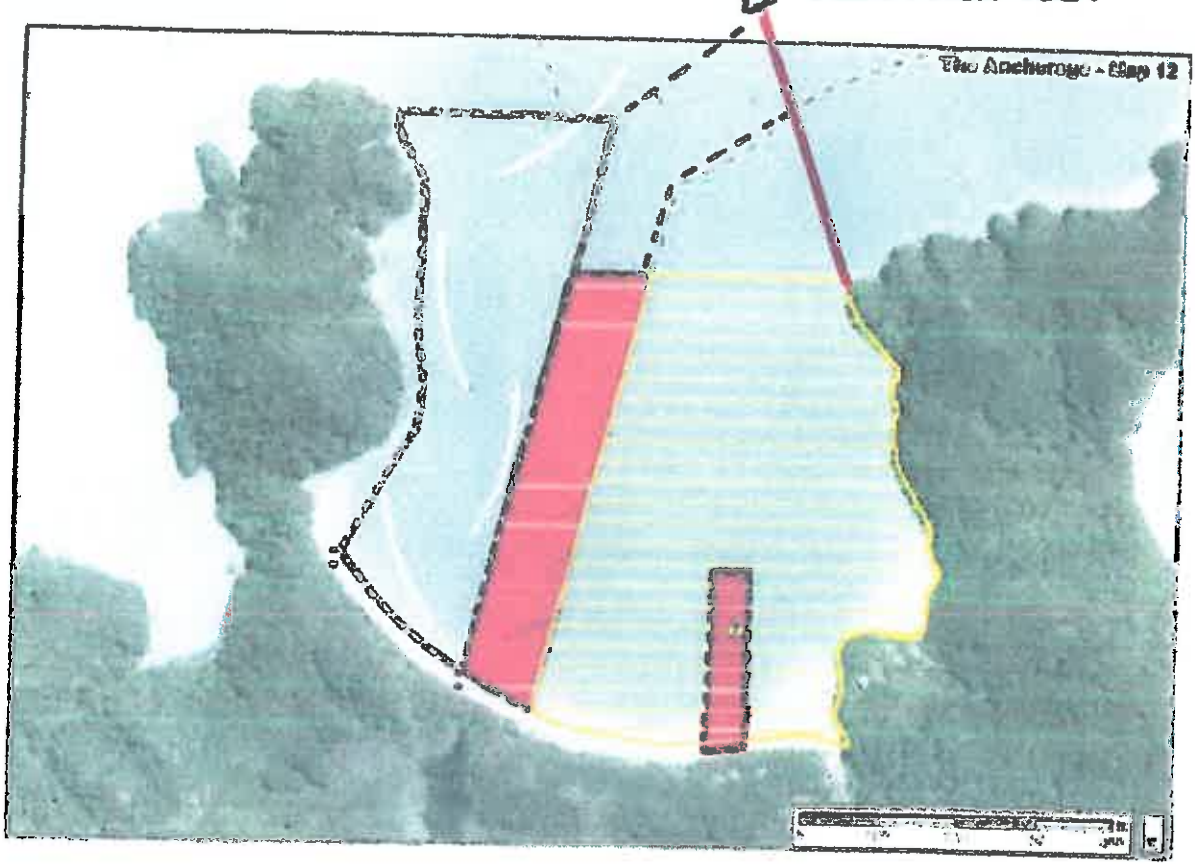


Figure 16: The Anchorage (Browns Beach) - Map 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
200m from shore (at high tide)	Bylaw 3.3
Access Point Transit Lane	Paragraph 5e and Paragraph 2
'Go Slow' Zone 3 Knots	Paragraph 4 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.

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

17/4

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

To: Navigation Bylaws Consultation
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Skiing Kaiteri
Skiff/ Skating
opp POV Prohibited

Full name of submitter: Kim and Gertrud McGlashen

Organisation (if any): Kaiteri Resident

Full postal address: 91 Poole St.
Motueka 7120

Email Address: gerkim@xtra.co.nz

Telephone number(s): 03 528 7668

Fax number: 03 528 7668

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.

K. McGlashen G. McGlashen
.....
Signature of person making submission (or person authorised to sign on behalf of submitter)

23 Jan 2014
.....
Date

For office use:
Received: .....
Submission ID: NB 130
Acknowledged: .....
Hearing time required?: .....
Hearing time allocated: .....
Hearing time advised: .....
Decision notified: .....

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
3.7.2 access lanes Speed limit / waterskiing	Oppose Change	We oppose shifting the ski access lane from the main beach at Kaiteriteri to the proposed area marked on aerial map 15	Status Quo.
3.9.2 b Area for swimming Powered vessels prohibited.	Oppose Change	We oppose excluding power vessels from picking up / setting down passengers in the new area designated swimming only at Torlesse end, Kaiteriteri	Status Quo.

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Wednesday, 26 March 2014 8:35 a.m.
To: Katie Greer
Subject: FW: Submission re proposed ski lane at Little Kaiteriteri

17/4 opposed to LK ski lane

-----Original Message-----
From: Eve McKechnie [mailto:mkechnie@ihug.co.nz]
Sent: Tuesday, 25 March 2014 8:34 p.m.
To: Reception Richmond; Louise@gibbons.co.nz
Subject: Submission re proposed ski lane at Little Kaiteriteri

NB 132

SUBMISSION RE PROPOSED SKI LANE AT LITTLE KAITERITERI

Dear Sir/Madam,

We are writing in protest to the Ski Lane the Council has proposed for Little Kaiteriteri beach. Our reasons for opposing the Bylaw are as follows:

1) Little Kaiteriteri beach has been traditionally recognised (customary rights) as a swimming beach with 'motorised' activities taking place at Big Kaiteriteri.

The notion of spreading 'motorised' activities makes no sense. Why spoil two beaches with this type of usage? May I suggest, people visit the world-renowned Kaiteriteri beaches for two reasons. Those with young children may wish to indulge in water ski-ing, or towing inflatables - great. I thoroughly encourage this. And they they may currently do so at the Big Kaiteriteri beach. But others may wish to seek the peace and safety that Little Kaiteriteri beach currently offers. A place to swim without the worry of a power boat or water taxi bearing down upon them.
Why deny people this simple pleasure in today's ever frantic world?

2) The other factor that is a cause for concern is the inevitable traffic congestion. There are simply not enough parking places at Little Kaiteriteri for cars and trailers, thus, people would be forced to park in the nearby streets. This would encroach on resident/ratepayer's parking spaces and present an unattractive environment. Alternatively, they would simply dump their cars/trailers on the Reserve - an area that provides a unique and tranquil picnic or sport related spot.

Human nature being what it is, people would look for the nearest parking space possible.

3) Then there are the environmental concerns. Little Kaiteriteri is an area where Little Blue Penguins traditionally come ashore to nest (again customary rights). The motorised activities would bring pressure to bear on these humble creatures and the pukeko and other birdlife whose habitat is the Reserve.

We would therefore ask that you reconsider this proposal.

Yours sincerely
Eve and Richard McKechnie

Golden Bay Community Board

C/- Tasman District Council
P.O. Box 74
Takaka 7142
Phone 03 525 0020
Email Carolyn: balmac@xtra.co.nz or Laura: laura.page@tasman.govt.nz

28.03.2014

17/4
NB131 9pm GB sky

The Navigation Bylaw 2014 Review and Moorings Discussion

Board members attended the Golden Bay Public Meeting and thank staff for their input to these meetings held district wide, and for their preparation of these documents.
We understand with respect to the Moorings there is some concern that not enough moorings are set aside in sheltered positions. We are unable to comment on this; however, we ask that the submissions relating to this issue be investigated.
We support all safety measures.

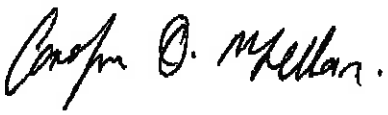
Chapter 5 Section (xv)
Water Ski Access lanes:

The Golden Bay Community Board has had feedback at Public Forum on this issue and this proposal has not been popular. Public Forum speakers have not favoured the introduction of ski lanes at either location of Pakawau or Parapara. Residents of both settlements have been opposed to this proposal.
Reasons for opposition include

- May attract more people to the area and consequently more noise at these traditionally quiet locations.
- Disturbance to both marine and bird life.
- More congestion with vehicles parking in areas with limited boat and trailer parks.
- There are very few water skiers who use these beaches now, due to their tidal difference which make it different each day.
- The Water-skiing that occurs now is for a very short time over the Christmas/New Year period and has not interfered with the swimmers.
- It may end up with a conglomeration of skiers and vehicles at one location on the beach instead of having this activity spread over a variety of locations.
- There are so few water-skiers at either location residents believe there is no proven need for a ski lane at either location.
- In the case of Parapara, there is great concern about noise such as this, which would be concentrated towards the western end of the beach. This is where the migrating and nesting birds are congregating. The adjacent marine and estuary environment are an important feed source and any disturbance such as water-skiing activity is likely to be detrimental to the well-being of these special birds and their feed source.
- Last time this Bylaw was reviewed the Community Board supported the Tukurua Community and submitted against the proposed ski lane for that area.
- We said at the time we believe that it is preferable to have the water-ski activity diffused around the bays and beaches of the Western Golden Bay instead of concentrating it in one or two areas.

- With the limited amount of water-skiing at the western beaches and bays that is currently undertaken, we believe the establishment of ski lanes is not necessary at this point in time.
- We do however note that if the situation should change then the establishment of another ski lane for Western Golden Bay may be an option for a future Bylaw review.

Carolyn McLellan
On behalf Golden Bay Community Board



Carolyn McLellan
On behalf Golden Bay Community Board

Katie Greer

From: Edna Brownlee on behalf of Reception Richmond
Sent: Tuesday, 11 March 2014 4:17 p.m.
To: Katie Greer
Subject: FW: Navigation Bylaws Consultation

17/4

Opposed to

Edna Brownlee
Senior Customer Services

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

From: maureen mcmillan [mailto:reenmac768@gmail.com]
Sent: Tuesday, 11 March 2014 4:16 p.m.
To: Reception Richmond
Subject: Navigation Bylaws Consultation

NB133

Re:(xv) Waterski access lanes
I oppose the provision of waterski access lanes
I feel that a waterski access lane would flag ParaPara Beach as a motorised watersport venue and would encourage more of that type of activity
An important nesting and breeding site for shore birds, including blue penguins, is present on the western spit, and nearby is Milnthorpe Scenic Reserve, celebrated for its natural values.
I am aware that waterskiing is permitted , and does take place, albeit infrequently,but would find any intensification of this activity unacceptable.
The noise of motorised watersports wrecks the quiet enjoyment of a natural area
Ideally I would like to see it confined to the more popular beaches at the eastern end of the Bay.
Leave ParaPara for the swimmers and kayakers etc.
Please do not provide waterski access lanes at Para Para.

Maureen Frances Mcmillan

230 Parapara valley road
RD2 Takaka
Golden Bay
0211898365

Nelson Airport
LIMITED

Helping Nelson Take Off For 75 years

27 March 2014

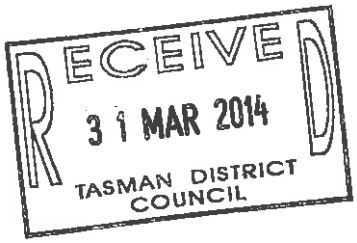
Tasman District Council

189 Queen Street

Private Bag 4

Richmond

Nelson 7050



NB 134

17/4
- proposes "Nelson Airport Safeguarding Area" in 2 GIS layers
Inted

Submission : **Tasman District Navigation Safety Bylaws Replacement**

Submitter details.

Name:	Kaye McNabb, Chief Executive, Nelson Airport Ltd.
Postal Address:	P O Box 1598, Nelson 7040
Phone Number	03 547 3199
Email Address:	kayemcnabb@nelsonairport.co.nz

seek avoidance of bird disturbance activities within 13km of airport.
- I have ordered 13km overlay from GIS (Terry)

This submission is made on behalf of Nelson Airport Ltd.

Nelson Airport Ltd makes the following submission on the Navigation Safety By Laws Replacement.

Introduction

1. Nelson Airport Ltd is a Council Owned Organisation. 50% of the shares in Nelson Airport Ltd are owned by Tasman District Council and 50% are owned by Nelson City Council.

2. Bird strike has been identified as a hazard at, and in the vicinity, of Nelson Airport. It is of very real concern that recorded bird strike information in the last 12 months shows 3 strikes of birds of a species size recorded as serious risk to aircraft safety and both flocking and large birds are shown to be present and increasing in numbers in the vicinity of the aerodrome.

3. New Zealand is a signatory to the Convention on International Civil Aviation which requires conformance to the standards and recommended practices of the convention, commonly referred to as ICAO.

