

Date: Monday 25 November to Wednesday 27 November 2024
(with reserve dates on Monday 9 and Tuesday 10 December 2024)

Time: 9.30am day one (Chair's discretion thereafter)

Venue: TDC Council Chambers
189 Queen Street, Richmond

Commissioner (Resource Consent) Hearing

AGENDA

Commissioner:	Bianca Sullivan (Chair)
	Graham Taylor
Council Staff:	Victoria Woodbridge, Consultant Planner
	Leif Pigott, Team Leader – Natural Resources Consents
	Peter Renshaw, Harbourmaster
	Anna MacKenzie Resource Scientist - Contaminants
	Chris Rossiter, Traffic Engineer
	Liz Gavin, Landscape Architect
	Daniel Winter, Acoustic Engineer
	Rosalind Squire, Reserves Planner
Hearing Facilitator:	Phil Doole, Principal Planner – Resource Consents
Technology Support:	Andrew Strand, Team Leader – Resource Consents Administration

Contact Telephone: 03 543 8400
Email: Phil.Doole@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME

2 REPORTS

2.1 Māpua Community Boat Ramp Trust's Resource Consent Application at 5, 11 and 6-16 Tahi Street, Māpua – Council Reference RM230253 and Ors.

Resource Consent applied for:

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

Notification and Submissions:

This application was originally lodged on 27 April 2023, with a request for public notification by the Applicant. The application was publicly notified on 24 January 2024. Council received a total of **329** submissions on this application. **210** of the submissions support the proposal, **6** were neutral, while **113** opposed. **99** submitters requested to be heard.

Purpose of Hearing Report:

The hearing report is not the decision on the application, it contains advice and recommendations from planners, with support from specialists, on behalf of the Council.

This report has yet to be considered by the Accredited Independent Hearings Commissioners delegated by Tasman District Council to decide this resource consent application. The decision will be made after the Commissioner has considered the application and this report, heard from the applicant and submitters, and visited the site and surrounds.

2 REPORTS

2.1 MĀPUA COMMUNITY BOAT RAMP TRUST'S RESOURCE CONSENT APPLICATION AT 5, 11 AND 6-16 TAHI STREET, MĀPUA – COUNCIL REFERENCE RM230253 AND ORS

Decision Required

Report To:	Commissioner (Resource Consent) Hearing
Meeting Date:	25 November to 27 November 2024 <i>(with reserve dates on 9 and 10 December 2024)</i>
Agenda Author:	Blair Telford, Principal Planner – Resource Consents
Report Number:	REPIHC25-11-24
Attachments:	<ol style="list-style-type: none">1. Attachment 1 – Section 42A Hearing Report2. Attachment 2 – DRAFT conditions3. Attachment 3 – TRMP Zone and Overlays Maps4. Attachment 4 – TRMP Objectives and Policies Summary5. Attachment 5 – Submission Summary6. Attachment 6 – Tasman Boat Ramp Indicative Business Case7. Attachment 7 – Harbourmaster Report8. Attachment 8 – HAIL Review9. Attachment 9 – FCC Site Management Plan10. Attachment 10 – Stantec Transport Review11. Attachment 11 – Boffa Miskell Landscape Review12. Attachment 12 – Styles Group Acoustic Review13. Attachment 13 – TDC Reserves Planner Review14. Attachment 14 – Application Document Links

The Section 42A report and recommendation is attached and has been prepared by Victoria Woodbridge, Consultant Planner, and Leif Pigott, Team Leader – Natural Resources. It has been peer reviewed by Paul Gibson, Council's Team Leader – Land Use Consents, and Liam Perrott, Consent Planner – Natural Resources.

Specialist support has been provided to the reporting planners during the processing of this application to date, in relation to the following topic areas: navigation, contaminated land, transport and traffic engineering, landscape architecture, acoustic engineering, and reserves.

Report under section 42A of the Resource Management Act 1991

Resource application by	Māpua Boat Ramp Community Trust
Application number	RM230253, RM230388, RM230254, RM230255, RM230256, RM230257, RM230258 and RM230259
Site address	11 Aranui Road and 10, 12, 14 & 16 Tahi Street, Māpua; and the adjacent coastal marine area.
Legal description	Lot 2 DP 11106 (RT NL7B/371), Lot 2 DP 11502 (RT NL7B/375), Sections 13 and 29 SO 496194 (RT 743706), Section 28 SO 496194 (RT 743714) Section 27 SO 496194 (RT 743708) and Section 26 SO 496194 (RT 743709) and the adjacent coastal marine area.
Location co-ordinates (NZTM)	1608478 easting and 5432675 northing
Report and recommendation prepared by:	Victoria Woodbridge, Consultant Planner Leif Pigott, Team Leader - Natural Resources

Note: This is not a decision.

This report sets out the advice and recommendations of the reporting planners.

The independent commissioners delegated by Tasman District Council to decide this resource consent application have not considered this report yet.

The independent hearing commissioners will only make a decision after they have considered the application and heard all evidence from the applicant, submitters and council officers.

1 Introduction

1.0 The application seeks the following resource consents:

RM230253	Land use consent to construct and use a boat ramp and to erect signage in the Open Space Zone, Recreation Zone and the Coastal Environment Area.
RM230388	Land use consent for carparking in association with the boat ramp and a public parking area in the Residential Zone.

RM230254	Land use consent under the NESCS for soil disturbance.
RM230255	Land Disturbance within the Coastal Environment Area for construction of the boat ramp and associated infrastructure.
RM230256	Disturbance of the Coastal Marine Area in association with construction of the boat ramp.
RM230257	Occupation of the Coastal Marine Area for the purpose of constructing and operating a boat ramp.
RM230258	Discharge of sediment to the Coastal Marine Area during construction of the boat ramp.
RM230259	Discharge of stormwater into the Coastal Marine Area.

- 1.1 This report has been prepared under section 42A of the Resource Management Act 1991 (RMA) to assist the hearing of the application for resource consents made by Māpua Boat Ramp Community Trust (“**the applicant**”) on 27 April 2023. The application is considered under the RMA provisions as at the date the application was made.
- 1.2 Section 42A allows consent authorities to require the preparation of such a report on an application for resource consents and allows the consent authority to consider the report at any hearing.
- 1.3 The purpose of the report is to assist the Panel in making a decision on the applications RM230253, RM230388, RM2300254, RM230255, RM230256, RM230257, RM230258 and RM230259.
- 1.4 The application documents are listed within Attachment 14 with hyperlinks provided to the relevant documents on Council’s website. Application documents referred to within this report are available at those hyperlinks or where provided, in a footnote within this report.
- 1.5 The application was referred to Maritime New Zealand pursuant to S89A of the RMA. However, they chose not to report on the application and deferred any navigation-related matters to the Tasman Harbourmaster. A report on the application from the Tasman Harbourmaster can be found in Attachment 7.
- 1.6 The relevant version of the RMA is the version under which the application was made. The application was lodged on 27 April 2023, and accordingly the RMA version is: [Resource Management Act 1991 No 69 \(as at 13 April 2023\), Public Act Contents – New Zealand Legislation](#)

Qualifications and Experience

Victoria Woodbridge

- 1.7 I am the co-author of this report. I am employed by The Property Group in the role of Principal Planner. I have previously been employed by Tasman District Council as a Consent Planner. I have over 16 years of experience in planning and resource

management in New Zealand and the UK. My experience includes processing and preparing a wide range of resource consent applications, developing District Plans, Plan Changes and policies and writing associated reports and evidence.

- 1.8 I hold a Bachelor of Arts (Honors) English and Media Studies from the University of Glamorgan, UK and a Masters of Urban and Regional Planning from the University of Westminster, UK.
- 1.9 I am an Associate member of the New Zealand Planning Institute (NZPI) and I have completed the Making Good Decisions course with Commissioner Certification (2023).
- 1.10 I have been involved in the processing of the application since November 2023 when I took over processing the application from Bill Harrington following his resignation from The Property Group.
- 1.11 I have visited the site and the environs both for the purposes of assessing the proposal and for personal recreation purposes.

Leif Pigott

- 1.12 I am the co-author of this report. I am the Team Leader Natural Resource Consents at Tasman District Council. I have been employed by the Council since 2007.
- 1.13 In my role at the Council, I am responsible for managing a team which processes resource consents for the Council's regional Council function. These consents relate to the discharge of contaminants, coastal/aquaculture, earthworks, diversion of water and water takes.
- 1.14 I hold a Bachelor of Science and a Master of Science (Honors) Physics qualification from Auckland University and am a full member of the New Zealand Planning Institute (NZPI). I have over 25 years' experience in Regional and Unitary Councils in NZ (Environment Waikato, Otago Regional Council and Tasman). I am a technical committee member of the New Zealand Land Treatment Collective.
- 1.15 I have been involved with small boats most of my life; kayaking, fishing and diving. I have significant experience using boat ramps in less than ideal conditions. While I am not a formal technical expert, I have had firsthand experience dealing with people who have had little experience dealing with relatively expensive and powerful toys in confined areas trying to avoid the physical laws of nature.
- 1.16 I have been involved with the application since it was lodged and received by the Council.
- 1.17 I have visited the site and the environs both for the purposes of assessing the proposal and for personal recreation purposes (including kayaking the channel).

Expert witness code of conduct

- 1.18 We acknowledge that this is a consent authority hearing. We have read and agree to comply with the Code of Conduct for expert witnesses as set out in the Environment Court Practice Note 2023. We have also read and are familiar with the Resource Management Law Association / New Zealand Planning Institute "Role of Expert

Planning Witnesses” paper. We confirm that the evidence on planning matters that we present is based on our qualifications and experience, and within our area of expertise. We are not aware of any material facts which might alter or detract from the opinions we express. If we rely on the evidence or opinions of another, our evidence will acknowledge that.

2 Summary of Proposal

- 2.0 The applicant proposes the construction of a new boat ramp with associated signage and car parking for cars and trailers. The activity is undertaken over several different zones, including the Open Space Zone, Recreation Zone and Residential Zone as well as within the Coastal Marine Area (CMA). The site is also within the Coastal Environment Area and a Cultural Heritage Precinct.
- 2.1 The application as originally lodged included a new building for community purposes, including as a new base for the Māpua Sea Scouts. Following close of submissions the applicant amended the application to remove the proposed building and therefore the application is now only for the boat ramp and associated infrastructure, car parking and signage.
- 2.2 Prior to the drafting of this report the applicant further amended the proposal to include a floating barrier comprising a rope line of safety buoys which will be positioned from the south end of Māpua Wharf across to the shoreline at the north-east corner of the Waterfront Park Reserve. The floating barrier was a recommendation from a further safety report which the applicant provided and requested to be included in the application.
- 2.3 The amended plans were uploaded onto Council’s website and submitters were advised via email of the amendments to the application, both in relation to omission of the community building and inclusion of the safety report and recommended floating barrier.
- 2.4 A range of resource consents are required for the activity, including land use consents for construction and use of the boat ramp, car parking and signage as well as land disturbance associated with construction of the ramp and associated infrastructure.
- 2.5 Discharge permits are required for discharge of sediment during construction and stormwater to the CMA.
- 2.6 Coastal permits are required for occupation of the CMA by the ramp and for disturbance during construction.
- 2.7 Consent is also required under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCS) for soil disturbance of a HAIL site.
- 2.8 The proposal will involve the consequential removal / relocation of two swing moorings. However, this is a permitted activity subject to agreement from the Harbourmaster.
- 2.9 The proposed boat ramp will be located at the Māpua Waterfront Park Reserve with access provided for launching from Tahi Street. Car and trailer parking will be

provided on the western side of Tahi Street. The layout of the proposal is shown in Figure 1 and 2 below.

Figure 1: Boat ramp and amended car park layout (Source – DO Engineering Design 07/2022)

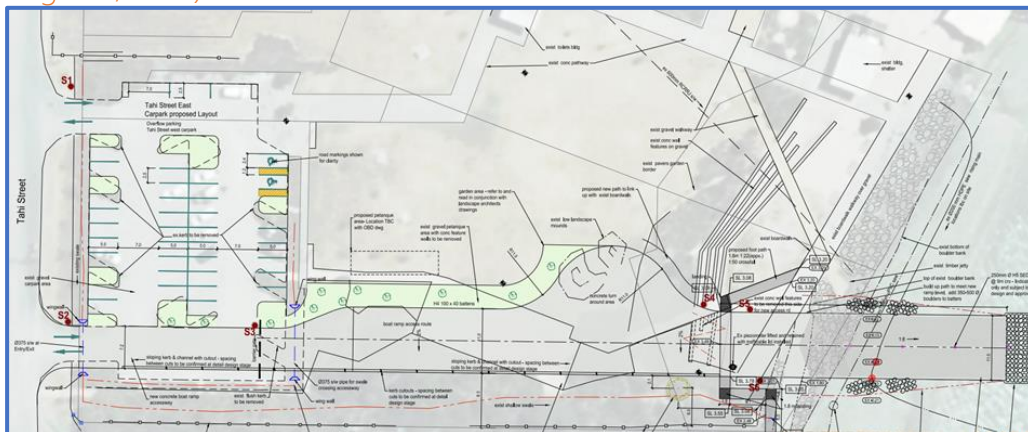
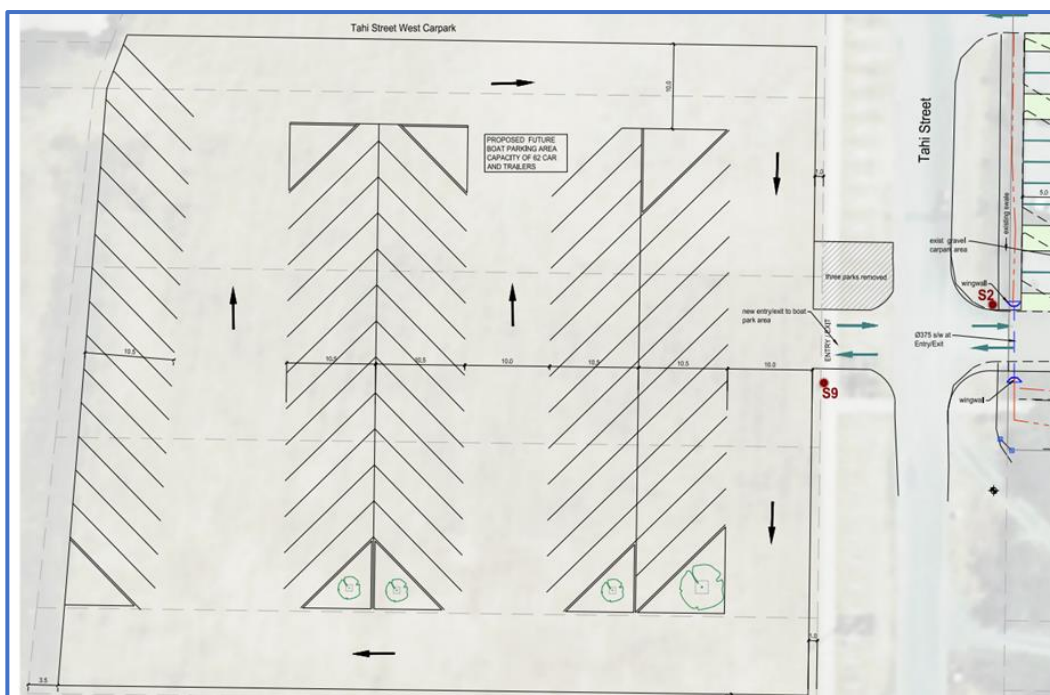


Figure 2: Car park on western side of Tahi Street (Source – DO Car and Boat Parking-2 11/2022)



Land Use Consents (RM230253 and RM230388)

- 2.10 The boat ramp is proposed to be located at the southern edge of the Reserve along the boundary with 13 Tahi Street.
- 2.11 The access to the ramp varies in width allowing for two cars and trailers to pass with a turning area located at the head of the ramp to allow for vehicles to either turn to reverse down the ramp or pull over. At the entrance with Tahi Street the access is proposed to be 7.2 metres wide. Both the ramp and access are to be constructed from concrete.
- 2.12 A barrier arm is proposed to be constructed across the ramp access approximately 30 metres from the Tahi Street entrance. This will control use of the ramp which is by payment only. Payments will either be made at the barrier by credit / debit card or in

- the form of pre-payment access card¹. The applicant advises that any pre-payment cards would be available from the Trust. The applicant does not propose that there will be an induction process for users instead signage stating the hazards and risks will be displayed along with information on the Māpua Boat Club website.
- 2.13 The applicant advises that casual users would need to register prior to obtaining access, however, membership of the boat club will be required. It is unclear what the criteria for membership to the boat club is and how this would relate to casual users, for example someone from out of town.
- 2.14 Access to the adjoining car parking area will be available for drivers who, for whatever reason, are unable to proceed through the barrier to avoid drivers having to reverse onto Tahi Street.
- 2.15 The application states that the hours of operation for the boat ramp will be the following hours and outside of these hours the entry barrier gates will not open:
- a. Summer (Daylight saving hours) 4.30 am to 10 pm
 - b. Winter (Non-Daylight-Saving hours) 5.30 am to 9 pm
- 2.16 The ramp itself will be 11 metres wide (plus armouring) and have a 1:8 gradient, it will extend approximately 38-40 metres out into the Waimea Estuary to allow for all tide launching and retrieval.
- 2.17 The construction of the ramp will involve some modifications to the existing reserve area as follows:
- a. Relocation of the pétanque area.
 - b. Removal of existing landscape vegetation and features.
 - c. Removal of some of the existing concrete wall feature, which includes an inscribed poem.
 - d. Removal of part of the existing boardwalk.
- 2.18 The edges of the ramp will be rock battered down to the beach level and a new footpath constructed to provide public access from the beach to the south of the ramp, over the ramp and to the north to connect to the existing boardwalk pathway. As proposed the footpath will extend along the frontage of 13 Tahi Street.
- 2.19 New landscaping is proposed along the northern boundary with the ramp access. Existing vegetation between the new access and 13 Tahi Street is to be retained.
- 2.20 The existing car park at the Waterfront Park Reserve is proposed to be retained although some amendments are proposed including:
- a. Closure of the southern entrance/exit.
 - b. Realignment of car parking spaces from angled to straight and removal of existing kerb and landscaping to be replaced with new kerb and landscaping to align with the new orientation of spaces.
 - c. New landscaping along the southern boundary which is part integrates with the landscaping along the northern boundary of the boat ramp access.
 - d. Remarking of two accessible car parking spaces.
- 2.21 The realignment of the parking spaces will allow for an increase in parking spaces from 37 (existing) to 40 (proposed).

¹ Davis Ogilvie Resource Consent Application pages 6 and 56 and Transportation Assessment, Tim Kelly, 19 April 2023, page 4

- 2.22 On the western side of Tahi Street at Kite Park it is proposed to install car and trailer parking. The land is owned by the Council but is not vested as reserve land. Kite Park is used informally as overflow parking typically within the peak summer periods or for events. The southern part of Kite Park will be used for parking as shown in Figure 2.
- 2.23 The proposed parking area has been designed to accommodate 62 cars and trailers, although the area is to remain grasses the applicant proposes marking out of parking spaces with pitch/line marking paint.
- 2.24 Three existing car parking spaces along the western side of Tahi Street on the grass berm area would be lost as a result of the new car and trailer parking area at Kite Park which has a new access from Tahi Street. This loss of car parking is compensated for by the additional car parking spaces within the car park on the eastern side of Tahi Street.
- 2.25 A range of signs are proposed as part of the application as follows:
- a. S1 – Sign to direct cars and trailers to the main boat ramp entrance.
 - b. S2 – Entrance to and exit from to main boat ramp access advising of boat ramp usage to stop people entering before it is too difficult to turn around.
 - c. S3 – Sign next to barrier arm for boat ramp with info on use of the boat ramp.
 - d. S4 – Sign at top of boat ramp just before the pedestrian crossing.
 - e. S5 – Sign on the northern side of crossing for pedestrians to watch for boat ramp vehicles.
 - f. S6 – Sign on the southern side of crossing for pedestrians to watch for boat ramp vehicles.
 - g. S9 – Entrance to trailer park on western side of Tahi Street with information for trailer park users.
- 2.26 The applicant has requested flexibility as to the exact wording and design of the proposed signs although the application confirms that no sign will exceed 2m² in area.

Land Use Consent (RM230254)

- 2.27 Land use consent under the National Environment Standard (NES) for Assessing and Managing Contaminants.

Land Disturbance Consent (RM230255)

- 2.28 The construction of the boat ramp will involve land disturbance within the Coastal Environment Area. Disturbance of the CMA will also be required.

Coastal Permits (RM230256 and RM230257)

- 2.29 The boat ramp will occupy the CMA and as such consent is sought for the purposes of Disturbance of the Coastal Marine Area (CMA) and occupation of the CMA.

Discharge Permit (RM230258)

- 2.30 Consent is sought to discharge sediment to the CMA during construction

Discharge Permit (RM230259)

- 2.31 The discharge of stormwater in the CMA.

3 Site description

- 3.1 The subject site is located along Tahi Street in Māpua. The application site comprises a number of 'sites' with the boat ramp located at 11 Aranui Road (also referred to as 11 Tahi Street) and legally described as Lot 1-7 DP 11502 and Lot 2 DP 11106, although the ramp will only be located on Lot 2 DP 11502 and Lot 2 DP 11106. Boat and trailer parking is provided on the western side of Tahi Street at 10, 12, 14 and 16 Tahi Street which are legally described as Sections 13 SO 496194 and Sections 26, 27, 28 and 29 SO 496194.

Figure 3: Location of the subject site.



- 3.2 The site to the east of Tahi Street (11 Aranui Road) is currently a public reserve (Māpua Waterfront Park) which contains open space and various public facilities including an amphitheatre, promenade, toilet block, pétanque court, numerous walkways and landscape planting. This area is predominantly Recreation Zone with the area directly adjacent to the CMA zoned Open Space (refer to Figure 5).
- 3.3 The site to the west of Tahi Street is previously remediated land which is currently a large open grassed area, periodically used for overflow parking and also used for recreation activities by the community. The applicant states that this area is also currently used for boat trailer parking for boats that have launched at Grossi Point. The land is zoned Residential.
- 3.4 The surrounding environment comprises the Māpua commercial areas to the north including the Māpua wharf and a range of retail stores, bars and restaurants. This area is highly popular and attracts visitors from across the district. To the west is a mixture of residential zoned land with existing dwellings, and open space zone comprising the Aranui Road – Langford Drive Walkway.
- 3.5 To the south is residential coastal zoned land (along Tahi Street) with generally low density development on large sections. Further south is Grossi Point Recreation Reserve which currently provides for boat launching access directly into the estuary, noting this is unformed and subject to tidal influences.

- 3.6 To the east of the site is the Waimea Estuary which flows into Tasman Bay to the north via the Māpua Channel. On the opposite side of the estuary channel is Rabbit Island which contains numerous walking and cycling tracks, with the ability to connect to Māpua via the Māpua Ferry.
- 3.7 The estuary channel in this area contains various moorings which are actively used, and the area by the wharf is regularly used for swimming and wharf jumping. To the north of the wharf is the old boat ramp which is infrequently used (only outside the hours of 10am – 7pm) due to restrictions on access around the wharf area, which is now a commercial, pedestrian focused, environment.
- 3.8 The application site is located within the Land Disturbance Area 1 and Coastal Environment Area overlays. It falls within the Coastal Tasman Design Guide area.
- 3.9 Tahī Street is classified as a Local Road. There is an indicative walkway overlay along the south boundary of 3 & 11 Tahī Street and between 12 & 14 Tahī Street. 3 & 5 Tahī Street and 11 Aranui Road are classified as reserve land (Māpua Waterfront Park).
- 3.10 As shown in Figure 4, 11 Aranui Road is part of a Cultural Heritage Precinct that extends the length of Tahī Street and over Grossi Point to the south and the wharf area to the north. The application site also contains a Cultural Heritage Site (N27-087). There are also identified archaeological sites on the subject site and in the vicinity. The site is adjacent to and extends into the Coastal Marine Area (CMA) which is a Statutory Acknowledgement Area (SAA) under the Ngāti Kōata, Ngāti Rārua, Ngāti Tama ki Te Tau Ihu, and Te Ātiawa o Te Waka-a-Māui Claims Settlement Act 2014.

Figure 4: Cultural Heritage Precinct and Archaeological Sites (source TDC GIS Planning Maps)



- 3.11 The site is located within mapped coastal hazard areas for sea level rise between 0.5m and 2m according to Council hazard maps.
- 3.12 Underground services cross the site including a pressure wastewater line, wastewater line and water line.
- 3.13 The Waimea Inlet is a shallow, bar-built estuary located within Tasman Bay adjacent to the city of Nelson. Cawthron (2017) state that the Inlet is one of the largest inlets in New Zealand (3,460 ha), it contains approximately 3,307 ha of intertidal area with the remaining 150 ha being subtidal. There are ten islands located within the Inlet which contribute significantly to the considerable habitat heterogeneity. There are two tidal openings located at opposite ends of Rabbit Island, which forms a barrier between the inlet and Tasman Bay. Due to its broad shallow configuration, and a spring tidal range of 3.7 metres, the tidal compartment is largely drained with each ebbing tide, resulting in a relatively rapid flushing rate.
- 3.14 The Inlet plays a significant role in the integration of terrestrial and coastal marine ecosystems by, for example, providing critical habitat for a variety of plant and animal species, maintaining coastal productivity, and nourishing the marine food web. High value is placed on the Inlet’s terrestrial-wetland coastal aquatic continuum as habitat for wildlife, fish and invertebrates, and its complex, heterogeneous physical and biological structure. It has been recommended that eleven intertidal, and eight terrestrial areas, including the whole western inlet, be protected due to their special biological assets. The inlet has also been assessed by the Department of Conservation as meeting the criteria for a wetland of international importance.
- 3.15 The Inlet is listed in Schedule 25D of the Tasman Resource Management Plan as an area with nationally significant natural ecosystem values. These values include the Inlet’s status as the largest barrier enclosed estuary in the South Island, and one of only two sites where the endangered peppercress plant has been recorded. The Inlet is considered to be of outstanding importance for waders and provides habitat for the endangered grey saltbush, white heron, royal spoonbill, Australasian bittern and banded rail.

4 Status of application

- 4.0 The applications RM230253, RM230388, RM230254, RM230255, RM230256, RM230257, RM230258 and RM230259 were lodged with the Tasman District Council on 27 April 2023.

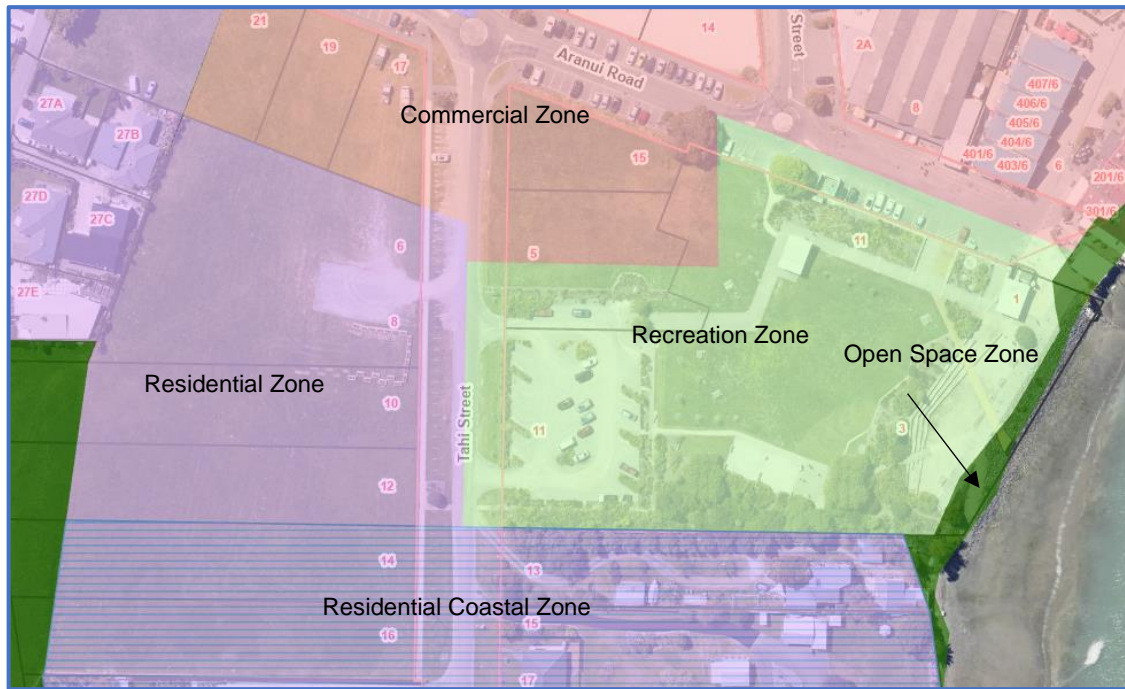
- 4.1 The Tasman Resource Management Plan (TRMP) zoning and overlay areas are:

TRMP Zoning	Recreation Zone, Open Space Zone and Residential Zone (refer to Figure 5 below)
TRMP Areas	Land Disturbance Area 1, Māpua Special Development Area, Cultural Heritage Precinct and archaeological site N27-087, Coastal Environment Area, Coastal Tasman Design Guide Area, Coastal Marine Area

Other details of relevance are as follows:

- Mooring areas are identified within the CMA adjacent to the boat ramp location.
- Obstacle Limitation Surface Area for Nelson Airport
- Fire Sensitive Area
- CMA - Coastal Water Classification – Aquatic Ecosystems
- Coastal revetment or wall along the frontage of the site.
- HAIL sites 925, 1530, 1523, 927, 1525, 1526 and 1527

Figure 5: TRMP Zoning (source TDC GIS Planning Maps)



- 4.2 TRMP maps generated through the Council GIS for the site and surrounds are attached – Attachment 3.
- 4.3 The TRMP permitted activity rules contravened by the proposed activities and the resulting activity statuses are listed in the table below.

Activity	Applicable Rules	Status
RM230253 & RM230388 Land Use Consents		
<i>Recreation Zone</i>		
Boat ramp	The activity is permitted as it is consistent with the Reserve Management Plan (RMP) and bulk and location requirements are met. However, acoustic fencing of 2 metres is recommended in the draft conditions. A 2 metre fence would be a building which would not meet setback requirements under Rule 17.10.3.1(b).	Discretionary Activity under

Activity	Applicable Rules	Status
	Rule 17.10.2.1(b) – the activity does not comply with permitted noise levels.	Rule 17.10.2.2 ² and Discretionary under s87B of the RMA for a breach of 17.10.3.1(b)
<i>Open Space Zone</i>		
Boat Ramp	<p>The activity is permitted as it is consistent with the RMP and bulk and location requirements are met.</p> <p>Rule 17.9.2.1(b) the activity does not comply with permitted noise levels.</p> <p>The boat ramp is considered to be a building in accordance with the TRMP definition of ‘building’ and is setback less than 3m from the site boundary with the CMA and therefore does not comply with Rule 17.9.2.1(d).</p> <p>Stormwater is discharged to the CMA and therefore does not comply with Rule 17.9.2.1(h).</p>	Discretionary Activity under Rule 17.9.2.5
<i>Residential Zone</i>		
Car parking	<p>Rule 17.1.2.1(b) which restricts non-residential activities to the hours of 7am – 11pm. As the boat ramp will be accessible before 7am the parking area (as part of the Recreation Activity) will be available outside of these hours.</p> <p>Rule 17.1.2.1(m) as the noise may exceed the specified night time noise limits.</p>	Discretionary Activity under Rule 17.1.2.6
Fencing	Acoustic fencing of 2 metres is recommended in the draft conditions. A 2 metre fence would be a building which would not meet setback requirements, therefore there would be a breach of Rule 17.1.3.1(r).	Restricted Discretionary Under Rule 17.1.3.4B
<i>Transport Rules</i>		

² Note there appears to be a typographical error as 17.10.2.2 relates to both Restricted Discretionary Activities and Discretionary Activities, in this instance consent is required in relation to the Discretionary Activity because the Restricted Discretionary Activity is not relevant as the site is not within the Richmond West Development Area.