4. The Civil Aviation Authority of New Zealand regulates civil aviation in New Zealand in compliance with the standards and recommended practices of ICAO.

5. Nelson Airport Ltd operates the aerodrome in accordance with the regulations set by the above authorities.

6. Nelson Airport Ltd is the Airport Authority and the "Appropriate Authority" in respect of matters within its legal boundaries.

7. Tasman District Council is the "Appropriate Authority" for that area in the vicinity of the airport that is outside Nelson Airport Ltd's authority and control and is within the boundaries of Tasman District Council's control as local authority.

Submission

Nelson Airport Ltd submits the Tasman District bylaws should include measures to prevent any activity which increases the risk of bird strike within a 13km radius of the aerodrome.

In respect of the Navigation Safety Bylaw:

Bird strike presents a recognised risk to aircraft using Nelson Airport The Navigational Safety bylaw provides a further opportunity for consideration of this risk especially in respect to ensuring the prevention of disturbance to high tide roosting sites.

Where such disturbance does occur large numbers of variable oyster catchers and godwits can be put swirling in the air posing a very real risk to aviation (ie aircraft crash risk) .

The high tide roosting sites in the Waimea inlet, particularly but not limited to the Eastern Waimea Inlet, are a particular issue as the main alternative for birds disturbed in is the airport because its an estuary peninsula and provides a large area of open grassed land.

Birds being attracted to this area as an alternative significantly increase the bird strike risk.

NZ Government Policy requires management of shorebird populations to take account of the potential risk of bird strike to aircraft operating in the area. The National Airspace Policy of New Zealand (2012) provides as follows:
Page 5 (Highlight and red italics insert ours)

"Integrated
There is an important interface between airspace and land use planning – at aerodromes regarding noise emissions from aircraft taking off and landing, and in the case of potential obstacles or hazards **(Birdstrike is a recognised hazard-ICAO)* which extend beyond the immediate vicinity of aerodromes."
AND
"The government expects the aviation sector and local authorities to proactively address their respective interests in any future planning. To avoid or mitigate incompatible land uses or activities and potential obstacles or hazards that will impact, or have the potential to impact on the safe and efficient operation of aircraft, regional and district plans should have regard to applicable Civil Aviation Rules. Airport authorities and local authorities should work together in a strategic, cooperative and integrated way to ensure that planning documents (including those under the Resource Management Act) appropriately reflect the required noise contours and/or controls and approach and departure paths that take account of current and projected traffic flows."

The Navigational Safety Bylaw provides the opportunity to restrict the use of and speed of various craft so that bird disturbance is prevented or significantly limited.

We understand that it is already recognised that various water-borne activities may scare horses and endanger humans on land and it therefore follows that the same recognition of disturbance to birds by water-borne activities may endanger aircraft operations at Nelson Airport should also be prohibited.

The three areas of significant shorebird roosts in East Waimea Inlet are;

- Bell Island shellbank
- East end of Rabbit Island
- Sand Island (between Rabbit Island and Nelson Airport)

Birds move between these three sites depending on the state of the tide, weather conditions and disturbance. It is also noted that there is evidence that severe disturbance at Motueka Sand spit that birds will fly to roost in the area around and on the airport.

Sand Island is of particular importance since it provides a refuge for birds dispersed from the airfield.

When reviewing the Navigational Safety Bylaw consideration should be given to designating a Nelson Airport Safeguarding Area in East Waimea Inlet. The use of personal water craft, WIG craft, hovercraft and kitepropelled vessels in particular should be prohibited at all times and speed limits should apply at all times to avoid creating a nuisance that may increase the risk of birdstrike at Nelson Airport.

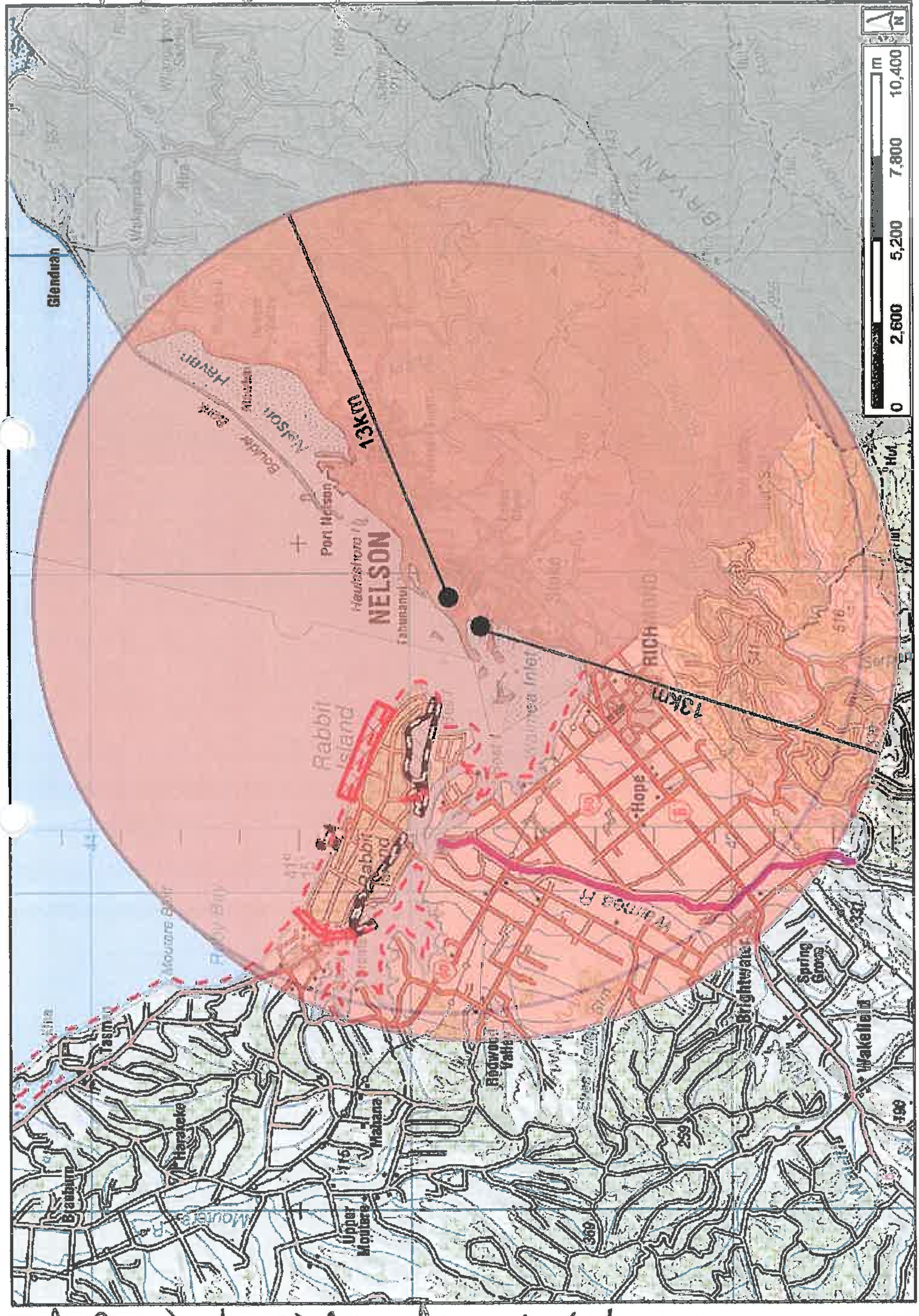
within 13 km of airport

Thank you.

Kaye McNabb

Chief Executive.

This prepared by Terry O'Donnell, TDC 12/4/16. Avg. [illegible]



N Dowd[?] to Nelson Airport Submission

Katie Greer

From: Shelley Williams on behalf of Reception Richmond
Sent: Friday, 28 March 2014 11:20 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

17/4

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 28 March 2014 11:13 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

RoB Sch laws trivs

Website Submission - Draft Navigation Bylaws

NB135

Your Contact Details
Title *
Dr

First Name
Donald

Last Name *
Mead

Address *
26 Gibbs Road

Suburb
Town *
Collingwood

Postcode *
7073

Daytime Phone Number
3 5248130

Mobile Phone Number
Email Address *
don.mead@gmail.com

Organisation
Position
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 *

I oppose the idea of new ski lanes at Pakawau and Parapara as these will have the effects of disturbing wading birds. This is a particular problem at high tide when the birds are close to shore. Both areas are important for godwits, penguins and other native birds. The noise will also be unwelcome for some residents in those areas.

I am also concerned with the proposal to allow faster boats on the Aorere river. Again bird disturbance could be increased, and the danger of weeds such as didymo increased.

I recommend that these suggested changes be rejected.

Attach a file to your submission

Katie Greer

From: Angela Brown on behalf of Reception Richmond
Sent: Monday, 24 February 2014 8:36 a.m.
To: Katie Greer
Subject: FW: Navigation Bylaws Consultation - submission
Attachments: Submission to Tasman District Council 050607.doc

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From: Ian McPherson [mailto:ian.mcpherson@enterprise.co.nz]
Sent: Monday, 24 February 2014 8:15 a.m.
To: Reception Richmond
Cc: Ian McPherson
Subject: Navigation Bylaws Consultation - submission

17/4
Kat & LK
- some good reasons & comments

Morning

Please acknowledge receipt of this submission

NB 136

IAN MCPHERSON FRCSA
BRANCH DIRECTOR

ENTERPRISE RECRUITMENT
P: 03 365 3112 | DDI: 03 943 0843 | M: 027 222 7204 | F: 03 365 1550 | E: ian.mcpherson@enterprise.co.nz
www.enterprise.co.nz

Submission to Tasman District Council, Planning and Environmental Committee
re
Alteration of Kaiteriteri Bay Maritime Management

From Ian McPherson and Vicki Menzies, owners/ratepayers,
Able Tasman Apartments Kotare Place, Little Kaiteriteri.

Date: 20 Feb 2014

What is this document?

Introduction

We strongly oppose the proposed Alteration of Kaiteriteri Bay Maritime Management for all of the following reasons. We would like to highlight that as boaties we think ~~that the~~ overriding concern with a change would be the safety aspect. The prevailing winds make the beach at Little K an unsuitable location for launching skiers and close to the shore is not the best place to be idling. Often ski boats are changing skiers or changing from biscuits to skis which results in a number of activities happening at one point and trying to do that while idling in often adverse conditions is just not water safe for either the skiers or everyone else on on the beach and swimming

1. Car and Trailer Parking

After launching boats at the boat ramp, families will migrate to Little Kaiteriteri beach to join up with the boat. They will most likely arrive by car, with the boat trailer, and will require parking space at Little Kaiteriteri. The reason they are most likely to arrive by car is because of all the paraphernalia associated the water-skiing/inflatable toys and family picnics. The increase in parking requirements will adversely affect the landscape and fragile environment of the reserve area. There will also be likely overflow of cars/trailers onto the narrow roads going into Little Kaiteriteri.

2. Impact on the Environment

TDC's concern for the fragile coastal environment at Lilttle Kaiteriteri is well publicised, with TDC orchestrating working bees amongst residents to increase plantings along the waterfront and reserve area to help prevent further erosion. Increased traffic and people carting picnic paraphernalia onto the beach will severely compromise all the good work that has been done to date. Having participated in the last working bee we feel entitled to strongly comment on this point. Accessways to the beach are limited and it will be very tempting for children to take shortcuts through the plantings between the reserve and the beach.

3. Swimmers' Safety

The swimming area and the water ski area could be better separated at Kaiteriteri beach with an increased number of buoys, ropes and signage so that there is less likelihood of swimmers drifting into the waterski lane. The signage could direct swimmers to Little Kaiteriteri beach at low tide which is easily accessed on foot around the rocks. Access to Little Kaiteriteri beach at high tide would be more attractive for families if the headland track was properly graded, stepped and hand-railed so that young and old could walk it safely and avoid walking around the road.

area

4. Ski Lane Traffic Congestion

The proposal suggests that part of the problem is inflatable toys such as biscuits and the lack of their control in the water. A ban of inflatable toys from Kaiteriteri beach would increase safety and reduce congestion.

5. Increased Noise at Little Kaiteriteri

There is very limited residential development in Kaiteriteri that is affected by boat noise, whereas Little Kaiteriteri has been developed primarily for quiet residential use. Moving the ski lane to Little Kaiteriteri would inflict a major increase in noise on the local residents, particularly as boats would be accelerating under load or deaccelerating to drop off skiers. The geography of Little Kaiteriteri creates a sound shell which would further amplify boat noise.

6. Hours of Boat Use

The proposal correctly suggests that the calmest times of the day in the bay are in the morning and evening. Therefore waterskiing should be restricted to the hours up to 11am and after 4pm. Therefore swimmers at Kaiteriteri would have a 5 hour window during the day to swim without interference from boats and the need to move boats to Little Kaiteriteri would be avoided.