Activity	Applicable Rules	Status
Car parking	<p>Rule 16.2.2.1(a) and 16.2.2.1(e) in relation to the following:</p> <ul style="list-style-type: none"> 4.10.2.1(a) NTLDM – The crossings do not comply with the minimum requirements in Table 4-13 as the maximum crossing width is exceeded (6m for the Residential zone and 7m for the Recreation zone) with proposed crossing widths of 7.2m. A footpath of 1.5m is also required for the Recreation zone side (east side of Tahī Street) and this is not proposed. 4.10.2.3 NTLDM – More than one crossing is proposed per site on the east side of Tahī Street. Two crossings are proposed on 11 Tahī Street (Lot 2 DP 11106 held in Record of Title NL7B/371). <p>Rule 16.2.2.3(a) the applicant has not proposed any controls which would mean the car and trailer parking area could not be used by the general public.</p> <p>Rule 16.2.2.3(b) which states that an activity shall not use parking spaces on another site except where the titles are held together.</p> <p>Rule 16.2.2.3(g) as no loading area is proposed.</p> <p>Rule 16.2.2.3(m) as the surface of the parking areas on the west side of Tahī Street within the Residential zone are not proposed to be sealed.</p>	Restricted Discretionary Activity under Rule 16.2.2.6
<i>Signage Rules</i>		
Signs	<p>Sign S9 is located in the Residential Zone and does not comply with Rule 16.1.3.1(a) and (c) because it may be larger than 0.5m² and located within 10m of the car park access and not setback 1m from the road boundary.</p> <p>Rule 16.1.5.1A provides for signs within the Recreation and Open Space Zone erected on behalf of Council on land vested in Council for the purpose of reserve. Although the land is vested with Council, used for the purpose of reserve and the activity is consistent with the RMP, the signs are to be erected by the applicant rather than Council and are not</p>	Discretionary Activity under Rules 16.1.3.2 and 16.1.5.4

Activity	Applicable Rules	Status
<p>'on behalf of Council', therefore it is not considered that the signs are permitted under Rule 16.1.5.1A and instead fall to a Restricted Discretionary Activity under Rule 16.1.5.4. However, the signs would generally meet the conditions for Rule 16.1.5.1A except for Sign S2 which which overhangs the legal road.</p>		
<p><i>Coastal Environment Area</i></p>		
Boat ramp	<p>The boat ramp is a 'building' in the CEA and so does not comply with Rule 18.11.2.1(a). Rule 18.11.3.1(b)(i) because the ramp is not setback from mean high water springs (MHWS2) within the Open Space Zone.</p>	<p>Restricted Discretionary Activity under Rule 18.11.3.2</p>
<p>RM230255 Land Disturbance</p>		
Land disturbance	<p>Permitted Activity Rule 18.5.2.1 or Restricted Discretionary Rule 18.5.2.5 as there is potential for material to enter the coastal marine area, breaches 18.5.2.1 (l), 18.5.2.2 (c), 18.5.2.5 (b)</p>	<p>Discretionary under Rule 25.2.3.2., and 87B of the RMA</p>
<p>RM230255 Land Use Consent under the NESCS</p>		
Soil disturbance	<p>Concentrations in excess of SCS for recreational land use were not detected by limited sampling and therefore the soil disturbance associated with the proposed new build will require consent.</p>	<p>Controlled Activity under Regulation 9 of the NESCS</p>
<p>RM230257 and RM230256 Coastal Permit</p>		
Disturbance of CMA	<p>The disturbance of the foreshore or seabed is a Discretionary Activity under Rule 25.2.3.2 as the disturbance of the CMA is not the rescue or burial of a marine mammal or for the purpose specified in rules 25.1.3.1, 25.1.3.2, 25.1.4.1 to 25.1.4.6, 25.1.5.1, 25.1.5.2, 25.1.5.4 to 25.1.5.8 or 25.2.3.1.</p>	<p>Discretionary Activity under Rule 25.2.3.2 as the activity is within 100m of Māpua Wharf.</p>
Occupation of CMA by the boat ramp	<p>The boat ramp does not comply with Permitted Activity Rule 25.1.2.1 (a), as there is no existing boat ramp, and the activity contravenes other applicable rules in chapter 25 of the TRMP.</p>	<p>Discretionary Activity under Rule 25.1.2.3 as the activity is within 100m</p>

Activity	Applicable Rules	Status
		of Māpua Wharf
RM230258 and RM230259 Discharge Permit		
Discharge of sediment	The discharge of sediment laden water from land disturbance activity does not comply with Permitted Activity 36.2.2.3 (b) as the discharge will enter the coastal marine area.	Discretionary Activity under Rule 36.2.3.1
Discharge of stormwater	Discharge of stormwater to coastal waters is not permitted under Rule 36.4.2.1 (g). Nor Controlled activity Rule 36.4.2.2 (b).	Restricted Discretionary under Rule 36.4.2.3

- 4.4 The boat ramp crosses the land sea interface, as such the consenting takes into account Section 9 (Land) and Section 12 (Coastal Marine Area), along with Section 15 Discharges.
- 4.5 Since the lodgement of the application there have been no relevant changes to the TRMP.

Overall activity status

- 4.6 All the above resource consents are necessary for the proposed activity, and to consider all the relevant effects of the proposal in accordance with the principle of integrated resource management, the application is bundled and the most restrictive activity status is applied. The application is considered overall as a **discretionary activity**.

Permitted activities

- 4.7 When considering the actual and potential effects of an activity on the environment, the Council **may** disregard an adverse effect of the activity if an NES or Plan permits an activity with that effect (emphasis added). This is often referred to as the “permitted baseline” and provides a comparison of the activity with the effects of permitted activities.
- 4.8 It should be noted that the permitted baseline is a discretionary comparison, and it is for the decision-maker to decide whether or not it is appropriate to have regard to the permitted baseline.
- 4.9 In this instance there is a permitted baseline in relation to the boat ramp activity within the Recreation and Open Space Zones as it is provided for in the TRMP. However, as the activity does not comply with a wide range of other requirements including noise, signage, car parking, building in the CEA, discharges, disturbance of contaminated soil, occupation and disturbance of the CMA.
- 4.10 Overall, therefore, as the proposal is being considered as a bundle of consents there is not considered to be any relevant permitted baseline.

5 Notifications and submissions

5.0 The following is a summary of key steps in the timeline for the application:

Date	Process detail
27 April 2023	Application lodged
8 June 2023	Section 91 hold - additional consent required for car parking
22 June 2023	Additional consent received
31 August 2023	Further information requested
14 December 2023	Further information received
24 January 2023	Application notified
26 February 2024	Submission period closed
25-27 November 2024	Hearing scheduled

Written approvals

5.1 The following written approvals were provided:

Name (person, organisation)	Property address, resource or affected interest	Owner / occupier / other
Annette Walker	13 Tahī Street, Māpua	Owner / Occupier

Notification

5.2 The applicant requested public notification under Section 95A(3)(a).

In the decision made by the Council on 22 January 2024 that the application must be publicly notified in accordance with Section 95A(3)(a), as requested by the applicant, the following parties were directly served notice as affected persons:

Name (person, organisation)	Affected Interest
Ngāti Toa Rangatira	Te Tau Ihu Coastal Marine Area

Ngāti Apa ki te Rā Tō	Te Tau Ihu Coastal Marine Area
Te Runanga o Ngāti Kuia	Te Tau Ihu Coastal Marine Area
Ngāti Kōata	Te Tau Ihu Coastal Marine Area
Ngāti Rārua	Te Tau Ihu Coastal Marine Area
Ngati Tama ki te Waipounamu	Te Tau Ihu Coastal Marine Area
Rangitāne o Wairau	Te Tau Ihu Coastal Marine Area
Te Ātiawa o Te Waka-a-Māui, Department of Conservation	Activity within the CMA
Heritage New Zealand Pouhere Taonga	Cultural Heritage Precinct
Nelson-Tasman Forest & Bird	Activity adjacent to and within Waimea Estuary
Friends of Nelson Haven & Tasman Bay Inc.	Activity adjacent to and within Waimea Estuary
15 Tahi Street	Amenity, including noise and increased traffic effects.
17 Tahi Street	
17A Tahi Street	
19 Tahi Street	
18 Tahi Street	
20 Tahi Street	
20A Tahi Street	
20B Tahi Street	
22 Tahi Street	
27A Aranui Road	
27B Aranui Road	
27C Aranui Road	
27D Aranui Road	
27E Aranui Road	
21 Tahi Street, Māpua	
21A Tahi Street, Māpua	
21B Tahi Street, Māpua	
23A Tahi Street, Māpua	
23B Tahi Street, Māpua	
24 Tahi Street, Māpua	

Note: this page corrected 6 November 2024

Ngati Tama ki te Waipounamu added above.

24A Tahi Street, Māpua
25 Tahi Street, Māpua
26 Tahi Street, Māpua
27 Tahi Street, Māpua
28 Tahi Street, Māpua
29 Tahi Street, Māpua
30 Tahi Street, Māpua
31 Tahi Street, Māpua
32 Tahi Street, Māpua
33 Tahi Street, Māpua
34 Tahi Street, Māpua
35 Tahi Street, Māpua
36 Tahi Street, Māpua
37 Tahi Street, Māpua
38 Tahi Street, Māpua
39 Tahi Street, Māpua
39A Tahi Street, Māpua
40 Tahi Street, Māpua
41 Tahi Street, Māpua
42 Tahi Street, Māpua
43 Tahi Street, Māpua
44 Tahi Street, Māpua
45 Tahi Street, Māpua
46 Tahi Street, Māpua
47 Tahi Street, Māpua
48 Tahi Street, Māpua
49 Tahi Street, Māpua
49A Tahi Street, Māpua
50 Tahi Street, Māpua
51 Tahi Street, Māpua
52 Tahi Street, Māpua
53 Tahi Street, Māpua
54 Tahi Street, Māpua
55 Tahi Street, Māpua
56 Tahi Street, Māpua

8 Aranui Road and 2 & 2A Iwa Street;
and 14-18 Aranui Road

8 Aranui Road and 2 & 2A Iwa Street Traffic effects, including parking demand

6 & 15-21 Aranui Road and 5 Tahī Street	
6 Aranui Road	
Māpua Mooring Area Nos	
TRMP 3	Increased boat traffic around moorings, relocation of some moorings
TRMP 4	
TRMP 7	
TRMP 9	
TRMP 11	
TRMP 12	
Māpua Ferry	Increased boat traffic within the estuary

Submissions

- 5.3 A total of 329 submissions were received, 210 support the application, 113 oppose the application and 6 are neutral, with 99 confirmed submitters wishing to be heard.
- 5.4 There were two late submissions received, these were submission numbers 326 and 328.
- 5.5 Ninety nine submitters originally indicated they wished to be heard, however, following further correspondence from Council 59 submitters have confirmed they wish to be heard (some with possibles or proxies) and a further 20 have not identified whether they wish to be heard or not.
- 5.6 Since the close of submission James Kane (submitter 239) has confirmed he wishes to withdraw his submission.
- 5.7 A summary of submissions is attached to this report (Attachment 5).

Comments on submissions

- 5.8 Given the high number of submissions it is not practical to outline the detail of every submission, instead the key issues and matters raised in submissions have been summarised and grouped below.
- 5.9 Submission points relating to the community building which is now omitted from the application have not been included in the summary.

Issue
Amenity effects : <ul style="list-style-type: none"> Noise

- Visual amenity including the scale of the boat ramp and visual effect of buoys
- Change to the character of Māpua – detracts from the quality of the waterfront
- Loss of native trees

Traffic effects:

- Increased traffic congestion through Māpua and on key intersections, noting the Streets for People project narrowed Aranui Road
- Shortage of parking spaces especially during peak times
- Pollution – dust from car parking area

Health and Safety:

- Conflicts with wharf jumpers
- Risks to other estuary users – swimmers, kayakers etc.
- Risks associated with launching boats due to currents, sandbank and tidal variations.
- Risks of queuing in swift moving channel, no loading pontoon.
- Boat ramps is a safer launching option than Grossi Point
- Concern boats tying up at the pontoon will conflict with other users.
- Loss of safe beach access
- Inexperienced boaties may use the ramp
- Scouring due to fast tides ebbing and flowing
- Debris build up

Cultural Values:

- Culturally significant and highly sensitive area
- Area should retain its sacredness as a wahi tapu
- May improve mahinga kai access
- Careful management of earthworks, discharges, stormwater and restoration planting & appropriate tikanga to avoid adverse effects.
- Frustrates the policies and objectives of the RMA and Te Ātiawa Iwi Environmental Management Plan.

Effects on the Coastal Environment Area:

- Effects on the high natural character and values of the coast and landscape
- Loss of public access along the waterfront

Effects of Contaminated Land:

- Risks of contaminated sediment entering the estuary
- Disturbance of contaminated land and risk to human health

Ecological effects:

- Effects on the ecosystem of the estuary
- Effects on bird life and other wildlife
- Negligible effect on flora and fauna due to modified nature of area

Positive effects:

- Addresses a community need and provides opportunities for boating and water sports.
- Economic benefits by bringing people into Māpua
- Encourages healthy outdoor pursuits

Pollution and Climate Change:

- Reduce emissions from travel to Nelson or Motueka to launch boats
- Greenhouse gases from use of concrete and fuel
- No Greenhouse Gas emission audit
- Pollution from boat motors
- Climate change impact from increased boats and cars

Effects of reserve land:

- Loss of public reserve land for public recreation
- Will make use of underutilised reserve land
- The reserve was established as a condition of government funding for contaminated land clean up and should be available for everyone.

Positive effects:

- Addresses a community need and provides opportunities for boating and water sports.
- Economic benefits by bringing people into Māpua
- Encourages healthy outdoor pursuits
- Benefits for families and kids

Other:

- Consistency with Māpua Masterplan
- Reduce boat launching at Grossi Point which would improve the reserve and allow it to be used for other purposes
- Concerns over community consultation by the applicant
- Cost burden for ratepayers
- Inconsistent with other tourist & recreational activities
- Council conflict of interest
- Council removed access to existing boat ramp with the wharf redevelopment and should provide a replacement
- Inconsistent with the Tasman Bay Regional Boat Ramp Study
- Contrary to Part 2 of the RMA, NZCPS, TRMP and TRPS.
- No consideration of Waimea Inlet Management Strategy 2050 and Action Plan 2023-2026

5.10 The submissions have raised a number of issues which are not considered to be within the scope of resource management matters for the assessment of this application, commentary of these matters is provided below.

Community Consultation undertaken by the applicant

5.11 The application details the applicant's community consultation and notes that in 2022 the applicant undertook "extensive" consultation with the Māpua community and erected a number of signs (with resource consent approval) around Māpua to promote the boat ramp. The application goes on to explain that the applicant conducted an "*extensive survey of the Māpua Community visiting a total of 553 properties being visited and 498 households in support and a total of 1042 people*

support the proposal and only 26 not supporting the proposal and 18 undecideds. This does show the overwhelming community support for this proposal.”

- 5.12 A number of submitters have raised concerns that the information provided to the community during consultation and displayed on signage did not align with what is proposed through the resource consent and there was bias in the survey questions. We have not reviewed the survey questions, nor data in relation to who responded to the survey and what information they were provided with.
- 5.13 In general terms we do not consider that pre-lodgement community consultation holds any weight in terms of assessing the effects of a proposal. This is because this type of consultation has a reliance on a volume of support / opposition approach whereas the RMA requires an effects-based approach. Further, without clear understanding of who was surveyed, the questions they were asked and information they were provided with there is a lack of clarity around the relevance of the survey outcomes. It is also unclear whether any efforts were made to amend the proposal in response to any concerns raised by those surveyed.
- 5.14 Therefore, whilst we appreciate the efforts made by the applicant to engage with the community at an early stage and acknowledge that early consultation follows a best practice approach, we do not give any weighting to the results of community engagement provided in the application for the reasons identified above.

Cost burden for ratepayers

- 5.15 Several submitters have raised concerns that the boat ramp is an inappropriate use of ratepayers funding or presents a cost burden for ratepayers when the benefit is for a small group of the community.
- 5.16 Matters of rates funding and use of facilities by different sectors of the community compared to others are not matters which we consider appropriately fit within the scope of this report which focuses on an RMA effects-based assessment. There are other mechanisms, such as through the Long-Term Plan consultation process and Reserve Management Plan development where the community is able to input into how Council funds are allocated and managed and how Council reserve land is used to serve different parts of the community.
- 5.17 The purpose of the RMA is to promote management of physical and natural resources in a way that enables people and communities to provide for their social and cultural well-being, which we consider would extend to the provision of community facilities. However, the RMA focus is on managing the effects of those activities on the environment rather than how they are funded.
- 5.18 For these reasons we have not afforded any weight to concerns over costs for ratepayers as we do not consider this an RMA matter.

Council conflict of interest

- 5.19 A few submitters have raised a concern that Council has a conflict of interest. Some submissions raise a particular concern with the involvement of Councillor Kininmonth who is a member of the Māpua Boat Ramp Association, otherwise the concern appears to be associated with the fact that the Council resolved to provide some funding towards the boat ramp.

- 5.20 We are of the view that whilst conflicts of interest should be taken seriously and can present a barrier to fair and reasonable decision making, in this instance there is no relevant conflict of interest. Councillor Kinimonth has no part in the decision-making process for this resource consent.
- 5.21 Furthermore, the Council has engaged independent hearing Commissioners to make a decision on the application and through the use of some external consultants for processing and advice on the proposal Council has taken steps to ensure decision making processes are independent.

Grossi Point

- 5.22 Approximately 28% of submitters in support of the proposal raised a positive benefit as being the reduced use of Grossi Point Recreation Reserve (Grossi Point) for boat launching. Submitters cited the following positive benefits from the boat ramp on the basis that it would either remove or reduce boat launching from Grossi Point:
- a. Grossi Point is culturally significant, launching and driving across the estuary is culturally insensitive.
 - b. Launching from Grossi Point is unsatisfactory, hazardous and conflicts with swimmers
 - c. Parking at Grossi Point conflicts with other uses.
 - d. Removing / reducing boat launching would allow for other recreational uses at Grossi Point
 - e. The proposal will not result in an increase in traffic because boats already launch at Grossi Point.
- 5.23 Some submitters in opposition also raised the point that use of Grossi Point for boat launching is adequate or the ramp there could be improved. Other submitters in opposition have also submitted that Grossi Point should not be used for boat launching and suggest this should be part of the proposal or that if Grossi Point were closed to launching non-powered boats would need to pay to launch from the boat ramp.
- 5.24 Whilst the RMA does specifically allow for the consideration of positive effects from a proposal we are of the opinion that considerations relating to the current and future use of Grossi Point is outside the scope of this application.
- 5.25 The applicant is a private entity (The Māpua Community Boat Trust) and Grossi Point is a Council owned and managed reserve. The applicant therefore has no ability, either through this resource consent process or otherwise to manage the activities or land uses at Grossi Point. Further, we understand that there is no formal direction from Council in relation to boat launching from Grossi Point.
- 5.26 We accept that there may be some incidental positive benefits associated with the proposed boat ramp as people who currently launch at Grossi Point may instead launch from the proposed boat ramp, thereby reducing boat launching at Grossi Point. However, it is unclear what the scale of reduction may be and there are factors which may influence how much launching at Grossi Point is reduced,

including, cost associated with launching from the proposed boat ramp, access and traffic congestion associated with the proposed boat ramp or a simple preference to use Grossi Point over the proposed boat ramp.

- 5.27 There is no formal boat ramp at Grossi Point and boat launching from Grossi Point is informal, however, Grossi Point is listed on Council's website as a place to launch boats³ with a note that the area is subject to significant tidal effects and may be useable only on a high tide with local knowledge. Figures 6 & 7 provide images of the launching area at Grossi Point and the Council signage relating to boat launching. During our site visit we observed cars and trailers parked informally near the entrance to the reserve.
- 5.28 The Waimea-Moutere Reserve Management Plan (RMP) identifies that enhancement in line with Mātauranga Māori and a Cultural Heritage Management Plan is an agreed improvement and change to the management regime for the Grossi Point Recreation Reserve.⁴ The RMP identifies that future management of Grossi Point should be in accordance with the Cultural Heritage Management Plan. However, at the time the RMP was adopted no Cultural Heritage Management Plan had been adopted and we understand Council staff are still working to progress this Management Plan, as such the RMP remains the operative document in relation to how the Grossi Point Recreation Reserve should be managed.
- 5.29 The RMP also recognises that Grossi Point is an area where there was significant Māori settlement and pā.⁵
- 5.30 The Māpua Waterfront Area Masterplan 2018 – 2028 identifies that whilst there is community support for launching of motorised power boats at Grossi Point, if, as part of a regional solution, a suitable alternative boat ramp was developed the community preference would be that boat launching at the reserve was limited, to very small motorised or non-powered craft.
- 5.31 The RMP refers to hand launching watercraft (kayaks and dinghies), It should be noted that the Grossi Point Recreation Reserve is zoned Open Space under the TRMP which does not specifically permit boat launching unless it is consistent with any RMP. On this basis it does not appear boat launching is a permitted activity, however, there may be an element of existing use rights depending on when such activities commenced. However, notwithstanding the RMP or TRMP provisions as Council's website lists Grossi Point as a boat ramp⁶ and there is a range of Council signage relating to boat launching at the reserve (refer to Figure 7) it is assumed that there is an acceptance by Council that boat launching at the reserve is provided for.
- 5.32 Overall, in our opinion consideration of any positive effects associated with boat launching at Grossi Point can only be given limited weighting as it is difficult to know whether or not the boat ramp will significantly reduce launching at Grossi Point and as noted above the applicant has no control over this matter.

³ [Boat ramps | Tasman District Council](#)

⁴ Tasman District Council Waimea-Moutere Reserve Management Plan, Forward, page 4

⁵ Tasman District Council Waimea-Moutere Reserve Management Plan, Section 2.2.1, page 26

⁶ [Boat ramps | Tasman District Council](#)

Figure 6: Grossi Point boat launching and associated signage



Figure 7: Boat launching signage at Grossi Point



Non-Statutory Documents

- 5.33 Submissions were received which raised concerns about consistency with the Māpua Masterplan and the Tasman Bay Regional Boat Ramp Study and highlighted that no consideration was given to the Waimea Inlet Management Strategy 2050 and Action Plan 2023-2026.
- 5.34 These are non-statutory documents prepared by the Council which are detailed elsewhere in this report. These reports can be considered as an 'other matter' under s104(1)(c), however, we consider they have limited weighting due to their non-statutory status. In particular the Māpua Masterplan is currently in draft form and has yet to be finalised through a formal submission, hearing and decision making process.

6 Statutory considerations - the Resource Management Act 1991

Part 2 – Purpose and principles

- 6.0 The purpose of the Resource Management Act (The Act or RMA) is the sustainable management of natural and physical resources. It sets a national framework, guiding regional and district statutory provisions to manage the actual and potential effects of the use of natural and physical resources.
- 6.1 The following Part 2 matters are considered relevant to this application
- 6.2 Section 6 of the RMA identifies matters of national importance that the consent authority is required to recognise and provide for. The following are considered relevant in this instance:
- (a) *the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
 - (b) *the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
 - (c) *the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
 - (d) *the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
 - (e) *the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
 - (f) *the protection of historic heritage from inappropriate subdivision, use, and development:*
 - (g) *the protection of protected customary rights:*
 - (h) *the management of significant risks from natural hazards*
- 6.3 Section 7 identifies other matters that any person exercising functions and powers in relation to managing the use, development, and protection of natural and physical resources under it must have particular regard to. The following are relevant to the consideration of this application: [delete as needed]
- (a) *kaitiakitanga:*
 - (aa) *the ethic of stewardship:*
 - (b) *the efficient use and development of natural and physical resources:*
 - (c) *the maintenance and enhancement of amenity values:*
 - (d) *intrinsic values of ecosystems:*
 - (f) *maintenance and enhancement of the quality of the environment:*
 - (g) *any finite characteristics of natural and physical resources:*
 - (i) *the effects of climate change:*

- 6.4 In achieving the purpose of this Act, under section 8 all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). No section 8 or cultural issues are considered engaged by this proposal.
- 6.5 The Key Issues assessments in the following sections of this report identify any aspects of the development which are considered potentially inconsistent with the principles of Part 2 of the Act. This includes through the lens of the relevant statutory documents prepared to achieve the purpose of the Act. Where no assessment is made, those aspects of the development are considered non-contentiously consistent with these.

Section 104

- 6.6 A decision on these applications must be made under sections [104](#) and [104B](#). The consideration if the matters a consent authority must have regard to under section 104 are subject to Part 2 (purpose and principles) of the Act.

Effects – s 104(1)(a)

- 6.7 The consent authority must have regard to any actual and potential effects of the environment of allowing the activity⁷. In considering any actual and potential effects:
- 6.8 any adverse effects that may arise from permitted activities in a national environmental standard (NES) or a plan may be disregarded⁸ (the permitted baseline),
- 6.9 any effect on a person who has given written approval to the application must be disregarded⁹.
- 6.10 “Effect” is defined under section 3 of the RMA.

Statutory documents – s 104(1)(b)

- 6.11 Under section 104(1)(b) the Council must have regard to any relevant provisions of statutory documents, including national environmental standards, other regulations, national policy statements, the New Zealand coastal policy statement, regional policy statement, and plan or proposed plans. The specific relevant statutory documents are identified below.

National Environmental Standards

- 6.12 The following national environmental standards are relevant:
- (i) National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES CS)

⁷ s 104(1)(a) RMA

⁸ s 104(2) RMA

⁹ s 104(3) RMA, noting that there are no issues of potential trade competition effects engaged in respect of this application

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES CS)

- 6.13 The purpose of this NES CS is to “protect human health” and the matters controlled in the NES relate only to the protection of human health. The assessment of applications, and granting or declining of the resource consent, will relate only to the activity as described in the NES, and only insofar as that activity relates to assessing and managing contaminants in soil to protect human health.
- 6.14 The discharge of contaminants into the environment that potentially cause an adverse effect is managed via S15 of the RMA.
- 6.15 Resource consents continue to have effect if they were granted before 1 January 2012 – the day this NES came into force. Existing-use rights will apply to activities established as permitted activities under the NES in the same way as they do to activities established as permitted activities under district plan rules.
- 6.16 This is assessed under Section 17 of this report.

National Policy Statements

- 6.17 The purpose of national policy statements is to state objectives and policies for matters of national significance that are relevant to achieving the purpose of the Act. The following are considered relevant:
- a. New Zealand Coastal Policy Statement 2010 (NZCPS)
- 6.18 The purpose of the NZCPS is to provide direction on the control of activities within the coastal environment. The NZCPS contains objectives and policies to guide Plan development and decision makers.

New Zealand Coastal Policy Statement

- 6.19 The key objectives and policies in the New Zealand Coastal Policy Statement (NZCPS) that are relevant to this application are Objectives 1, 3, 4 and 6 and Policies 2, 4, 6, 11, 13, 18, 19, 21 and 23.
- 6.20 Objective 1 - To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land by:
- maintaining or enhancing natural biological and physical processes in the coastal environment and recognising their dynamic, complex and interdependent nature;
 - protecting representative or significant natural ecosystems and sites of biological importance and maintaining the diversity of New Zealand’s indigenous coastal flora and fauna; and
 - maintaining coastal water quality, and enhancing it where it has deteriorated from what would otherwise be its natural condition, with significant adverse effects on ecology and habitat, because of discharges associated with human activity.
- 6.21 Objective 3 - To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment by:

- recognising the ongoing and enduring relationship of tangata whenua over their lands, rohe and resources;
- promoting meaningful relationships and interactions between tangata whenua and persons exercising functions and powers under the Act;
- incorporating mātauranga Māori into sustainable management practices; and
- recognising and protecting characteristics of the coastal environment that are of special value to tangata whenua.

6.22 Objective 4 To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:

- recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy;
- maintaining and enhancing public walking access to and along the coastal marine area without charge, and where there are exceptional reasons that mean this is not practicable providing alternative linking access close to the coastal marine area; and
- recognising the potential for coastal processes, including those likely to be affected by climate change, to restrict access to the coastal environment and the need to ensure that public access is maintained even when the coastal marine area advances inland.

6.23 Objective 6 - To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:

- the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits;
- some uses and developments which depend upon the use of natural and physical resources in the coastal environment are important to the social, economic and cultural wellbeing of people and communities;
- functionally some uses and developments can only be located on the coast or in the coastal marine area;
- the protection of habitats of living marine resources contributes to the social, economic and cultural wellbeing of people and communities;

6.24 Policy 2 requires that the principles of the Treaty of Waitangi (Te Tiriti o Waitangi), and kaitiakitanga are taken into account in relation to the coastal environment.

6.25 Policy 4 requires the integrated management of natural and physical resources and activities within the coastal environment. This includes situations where public use and enjoyment of public spaces may be affected.

6.26 Policy 6 is to recognise: the contribution that the use of the coastal marine area provides to people and communities; the need to maintain and enhance recreation qualities and values; recognise that there are activities that have/have not a functional need to be in the coastal marine area.

6.27 Policies 18 and 19 are relevant to public open space linkages in the coastal environment and walking access. Policy 18 requires that recognition is given to the need for public open space within and adjacent to the CMA for public use and appreciation including active and passive recreation and sets out how public open

space could be provided for. Policy 19 requires recognition of the public expectation for walking access along the coast and how public walking access can be maintained and enhanced.

6.28 Policy 11 protects indigenous biological diversity in the coastal environment:

(a) **avoid adverse effects** (*emphasis added*) of activities on:

- (i) indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;
- (ii) taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;
- (iii) indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;
- (iv) habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;
- (v) areas containing nationally significant examples of indigenous community types; and
- (vi) areas set aside for full or partial protection of indigenous biological diversity under other legislation; and

(b) **avoid significant adverse effects** (*emphasis added*) and avoid, remedy or mitigate other adverse effects of activities on:

- (i) areas of predominantly indigenous vegetation in the coastal environment;
- (ii) habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;
- (iii) indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;
- (iv) habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;
- (v) habitats, including areas and routes, important to migratory species; and
- (vi) ecological corridors, and areas important for linking or maintaining biological values identified under this policy

6.29 Key issue is the wording “avoid adverse effects”. This is a high test and it is discussed in the Ecological effects discussion under key issues in Section 18 of this report.

6.30 Policy 13 aims to recognise that natural character is not the same as natural features and landscapes or amenity values and may include matters such as experiential attributes, including the sounds and smell of the sea; and their context or setting.

6.31 Policies 18 and 19 are relevant to public open space linkages in the coastal environment and walking access. Policy 18 requires that recognition is given to the need for public open space within and adjacent to the CMA for public use and appreciation including active and passive recreation and sets out how public open space could be provided for. Policy 19 requires recognition of the public expectation for walking access along the coast and how public walking access can be maintained and enhanced.

6.32 Policy 21 aims to improve water quality where it has deteriorated to a point where it is having a significant adverse effect on ecosystems, natural habitats, or water-based

recreational activities or where it is restricting existing uses such as shellfish gathering and cultural activities.

6.33 Policy 22 Sedimentation:

(1) Assess and monitor sedimentation levels and impacts on the coastal environment.

(2) Require that subdivision, use, or development will not result in a significant increase in sedimentation in the coastal marine area, or other coastal water.

(3) Control the impacts of vegetation removal on sedimentation including the impacts of harvesting plantation forestry.

(4) Reduce sediment loadings in runoff and in stormwater systems through controls on land use activities.

6.34 Policy 23 provides for appropriate discharges, subject to the sensitivity of the receiving environment, the nature of the contaminants, the capacity of the receiving environment to assimilate the contaminants, the avoidance of significant adverse effects on ecosystems and habitats after reasonable mixing and the use of the smallest mixing zone necessary to achieve the required quality in the receiving environment. The policy makes specific reference to avoiding the adverse effects of the discharge of stormwater by reducing contaminant loading via containment treatment and controlling land use activities and promoting design options that reduce flows at source.

6.35 Policy 24 identification of natural hazards. The general thrust of the objectives and policies in the NZCPS 2010 are reflected in the objectives and policies of the Tasman Regional Policy Statement (TRPS) and the Tasman Resource Management Plan (TRMP). However, the TRPS and TRMP have not been comprehensively reviewed for consistency with the NZCPS 2010.

Tasman Regional Policy Statement

6.36 The objectives and policies in the Tasman Regional Policy Statement (TRPS) relevant to the proposed activity are reflected in the provisions of the Tasman Resource Management Plan (TRMP).

Tasman Resource Management Plan

6.37 The Tasman Resource Management Plan (TRMP) is a unitary plan and contains District Plan, Regional Coastal Plan and other Regional Plan requirements under the Act. The Tasman Resource Management Plan is the relevant operative plan.

6.38 It should be noted that parts of the TRMP are older than the NZCPS 2010, thus the NZCPS being the higher older document needs to be considered ahead of the TRMP.

6.39 The TRMP provisions relevant to the proposed activity are included in the assessment in the Key Issues sections. A summary of the relevant objectives and policies is provided in Attachment 4.