7. Increased Use of the Beaches by Boats

By moving the waterski lane to Little Kaiteriteri it introduces motorised boats into a swimming area and effectively doubles the range of boats in the area. Motorised boats and commercial boats should be restricted to their current arrangement in Kaiteriteri and preserve Little Kaiteriteri as a beach for non-motorised recreation such as swimming, kayaking (not commercial) etc.

8. Boats Parked up on the Beach

If boats use a boat lane at Little Kaiteriteri the tendency will be for them to pull up on the beach when not speeding around with skiers. This again impairs the beach for swimmers, creates more noise and increases the risk of pollution from petrol/oil spillages from outboard motors.

9. Adverse Waterskiing Conditions at Kaiteriteri

The report makes the point that the bay in general is not conducive to waterskiing because of prevailing winds and tides. By moving the waterski lane to Little Kaiteriteri, it would increase danger to boats and occupants because the beach is more exposed to wind and waves.

10. Difficulty to Enforce the Rules

The rules will be harder to enforce if boat access is split between 2 beaches. Boats will still be launching and retrieving at Kaiteriteri but accessing Little Kaiteriteri as well. This will the navigation rules more difficult to monitor.

11. Boat Safety Around Submerged Rocks

Boats taking off at Little Kaiteriteri will be travelling in an anti-clockwise direction which effectively has them heading towards the rocks which are submerged at high tide. Boaties will inadequate knowledge of the area risk heading into danger at speed.

12. Boat Speed and Safey

Most of the bay is designated to a 5 knot speed limit within designated areas except for waterski lanes. Swimmer safety would be improved if waterskiers were restricted to deep water starts outside the 5 knot zone. Furthermore, if the ski lane is moved to Little Kaiteriteri then boats would have to traverse through other speeding boats towing waterskiers to get from the boat ramp to Little Kaiteriteri and reverse. This can hardly be considered a safe navigation practice.

13. Use of the Beaches and Bays at Kaiteriteri

The report notes that increase in popularity in the region is creating congestion. In light of the comment that the bay is not an ideal waterskiing area because of the prevailing conditions, the TDC should consider banning waterskiing and limit the use of boats in the bay area to commercial boats and boats leaving/entering the bay in a designated lane to/from the boat ramp. Then more passive activities will be in a much safer environment.

14. Keep Little Kaiteriteri for Swimmers

The beach and bay of Little Kaiteriteri is currently used by swimmers and kayakers with little/no interference from motorised craft. As a swimming beach, Little Kaiteriteri offers a safe, attractive and accessible area. These features should be preserved for local residents (ratepayers) and visitors alike.

15. Pressure on Toilet Facilities

Bringing more boats and families to Little Kaiteriteri will put huge pressure on current toilet facilities in the reserve and increase the potential for pollution in the beach and reserve area. There are currently 2 toilet blocks servicing the main beach and only 1 servicing Little Kaiteriteri.

16. Use of Beach and Bay Areas

Boaties and waterskiers have minority numbers compared with the number of swimmers who use the bays and yet the proposal appears to favour the waterskiers/boats by giving them access to both beaches.

Summary

We strongly object to the proposal to move the ski lane to Little Kaiteriteri. It is currently a very attractive beach in a residential area. The ability for the residents/ratepayers and visitors to enjoy the beach without a noisy invasion of boats should be taken into account by the TDC.

It is also disappointing to note that these proposed changes were not notified to residents but left to residents to find out about. TDC should amend its procedures to ensure that ratepayers are notified of proposed changes when there is a direct impact on residents.

It would be beneficial to all concerned if the TDC was more consistent with its communications with regard to activities concerning Kaiteriteri/Little Kaiteriteri. In this case the Council welcomed voluntary labour from residents to preserve and beautify the foreshore area and has no problem communicating invitations for such efforts. But on the other hand, on critical issues such as this, has chosen not to use the same channels of communication.

If there is an opportunity for us to speak to these comments, we would welcome the opportunity.

From:

Ian McPherson & Vicki Menzies
Apartment 9
Abel Tasman Apartments
Kotare Place
Little Kaiteriteri

Postal Address:
P O Box 13733
Christchurch 8141

Tel: 0272227204
Email: ian@enterprise.co.nz

The Ornithological Society of New Zealand

PO Box 834, Nelson 7040, New Zealand, http://osnz.org.nz

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

NB137 2214 Ent multiple areas of concern

27 March 2014

Dear Sirs,

Tasman District Navigation Safety Bylaws Replacement

I am writing on behalf of the Nelson/Golden Bay branch of the Ornithological Society of New Zealand (OSNZ) with regard to the above. The Society is an organisation dedicated to the study of birdlife and the dissemination of this knowledge. The Objects of the Society include, *inter alia*, 'To assist the conservation and management of birds by providing information, from which sound management decisions can be derived'.

We have read Council's *Draft Navigation Bylaws 2014* and associated documents.

We note that 'The purpose of the new bylaws is to ensure maritime safety, prevention of nuisances and effective control of maritime facilities within Tasman District'.

We recognise that waterborne recreation is a popular activity within the District but wish to highlight the fact that the rivers and coasts of Tasman District also have very considerable biodiversity values. A recent review[1] has identified 8 sites of international importance to shorebirds in Tasman District, and a further report has highlighted the need to manage these sites to minimise disturbance[2].

Seaplanes

We note that seaplanes are currently prohibited from landing within Waimea Inlet (2006 Bylaw, Schedule 2. 1. (b).). It is our understanding that the current Bylaw was developed in recognition of the general risk to aircraft operating in this area due to hazards such as submerged logs etc., as well as a recognition of the recreational use by kayakers etc. for whom an "all ships" notification on VHS Channel 16 is unlikely to be helpful in alerting paddlers of a proposed landing/take off . Furthermore, Waimea Inlet supports considerable numbers of waterfowl and shorebirds (including internationally important numbers of the latter) and there is a risk of birdstrike hazard. We are unaware of any significant changes to potential hazards since the adoption of the 2006 Bylaw, and hence the previous rationale for prohibiting use would appear to remain valid. ✓

Schedule 2A

The following relates to sites detailed in Schedule 2A of the Draft Bylaws; the comments should be taken also to refer to relevant text in the Bylaws as appropriate.

Pakawau (Map 1)

This is a new proposed water ski access area. It is unclear why this is being proposed as we are advised that there is no/little local demand for this. We note that the sandspit, some 1 km to the North, is an internationally important high tide roost site for South Island Pied Oystercatchers[3]. ✓

[1] Schuckard, R. & Melville, D.S. 2013. *Shorebirds of Farewell Spit, Golden Bay and Tasman Bay*. Prepared for Nelson City Council and Tasman District Council. 78 p.
[2] 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 p.
[3] Schuckard & Melville loc. cit.

It is understood that access to the launching ramp would be across private land. If water skiing becomes a popular past-time at Pakawau there is a potential risk of public access along the track through the dunes at the TDC Pakawau Beach Reserve, e.g. to avoid paying ramp fees. The current access through the dunes is some 100m from the sandspit/roost area and small vessels are able to launch here. In view of the international importance of the sandspit it would be appropriate to consider restricting vessel access at this point, e.g. kayaks only – this could be achieved through land-based management, such as narrowing the access track, and does not require changes to the Draft Bylaws.

Parapara (Map 2)
This is a new water ski access area. It is unclear why this is being proposed as we are advised that there is no/little local demand for this.

Consideration should be given to moving the water ski access lane to the southern boat ramp (end of Parapara Beach Road) thereby reducing impacts on the sandspit.

Pohara (Map 3)
The proposed kite boarding area is not expected to result in any significant adverse effects to birds.

[Wainui Inlet (Map 4)
We are pleased to note that no activities are planned for Wainui Inlet. The sandspit is a high tide shorebird roost site.]

Tata Beach (Map 5)
The water ski access lane is the same as the present one – no adverse effects on birds are known.

Abel Tasman coast (Maps 6-13)
No comments.

Marahau (Map 14)
The proposed kite boarding area should not adversely affect birds and will have the benefit of moving this activity away from sensitive areas. Currently kite boarding takes place across the main beach front (Figure 1) where kayakers and other water users are put at risk, as well as potentially causing disturbance to shorebirds that roost on the sandspit and forage on the intertidal flats.

Figure 1. Kite boarding at Marahau main beach, 2 March 2014 (David Melville)

Kaiteriteri Bay (Map 15)
No comments.

Stephens and Tapu Bays (Map 16)
No comments.

Port Motueka and Jacket Island (Maps 17 and 18)

Motueka Sandspit is a site of international importance for shorebirds[4]. 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[5] have been recorded from Motueka Sandspit and the adjacent intertidal area within the past 24 months.

Disturbance to roosting birds at Motueka Sandspit, from both land- and sea-based activities, is a matter of concern[6]. Limited observations in late 2013/early 2014 suggest that disturbance events at Motueka Sandspit have been increasing, including the unauthorised landing and taking off of a float plane (without a Resource Consent), and personal watercraft operating close inshore (in contravention of the current Navigation Safety Bylaw) (Figure 2) – the personal watercraft flushed all roosting Bar-tailed Godwits and Red Knots when they were an estimated 200m distant from the roost (D.S. Melville pers. obs). There is circumstantial evidence that suggests that some birds disturbed at Motueka have flown to Sand Island, in East Waimea Inlet off Nelson Airport.

Figure 2. Personal watercraft travelling >5 knots adjacent to Motueka Sandspit, 18 March 2014. (David Melville)

We note that the proposed Motueka Approaches 15 knot transit lane and seaplane prohibited area includes the southern part of Motueka Sandspit – we understand that this is to allow for possible future changes to the shape/size/location of the sand spit, channel and bar. This has the effect of negating the 200m, 5 knot rule such that any craft could travel at up to 15 knots next to the shore in this area. We recognise that 'traditional' craft generally will be keeping to deeper water and thus be removed from close proximity to the shore. However, as currently proposed, the designation would apparently allow any personal watercraft, novel craft, WIG craft and hovercraft to travel at 15 knots, immediately adjacent to the shore. The southern tip of the Sandspit is a high tide roost site of international importance, e.g. about 3.5% of the world population of Variable Oystercatchers were roosting there on 19 March 2014.Use of such craft adjacent to the shore would be very likely to disturb birds – potentially driving them to East Waimea Inlet.

[4] Schuckard & Melville loc. cit.
[5] 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.
[6] Melville & Schuckard loc. cit.

Further discussion relating to aviation safety at Nelson Airport is given below.

Kina Peninsula (Map 19)

We note that the Maps 18 and 19 both show a boat launching ramp on the seaward side of Kina Peninsula at about 41.1661S 173.0477E. We understand that this dates from the time when access to the L.E.H. Baigent Memorial Domain and the boat launching ramp there were closed to the public. A pair of Variable Oystercatchers (At Risk – Recovering[7]) breed on this site and vehicle access should be discouraged. There appears to be no need to retain this as a boat launching site and signage (at Kina and in TDC publications) should be changed to remove it.

Mapua Channel (Map 20)
See comments above regarding sea planes in Waimea Inlet.

Hunter Brown (Map 21)
No comment.

Traverse (Map 22)
No comment.

Rabbit Island (Map 23)
We note that kitesurfing and sailboarding are proposed for the central front beach area – this is not expected to negatively impact birds and provision of this activity at this site is appropriate.

The shared high speed activity area and waterski area between Rabbit Island and Bell Island covers an area similar to that currently designated for personal watercraft and waterskiing with only minor modification to the boundary. Current use of this area does not appear to be causing any significant disturbance to shorebirds roosting on the Bell Island shellbank, however personal watercraft are restricted to the western area, and only water skiing takes place adjacent to the shellbank.

It is now proposed to permit personal watercraft throughout this area, as well as permitting use of the whole area by additional classes of high speed vessels:

This area is reserved for use by the following classes of vessel in descending priority:
1. Personal watercraft
2. Hovercraft, WIG craft and novel craft
3. Vessels engaged in waterskiing
4. Other vessels undertaking trials in excess of 5 knots.

The inclusion of personal watercraft, hovercraft and Wing-In-Ground (WIG) craft is a major difference from the current situation. Such craft are expected to cause increased levels of disturbance – in the case of hovercraft they are not constrained by water depth and thus may travel closer to the shellbank than other craft, while WIG craft are expected to fly at low levels, thereby they are considered likely to cause more disturbance than conventional surface craft.

There is a risk of bird damage to engines for WIG craft[8,9] and thus it is inappropriate to place these in close proximity to concentrations of birds, such as occur at high tide roost sites in east Waimea Inlet.

In view of the potential for high speed, noisy craft to disturb birds at the Bell Island shellbank the proposal needs very careful consideration by Council – the fact that current use of this area for water skiing does not appear to adversely affect birds cannot be taken as an indication of how birds may behave in the presence of different types of

[7] Robertson, H. *et al.* loc. cit.
[8] Yun, L. *et al.* 2010. *WIG craft and ekranoplan: ground effect craft technology*. Springer.
[9] Wing in Ground Effect craft – WSH-500.
http://www.flightboat.net/documents/WST%20Corp%20brochure%20complete.pdf accessed 24 March 2014.

fast moving noisy craft in future. If roosting birds are disturbed from the Bell Island shellbank they are likely to move to Sand Island, which places them some 2km closer to Nelson Airport.

Consideration should be given to restricting hovercraft, personal watercraft, WIG craft, novel craft and other vessels undertaking trials in excess of 5 knots to the proposed 'high speed activity area', and retaining the eastern sector for waterskiing only.

Further discussion relating to aviation safety at Nelson Airport is given below.

Nelson Airport – management of disturbance to birds to reduce potential birdstrike risk

Birds present a potential risk to aircraft using Nelson Airport- the fourth busiest commercial airport in the country.

Melville & Schuckard (2013[10]) recognised the need to minimise disturbance to high tide roosting sites:

> The fact that Nelson Airport is adjacent to Waimea Inlet east means that management of shorebird populations needs to take account of the potential risk of birdstrike to aircraft operating in the area. Whilst the National Airspace Policy of New Zealand (2012) does not make specific reference to birdstrikes it does note: 'To avoid or mitigate incompatible land uses or activities and potential obstacles or hazards that will impact, or have the potential to impact on the safe and efficient operation of aircraft, regional and district plans should have regard to applicable Civil Aviation Rules.' The Civil Aviation Authority of New Zealand's *Guidance material for land use at or near aerodromes* (June 2008) states: 'It is important that land use changes are monitored and reviewed by the aerodrome operator in areas outside their immediate control to ensure that these land use changes do not increase wildlife hazards for the aerodrome'.

There are three shorebird roost sites in East Waimea Inlet (Figure 3):

- Bell Island shellbank
- East end of Rabbit Island
- Sand Island (between Rabbit Island and Nelson Airport)

Birds move between these three sites depending on the state of the tide, weather conditions and disturbance. As noted above, it appears that if there is severe disturbance at Moueka Sandspit birds also will fly to roost in East Waimea Inlet, thus increasing the number of birds within the vicinity of the airport, and thereby potentially increasing the birdstrike risk. As such, management of activities at Motueka Sandspit needs to be considered as part of safeguarding Nelson Airport, notwithstanding the fact that it is some 24km from the airfield.

When birds are dispersed from the airfield Sand Island is of particular importance since it provides the closest refuge for them to move to.

Roosting birds in East Waimea Inlet are not usually disturbed by the passage of 'traditional' vessels, e.g. boats travelling past Sand Island going to/from Monaco, however experience both locally and overseas suggests that personal water craft and hovercraft are all likely to disturb roosting shorebirds, as are WIG craft. Furthermore, kite boarding, although not motorised, is widely recognised as causing disturbance to shorebirds, and thus should be avoided in the proximity of high tide roost sites.

In view of the fact that it is currently proposed to allow hovercraft, WIG craft and novel craft to operate in the High Speed Activity Area off the southeast coast of Rabbit Island (see above) there is potential for users of such craft to access the area from East Waimea Inlet which could result in disturbance to roosting sites, and foraging areas in the case of hovercraft.

Melville & Schuckard (2013) recommended actions that took into account 'the need to avoid disturbance to high tide roost sites to minimise the risk of potential birdstrike hazard at Nelson Airport', including:

- Prohibit operation of hovercraft on the shore and within 500m to seaward.

- Ensure no southward extension of boundaries of Rabbit Island waterskiing and personal watercraft areas towards Bell Island.

Section 33M of the Maritime Transport Act allows for councils to make bylaws to:

[10] Melville & Schuckard loc. cit.

(c) prevent nuisances arising from the use of ships and seaplanes:
(d) prevent nuisances arising from the actions of persons and things on or in the water

Consideration should be given to designating a *Nelson Airport Safeguarding Area* in East Waimea Inlet, in which the use of personal water craft, WIG craft, novel craft, hovercraft and kite-propelled vessels would be prohibited at all times to avoid disturbance to birds, thereby avoiding a nuisance that may increase the risk of birdstrike at Nelson Airport.

Figure 3 shows the location of the three shorebird roost sites in East Waimea Inlet and an indication of the possible boundaries for a *Nelson Airport Safeguarding Area (NASA)*.

The eastern boundary is delineated by the administrative boundary between Tasman District and Nelson City.

Along the front beach of Rabbit Island the proposed NASA adjoins an area where the Draft Bylaw proposes to prohibit personal watercraft, WIG craft and kite-propelled vessels, and where 'other vessels must avoid creating a nuisance that may spook horses' – this being a formalisation of the present request that kite surfers avoid this area[11].

Figure 3. Location of shorebird high tide roost sites (red circles) and proposed boundary of Nelson Airport Safeguarding Area (prohibition area for personal water craft, WIG craft, hovercraft, novel craft and kite-propelled vessels) - to the West of the yellow line. HSAA = High Speed Activity Area (proposed in Draft Bylaw); PA = Prohibited Area for certain powered craft and kite boards (proposed in draft Bylaw). K = designated kite boarding area under Nelson City Council Navigation Safety Bylaw; WS = designated water ski and personal watercraft area under Nelson City Council Navigation Safety Bylaw.

The proposed NASA would not impact on 'traditional' boat craft travelling to/from the Monaco wharf, including going to the Rabbit Island water ski area. Neither would it negatively impact the existing designated kite boarding area at Tahuna Beach or the water ski and jet ski area at Monaco (both designated under the Nelson City Navigation Safety Bylaw).

[11] *Boating and water sports in Tasman District 2013/2014*. Tasman District Council.

Recognising the potential for proposals under the Draft Bylaw to increase levels of disturbance to birds at Motueka Sandspit (especially in the Motueka Approaches - see above), and for birds disturbed at Motueka to fly to East Waimea Inlet, thereby bringing them in closer proximity to Nelson Airport, consideration should be given to prohibiting or restricting certain vessels in the vicinity of Motueka Sandspit.

Figure 4 shows a possible boundary for an area in which the use of personal water craft, WIG craft, novel craft, hovercraft and kite-propelled vessels would be prohibited at all times to avoid disturbance to birds, thereby avoiding a nuisance that may increase the risk of birdstrike at Nelson Airport. The outer boundary to the East in Tasman Bay should be 500m off shore, as recommended by Melville & Schuckard (2013[12]) to avoid disturbance by hovercraft.

Figure 4. Location of main shorebird high tide roost sites (red circles) and proposed boundary of Prohibition Area for personal water craft, WIG craft, hovercraft, novel craft and kite-propelled vessels - to the West of the yellow line. The red line shows the approximate boundary of the 15 knot transit lane proposed in the Draft Bylaw.

The proposed area includes the Moutere Inlet as this is a foraging ground and is also used as a high tide roost site on neap tides. The proposal would have no impact on the Kina Peninsula water ski area.

We should be pleased to answer any questions and provide further information that would assist Council in its deliberations.

We wish to be heard.

[12] Melville & Schuckard loc. cit.

D.S. Melville
on behalf of the Nelson/Golden Bay Branch
The Ornithological Society of New Zealand

Address for Service:
1261 Dovedale Road
R.D. 2 Wakefield
Nelson 7096
Tel. 03-5433628
Email: david.melville@xtra.co.nz

FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN: MOORING REVIEW DISCUSSION DOCUMENT

Name: JANE P MIDGLEY

Address: 36 STEPHENS BAY ROAD

Email: jpmidgley@midgleys.co.nz

M/4

New Bdy

NB138

Feedback...

I **support Option** (circle one): **1** (New mooring areas) or **2** (No change)

or

I **do not support Option** (circle one): (1) or **2**

My reasons for this are:

- Refer attachment 1

Are there particular matters you want Council to consider during the review?

- Refer attachment 2

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:

Signature

28 MARCH 2014

Date

Would you like to be kept informed of key dates and information during this mooring review process? (**Yes**) **No**

Tasman District Council – Mooring Review

Attachment 1

1) The Resource Consent process should be retained as the mooring owner is occupying land (under water) and the occupancy has an impact on the surrounding area and the community.

2) The cost should be kept high so that only applicants that really want a mooring will pay. The cost is small in comparison to the boat.

3) In Stephens Bay only 3-5 moorings are regularly used in summer. 2-3 of which are commercial users. So there are moorings available for other users. It is our understanding that vacant moorings can be used by non-owners until such time that owner wishes to use them.

4) Stephens Bay is not particularly sheltered from the North East & South East and any further moorings could compromise the safety of boats on existing moorings. There are already some moorings whose swing area would appear too small.

5) Stephens Bay is a very small bay. There is already too much commercial activity in Stephens Bay and it is compromising the safety and wellbeing of bathers and beach users.

Tasman District Council – Mooring Review

Attachment 2

- The council should empower the Harbour Master to annually inspect the moorings and repair at owners cost. If this requires legislative changes then the council must pursue this.

- The Council must have the power to control the coastal area.

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4

JB02

Full name of submitter: JAMES LEONARD MILLARD

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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 3 pages.

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

16/3/14
Date

For office use:
Received:
Submission ID: NB.139
Acknowledged:
Hearing time required?
Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5. Pakawau	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission 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	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
1.6 Aorere River	Support		To change details as proposed
Figure 31 Takaka River	Support		To change details as proposed
Figure 33 Waimea/Wairoa Rivers	Support		To lower minimum flows as proposed
Figure 32 Motueka River	Oppose.	This stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendment.	To leave the uplifting as is at present.
Figure 34 Buller River	Partly Support Partly Oppose.	For some time now we have worked with other user groups and gained their support to have the uplifting up to Hotleys Rock road bridge giving us access to the stretch of [illegible] between the [illegible] and Hotleys Rock, hence the reason for applying for the uplifting to this point.	To extend the uplifting to Hotleys Rock Road bridge

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or clause, e.g 3.4 Waste, or figure e.g Fig 5 - Pokororo	*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 change*	*State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Page 54 and 61 Rivers	Support		Introduce this new bylaw

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

7/4

Moorings inspection requirements Opposed

Full name of submitter: PETER RICHARD MILNE

Organisation (if any):

Full postal address: 442 OLD COACH ROAD
RD 1 UPPER MOUTERE
7173

Email Address:

Telephone number(s): 03 543 2404 (HM) 021 501 730 (WK MOB)

Fax number: -NA-

Please delete one of the following:

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vv I wish to be present at the Council Hearing

This is page 1 of a total of 3. pages.

P R Milne.
.....
Signature of person making submission (or person authorised to sign on behalf of submitter)

14/03/2014.
Date

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Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
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4.1.8(a)	Oppose	This provision removes the right of a mooring owner to inspect his own mooring unless "Deemed Competent" by a TDC Officer.	Moorings are the sole responsibity of the mooring owner.
4.1.8(b)	Oppose	(As above) This will effectively allow a third party to monopolize mooring maintenance .... which will increase costs and takes away the right of the owner to maintain his/her mooring.	Moorings are the sole responsibility of the mooring owner.
Schedual 1 Fees and Charges Mooring licence	Oppose	"Lack of Inspection Report $280 Relates to 4.1.8(a) & (b) If Deemed "not competant" by TDC for inspection reports allows a free system by having to re-apply.	Mooring are the sole responsibility of the mooring Owner.

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4
LK
Stu

Full name of submitter: Michael Montgomery

Organisation (if any):

Full postal address: 134 Champion Road
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Email Address: Montyontour@yahoo.co.uk

Telephone number(s): 5444790

Fax number:

Please delete one of the following:

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This is page 1 of a total of 4 pages.

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

11 March 2014
Date

For office use:	
Received:	
Submission ID:	NB14
Acknowledged:	
Hearing time required?:	
Hearing time allocated:	
Hearing time advised:	
Decision notified:	

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
3.2	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 Rules 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri 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 ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← 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

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing"	←

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 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 contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri 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 ¼ 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 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 Consultation
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4
JBN2

Full name of submitter: CRAIG EDWARD MORRIS

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Email Address: CraigMorris@slingshot.co.nz.