6.40 However, there are also a number of definitions within Chapter 2 Meaning of Words which are relevant to signs and therefore this application:

Boat – refer to definition of ‘Ship’ Ship – means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes a jetski; a windsurfer or kayak; a barge, lighter, or other like vessel; a hovercraft; and a submarine or other submersible.

Building – means any structure (as defined in the Act) or part of a structure whether temporary or permanent, movable or immovable, including accessory buildings but does not include:

- (a) coastal protection structures
- (b) any scaffolding or falsework erected temporarily for maintenance or construction purposes;
- (c) fences, walls or retaining walls of up to 1.8 metres in height, not used for advertising or for any purpose other than as a fence or wall;
- (d) structures that are both less than five square metres in area and less than 1.2 metres in height, except where such structures are for the purposes of damming, diverting, taking, or using water;
- (e) free-standing masts, towers, pylons, poles, radio and television aerials (excluding dish antennae for receiving satellite television), less than 10 metres above mean ground level;
- (f) fan blades of any tower-mounted frost protection device;
- (g) any vehicle, trailer, tent, caravan or boat whether fixed or movable, unless it is used as a place of long term accommodation (for two calendar months or more in any year), business or storage;
- (h) overhead lines;
- (i) in relation to any building setback requirement, any eaves, spouting, or bay windows projecting 1 metre or less from any exterior wall.

Natural character – includes:

- (a) landform, including natural features and patterns;
- (b) natural processes that create and modify landform;
- (c) indigenous plant and animal species present;
- (d) natural sounds;
- (e) natural water quality;
- (f) absence, or unobtrusiveness, of use and development;
- (g) expansive open space, especially where there is knowledge that undeveloped space is in public ownership; and, in particular, the sea.

Noise – means unwanted sound and includes those parameters such as pitch, intensity, duration, repetitiveness, regularity, frequency and vibration, which, along with the measurable level of sound, affect people’s reaction to sound but does not include the sound of warning devices or other equipment being used by emergency services or in an emergency.

Recreational activity – means the use of land and buildings for the primary purpose of recreation or entertainment by the members of more than one household unit.

Other matters – s 104(1)(c)

- 6.41 The consent authority may consider any other matter the consent authority considers relevant and reasonably necessary to determine the application.

Statutory Acknowledgement Areas

- 6.42 The Te Tau Ihu coastal marine area is recognised as a Statutory Acknowledgement Area for all eight Te Tau Ihu iwi by the Ngāti Apa ki te Rā Tō, Ngāti Kuia and Rangitāne o Wairau Claims Settlement Act 2014, the Ngāti Koata, Ngāti Rārua, Ngāti Tama ki Te Tau Ihu and Te Ātiawa o Te Waka-a-Māui Claims Settlement Act 2014, and the Ngāti Toa Rangatira Claims Settlement Act 2014.
- 6.43 These statutory acknowledgements recognise the special associations or particular relationships that these eight iwi have with the coastal marine area and various river catchments. The functions of a Statutory Acknowledgement are:
- (a) to require relevant consent authorities to have regard to the Statutory Acknowledgement; and
 - (b) to require relevant consent authorities to provide summaries of resource consent applications, or copies of notices of resource consent applications, to the relevant trustees; and
 - (c) to enable the relevant trustees and members of the relevant iwi to cite the Statutory Acknowledgement as evidence of the iwi's association with the “statutory area”.
- 6.44 The consent authority must have regard to the Statutory Acknowledgement relating to the “statutory area” in deciding, under section 95E of the Resource Management Act 1991, whether the relevant trustees are affected persons in relation to an activity within, adjacent to, or directly affecting the “statutory area” and for which an application for a resource consent has been made. In this case, notices of the application was served on all of the eight Te Tau Ihu iwi.
- 6.45 The relevant trustees and any member of the relevant iwi may, as evidence of the iwi's association with the “statutory area”, cite the Statutory Acknowledgement that relates to that area in submissions to, and in proceedings before the consent authority concerning activities within, adjacent to, or directly affecting the “statutory area”.
- 6.46 Section 2.6 of the Introduction to the Statutory Acknowledgements states that the content of a statement of association or statement of coastal values is not binding as fact on the consent authority; however, the consent authority may take the Statutory Acknowledgement into account.
- 6.47 Before the notification decision was made on the resource consent application, notice in accordance with the legislation was sent to all eight Te Tau Ihu iwi. No response or feedback was received or concerns raised during this time and none of the iwi were considered affected parties.

Marine and Coastal Area (Tukutai Moana) Act 2011

- 6.48 As per Section 62(3) of the Marine and Coastal Area Act (MCA), before a person may lodge an application that relates to a right conferred by a customary marine title order or agreement, that person must:
- a. Notify the applicant group about the application; and

b. Seek the views of the group on the application.

6.49 This MACA consultation must be undertaken prior to the application being lodged with council. This consultation was undertaken by the Applicant.

Iwi Management Plans

6.50 Iwi Management Plans are the planning documents that are recognised by each iwi authority and lodged with the local authority under the Resource Management Act 1991. They are relevant considerations to have regard to under section 104(1)(c) of the RMA. The following Iwi Management Plans have been lodged with Council:

- a. Ngāti Kōata Trust Iwi Management Plan 2002
- b. Ngāti Rārua Environmental Plan 2021
- c. Ngāti Tama Environmental Management Plan 2018
- d. Pakohe Management Plan 2015 Ngāti Kuia
- e. Te Ātiawa Iwi Environmental Management Plan 2014

6.51 We have reviewed the Iwi Management Plans listed above they fundamental take a holistic view of the environment and aim to protect and enhance the natural environment while maintaining and protecting their cultural heritage.

6.52 All the management plans show that iwi have a close connection to the coast and coastal environment. This is typified by the following statement *“The relationship of Te Ātiawa with the coastal and marine environments is of the utmost importance, both in terms of maintaining relevant customs and traditions associated with the sea, and as kaitiaki. Historically, Te Ātiawa have lived by, travelled on, been sustained by, and made their living from the sea. The sea has an enduring spiritual importance. In many ways, this is still the case today. What has changed, however, is the pressure put on the sea and its natural resources by the behaviour of contemporary society; what’s out of sight is out of mind and so the precious moana has often been used as a dumping ground for waste – solid and liquid – and the ecosystem has further suffered damage (e.g. removal of salt-marsh wetlands) and it has been heavily over-fished..”*

6.53 Ngati Tama’s Plan Structures In The Coastal Marine Area section 15.5.1 has the following aspirations:

- The significance of the coastal marine environment to Ngāti Tama is recognised and cultural heritage sites are protected
- the foreshore and seabed, coastal waters, mahinga kai and kaimoana are protected from developments which are incompatible with Ngāti Tama cultural values; and
- structures within the coastal environment are of sound construction and compatible with the natural character of the area

6.54 Ngāti Rārua consider that the coast and marine areas are fully integrated with land, air, river and freshwater ecosystems. For this reason, the ‘coast and marine area’ is not tightly defined in their strategy. It is consistent with the Objective 11.1 *“The mauri of Tangaroa is protected, enhanced and restored”* They are high level holistic documents that examine the environment as a whole.

Māpua Waterfront Area Masterplan 2018-2028

- 6.55 The Māpua Waterfront Area Masterplan 2018-2028 sets out a strategic direction for the Māpua waterfront and adjacent areas recognising the interconnectivity of the waterfront area. The masterplan recognises that the pedestrian friendly zone at the wharf area has impacted on boat access and launching at the Māpua Wharf boat ramp which in turn has led to increased pressure on Grossi Point as an alternative launching and boat trailer parking area.
- 6.56 The Masterplan identifies that there was mixed feedback from the community regarding the development of a new boat ramp, which was the favoured approach by the Māpua boat club but either strongly supported or strongly opposed by the community. The Masterplan states that:

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

Council’s preferred option was to take a long term view and a more regional and strategic approach for the whole District. Council are proposing to review the current and future demand for a regional boat ramp by allocating budget for a feasibility study and boat ramp construction. This proposal will be included in the Long Term Plan 2018-2028 which will be released for public consultation in March/April 2018.¹⁰”

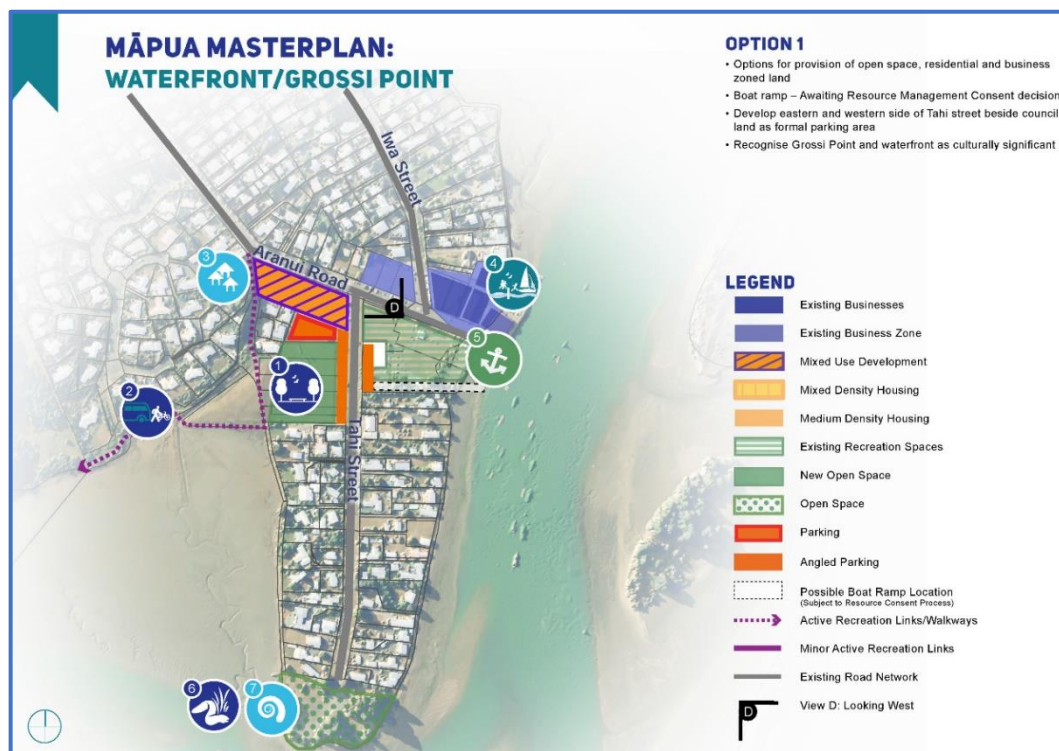
Māpua Masterplan

- 6.57 The Māpua Masterplan is a comprehensive plan that provides strategic direction on how Māpua will grow and develop over the next 30 years. The Māpua Masterplan will effectively supersede the Māpua Waterfront Area Masterplan.
- 6.58 The Council has been engaging with the community on options for the Māpua Masterplan since 2022, with the more recent engagement period earlier this year (10 February – 10 March 2024). Work is progressing on the draft masterplan which is expected to be released later in 2024 to go through a formal Local Government Act consultation process which includes an opportunity for public submissions, hearings and deliberations.
- 6.59 To date there have been three options presented to the community for the Waterfront and Grossi Point reserves. Option 1 includes the boat ramp with options 2 and 3 silent on the boat ramp. Options 1 and 2 also indicates that land at Kite Park (to the west of Tahī Street) where the boat and trailer parking is proposed would be Open Space zone with option 3 retaining the status quo in terms of commercial and residential zoning.

¹⁰ Mapua Waterfront Area Masterplan 2018-2028 Page 7 – available at [Māpua Waterfront Area Masterplan | Tasman District Council](#)

6.60 The consultation feedback report¹¹ identifies that option 1 was the preferred option by the community and there was a high level of support for the mixed use in the area. Option 2 was a close second with some people suggesting that Kite Park should be an area of open space with a playground, bird pond etc while others preferred the current status as an area which could be used for recreation or overflow parking. Very few people supported option 3. Option 1, as the preferred option is shown in Figure 8.¹²

Figure 8: Option 1 of Māpua Masterplan consultation



Moutere - Waimea Ward Reserve Management Plan June 2022

6.61 The RMP describes the location, values and issues and options for the Waterfront Park where the boat ramp is proposed. The issues and options identify notes the remediated nature of the land and highlights the Māpua Waterfront Area Masterplan (2018-2028) which sets out strategic direction and recognises the interconnectivity for the area. The issues and options further identify that certain elevated areas of the park are often ‘windswept’ and underutilised and that there is a desire by the community to increase usage through a range of options.

6.62 In relation to the boat ramp the RMP identifies that:

“The community is divided (either strongly in support or strongly opposed) about the proposal to construct a boat ramp at Waterfront Park. If construction of the boat ramp disturbed the pesticide residue that is at the site, this hazardous waste would need to be disposed of in a landfill, subject to special conditions. A new cap would have to be engineered, and monitoring established to test the groundwater and estuary sediment for pesticide residues. If the boat ramp was built over the top of

¹¹ Mapua Masterplan Options: Public consultation feedback report - available at [Māpua Masterplan | Shape Tasman](#)

¹² Mapua Masterplan Option 1 – available at [Māpua Masterplan | Shape Tasman](#)

the existing cap, it would need to extend down the beach at a gentle angle, as the existing slope is quite steep. Vehicle movements to and from the boat ramp would need to be carefully managed, to minimise impacts on the open space values of Waterfront Park and other users. Parking for vehicles with boat trailers should not encroach on the open space areas of Waterfront Park and should be provided for elsewhere.

As part of their deliberations on the Long Term Plan 2021- 2031, Council resolved to bring forward some funding “for the purpose of providing a new boat ramp facility at Waterfront Park”. The resolution also stated that Council “acknowledges that the necessary statutory processes will need to be followed prior to the project proceeding”. The policies in this Plan provide for the option of constructing a boat ramp at this location, should all requirements and 122 processes be met – including separate public consultation on this matter.¹³”

6.63 Policy 6 also relates specifically to the boat ramp and states:

“Provided all relevant processes are completed and all required authorisations are obtained, allow for a community boat ramp to be constructed at Waterfront Park. Use of the boat ramp should be managed to ensure that:

- no contaminants from the land are exposed or able to leach into the coastal environment;*
- vehicle movements to and from the boat ramp minimise impacts on the open space values of Waterfront Park and other users; and*
- parking for vehicles with boat trailers does not encroach on the open space areas of Waterfront Park and is provided for elsewhere¹⁴.”*

Tasman Bay Regional Boat Ramp Study and Tasman Boat Ramp Indicative Business Case October 2021

6.64 The Tasman Regional Boat Ramp Study (TPBRS) was reported to the Council’s Strategy and Policy Committee for endorsement of the recommendations. One of the key goals of the study was to explore providing an improved boat ramp facility at a suitable location along Tasman Bay.

6.65 The TPBRS concluded that there are no suitable locations around the Tasman Bay that provide all-weather, all-tide access to the water other than those already in existence. Therefore, the study shifted to focusing on improving the safety, accessibility and sustainability of existing boat ramps and recommended:

- a. undertaking a range of lower cost improvements, focused on the upgrade of the water access site on Kina Peninsula and at Moturoa/Rabbit Island (South); and
- b. upgrading the boat ramp and parking facilities at the Motueka Wharf to improve efficiency, safety and sustainability.

6.66 The report noted that the Council’s decision to support development of a boat ramp facility at Māpua Waterfront Park was considered and did not affect the

¹³ Moutere - Waimea Reserve Management Plan page 121 available at [Moutere-Waimea Ward Reserve Management Plan | Tasman District Council](#)

¹⁴ Moutere - Waimea Reserve Management Plan page 122 available at [Moutere-Waimea Ward Reserve Management Plan | Tasman District Council](#)

recommendations, although it may impact on the timing of elements of the upgrade to the Motueka Wharf.