Telephone number(s): 021 897 347

Fax number:

Please delete one of the following:

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RECEIVED
27 MAR 2014
TASMAN DISTRICT COUNCIL

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

24/3/14
Date

For office use:
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Submission ID: A1342
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
6.4(b) Aorere River.	Support		To change details as proposed
Figure 31 Takaka River	Support		To change details as proposed.
Figure 33 Waimea/Waimea Rivers	Support		To leave minimum flows as Proposed
Figure 32 Motueka River	Oppose.	There stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendments	To leave the uplifting as is at present.
Figure 34 Buller River	Partly Support Partly Oppose.	For some time now I have worked with other user groups and gained their support to have the uplifting up to Hawkeys Rock road bridge giving us access to the stretch of braided river between the bridge and Hawkeys Rock. Hence the reason for applying for the uplifting to this point.	To extend the uplifting to Hawkeys Rock Road bridge

Submitter's name: E.J. MORRIS

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or Figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Page 3/4 All tidal Rivers	Support		Introduce this new bylaw.

Submitter's name: C.E. Morris

-----Original Message-----
From: pat morris [mailto:pam.rtm@gmail.com]
Sent: Wednesday, 19 March 2014 8:20 a.m.
To: Reception Richmond
Subject: Navigation Byelaws

17/4

Dear Sir or Madam,

further, and closely related to your Consultation Advice - Proposed Navigation Byelaws, I would like, in the interests of boating safety, to contribute the following:

Since the existing byelaws were drawn up there have been considerable changes in boating in the area concerned. Smaller boats and water craft are now much faster, larger boats more powerful and creating considerably more wash, and there are more people than ever before taking part in activities on, in, and around the water.

These are good reasons for the 'at speed' proximities to be increased - for example the distance to other craft - particularly in anchorages - swimmers, divers and soft foreshore areas.

Thank you for the opportunity to participate.

R.T.Morris

Suggest increase separation between speeding boats + other activities

NB 143

Feedback onTRMP: Mooring Review Discussion Document

Name: M P and I J Mosley

Address: 59 Trewavas Street, Motueka 7120

Email: p.mosley@xtra.co.nz

NB 144

Feedback:
We are prepared to accept Option 1, noting the list of administrative advantages. However, we consider that the disadvantages – particularly in terms of outcomes rather than merely administrative convenience – are significant. A particularly important issue is how to regulate the role of the Harbourmaster to avoid any possibility of cronyism, or accusations thereof. With no public input on decisions on individual moorings, there is the possibility of "arrangements" that are not in the public interest, and the Harbourmaster needs to be protected from the possibility of being placed in a compromised position. This can only be done if an well-defined decision-making and administrative procedure, with specific criteria for moorings, is established.

Other matters:
We wish the Council to consider not just administrative convenience and the financial cost to applicants for moorings, but the actual outcomes that will be achieved by mooring management (we note that p.6 of the discussion document refers to the plan change process).

Council staff should bear in mind that "efficient management of coastal space" (p. 3) is far more than administrative efficiency and cost, but implies that coastal space is allocated in such a way that it is utilized to give maximum total benefit to the community and the natural environment.

We do not support the designation of mooring areas that results in the effective privatization of a public asset. Private or club moorings have been placed in prime (usually the most sheltered) spots in many localities, thus excluding other boat owners from public space. Examples are Kaiteriteri, the southeast corner of Anchorage, Taupo Point, and many others. Boat owners who do not themselves have moorings should have a right to unhindered passage and use of the seabed, and the proposal for mooring areas has the potential to exclude such boat owners from some very important localities. Most obvious is Kaiteriteri, which nowadays is of limited value as a "refuge anchorage" for cruising boats, because there is little sheltered space that is not allocated to moorings. (We approve the indicated "casual anchoring" area on Map 6 of Kkaiteriteri). This raises, then, the question not just of equity but of marine safety.

The discussion document does not adequately address the issue of density of moorings within a mooring area. We strongly oppose designation of a mooring area off Trewavas Street foreshore if it results in parking of a large number of boats and restriction of the area for use by swimmers, kayakers, dinghy sailers, etc. A few boats (as at present) do not detract from the appearance or use of this locality (at least, if they are not derelicts), but we strongly oppose the imposition of a high density mooring area. We note that at present the boats moored off Trewavas Street are not owned by local residents (some are disused commercial craft), and question if this is appropriate. An analogy is for all-comers to be given open slather to park unused motor vehicles (including disused heavy goods vehicles) on York Park or some other

Council reserve, which we doubt that TDC would do. We suggest that moorings in the vicinity of the Motueka Marina should be fully allocated before any are approved off Trewavas Street.

We particularly do not support the designation of mooring areas that provides the opportunity for people to park boats, unused, for extended periods of time – particularly when the boat is derelict. We are aware of a number of moored boats in the Motueka area that are never used, and probably will be never used again, but are moored indefinitely as a cheaper alternative to disposing of the boat properly. The system of mooring management must, therefore, ensure that this does not happen, particularly in highly visible areas such as Trewavas Street foreshore, where derelict boats would be (and already are) an eyesore.

There seems to be an assumption in the discussion document that the cost to applicants for moorings should be minimized. It is a fundamental economic principle that a good that has a low or zero price is not valued and is not well used or is over-used. To have a mooring is a privilege, and applicants should pay a realistic and appropriate price for that privilege – this *inter alia* would address the issue of "dumping" derelict boats on moorings rather than disposing of them properly.

Other options

The most important issue that should be considered is the means of placing a realistic price on moorings (via application fee, annual administration fee, royalty charge, or whatever) to ensure that applicants value and do not mis-use the privilege.

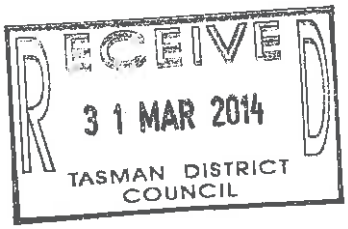
M P Mosley I J Mosley 5 February 2014

We wish to be kept informed of the mooring review process.

27 March 2014

P O Box 13444
CHRISTCHURCH 8141

By email and by post



Navigation Bylaws Consultation
Tasman District Council
Private Bag 4
RICHMOND 7050

NB147

NAVIGATION BYLAWS CONSULTATION

I **enclose** a Submission with regard to the above.

Yours faithfully

L V NORTH
lvnorth@rhodes.co.nz

270314
enc

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: LINDSAY VICTOR NORTH

Organisation (if any):

Full postal address: PO Box 13.444
CHRIST CHURCH

Email Address: lvnorth@xtra.co.nz

Telephone number(s): 03-365 0579 (Bus)

Fax number: 03-3661-715

Please delete one of the following:

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

26-3-14
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Submission ID: NB147
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Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Friday, 28 March 2014 10:40 a.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 10:40 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Website Submission - Draft Navigation Bylaws

Your Contact Details
Title *
Dr

17/4

First Name
Nicola

Last Name *
Nelson

Address *
133 Sutherland Drive

Form regarding re Forest Bay (Sam Campbell)

Suburb
Town *
Martinborough RD1

Postcode *
5781

NB 145

Daytime Phone Number
04 463 5435

Mobile Phone Number
027 563 5435

Email Address *
nicola.nelson@vuw.ac.nz

Organisation
Position
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 *

Submission on TDC Draft Navigational Bylaws

I wish to submit on Schedule relating to Bylaw 3.25.2 where anchoring is prohibited. I do not believe the proposed changes are viable considering current use, and safety for all users, specifically for the Torrent Bay Area.

I support the Access Point Transit Lane for Torrent Bay at the southern end of the beach when tide permits.

I absolutely do not support the installation of an Access Point Transit Lane at the northern end of the beach. The area around Ballons Rock and Glasgows Beach is a safe anchoring area for small boats, in particular at mid to low tide when they cannot access the lagoon. It is also a well used area for recreation. To restrict anchoring time, and dictate that anchoring is just for pickup and drop off is the only use of that area allowed, represent a significant change from accepted current use. In addition, signally this area as a transit lane implies priority as that and I believe based on extensive observations of behaviour in the area, that this would place recreational users' safety at risk (regardless of the small print asking vessel operators to keep a look out for them). The only viable option I believe for a low tide access point at the northern end of the beach is for the approach to be allowed from the southern side of Ballons rock to the low tide mark, and that this must be dealt with as a multi-use area, appreciating that no one type of user has priority at this end of the beach inside Ballons Rock.

I support the restriction against sea plane landing in the Abel Tasman National Park, Foreshore and adjacent marine area.

I support the increased time for waterskiing allowed in this bylaw change.

Attach a file to your submission

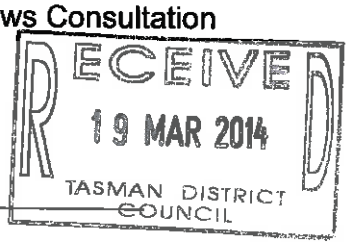
(1)

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation



Full name of submitter: Nelson Yacht Club Inc

Organisation (if any):

Full postal address: 322 Wakefield Quay
NELSON 7010

Email Address: nyc@xtra.co.nz

Telephone number(s): 03 548-7501 -called. Left msg' Mon 17th 11-1pm

Fax number:

Please delete one of the following:

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I DO NOT WISH TO BE HEARD IN PERSON

Pages 2 & 3 are absent

This is page 1 of a total of 4 pages.

5461420

John Maclaff on behalf of Nelson Yacht Club
.....
Signature of person making submission (or person authorised to sign on behalf of submitter)

16th March 2014
.....
Date

For office use:
Received: .....
Submission ID: N.B.146
Acknowledged: .....
Hearing time required?: .....
Hearing time allocated: .....
Hearing time advised: .....
Decision notified: .....

4

TASMAN DISTRICT COUNCIL

DRAFT NAVIGATION BY-LAWS

On studying these proposals I cannot see any thing that we can reasonably oppose, however I believe that the proposals are a trifle draconian but as they largely follow Maritime New Zealand guide Lines we will have to run with them.

The Club will be affected by the following in all TDC controlled water (ie) west of blind channel, Kaiteriteri, Astrolabe, and the remainder of Tasman Bay to Kahaurangi Point.

Page 20 Sec. 2.1/ 2.2/ 2.3/
Page 21 Sec. 2.4/ 2.4.3/ 2.5.1/ 2.5.2
Page22 Sec. 2.5.3/ 2.5.4/ 2.5.5/ 2.5.6/ 2.5.7

Page 31 Sec.Sec.3.16/ 3.16.1/ 3.16.2/3.16.3/ 3.16.4/ 3.16.5./ 3.16.7/ 3.16.8/ 3.16.9/3.16.10/ 3.16.11.

All of 3.16 will affect the Club if running any races in the waters of TDC.

Page 34 Sec. 3B 3.20/ 3.20.2 ii. / iii. Kill Switch
Page 37 Sec.3.28/ Overloading and stability.

In future it is my opinion that Nelson City Navigation By-Laws will be substantially the same

Dennis Win

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

17/4 LK appr.

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

To: Navigation Bylaws Consultation
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: Lawrey Water Wards

Organisation (if any):

Full postal address: PO Box 13.444
c/- RD17 Cromwell 8141

Email Address: lwnorth@xtra.co.nz

Telephone number(s): 03-365 0579 (bus)

Fax number: 03-3661-705

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This is page 1 of a total of 4 pages.

Form response re Little Kaiteriteri & no exemptions for <15 yo + additional note re parking/traffic congestion

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

26-3-14
Date

For office use:
Received:
Submission ID: NTK147
Acknowledged: .....
Hearing time required?: .....
Hearing time allocated: .....
Hearing time advised: .....
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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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

D/4
LK
opp
Standard

Full name of submitter: Adrienne Anne Oldfield

Qrganisation (if any):

Full postal address: 768 Seadown Road RD3
Timary 7973

Email Address: me.oldfield@gmail.com

Telephone number(s): 027 2427121 036882262

Fax number:

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

24/03/14
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4 of 4
ADRIENNE OLOFSEN

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

17/4
LK
oppose
standard
for

Full name of submitter: Emily Oldfield

Organisation (if any):

Full postal address: 14 Rowling Road
Little Kaiteriteri, Motueka
7197

Email Address: emilyoldfield3@gmail.com

Telephone number(s): 0276371882

Fax number:

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E Oldfield
.....
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Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Friday, 28 March 2014 4:09 p.m.
To: Katie Greer
Subject: FW: Navigation Bylaws Consultation
Attachments: img-328135411-0001.pdf

From: Luke Oldfield [mailto:lukeoldfield@me.com]
Sent: Friday, 28 March 2014 4:04 p.m.
To: Reception Richmond
Subject: Navigation Bylaws Consultation

17/4
LK
oppose
Standard

Hello,

Please see my attached submission.

Kind Regards,
Luke Oldfield

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: Luke Oldfield

Organisation (if any):

Full postal address: 133/20 Victoria Road
Parramatta, NSW, 2150, Australia

Email Address: lukeoldfield@me.com

Telephone number(s): +61438416238

Fax number:

Please delete one of the following:

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I DO NOT WISH TO BE HEARD IN PERSON

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

26/3/14
Date

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Submitter's name: [redacted]

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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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: Lydia Charlotte Rose Oldfield

Organisation (if any): Save Our Little Kaiteriteri Penguins

Full postal address: 100 Waimairi Road
Upper Riccarton
Christchurch 8041

Email Address: oldfield.lydia@gmail.com

Telephone number(s): 0273697521

Fax number: —

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

28/3/14
Date

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Acknowledged: .....
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Hearing time advised: .....
Decision notified: .....