- 6.67 The TPBRS followed on from the Tasman Boat Ramp Indicative Business Case prepared by Stantec for the Council in 2021. A copy of the Indicative Business Case report is provided at Attachment 6.
- 6.68 The Indicative Business Case identified issues with environmental protection (management of the remediated site) and safety but ultimately concluded that if those issues could be resolved a boat ramp at the Māpua Waterfront Park would provide good benefits for experienced boaters based in Māpua. However, general access to the ramp was not supported due to navigational safety issues.
- 6.69 The Indicative Business Case specifically identified feedback from Harbourmasters and Boat Clubs, which in relation to Māpua stated that the *“Māpua bar is known to be an area of high-risk during afternoon sea breezes particularly when combined with an outgoing tidal flow from the channel. Accessing the Tasman Bay from Māpua safely requires local knowledge around the sand bar and the effects of the afternoon sea breezes..... Concern was raised regarding the interaction between swimmers and recreational boat users at Māpua. With the wharf being a major regional attraction for “wharf jumping” in summer, as well as other water based recreational users, such as canoeing and kayaking, this could create conflicts on the water that could result in serious injury.”*¹⁵
- 6.70 The Indicative Business Case also scored boat ramp options using a Multi-Criteria Assessment (MCA) which included scoring for “cultural and Maori Impact”. In relation to Māpua Waterfront Park it was noted that *“Iwi were reluctant to endorse this option due to it being a site of cultural significance, occupation, and high environmental risk. However, if a boat ramp were to be built in the Māpua area (Grossi Point, Waterfront Park, or Leisure Park), the Waterfront Park was the best option due to already being highly modified and the wahi tapu already disturbed. This was preferable to disturbing a still protected/intact location.”*¹⁶
- 6.71 The MCA score for Māpua Waterfront Park (listed as 7. Māpua (New Proposed)) is shown below in Figure 9 with the scoring scale provided below for context.

¹⁵ Tasman Boat Ramp Indicative Business Case October 2021 Section 7.2.3 page 34

¹⁶ Tasman Boat Ramp Indicative Business Case October 2021 Section 10.4 page 41

Figure 9: MCA Scores for New Boat Ramps (source Tasman Boat Ramp Indicative Business Case October 2021)

Table 11: New Ramps – MCA Scores

Option	Investment Objectives				Key Risks					NZ Outcomes		Strategy Alignment		
	Car Parking	Delays on Boat Ramps	Safety	Availability of Boat Ramps	Cultural and Māori impact	Tidal Constraints	Maintenance of waterside access	Land Availability	Proximity to water-based activity	Economic prosperity	Environmental sustainability	VFM/ Affordability	Achievability	Stakeholder/ customer preferences
DN Do Nothing	1	1	1	1	Discounted based on IO									
C Community Boat Ramp (Generic Location)	3	2	3	2	2	3	2	3	2	2	2	4	4	3
1 Best Island	4	3	1	3	1	2	2	1	2	2	2	1	2	1
2 Kina Peninsula Road	5	3	1	2	2	2	2	4	3	2	2	2	2	2
3 Rough Island	3	3	2	3	1	2	2	1	2	2	2	1	2	2
4 Rabbit Island	3	3	2	3	2	2	2	3	2	2	2	2	2	2
5 Rivaka	2	2	2	2	2	2	2	1	3	2	2	2	2	1
6 Tapu Bay Reserve	3	3	2	2	F	1	2	2	3	2	2	2	3	1
7 Māpua (New Proposed)	4	3	1	4	2	2	2	4	4	5	2	3	1	4
8 Māpua Leisure Park	4	3	3	4	1	2	2	2	4	4	3	2	3	4
9 Stephens Bay	2	3	3	2	1	4	2	1	4	2	2	1	2	2
10a Motueka	3	4	4	4	3	3	2	2	4	4	4	4	3	4
10b Motueka Major Harbour (larger and high activity)	4	4	5	4	1	3	1	2	4	5	3	1	1	3
11 Rabbit Island – North	3	3	2	3	F	2	2	3	4	3	2	2	1	1

Table 9: Scoring Scale

5	Provide best possible improvement / No difficulty with implementation
4	Provides significant improvement / Minor difficulty with implementation
3	Provides some improvement / Some difficulty with implementation
2	Provides no improvement / High amount of difficulty with implementation
1	Worse than do nothing / Significant difficulty with implementation
F	Fatal Flaw

6.72 In summary, the Māpua Waterfront Park ramp scored 1 “worse than do nothing / significant difficulty with implementation” in relation to safety and 1 in relation to achievability. Overall, the MCA identified that the “Māpua Waterfront option ended up as typically the second highest ranked under a range of sensitivity tests. It ranked lower than the Māpua Leisure Park option under the ‘Investment Objective’ sensitivity tests, largely because of the implications to safety for less experience users. The MCA has established that the Waterfront option would rank stronger if use were limited to experienced boaties only.”¹⁷

Waimea Inlet Management Strategy 2050 and Action Plan 2023-2026

6.73 The Waimea Inlet Management Strategy (WIMS) was developed by a group of local people in collaboration with TDC, NCC, DOC and Fish & Game with a broad aim to restore the margins, eradicate plant and animal pests and care for the inlet as a whole. The Action Plan was created to identify, prioritise, integrate and coordinate actions aimed at achieving the vision of the WIMS.

6.74 The vision expressed through the WIMS is for “a vibrant place where the health of nature is restored and maintained; richly appreciated by the community for its open space, natural, cultural, and ecological values; happily remembered by generations

¹⁷ Tasman Boat Ramp Indicative Business Case October 2021 Section 10.7 page 47

for their activities, adventures and discoveries; a place where tangata whenua hold mana as kaitiaki and rangatira; and a place to be shared with increasing respect.”¹⁸

- 6.75 The Action Plan contains 7 Objectives which focus on providing for rangatiratanga and kaitiakitanga by Te Tau ihu iwi; protecting indigenous species and enhancing and increasing their habitats; ecologically sustainable naturally functioning of ecosystems; management of human activities within the inlet catchment; responding to climate change; appreciation of the natural attributes and functions of the inlet and increasing their intrinsic characteristics and spiritual significance.

Other considerations under s104

- 6.76 In regard to other considerations under other subsections, the proposed activity:

- is not affected by s124 (subs (2A)),
- does not engage the s104 considerations under the Marine and Coastal Area (Takatu Moana) Act 2011 (subs (2B), (2C), (3)(c)(iv) – (v); and
- does not relate to a wastewater network or Wastewater environmental performance under the Water Services Act 2021 (subs (2D)).

Section 105– discharges of contaminants

- 6.77 As the proposed activities involve discharge permits or coastal permits to discharge contaminants,¹⁹ the consent authority must also have regard to:²⁰

- (a) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and*
- (b) the applicant's reasons for the proposed choice; and*
- (c) any possible alternative methods of discharge, including discharge into any other receiving environment.*

- 6.78 Unless falling within specified exclusions, a consent authority must not grant consent. These matters are discussed in Section 19 of this report.

Section 107 – Restrictions on certain discharges

- 6.79 The proposed activity involves a permit to do something that would otherwise contravene section 15 or section 15A. Unless the discharge of contaminants falls under specific exceptions, a consent authority must not grant the resource consent under the following circumstances:

if, after reasonable mixing, the contaminant or water discharged (either by itself or in combination with the same, similar, or other contaminants or water), is likely to give rise to all or any of the following effects in the receiving waters:

- (c) the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials;*
- (d) any conspicuous change in the colour or visual clarity:*

¹⁸ Waimea Inlet Management Strategy 20250 and Action Plan 2023-2026 June 2023 available at [Waimea Inlet Management Strategy and Action Plan | Tasman District Council](#)

¹⁹ Specifically, any permit “to do something that would contravene section 15 or section 15B”

²⁰ [s 105\(1\) RMA](#)

- (e) *any emission of objectionable odour:*
- (f) *the rendering of fresh water unsuitable for consumption by farm animals:*
- (g) *any significant adverse effects on aquatic life.*

6.80 A consent authority may grant a discharge permit or a coastal permit to do something that would otherwise contravene Section 15 or Section 15A that may allow any of the effects described listed in section 6.77 if it is satisfied

- (a) *That exceptional circumstances justify the granting of the permit; or*
- (b) *That the discharge is of a temporary nature; or*
- (c) *That the discharge is associated with necessary maintenance work*

And that is it consistent with the Act to do so.

6.81 A consent authority may include conditions requiring the holder of the permit to undertake such works in such stages throughout the term of the permit as will ensure that upon the expiry of the permit the holder can meet the requirements of section 107(1) above, and of any relevant regional rules

6.82 These matters are discussed in Section 19 of this report.

Section 108 – Restrictions on certain discharges

6.83 [Section 108\(2\)\(e\)](#) of the RMA allows consent authorities to impose condition(s) of consent that require the best practicable option (BPO) to control any adverse effects caused by a discharge. The BPO for the discharge of contaminants, is defined in [section 2 of the RMA](#) as:

Best practicable option, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to:

- (a) *the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and*
- (b) *the financial implications, and the effects on the environment, of that option when compared with other options; and*
- (c) *the current state of technical knowledge and the likelihood that the option can be successfully applied.*

6.84 Section 108(8) of the RMA restricts the requirement for BPO to the:

most efficient and effective means of preventing or minimising any actual or likely adverse effect on the environment.

6.85 When applying the efficiency and effectiveness test, the consent authority needs to consider the efficiency from the Council's and community's perspective, as well as the applicant's viewpoint. Requiring the best practicable option can still provide flexibility to enable change, provided the effects remain the same or decrease.

7 Key issues

- 7.0 The key issues for this application are considered in detail below. These sections identify the issues of contention, including an assessment of the actual and potential effects, the submissions, the relevant provisions of the statutory documents, relevant sections of the Act, and the appropriateness of any recommended conditions of consent.
- 7.1 The key issues are:
- Section 8: Effects on CMA
 - Section 9: Effects on the Coastal Environment
 - Section 10: Alternatives
 - Section 11: Health and Safety
 - Section 12: Cultural Values
 - Section 13: Amenity Values
 - Section 14: Traffic Effects
 - Section 15: Reserve Land and Public Access
 - Section 16: Construction and On-going Effects
 - Section 17: Contaminated Land
 - Section 18: Ecological Effects
 - Section 19: Infrastructure and Discharges
 - Section 20: Climate Change

8 Effects of Coastal Marine Area Occupation

- 8.0 The application has provided a high level assessment of effects relating to the occupation of the Coastal Marine Area (CMA) by the boat ramp. Supporting expert reports provide more detail relating to the effects on the natural character, ecology, health & safety, discharges, traffic effects and existing infrastructure.

Assessment and Conclusions for Effects on Coastal Marine Area Occupation

- 8.1 The key rule when considering a boat ramp is 25.1.2.3 Discretionary Activities (Structures Relating to Craft):

Any structure for the launching, haulout, mooring, berthage, or storage of craft, or yacht or boat club clubrooms, and including launching ramps, slipways, swing or pile moorings, jetties, or boatsheds, that does not comply with rule 25.1.2.1, is a discretionary activity, if it complies with the following conditions:

- (a) *The structure is not sited in any area identified in Schedule 25D, except:*
- (i) *within 200 metres of the breakwaters at Port Tarakohe, as they existed at 31 December 2002;*
 - (ii) *within 100 metres of the wharves, jetties, boatramps or slipways at Port Māpua, Port Motueka, Waitapu, Collingwood or Mangarakau, as they existed at 31 December 2002;*
 - (iii) *within 75 metres of the public jetty at Torrent Bay/Rākauroa, as it existed at 31 December 2002;*

OR

- (b) *The structure is a launching ramp or swing mooring; and*

(c) The New Zealand Hydrographic Authority, Land Information New Zealand, is given written advice of the work at the time of commencement and completion.

- 8.2 The rule specifically refers to Schedule 25D, this schedule defines Areas with Nationally or Internationally Important Natural Ecosystem Values. This is discussed further on in the Ecology discussion in Section 18 of this report.
- 8.3 Objective 21.2.2 does provide a priority for avoidance in those areas having nationally or internationally important natural ecosystem values. Noting that if the ramp was more than 100m from the current Māpua Wharf it would push the coastal occupation to a non-complying activity, this 100m limit is not well explained in the TRMP. We assume it is allowing for clustering of services in a specific area reducing the overall impact.
- 8.4 While the rule is technically a discretionary activity, a very long and quite useful criteria/checklist of items is provided for dealing with an application like this one:
- 1) *The purpose of the structure, and the appropriateness of its being located in the coastal marine area, including reasons why any location on dry land is not suitable.*
 - 2) *The scale of the structure.*
 - 3) *Structural integrity.*
 - 4) *The effects of the structure and its use, including:*
 - (a) effects on the natural character of the coastal environment;*
 - (b) effects on the shape of the shoreline (in plan view and profile);*
 - (c) effects on the long-term stability of the foreshore or seabed;*
 - (d) effects on animal and plant habitats and ecosystems, including effects on the natural ecosystem values of the areas listed in Schedule 25D;*
 - (e) the risk of material or contaminants moving or leaching from the structure into any part of the coastal marine area;*
 - (f) changes to wave patterns, current flow, sediment transport and deposition, exchange of saltwater and fresh water, nutrient transfer, or other coastal processes;*
 - (g) navigational safety;*
 - (h) public access;*
 - (i) access and use by other authorised activities.*
 - (j) amenity values of the locality;*
 - (k) efficiency of the use of space for the structure;*
 - (l) effects of the existence and use of the structure on landscape and seascape values and visual amenity;*
 - (m) effects during the construction, continued existence, maintenance and use of the structure;*
 - (n) any likely adverse effects from the removal of any existing structure;*
 - (o) effects on water quality;*
 - (p) effects on any network utility;*
 - (q) effects on any heritage or cultural value.*
 - 5) *Measures to avoid, remedy, or mitigate any identified adverse effects of the structure.*
 - 6) *Circumstances where removal of the structure will be required.*
 - 7) *The duration of the consent (Section 123 of the Act) and the timing of reviews of conditions and purpose of reviews (Section 128).*

- 8) *Financial contributions, bonds and covenants in respect of the performance of conditions, and administrative charges (Section 108).*
 - 8A) *Circumstances when living aboard the structure or any associated use will be provided for.*
 - 8B) *Any declaration under the Biosecurity Act 1993.*
 - 9) *In relation to launching ramps, the following:*
 - (a) *the need for ancillary facilities such as trailer parking, catwalk or protection from wind and wave action;*
 - (b) *safety in relation to other adjacent activities;*
 - (c) *width and gradient of the ramp, and its alignment to wind, waves and current;*
 - (d) *practicality in relation to natural foreshore processes.*
 - 10) *In relation to slipways and haulout facilities for vessel construction or maintenance, the following:*
 - (a) *the use for which the facility is sought, and the effects of that use on the environment and on other activities and values in the vicinity;*
 - (b) *measures to prevent the escape of wastes and contaminants to the coastal marine area;*
 - (c) *appropriate authorisation for the dry land activity to which the facility relates.*
 - 11) *In relation to swing or pile moorings, the following:*
 - (a) *relationship with tenure, use and character of land in the vicinity;*
 - (b) *permanence, or ease of removal;*
 - (c) *intended duration or frequency of use, including seasonal or intermittent use.*
 - 12) *In relation to jetties, wharves and other structures providing berthage, the following:*
 - (a) *practicality and effectiveness of the structure in relation to tidal range and seabed gradient, and its effects on the natural character and public access, or access by other specified parties, to and along the coastal marine area or its margins;*
 - (b) *the use of the facility, including commercial, public or sole or shared private use;*
 - (c) *relationship with the tenure, use and character of land in the vicinity.*
 - 13) *In relation to boatsheds, including ancillary ramps or slipways, the following:*
 - (a) *practicality and effectiveness of the structure in relation to tidal range and seabed gradient.*
- 8.5 Sections 4, 5, 6, and 9 in the matters of discretion for Rule 25.1.2.3 are very similar to the issues that are discussed in this report.
- 8.6 Policy 20.1.3.2C *To avoid activities within Mooring Areas where the activity will interfere with the use.* The application seems to have missed this policy in Chapter 20 – Effects of craft using the surface of coastal waters.
- 8.7 The applicant has identified that the processed boat ramp will interact with the mooring area offshore. The location mooring area for Māpua is just offshore from the boat ramp as shown in Figure 10 below. The strips in the mooring area are to allow the services that go across the channel.

Figure 10 Mooring Area shown in blue hashed area



- 8.8 The application refers to the mooring area in section 4.17 stating that “*Conflict with moored boats. Comments: There are probably at least two boat moorings that will need to be moved once the boat ramp is operation. The TRMP rules allow the moving of the boat mooring within the mooring area if they have enough swing area. The applicant will work with the nearby mooring owners to ensure that moored boats do not interfere with the operation of the boat ramp.*”
- 8.9 It is unclear what powers the applicant has to work with mooring owners and who would direct moorings to be moved. The Harbourmaster would be involved with moorings and they have the powers to undertake this, although letters have been provided from the closest two mooring occupiers²¹ the relocation of the moorings are effectively a third party which could potentially frustrate the consent if granted.