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Lydia Oldfield

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

To: Navigation Bylaws Consultation
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

LK opposed Strongly Sm

Full name of submitter: MARK ELDRED OLDFIELD

Organisation (if any): LITTLE KAITERITERI SWIM CLUB

Full postal address: 14 ROWLING ROAD
LITTLE KAITERITERI
MOTUEKA NO. 2 R.D.

Email Address: me.oldfield@gmail.com

Telephone number(s): 035278611, 036882262, 027437 4360

Fax number:

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ME. Oldfield
.....
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Acknowledged: .....
Hearing time required?: .....
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2 of 2
MARK OZOFIELD

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

D14
oppose LIL
SLD

Full name of submitter: MARK FLORED OLDFIELD

Organisation (if any): SAVE OUR LITTLE KAITERITERI PENGUINS

Full postal address: 14 ROWLING ROAD
LITTLE KAITERITERI
MOTUEKA 2RD

Email Address: me.oldfield@gmail.com

Telephone number(s): 03 6882262, 03 5278611, 0274374360

Fax number:

Please delete one of the following:

I WISH TO PRESENT MY SUBMISSION IN PERSON TO A COUNCIL HEARING

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M.E. Oldfield
.....
Signature of person making submission (or person authorised to sign on behalf of submitter)

24/03/14...
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Submission ID: N.B.1.53
Acknowledged: .....
Hearing time required?: .....
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To: Navigation Bylaws Consultation
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Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

22/4
Opposed UK
charges
+ <15m
Standard

Full name of submitter: William Oldfield

Organisation (if any):

Full postal address: 14 Rowling Road
Kaiteriteri 7197

Email Address: Williamoldfield1@gmail.com

Telephone number(s): 0273205916 – (03) 527 8611

Fax number:

Please delete one of the following:

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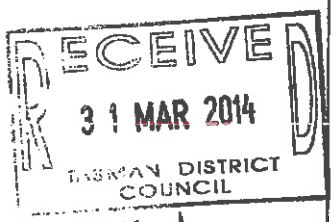
FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN: MOORING REVIEW DISCUSSION DOCUMENT

Name: Heather & Stephen Olds Family Trust
Address: P.O. Box 19, Motueka, Nelson 7143
Email: solds@es.co.nz

Feedback...



I support Option (circle one): **1** (New mooring areas) or **2** (No change)

or

I do not support Option (circle one): **1** or **2**

My reasons for this are:

See attached sheet

NB155

Are there particular matters you want Council to consider during the review?

See attached sheet

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:

See attached sheet

Signature

24/3/2014
Date

Would you like to be kept informed of key dates and information during this mooring review process? **Yes** **No**

Tasman District Council Navigation Bylaws 2014

Re Schedule 2A – reserved Areas relating to Bylaw 3.9.2

5B Areas reserved for swimming and other passive activities at Awaroa – venture Creek

Figure 11 Awaroa – venture Creek Map 7

This figure shows the boundaries of reserved area shown as the new designated swimming area.

Background to this: The Awaroa Inlet Association originally asked for a swimming area for the three weeks of summer to keep trailer yachts with no holding tanks out of this area. It was never envisaged that small boats with outboards would be banned.

We are landowners of 67 Awaroa Inlet, one of the properties bordering Venture Creek.

We would not like to see the prevention of small craft eg dingys from entering this designated swimming area.

This in effect would leave us without water access to our property and nowhere for unloading or loading from our batch. This area also is sheltered in high winds. Most dingy owners moor their dingys out of this area over summer to allow more space for swimmers. It should be pointed out however, that this area is not a popular swimming spot due to it being so tidal except on large tides.

We would like clarification on the following points:

1. Will power driven vehicles be prohibited from this area at all times?
2. Does this mean a dingy may enter this zone if doing less than 5 knots?
3. Will we still be able to access our beach property from December and up to the end of daylight savings the following year providing 5 knots is not exceeded?

Other options:

Access for dingys and small craft not exceeding 5 knots.

Heather and Stephen Olds Family Trust

PO Box 19 Motueka

solds@es.co.nz

24/3/14

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Wednesday, 12 March 2014 11:33 a.m.
To: Katie Greer
Subject: FW: Website Feedback - Review of Moorings Management

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Wednesday, 12 March 2014 11:23 a.m.
To: Reception Richmond
Subject: Website Feedback - Review of Moorings Management

Website Feedback - Review of Moorings Management

NB156

Rang to clarify answers
6.4.14 (no answer, left msg)
sprayed
11/4

ur Contact Details

Title *
Mrs

First Name
Sally

Last Name *
Palmer

Address *
140 Palmer Rd

Suburb
R.D.1

own *
Brightwater

Postcode *
7091

Daytime Phone Number
5423763

Mobile Phone Number
021331428

Email Address *
sally@willisbrook.co.nz

Organisation

Your Feedback

Please select the options you prefer

I support Option 1, I do not support Option 2

My reasons for this choice are*

We have a holiday home in Stephens Bay and as a keen swimmer and SUPaddle boarder I consider the bay is already too busy and often feel unsafe.
This summer there has been additional commercial activity with the presence of up to 24 Wilson's kayaks on at least 2 occasions and a canoe company. More boats were launched in the bay this year maybe as a result of increased fees and distance from trailer park in Kaiteriteri. These activities create more traffic and parking problems.
TDC mentions concerns about rarely used or occupied moorings.
I believe all moorings should have a name and phone number so if a casual user wants a temporary mooring they can phone the owner for permission ?

nav.

Do you think the Council should look at other options?

Please choose an option

Please indicate the other options you would like the Council to look at
Attach a file

Katie Greer

RECEIVED
19 MAR 2014
TASMAN DISTRICT COUNCIL

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

22/4
UK
oppose skylane
→ skylines ok
or no
skiing

Full name of submitter: Jim & Linda Paul

Organisation (if any):

Full postal address: 21 Coderman Drive
RD 2
Motueka 7197

Email Address: jlpaul@xtra.co.nz

Telephone number(s): 03 5278087

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

NB 157

This is page 1 of a total of 2 pages.

J Paul L Paul
.....
Signature of person making submission (or person authorised to sign on behalf of submitter)

.....
Date

For office use:

Received:	.....
Submission ID:	.....
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Figure 19 Kaiteriteri Bay Map 15	Oppose	The existing use of Little Kaiteriteri beach and water area ~~the~~ for passive use for swimming, kayaking and paddleboarding should be retained. Water skiing is not compatible and should be limited to the existing water ski area and access lane or excluded completely.	Remove Access Lane For Water Skiing from Little Kaiteriteri Beach.

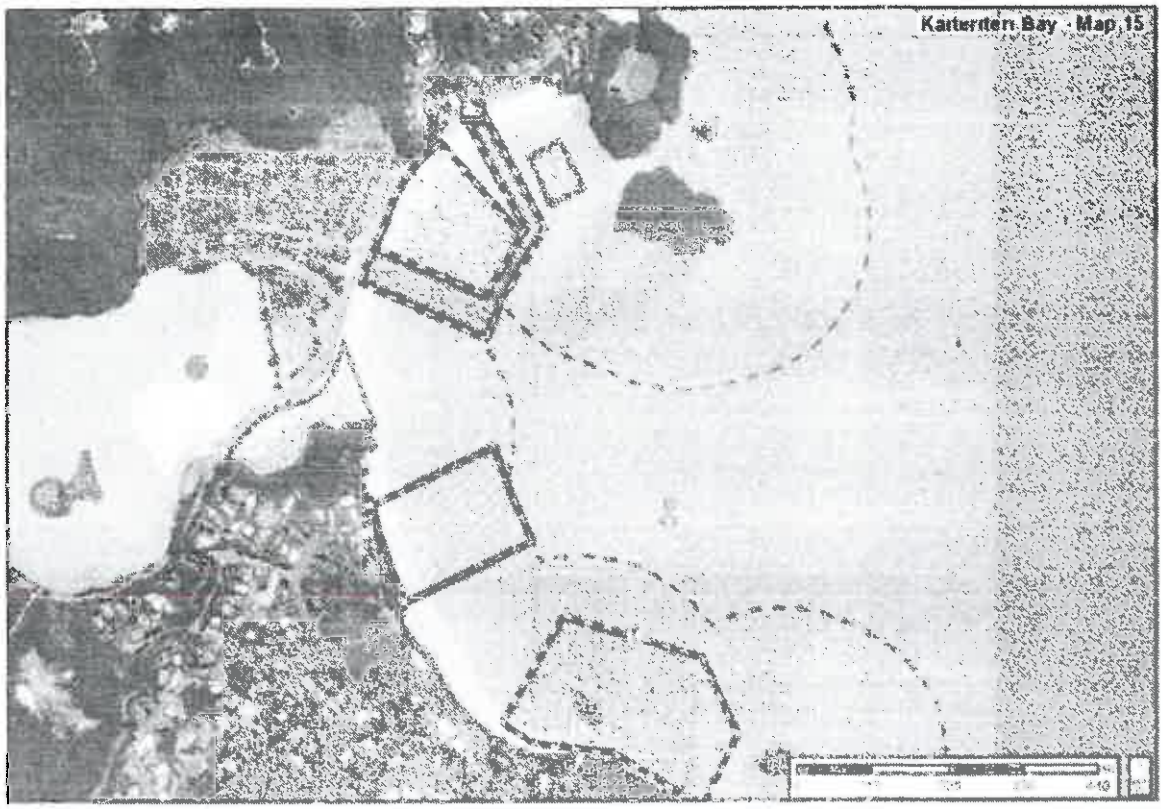


Figure 19: Kaiteriteri Bay - Map 15

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.	Paragraph 8
⚠ **Caution (Obstructions Likely)**	Multiple submerged rocks in general area between symbol and red icon indicating port lateral beacon, and in adjacent swimming area.

Forest & Bird
GIVING NATURE A VOICE
Royal Forest and Bird Protection Society of New Zealand Inc.

Nelson/Tasman Branch
P O Box 7126,
Nelson Mail Centre
7010
27 March 2014

27/4
Varias
Mails
NB158

DRAFT TASMAN DISTRICT COUNCIL CONSOLIDATED BYLAW, CHAPTER 5: NAVIGATION BYLAWS 2014

The Royal Forest and Bird Protection Society Incorporated ("Forest & Bird") has campaigned for 90 years for the protection of New Zealand's native species and the habitats on which they depend. There are 450 local memberships and nationwide 70,000 New Zealanders support the Society's objectives of secure protection for native species, ecosystems, and landforms.

BACKGROUND POINTS

- In the Tasman region the Waimea Inlet and some of its islands, Bell Island shellbank, the ocean beach at Kina and Motueka sandspit are all nationally and internationally important for a variety of coastal and migratory birds.
  Community activities within these areas should be limited by the importance of ensuring safe habitats for coastal and migratory bird life.
  During high tides birds will mass on the sandy areas above the tide line and at low tides they fan out widely to feed.

- New Zealand is at the south eastern extremity of the Pacific migration flyway which extends from Alaska and Siberia in the north to the coastal wetlands in Southland. The northern coastal areas of the South island are of great importance to several species of migratory birds, the most well-known being godwit.

- Fast, noisy and airborne craft are greatly feared by birds and all such activities should be situated well away from known roost and feeding sites.

- The importance of these sites has been well documented in the Davidson & Moffat 1990 report; "Wader distribution at Farewell Spit, Golden Bay and Tasman Bay" by Rob Schuckard, published by the Dept of Conservation in March 2002; and most recently in " Shorebirds of Farewell Spit, Golden Bay and Tasman Bay" Rob Schuckard and David Melville, August 2013.

PART A – NAVIGATION BYLAWS AND COMMON PROVISIONS

Part A, (f) prohibited zones.

Proposes that the area between Rabbit and Bell Islands "has changed to a defined priority area for personal watercraft, hovercraft, novel craft, water skiing, and vessels undertaking speed trials."

- We urge that the planning of navigation bylaws should be done holistically taking into account wildlife habitats, feeding areas of coastal and migratory birds and the necessity to eliminate as far as possible fuel pollution in these areas.

- The proposed zone above is one of the most sensitive wildlife areas in the Waimea Inlet. The numbers and species occupying Bell Island shellbank, the eastern end of Rabbit Island and Sand Island have been documented in the publications above. We consider it is essential that the hundreds of birds that either nest or feed or do both in these areas are protected from excessive disturbance.

- The endemic Variable oystercatcher is present in large numbers in Waimea Inlet and on the Ruby Bay coastline at certain times of the year and it has been mooted that the Waimea Inlet is a nursery for pre-breeding birds (4.5.5. Schuckard and Melville 2013)

- We submit that an additional area should be identified in Schedule 2A, clause 8 and shown on Figure 27: Rabbit Island - Map 23 which includes the entire area within a boundary defined by Sand is, Bell is shellbank and the eastern and southeastern shore of Rabbit Is. prohibiting hovercraft, WIG craft, novel craft and kitesurfing from this area. The description and conditions for the prohibited area should include a note stating that other vessels eg kayaks, must avoid creating a nuisance that may disturb birds roosting on these shorelines.

- We consider it unfortunate that 25 years ago more notice wasn't taken of the Davidson & Moffat 1990, Department of Conservation ecological report on the Waimea Inlet which recommended that "power boating on the estuary should be prohibited with passive recreation promoted in a management plan".

- The second bylaw consideration, after bird populations, must be for the needs of Nelson airport which would be seriously threatened by disturbed flocks of birds if the bylaw as proposed was adopted. We consider that these navigation bylaws should be written cooperatively with airport personnel. We support a *"Nelson Airport Safeguarding Area"* in East Waimea Inlet, as suggested by the Ornithological Society.

Part A (xiii) proposes that seaplane restrictions in Waimea Inlet are reduced to the Mapua channel only.
We submit that the Waimea Estuary should be a seaplane prohibited area.

In support of this the Maritime Transport Act 1994, Section 33M, allows councils to make bylaws to
(c)prevent nuisances arising from the use of ships and seaplanes
(d) prevent nuisances arising from the actions of persons and things on or in the water

Estuaries are essentially quiet places where bird, fish and invertebrate life should live safely and where the community can pursue non-invasive activities.

Personal water craft are excessively noisy and should be taking place in wider spaces, where the sound doesn't reverberate throughout the surrounding country. Tasman Bay is generally calm enough for use by such craft.

Waterskiing, along Abel Tasman and Golden Bay shores takes place off beaches along Tasman Bay. We ask that areas are designated for waterskiing along the Rabbit Is northern shoreline instead of

within the Waimea Inlet.

In the event that motorised craft continue to operate within the Waimea Inlet we submit that the 5 knot speed limit should continue and that craft should not go within 500m of shorelines occupied by birds.

Signed:

Gillian Pollock, branch secretary

Home phone: 03 540 2748
Email: g.pollock@scorch.co.nz

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: Richard Thomas Charles Pointon

Organisation (if any): Member NZ Jetboating (inc) West Coast Branch.

Full postal address: PO Box 129
Murchison

Email Address: deepdalelabs@farmside.co.nz

Telephone number(s): 03 5239363

Fax number:

22/4 JBNZ stand + Wilkin River donor

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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
Date

For office use:
Received:
Submission ID: NB159
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause *Please refer to the numbered bylaw or subclause, e g 3 4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
Figure 34 Buller River & Tributaries Part - A	oppose.	Jet boating NZ proposed the idea of the uplifting But the person who wrote the proposeal	Full time uplifting Including tributaries from District Boundary to Lake Rotoiti. All Year Round With No Flow Restrictions
Figure 34 Buller River & tributaries Part B	oppose	did not listen to what We ~~don't~~ asked for. For Some time now we have worked with other user	
		groups & gained their support to have uplifting Up to Harleys Rock road Bridge, giving us access to	
		the Stretch of braided river between the Owen & Harleys Rock. Haveing unrestricted access to the Buller will put this	
		River on a par with other awesome Jet boating locations around New Zealand with Spin off benifits for the region.	

M

Wilkin River: an evaluation of river morphology and jet boat accessibility

Dr Henry R. Hudson
Environmental Management
Associates Limited
2 Westlake Drive, Christchurch
hudsonh@es.co.nz

Environmental Management Associates

EMA 2004-04

EMA

Citation: Hudson, H.R.. Wilkin River: an evaluation of river morphology and jet boat accessibility. EMA 2004-04, Environmental Management Associates, Christchurch. 18 pages.

Summary

Environmental Management Associates (EMA) was commissioned by Traffic Design Group and the Harbour Master, Queenstown Lakes District Council, to participate in studies to evaluate the safety of additional jet boat trips in the Makarora-Wilkin River. In particular EMA examined channel geometry, sight distances and manoeuvre area for jet boats and how these varied at different river flows and over time.

In our experience in the Makarora and Wilkin rivers at low flow, there were long relatively straight reaches of river with unimpeded sight lines, some areas with tight bends but generally good approach sight lines, and places where the channel is constricted to single boat passage. In most cases the active river bar heights are sufficiently low as to not impede visibility. Bank heights exceeding about 1.5 m (the sight line height for a seated driver), are limited to the vegetated river banks and occasional mid channel bar or island.

The rivers are not gauged. Tourism operators indicated that at the time of observation (April 26, 2004), the rivers were close to that experienced during winter low flow. Because of the steepness and width of the active river channel of the Makarora and Wilkin, increases in streamflow are largely accommodated by increases in velocity and width more so than depth. During floods and freshes the river would not be safely navigable because of large amounts of debris and trees floating downstream. Operational water levels are probably limited with extreme low flows (experienced during the winter), and water levels increases probably less than 50 cm above low flow conditions. With this magnitude of water level rise, constricted sections would become wider allowing boats to pass, but there is little effect on sight distances around corners or over bars.

Channel features and position of bends and bars are expected to change over time, but the general patterns of braiding will remain. One uncertainty is the influence of a recent (1994) major input of sediment from the right bank of the Wilkin. Large volumes of finer gravel were released into the river system as the result of this valley wall erosion. Over time it is possible that the river will degrade into these deposits and the lower reaches will become more entrenched and coarser textured as the finer gravel is washed downstream.

1 Introduction

1.1 Background

Additional commercial jet boat trips are proposed in the Wilkin River area (Fig. 1). Environmental Management Associates (EMA) was commissioned by Traffic Design Group and the Harbour Master, Queenstown Lakes District Council, to participate in studies to evaluate the safety of additional jet boat operations in the Wilkin River. In particular EMA examined channel geometry, sight distances and manoeuvre area for jet boats and how these varied at different river flows and over time.

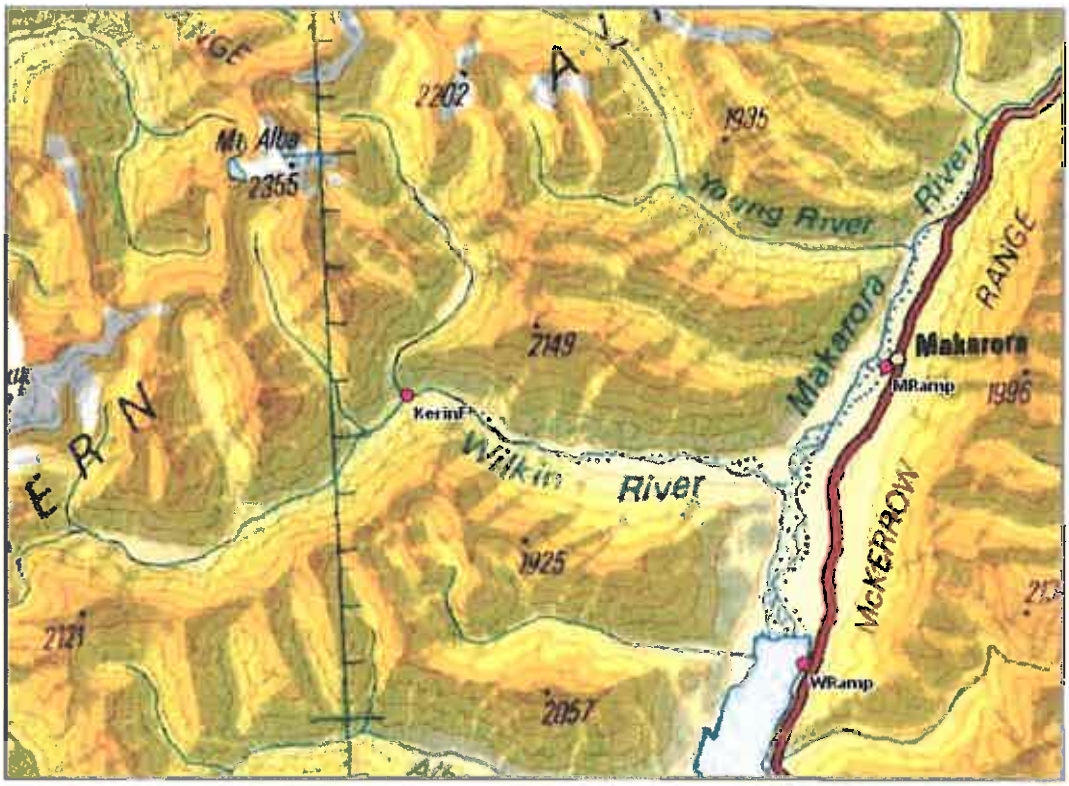

Fig. 1. Geography of the lower Makarora and Wilkin River.

1.2 Study area

Departure points for the proposed jet boat trips are from Makarora township ("MRamp"; Makarora river km 10) to the mouth of the Wilkin River (Makarora River km 4.5); and up the Wilkin to just below Kerin Forks ("KerinF"; Wilkin River km 12) (Fig. 1) . Trips may also depart from the northern end of Lake Wanaka from the boat ramp at Wharf Creek ("WRamp"), about 1.6 km from the present main channel at the Makarora mouth. (Photographs were geo-referenced with a GPS and river distances were calculated from digital 1:50,000 topographic maps).

1.3 Methodology

Channel geometry, sight distances and manoeuvre area for jet boats were evaluated using:

1. Aerial photographs;
2. Observations made during a jet boat trip down the Makarora and into the Wilkin River up to Kerin Forks;
3. Observations made during a low speed, low elevation flight through the area;
4. Discussions with local tourist operators; and
5. Estimates of water level change at higher flows.

2 Jet boat accessibility

There are unobstructed views from the Wharf Creek boat ramp on Lake Wanaka to the mouth of the Makarora River. The active river channel (exposed gravel bed) of the lower Makarora River is wide (> 600 m), the active channel banks are relatively low, and there is a dominant single channel that provides continuous passage at low flow (Fig. 2).

Fig. 2. Makarora River: view downstream to Lake Wanaka from the mouth of the Wilkin River (on the true right bank).

Similarly, from the mouth of the Wilkin River to the boat ramp at Makarora township the active river channel is wide and a dominant single channel provides continuous passage (Fig. 3). The active channel banks are relatively low (i.e. from a seated position an approaching boat could be observed over the bar tops). The vegetated river banks are generally less than 1.5 to 2.0 m above the water surface (Fig. 4), but these banks generally do not block sight lines in the main channel.

Fig. 3. Makarora River: view downstream to the mouth of the Wilkin River (valley on the right bank).

Fig. 4. Makarora River view downstream towards the Wilkin Valley: approaching a chute that limits passage to one lane traffic at low flow.

Approaching from upstream along the true right bank channel of the Makarora, views into the Wilkin are obstructed by a relatively high bank (Fig. 4 & 5). At the mouth, the right bank of the Makarora is replaced by a low gravel bar, and there are unobstructed views into the Wilkin.

Fig. 5. View downstream at the Makarora (left) Wilkin (right) confluence (April 2004).

It is possible that the Makarora will shift its main channel hard against its high true right bank all the way down to the Wilkin mouth. At the same time it is possible that the Wilkin will erode a channel along its high true left bank near the mouth. This would result in a relatively high elevation "V" shaped headland separating the two rivers at the confluence. There would be limited visibility until the boats passed the high bank below the confluence. However, it is likely that you could see a boat, or at least the "rooster tail" spray of an approaching boat, if you were standing up in a boat (Fig. 6).

Fig. 6. Wilkin River: view upstream to the true left bank at the mouth.

Aerial photographs taken in 1998 show that the Wilkin River has long relatively straight sections, usually with wide unobstructed bends (Figs. 7-9). Similar patterns were observed in the recent field visit (e.g. Figs. 10-14). Sight lines are not obstructed by the relatively low active river channel bars, and at low flow the channel is sufficiently wide in most places for two lane boat traffic (Figs. 15-16).