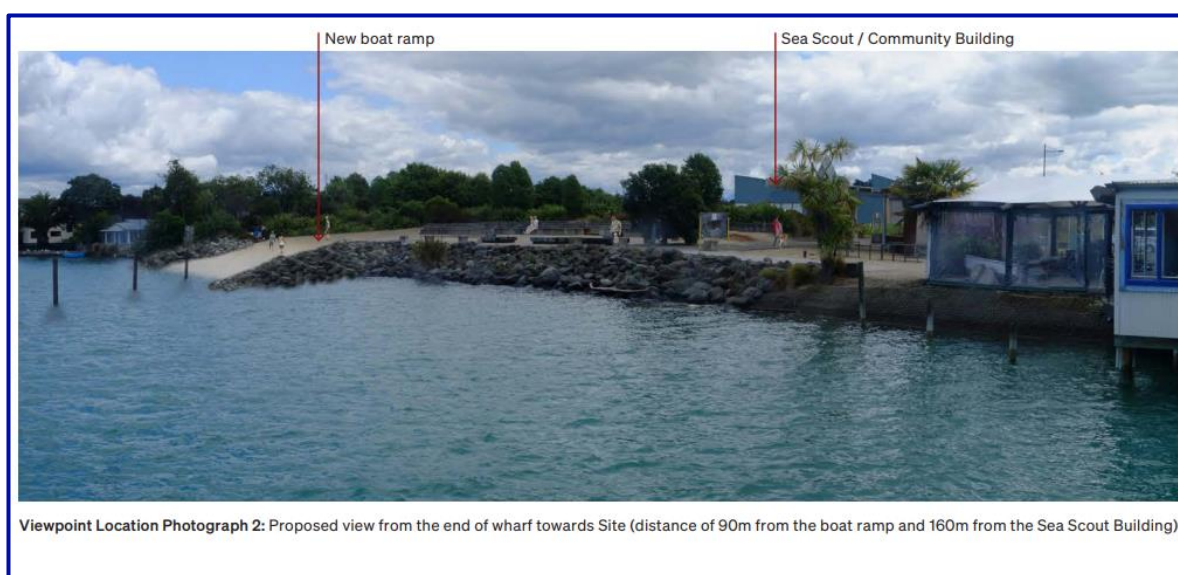
9 Effects on the Natural Character and Amenity Values of the Coastal Environment

- 9.0 The boat ramp meets the TRMP definition of ‘building’ and therefore constitutes a new building within the Coastal Environment Area (CEA). Whilst the ramp has a different built form to what is typically considered a building (dwelling, garage, commercial building etc) nonetheless the ramp has the potential to affect the natural character and amenity values of the CEA.
- 9.1 The application is supported by a Landscape Assessment Report (LAR) from Rough Milne Mitchell (RMM) which has not been updated since the application was amended to remove the community building. A graphic attachment showing renders of the boat ramp at high tide is also provided along with a landscape master plan prepared by ODB Landscape Architects. The LAR provides an assessment of visibility, visual effects and also landscape effects.

²¹ Refer to C04 Appendix 2 – Moorings map and agreements available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

- 9.2 The LAR has been reviewed by Ms Liz Gavin of Boffa Miskell and her review is provided at Attachment 11.
- 9.3 Figure 11 below shows a render of the boat ramp at high tide from the graphic attachment to the LAR, Figure 12 is a photograph of the area at low tide. Figure 13 shows an aerial image of the boat ramp area with a distance of 40 metres (the maximum proposed length of the boat ramp) annotated on the image. We consider it would be useful for the applicant to provide a visual graphic of the boat ramp at low tide to allow for an assessment of the visual effects on the natural character of the coastal environment in all tidal conditions. However, the LAR acknowledges that the visual extent of the ramp will vary according to the tide and therefore appears to have considered the changing visual effects in their assessment.
- 9.4 In relation to visibility and visual effects the LAR concludes that in relation to viewpoint 2 (shown in Figure 11 below), the initial effects of the proposal will be moderate / high, although this will reduce once the altered layout becomes more familiar and valued and planting matures.²² The report doesn't clarify what the effects level would be once planting is established and people become more accustomed to the view of the ramp. Further it is unclear what 'valued' in this context means.

Figure 11: MCA Scores for New Boat Ramps (source RMM Graphic Attachment, Viewpoint 2 April 2023)



²² Rough Milne Mitchell Landscape Assessment Report page 9 – A06 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

Figure 12: Photograph of area at low tide (Taken from Māpua Wharf, September 2024)



Figure 13: Aerial Image with length of boat ramp annotated (source: GIS local maps)



- 9.5 Overall, in relation to visibility and visual effects the LAR concludes that “*The greatest effect will be that resulting from the construction of the boat ramp and associated access road, the effect primarily stemming from the required scale of the structure.*”²³
- 9.6 In relation to the landscape effects of the boat ramp the LAR concludes that “*The installation of the boat ramp with its related activities will register as a reasonable departure from the existing amenity of the park. When busy, the ramp will form a type of obstruction to existing pedestrian flow along the coastal edge. It is noted that a*

²³ Rough Milne Mitchell Landscape Assessment Report page 11 A06 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

*pedestrian crossing point is provided for in the boat ramp proposal. The activities associated with the boat ramp will be alien to the existing park and will be focused around the jetty and ramp, with cars, boats, trailers and associated activity and noise. The short term effect of this disruption will be **moderate to high**.*²⁴

- 9.7 The LAR considers the relevant TRMP provisions including objectives and policies and matters of control for development within the CEA. An overall conclusion as follows is reached:

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

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

- 9.8 Ms Gavin has reviewed the LAR and identified a number of gaps in the assessment which if addressed would assist with greater understanding of the potential level of effects from the boat ramp on the natural character and amenity values of the CEA in this area. These gaps are identified as follows:

- a. Historic mana whenua associations with the site and the values mana whenua hold in relation to the site.
- b. The effects of extending into the CMA which may include landscape, amenity or habitat effects or consideration of landscape and natural character generally and in relation to the policies of the NZCPS.
- c. Key values which have not been considered including associative values relating to Māpua as a local and tourist destination and a description of the landscape character or the area within Waimea Inlet (abiotic and biotic values).

- 9.9 In Table 3 of her review Ms Gavin provides a review of the LAR effects conclusions:

- a. Both the LAR and Ms Gavin conclude that adverse visual effects from the boat ramp will be moderate – high. However, the LAR states that this is in the short term. It is unclear what period is considered to be ‘short term’ and this effect reduces in the longer term. It appears that the LAR places a reliance on people becoming accustomed to seeing the boat ramp and this will reduce its visual effect. We question whether this will be the case, particularly for people who may visit the area infrequently and place value on the views and visual amenity of the CEA and CMA in this area.
- b. In relation to landscape values Ms Gavin agrees with the LAR that there would be moderate – high effects on pedestrian amenity but that the impact of change will soften over time. However, Ms Gavin considers there will be a high adverse effect on associative and perceptual values by mana whenua, which is an effect not explicitly considered in the LAR. The LAR does conclude that there will be moderate – high effects due to the perceptual change to the park, although this will reduce to low once established. Ms Gavin considers there would be a low-

²⁴ Rough Milne Mitchell Landscape Assessment Report page 12 A06 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

moderate adverse visual effect associated with change. Overall Ms Gavin considers there will be a moderate adverse effect.

- c. The LAR concludes there would be a low degree of impact on natural character values, Ms Gavin agrees there would be a low adverse effect on terrestrial natural character but a low-moderate adverse effect on marine natural character due to changes to tidal patterns and processes, the perceived naturalness of the shoreline and loss of marine benthic habitat in the area occupied by the boat ramp.

- 9.10 We agree with Ms Gavin that there are some matters which should be addressed within the LAR to allow for a more depth understanding of the adverse effects on natural character, including marine natural character. We consider the review provided by Ms Gavin more clearly sets out the natural character values associated with the area and therefore have given greater weighting to her conclusions relating to the effects on natural character.

“Overall low adverse effect on terrestrial Natural Character, and low-moderate adverse effect on marine natural character due to changes to tidal patterns and processes, the perceived naturalness of the shoreline, the loss of marine benthic habitat in the area occupied by the boat ramp.”²⁵

- 9.11 Further, as the LAR has not been updated since removal of the community building it is unclear whether any of the general conclusions reached would alter given the proposal is now only for the boat ramp. This is particularly the case in relation to the conclusion that there would be moderate / high positive effects, we are unclear whether this remains the case with the boat ramp only.

Assessment and Conclusions for Effects on the Coastal Environment

- 9.12 We agree that in relation to the landward coastal character the area has been highly modified and in this context we consider the boat ramp would have a lower degree of adverse effect. The access and associated signage are likely to be absorbed into the receiving environment relatively quickly and easily taking account of proposed landscape mitigation. However, in relation to the marine (CMA) natural character which would include views of the boat ramp at both high and low tide we do not consider there would be opportunities to mitigate effects. We agree with Ms Gavin that there could be minor adverse effects on the naturalness of the CMA which is appreciated by locals and visitors.
- 9.13 We also agree that adverse visual effects would be more than minor and we have difficulties in understanding how this would reduce over time. The submissions make it clear that people have a strong association with the visual amenity of the Waterfront Park and foreshore area which is viewed from the wharf and the viewing platform. However, we acknowledge that some people, who value the boat ramp as a local feature and community asset, may be less concerned about the visual effect.
- 9.14 It is not only the presence of the ramp which will alter this view and perception of the area but the activity of launching boats which significantly alter the association people have with the area. We agree these effects may soften in time as people become more familiar with the activity, particularly for those who see value in the

²⁵ Landscape Architecture Peer Review, Boffa Miskell Limited, 1 October 2024, Table 3, page 4

boat ramp as a feature. However, overall the proposal is fundamentally altering the visual effects and perceptual association people have with this area of Māpua.

- 9.15 The NZCPS provides guidance and direction on the anticipated outcomes for development within the CEA.
- 9.16 Policy 6 relates to activities within the coastal environment and recognises that infrastructure²⁶ is an activity which is important to the social, economic and cultural well-being of people and communities. However, Policy 6 also directs that consideration should be given to the placement of development through encouraging development which maintains the existing built environment and where the degree of change in character would be acceptable.
- 9.17 Policy 6 also considers activities in relation to the CMA. The policy seeks recognition of the potential contribution to the social, economic and cultural well-being of people and communities from the use and development; the need to maintain and enhance public open space and recreation qualities and values of the CMA; and that some activities have a functional need to be located within the CMA. In this instance there are benefits to some people and part of the community from the presence of the boat ramp and will value the ability to use the ramp for recreational purposes. In terms of functional need, whilst we recognise that clearly a boat ramp has a function need to be located within the CMA there is no compelling case as to why the boat ramp needs to be situated in the specific location proposed by this application. This matter is further discussed in Section 10 – Alternatives.
- 9.18 Finally, Policy 6 seeks to promote the efficient use of occupied space by “*requiring that structures be made available for public or multiple use wherever reasonable and practicable*”. We have concerns that for reasons further expanded on in other parts of this report, in particular in relation to health & safety, the boat ramp may have constrained use. This constrained use may impact on the value placed on the boat ramp in relation to the visual effects which have been identified as reducing over time.
- 9.19 Policy 13 relates to the preservation of natural character noting that natural character is not the same as natural features and landscapes or amenity values. The policy seeks to preserve natural character and protect it from inappropriate development by avoiding significant adverse effects on natural character.
- 9.20 Policy 13 identifies the following as matters which may be natural features, landscapes or amenity values:
- a.natural elements, processes and patterns;
 - b.biophysical, ecological, geological and geomorphological aspects;
 - c.natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;
 - d.the natural movement of water and sediment;
 - e.the natural darkness of the night sky;
 - f. places or areas that are wild or scenic;
 - g.a range of natural character from pristine to modified; and
 - h.experiential attributes, including the sounds and smell of the sea; and their context or setting.

²⁶ NZCPS definition of infrastructure states “As defined in section 2 of the Resource Management Act 1991, notwithstanding the reference in section 2 to section 30”.

- 9.21 The TRMP also includes objectives and policies which relate to the amenity value which is derived from the natural character of the CMA (objective 21.7.2 and policy 21.7.3.1 and objective 21.1.2 and policy 21.1.3.1). These policies have an ‘avoid, remedy or mitigate’ direction rather than a more specific avoid, manage or enable direction. However, policy 5.1.3.12 is more directive as it requires protection of the natural character of coastal land from adverse effects of further development, this includes on the margins of estuaries. Policy 13(1)(b) of the NZCPS requires that significant adverse effects are avoided but also contains an avoid, remedy or mitigate direction in relation to all other adverse effects.
- 9.22 The LAR has not adequately considered the effects of the proposal on the natural character values of the CMA and we consider this is needed to allow for a determination the level of effects from the proposal.
- 9.23 Overall, we consider that the proposal will have adverse effects on the coastal environment area, particularly in relation to visual effects and in relation to marine natural character. The degree of these effects is unclear without further expert assessment and this should be addressed by the applicant within the evidence. However, we consider that overall adverse effects from the structure are likely to be more than minor in relation to visual effects associated with the coastal environment.

10 Key Issue - Alternatives

- 10.0 Considering alternatives is an important part of a consent application. The application does not assess in any great detail the options for alternatives and generally the consideration of alternatives is very light. Section 4.18 of the application provides an assessment of alternative sites, however, there is no specific discussion on alternative for the discharges or the best practical option. The assessment states that early consultation that was undertaken by the Māpua Boat Club and several sites were considered for a boat ramp site. These were not considered suitable for the following reasons²⁷:

Existing Boat Ramp site at the wharf.

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

Grossi Point.

- *A site of high cultural significance with several significant sites that could be disturbed during earthworks. Conflict with swimmers that use the reserve area. Not an all-tide access. Lack of trailer parking area and need 4-wheel drive for access. Exposed to south westerly wind.*

Māpua leisure Park.

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

²⁷ Application for Resource Consent for Mapua Boat Ramp, Davis Ogilvie, November 2023, available at B03 - [Māpua Community Boat Ramp Trust | Tasman District Council](#)

Broadsea Ave (Chaytor Reserve)

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

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

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

10.1 Policy 21.2.3.5 of the TRMP states- *To require that utility structures or facilities in the coastal marine area are proposed only after a comparative evaluation is undertaken of the effects of alternative sites or routes for such utilities, including on land not in the coastal marine area.* It is not clear that the applicant has undertaken this analysis, as such the application is inconsistent with this policy.

10.2 Caselaw on alternatives emphasise that the focus should be on the adequacy of the assessment process rather than the outcome. The selection of an option must not be based on a cursory or arbitrary process but one that is robust, definable, transparent and repeatable. However, the consideration of alternatives does not need to be exhaustive, i.e., not every viable option needs to be considered. In this respect, the role of the decision-maker is to determine the adequacy of the assessment, not to put itself in the place of the applicant or requiring authority and select the best option.

10.3 Furthermore, the caselaw regarding the consideration of alternatives under the RMA emphasise that the detail of the assessment should be proportional to the potential adverse effects of the activities being considered and the sensitivity of the environment(s) potentially impacted. In other words, for projects with the potential for more significant adverse effects (or a greater impact on private land), a more detailed and robust assessment of alternatives is required. The assessment process should integrate RMA matters, particularly relevant pt 2 matters. Carefully recording and documenting the processes undertaken, options considered and the rationale for selecting a preferred option

10.4 There are several layers of alternatives in this application. Where the boat ramp is located is the first of high level alternatives; then the detailed construction and the alternatives associated with the discharges specifically the requirements of S105 (1) (c) *any possible alternative methods of discharge, including discharge into any other receiving environment.*

- 10.5 The applicant has effectively blocked this with detailed engineering design to be provided at a future date, thus there is simply not adequate detail on the construction to understand this level of detail.
- 10.6 In summary, the alternative assessment has a very limited scope and as such the proposal does not appear to have met Policy 21.2.3.5. Although further information was requested from the applicant in relation to alternatives, little additional information was provided.