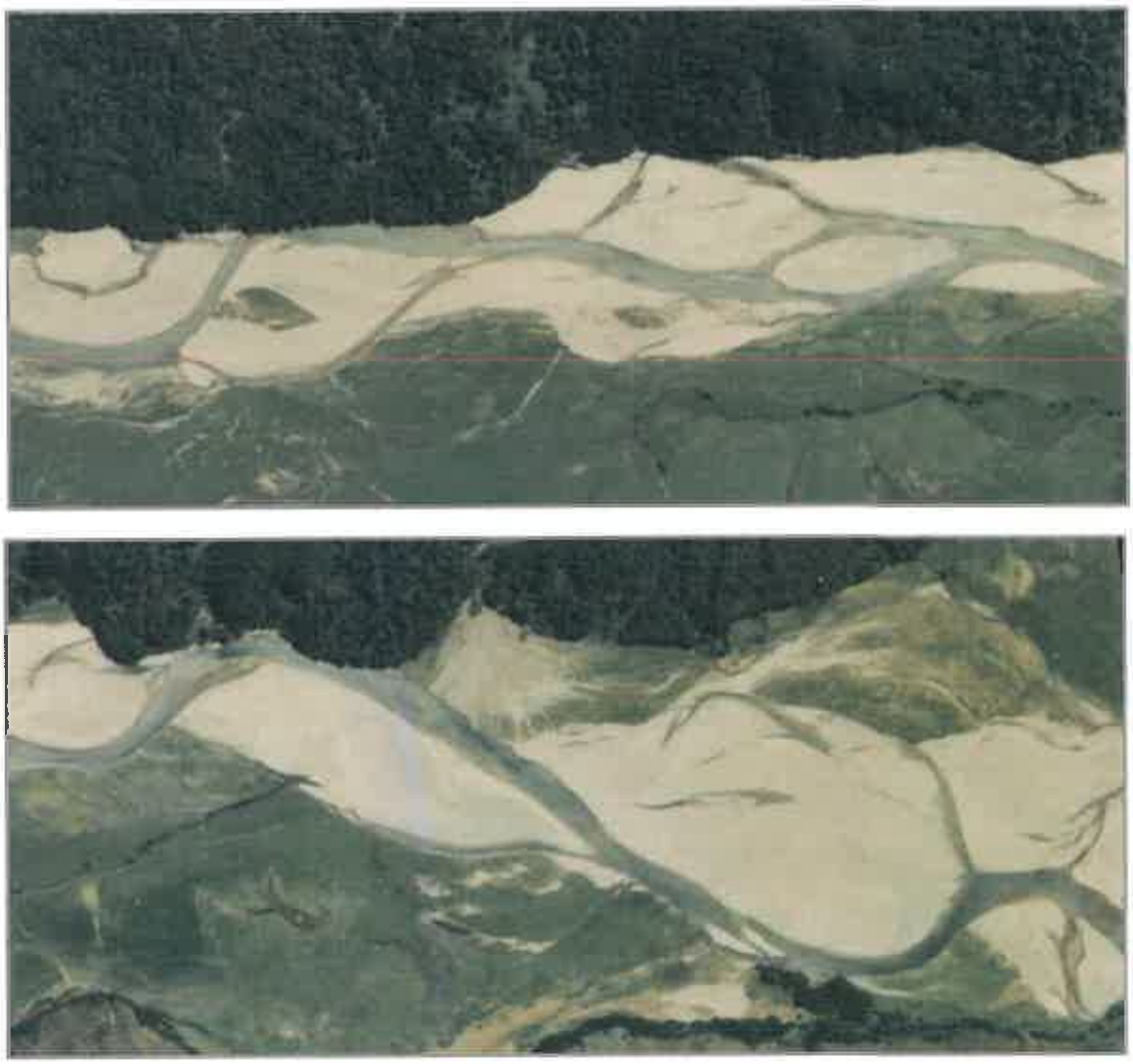

Fig. 7. Wilkin River (flow from left to right): 3.2 to 5.5 km from the mouth (top) and 0.4 to 3.2 km from the mouth (bottom). Based on aerial photographs taken in November 1998. (Courtesy of Otago Regional Council).

Fig. 8. Wilkin River (flow from left to right): 5.2 to 10.8km from the river mouth.

Fig. 9. Wilkin River (flow from left to right): 10.8 to 13.3 km from the river mouth. Siberia Stream flows from the north and the Wilkin from the south above the confluence at Kerin Forks.

Fig. 10. Wilkin River: view upstream ~0.3 km from the river mouth.

Fig. 11. Wilkin River: view upstream ~0.3 km from the river mouth.

Fig. 12. Wilkin River: view upstream ~3.7 km from the river mouth.

Fig. 13. Wilkin River: view upstream ~6.6km from the river mouth.

Fig. 14. Wilkin River: view upstream to Kerin Flat (true left bank; i.e. right side of photograph), ~8.6 km from the river mouth. Siberia Stream flows from behind the treed ridge in the upper part of the photograph.

Against the vegetated hill slope on the true left bank of the Wilkin River there are overhanging trees and relatively deep scour pools (Fig. 17). Often the river strikes the valley wall creating a tight bend. There are some restrictions on sight lines entering these bends, and when a boat is in the apex of the bend it is not always possible to see around the corner. There is often (but not always) sufficient room for boats to pass in these bends even at low flow (e.g. Figs. 15-18). In every case there are pools or runs upstream and downstream where boats can stop and start so as to assess traffic in the bends.

Fig. 15. Wilkin River: view upstream to the vegetated valley wall bend ~2.4 km from the river mouth.

Fig. 16. Wilkin River: view downstream to the bend ~2.4 km from the river mouth.

Fig. 17. Wilkin River: view downstream along the vegetated valley wall bend ~5.1 km from the river mouth.

Fig. 18. Wilkin River: view upstream to the bend ~5.1 km from the river mouth.

Snags (partially buried trees) restrict passage to one lane at two locations in the Wilkin (e.g. Fig. 19), but sight lines are not obstructed on the approach. At this particular site, a mid channel bar has been exposed which reduces the passage width along the true left bank. At higher flows the bar could be traversed by a jet boat. Both upstream and downstream there are suitable places to stop a boat.

Fig. 19. Wilkin River: view upstream to snags in the river channel ~8.2 km from the river mouth.

Chutes that have cut into the riffles and rapids in the main channel also restrict boat passage to a single lane, particularly at low flow (e.g. Fig. 20). In all cases in the Wilkin River, the sight lines around these chutes were not obstructed. Chutes invariably spill into wider, deeper pools where boats can stop and start. The lead into the chutes are usually relatively shallow runs (depths of ~30 cm at low flow at the chute crest), which are wide enough for boats to pass.

Further upstream, near the major debris fan opposite the upper end of Dans Flat (~km 8), boulders are exposed in some chutes and rapids (e.g. Fig. 21).

In the Dans Flat reach there is a very narrow reach that is boulder strewn. Passage is limited to one boat through this reach, but the sight lines are open and there are pools immediately upstream and downstream where boats can stop (Figs. 22 & 23).

There is no jet boat access above the Kerin Forks Flat into either the upper Wilkin River or Siberia Stream. The river bed is narrow and strewn with boulders (Figs. 9 & 14).

Fig. 20. Wilkin River: view downstream to a gravel-cobble bed chute ~4.4 km from the river mouth.

Fig. 21. Wilkin River: view upstream to a rapid 10 km from the river mouth. Note the exposed boulders in the rapid.

Fig. 22. Wilkin River: view upstream to "the rock garden" at Dans Flat, ~7.4 km from the river mouth.

Fig. 23. Wilkin River: aerial view of "the rock garden" in Fig. 22.

3 River dynamics

Braided river channels in high energy environments are very unstable. Channel shifts are expected, but the general patterns of the braided channel will be retained.

Over the longer term there may be a tendency to degraded and coarsen bed material in the lower Wilkin River. There are large contributions of gravel into the Wilkin River opposite upper Dans Flat (e.g. Fig. 8 & 24) as the result of valley wall erosion and fan development in 1994 (Paul Cooper, tourism operator). While some contribution may continue indefinitely with ongoing erosion, the rate of contribution may decline. In this case, the reduction in sediment inputs may lead to a coarsening of the river bed and down-cutting of the channel over the long term.

Fig. 24. Wilkin River: ~km 8 from the river mouth major sediment contributions occur from this recent (1994) fan system.

The rivers are not gauged, but Paul Cooper (tourism operator) indicated that at the time of observation (April 26, 2004), the Makarora and Wilkin flows were close to that experienced during winter low flow. In his more than ten years experience on the river, he found that the range of usable water conditions was limited by extreme low flows in winter and by freshes-floods. With low flows the gravel-cobble riffles and boulder rapids are quite shallow and the chutes that sometimes cut through these features (e.g. Figs. 4) are narrow, but the river is still boatable.

During floods and freshes the river is not safely navigable because of large amounts of debris and trees floating downstream.

It is likely that operational water levels are limited by extreme low flows experienced during the winter. Based on comments from experienced locals (Paul Cooper and Brent Pihana) and my experience in other braided gravel bed rivers, I would expect that commercial jet boating would cease during freshes or floods when water levels rose about 50 cm above normal low flow conditions.

This range of flows can be independently verified if Otago Regional Council provide slope area calculation information for the 10.1.1994 flood (1610 cms); and their miscellaneous gauging data (Chris Arbuckle, Otago Regional Council).

With the estimated magnitude of water level rise, passage opportunities would increases in limited constricted reaches (such as chutes), but there is little benefit for sight distances around corners or over bars.

4 Conclusions

In the study area, the Makarora River and Wilkins River below Kerin Forks are suitable for jet boating. Sight lines are generally unobstructed, and in most places there is sufficient room to drive and manoeuvre more than one boat through a particular reach. Constricted reaches and bends usually have good sight lines and places to manoeuvre boats upstream and downstream, but there is limited visibility in some places.

5 Acknowledgements

Chris Arbuckle, Otago Regional Council, kindly provided aerial photographs of the Wilkin River. Paul Cooper (Southern Alps Air scenic flight) and Brent Pihana (jet boat) provide logistical support and valuable commentary. This assistance is greatly appreciated.

6 Glossary

Active channel: Active channels carry water for a substantial portion of the year. In gravel bed rivers the active channel is typified by extensive exposed gravel beds, with little vegetation.

Bar: A deposit of alluvium (sand, gravel, cobbles, boulders) transported and deposited by rivers into various bedforms.

Island: Higher elevation land within the stream banks, surrounded by water (at least during higher flows), typified by permanent vegetation (e.g. established grass and trees), and infrequently flooded.

Pool: Slower moving, relatively deep water, often with an asymmetrical cross section even in straight channels.

Riffle: Gravel-cobble dominated diagonal bars which often extend across the channel. They have relatively shallow, fast flow.

Run: A form of plane-bed channel lacking well defined bedforms. In gravel bed rivers they may represent partially infilled pools and/or transitions from pools to riffles. They have relatively shallow, fast flow.

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

Full name of submitter: Rob Pooley

Organisation (if any): JBNZ / RECREATIONAL USER

Full postal address: P.O. Box 183 Nelson

22/4

JBNZ Standard

Email Address: rbpextra.co.nz

Telephone number(s): 0274472476

Fax number: /

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

17/3/2014
Date

For office use:
Received:
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Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
6 c/b Aorere River.	Support		To change details as proposed
Figure 31 Takaka River	Support		To change details as proposed.
Figure 33 Waimea/Wairoa Rivers	Support		To lower minimum flows as proposed
Figure 32 Motueka River	Oppose.	This stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendments	To leave the uplifting as is at present.
Figure 34 Buller River.	Partly Support Partly Oppose.	For some time now we have worked with other user groups and gained their support to have the uplifting up to Hanleys Rock road bridge giving us access to the stretch of braided river between the Owen and Hanleys Rock. Hence the reason for applying for the uplifting to this point.	To extend the uplifting to Hanleys Rock Road bridge

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 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*	*State clearly the decision and/or suggested changes you want Council to make in respect of the provision*
Page 54 All tidal Rivers	Support		Introduce this new bylaw.

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
Tasman District Council
Private Bag 4
Richmond 7050

OR info@tasman.govt.nz
Subject: Navigation Bylaws Consultation

22/4
Moorings

Full name of submitter: Heather Jane Quinn

Organisation (if any): Mapua Boat Club

Full postal address: 59 Iwa St Mapua 7005.

Email Address: heatherquinn100@gmail.com

Telephone number(s): (03)5402023 0274732042

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.

H J Quinn
.....
Signature of person making submission (or person authorised to sign on behalf of submitter)

14/3/14
.....
Date

For office use:
Received:
Submission ID: NB 161
Acknowledged: .....
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
Emailed to:	info@tasman.govt.nz

Provision / Clause *Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau*	Support / Oppose *Clearly indicate whether you support or oppose the specific provision*	Submission *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*	Decision Sought *State clearly the decision and or suggested changes you want Council to make in respect of the provision*
4.1.4 4.1.5	oppose	I oppose this provision until mooring issue is resolved	
4.1.7(a)	support	Happy to have guidelines and standard specifications.	
4.1.8(a) (b)	oppose	Mooring maintenance is between the owner and the insurance company	
4.1.9 4.1.10	oppose	Proposals will just result in an over load of paper work	