11 Health and Safety

- 11.0 TRMP Chapter 20 'Effect of Craft using the Surface of Coastal Waters' identifies the range of activities occurring on coastal waters can cause effects which include:
- (a) navigation and safety risks;
 - (b) disturbance to wildlife or marine mammals, or damage to habitat;
 - (c) disruption of amenity values
- 11.1 Chapter 20 includes objectives and policies relating to the above matters. However, the applicant has not considered Chapter 20 in their policy analysis. We consider the objectives and policies within Chapter 20 to be directly relevant to the proposal as they deal with the scale frequency, duration and mix of activities in the CMA close to the proposed ramp.
- 11.2 In particular Objective 20.1.2 aims to achieve safe navigation, amenity values and natural values that are not compromised by the passage of craft, or by other activities on the surface of the water
- 11.3 Policy 20.1.3.1 requires *Council will ensure that movements of craft or other activities on the surface of coastal waters do not create or aggravate risks to safe navigation, particularly in areas of intensive seasonal use of craft and in relation to the scale, intensity, frequency, duration and mix of activities.*
- 11.4 Health and Safety concerns have been raised by submitters, these include the following:
- a. Conflicts with Wharf Jumpers: Potential for accidents and injuries.
 - b. Risks to Other Estuary Users: Swimmers, kayakers, and other recreational users may be at risk.
 - c. Boat Launching Risks: Currents and tidal variations pose significant hazards.
 - d. Queuing Risks: Swift-moving channel without a loading pontoon increases danger.
 - e. Boat Ramp Safety: Some have considered that the boat ramp is considered safer than Grossi Point for launching. Not sure this is the case, as you can launch on an angle at Grossi point reducing the effect of the current on the boat

- f. Pontoon Conflicts: Boats tying up at the pontoon may interfere with other users.
 - g. Loss of Safe Beach Access: Concerns about reduced accessibility.??
 - h. Inexperienced Boaters: Potential for inexperienced users to face difficulties.
 - i. Debris Build-Up: Accumulation of debris could pose hazards.
- 11.5 Several submitters (James Carter – 83 and Barrie Moran – 152) have provided a risk assessment to support their submission, other submitters (including Judith and David Mitchell – 102) have provided anecdotal commentary on the difficulties of sailing in the estuary.
- 11.6 The application is supported by a Safety Assessment prepared by Captain Jim Dilley and Dr V J Muir; a report from OCEL-Offshore & Coastal Engineering Ltd; and a Risk Assessment prepared by Mr Tim Robinson and Mr John Leydon, local Māpua residents with extensive boating experience within the estuary.
- 11.7 The application and associated safety reports have been reviewed by the Council's Harbourmaster, his report is provided in Attachment 7.
- 11.8 The following key points relate to the safe operation of the boat ramp:
- a. At times launching into a very high current environment: The area is characterized by strong currents.
 - b. Contradictory reports: Conflicting information regarding safety.
 - c. Harbour Master: Expressed concerns about the ramp's safety.
 - d. Applicant's safety reports²⁸: Various opinions on the safety measures.
 - e. OCEL Report²⁹: Raised concerns about the current environment of the ramp.
 - f. Cpt Dilley's report³⁰: Considered the current conditions acceptable, however, the examples in Cpt Dilley's report are not directly comparable to Māpua as the ramps he has considered have floating pontoons. The OCEL report suggests that this is not practical in this environment.
 - g. Māpua as a holiday destination: High influx of visitors from across the South Island.
 - h. Experienced users: All technical reviews indicate that the ramp is safer for experienced users.

²⁸ Mapua Boat Ramp Risk Assessment – C06 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

²⁹ OCEL – Offshore & Coastal Engineering Limited, Mapua Boat Ramp Currents 19 April 2023 – A17 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

³⁰ Application for Resource Consent for Mapua Boat Ramp – Navigation Safety Assessment, Capt. J V Dilley and V J Muir – F06 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

- 11.9 In relation to an overall consideration of the boat ramp we are required to consider if adverse effects have been avoided, remedied or mitigated. The RMA does not require a nil effects outcome and so total avoidance is not required. However, it is important to put the adverse effects in context and relate the effects to a level of risk. In this instance we have concerns that the adverse effects associated with the launching and retrieving of boats at the ramp have the potential, if not properly managed, to result in significant or even catastrophic risks.
- 11.10 The measures proposed by the applicant to date, and the advice provided by experts, both for the applicant and from the Council Harbourmaster, have failed to satisfy us that adverse effects have been avoided, remedied or mitigated to an acceptable level. However, it remains uncertain whether adverse effects can actually be mitigated. It is possible that the inclusion of a breakwater and a floating dock may ensure the safety of all users, assuming this can be safely designed, installed and operated in this location.
- 11.11 Both the OCEL report and the Harbourmaster consider that the ramp is suitable for use by experienced people. However, the applicant has not demonstrated how this will be controlled, and it remains unclear whether it is something that can practically be managed. In the first instance there would need to be clear quantification of what constituted an 'experienced person' secondly there would need to be measures which are monitorable and enforceable put in place to ensure the ramp was only used by those persons.
- 11.12 Māpua is a popular visitor destination and may attract visitors bring a boat, further people who live in Nelson / Tasman who have never launched from Māpua may choose to do so to avoid queues at other boat ramps. These people may be less experienced with the particular conditions (tides, sand bar etc) at Māpua and are unlikely to be considered 'experienced'.
- 11.13 The TA notes that events may attract larger numbers of people to the boat ramp. No information is provided within the application relating to events. However, events are likely to attract people who may not be considered experienced and as such may not be appropriate.
- 11.14 The applicant has provided a risk matrix assessment which places a heavy reliance on the use of signage, boat trailer design to assist easy retrieval and the skills of personnel driving the boat to conclude that the majority of risks are low whilst some risks (difficulty manoeuvring alongside existing pontoon and vessels running aground) remain medium.
- 11.15 We have concerns that signage may not be effective and that as noted above the skills of boat users may not be fully understood therefore the risks which have been identified are not appropriately mitigated.
- 11.16 The Harbourmaster recommends that the proposal include a pontoon or floating jetty to ensure the safe retrieval of boats. However, the OCEL report considers that *"because of the strong flows across the ramp we do not recommend using plastic pontoons in this situation, boats can be pinned against the pontoons and find it difficult to get off and the pontoons represent an obstruction to the flow."* This issue must be resolved to ensure that there are safe retrieval options. Relying on the

existing pontoon at the Māpua wharf is considered impractical for a number of reasons:

- a. Size and capacity noting it is already used by smaller boats.
- b. It is subject to tidal currents
- c. It assumes that the person driving the boat is not the person retrieving the car and trailer i.e. boats cannot be operated solo or without another person capable of driving the car and trailer to retrieve the boat, leaving the experienced person within the boat.
- d. It is some distance from the car and trailer carpark meaning timing will be challenging for bringing the boat round if there is queueing along the boat ramp.

11.17 Wharf jumping is a very popular activity at Māpua and whilst there is existing signage advising that boats have priority the culture of youth and adults jumping is such that there is likely to be a degree of imbedded disregard for this signage. The applicant has proposed a string of floatation buoys to stretch between the shore and the end of the wharf to prevent boats which lose control from conflicting with wharf jumpers and other users. However, the applicant has not made it clear how other users of non-powered crafts or swimmers more generally will be safeguarded, for example we understand people swim or kayak from Grossi Point to the wharf.

11.18 NZCPS Policy 4 (Integration) seeks to provide for the integrated management of natural and physical resources in the coastal environment and activities that affect the coastal environment. The policy requires particular consideration whether public use and enjoyment of public space will be or is likely to be affected (4(c)(ii)).

11.19 The report from the Harbour Master concludes:

The proposed boat ramp at Māpua raises significant navigation safety concerns, particularly regarding its location and the absence of essential safety features. The risk assessment conducted by Jim Dily [sic] highlights the critical need for a breakwater and a floating dock, as all comparable ramps referenced in the assessment include such facilities.

The current proposal lacks a floating jetty, which poses a substantial safety risk by not providing a secure location for vessels to wait while the ramp is occupied or trailers are being maneuvered. Additionally, the strong tidal conditions and potential for increased traffic density further exacerbate these risks.

To mitigate these serious safety concerns, it is imperative to incorporate a breakwater and a floating dock into the design. These additions will significantly enhance the safety and operational efficiency of the boat ramp, aligning with best practices observed at other busy boat ramps and addressing the community's concerns.

Without these critical safety measures, the proposed boat ramp could lead to increased risks of collisions, congestion, and other navigation hazards. Therefore, it is strongly recommended that the design be revised to include a breakwater and a floating dock to ensure the safety of all users.

*The posed launching ramp can be used as an all tide launching ramp for **experienced boat operators** (emphasis added)*

Assessment and Conclusions for Health & Safety Effects

- 11.20 In summary the proposed launching ramp could be used as an all tide launching ramp for **experienced boat operators**. However, there is uncertainty as to how this would be managed and controlled. Use of the ramp by novice / inexperienced boaters is not supported and is strongly discouraged because the level of risk could result in significant or even catastrophic outcomes i.e. loss of life.
- 11.21 The ramp does pose significant navigation safety concerns, particularly regarding its location and the absence of essential safety features. Therefore, we strongly recommended that the design be revised to include a breakwater and a floating dock to ensure the safety of all users, assuming this can be safely designed, installed and operated in this location.
- 11.22 Overall, the use of the ramp must be confined to experienced operators and further safety features (as recommended by the Harbour Master) must be included within the design to ensure the safety of all users. The applicant needs to demonstrate how these matters can be achieved.

12 Key issue - Cultural values

- 12.0 Māpua and the Waimea Estuary and the Coastal Marine Area are all culturally important areas for local iwi with a long history of occupation. The Te Tau Ihu coastal marine area is recognised as a Statutory Acknowledgement Area for all eight Te Tau Ihu iwi by the Ngāti Apa ki te Rā Tō, Ngāti Kuia and Rangitāne o Wairau Claims Settlement Act 2014, the Ngāti Koata, Ngāti Rārua, Ngāti Tama ki Te Tau Ihu and Te Ātiawa o Te Waka-a-Māui Claims Settlement Act 2014, and the Ngāti Toa Rangatira Claims Settlement Act 2014
- 12.1 Water is taonga, or 'treasure', to tangata whenua. Water and bodies of water have their own mauri (life force; the binding force between the physical and the spiritual), and it is important to protect the mauri and life sustaining qualities of water so their descendants may use it. Water bodies are also integral to Māori self-identity and mana. Māori have a special role as kaitiaki (guardian) of local waterways, a role inherited through whakapapa (genealogy). This is recognised specifically in parts of sections 6 and 7 of the RMA.
- 12.2 The Māpua area has an extensive history as an occupation and resource harvesting area and is extensively interspersed with wāhi tapu (sacred areas). For these reasons, Te Tau Ihu – in particular the descendants of those who occupied, cultivated and harvested kai, and exercised customary rights in Māpua – have a vested interest in current and future activities and developments in the area. Many of the recorded archaeological sites include midden and oven finds, indicative of pre-European occupation and fishing activities. There is archaeological site thought to be associated with the Māori fishing village at Grossi Point at Māpua, occupied as early as 1200AD.

- 12.3 TRMP Objective 21.5.2, *Maintenance of the cultural heritage values of items, sites or areas in the coastal marine area, including taonga of the tangata whenua*. With Rule 25.1.2.3 (4)(q) directs the assessment of effects on any heritage or cultural value.
- 12.4 The applicant refers to a CEA that was not included in the application for confidential. Council has asked for a copy of this report, however, it has not been supplied by the Applicant. Submissions have been received concerning the cultural effects of the application, specifically from three iwi, Ngāti Tama (submitter 87- oppose), Ngāti Rarua (submitter 145- neutral) and Te Ātiawa (submitter 326- oppose) and have identified adverse cultural effects / concerns in their submissions, specifically:

Ngāti Tama

1. Historical and cultural significance of the area with numerous human remains
2. to encourage any development in an environment that is highly sacred would be highly insensitive

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

Te Ātiawa

1. Historical and cultural significance of the area.
2. Will encourage further land disturbance.
3. Increased traffic over a culturally significant site.
4. Frustrates the policies and objectives of the RMA and Te Ātiawa Iwi Environmental Management Plan.
5. Environmental loss – sedimentation, contamination.
6. Effects on cultural activities.

Ngāti Rarua

1. Area of significance for Ngāti Rārua, traditionally important for mahinga kai & seasonal camps in the area.
2. Adverse effects on cultural values should not be disregarded on the basis the RMP permits the activity under 16.13.6.1(d)(i).
3. May improve mahinga kai access & benefit wellbeing of ramp users for increased recreational access.
4. Careful management of earthworks, discharges, stormwater, restoration planning & appropriate tikanga to avoid adverse effects

If consent is granted Te Ātiawa requested:

- Cultural safety induction (by mandated representative of Ngāti Rarua) prior to works commencing.
- Ngāti Rarua iwi monitor onsite for all earthworks.
- Accidental Discovery Protocol (ADP) in place and strictly adhered to.
- Avoid discharge of contaminants including sediment to water.

- Use of native, site suitable & locally sourced plants for restoration – tangata whenua iwi should be consulted.
- Low impact stormwater design.
- Maintain free public access to boat ramp.
- Maintain unimpeded public access to Waterfront park & along coastline.
- Ngāti Rarua must be represented in any form of cultural interpretation on the site.

12.5 The following are volunteered by the Applicant:

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

12.6 Most of the earthworks are proposed into be undertaken in the upper cap of the site that is comprised of material that has been imported to the site. We consider it appropriate that an iwi monitor is required where the ground has not been disturbed previously and that there is an Accidental Discovery Protocol (ADP) condition if consent were to be granted. The Site Management Plan and the Construction management plans aims are to avoid discharges into the Coastal Marine Area (as discussed in section 16)

12.7 Low impact stormwater design is not appropriate on this site and is discouraged by the existing site management plan. The key for stormwater disposal is minimising any contamination of the stormwater and limiting the groundwater inputs before it is discharged into the sea.

13 Key issue - Amenity effects

13.0 The term “amenity values” is defined in section 2 of the RMA, as those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

13.1 The two potential amenity effects are visual amenity and noise.

Visual Amenity

13.2 The amenity of the area is intrinsically linked to its coastal character, values and associations and therefore much of the assessment in section 9 of this report also relates to effects on visual amenity.

13.3 However, there are some areas of the proposal which may have adverse effects on visual amenity generally, this includes matters such as the presence of increased signage, more permanent and frequent car parking at Kite Park, headlights from

vehicles accessing the boat ramp during darkness and the change in character of the reserve.

- 13.4 The activity will involve an increase in traffic in the northern part of Tahi Street during the early morning (potentially from 4am) 7 days a week. This increase in traffic during hours of darkness resulting in light from headlights sweeping over those properties situated closest to the ramp and the car and trailer carpark. There are existing fences (estimated to be approximately 1.8m in height) along the boundaries with 18, 20 and 20B Tahi Street. This fencing is likely to mitigate the worst of headlight glare, although some may still be discernible through gaps and over the top. There is existing mature landscaping and fencing, which will remain along the boundary with 13 Tahi Street and again this will likely mitigate effects of headlights to properties closest along the eastern side of Tahi Street (noting that written approval has been provided from 13 Tahi Street).
- 13.5 Adverse effects associated with early morning traffic are likely to be more significant in relation to noise and general levels of activity. However, headlight glare may compound adverse effects if people perceive a general nuisance from the activity during the early morning. Measures to mitigate these effects, such as solid fencing, which would also assist with acoustic mitigation are likely to be possible.
- 13.6 The application does not propose lighting of the boat ramp, although it is noted that the RFI response is a little vague in this regard stating that “*it is not envisaged to have lighting*”. It is possible that lighting along the boat ramp access may provide positive benefits associated with the safe and efficient operation of the boat ramp. However, as this does not appear to be proposed any adverse effects associated with lighting are limited to headlight glare. If lighting was proposed then consideration would need to be given to the levels of light spill which might result. No assessment of the effects of light from headlights of cars using either the ramp or car and trailer car park on adjoining landowners has been provided, this could be a significant nuisance at peak times such as early mornings before sunrise.
- 13.7 The increased car and trailer parking at Kite Park is likely to contribute to the above effects and also to noise effects which are considered below. However, the more permanent parking at Kite Park may also result in a loss of local amenity values over the area which, although currently used for overflow carparking outside of peak summer times or specific events is generally open.
- 13.8 Kite Park is zoned Residential and therefore there is something of a baseline for development on the land, despite the name of ‘Kite Park’ the land is not vested with Council as reserve. Whilst it is likely the local community value the open space currently available at Kite Park in our experience it doesn’t appear to be a well-used area by the community and given there is a permitted baseline for development due to zoning we do not consider the loss of amenity as a result of increased car parking to be more than minor.
- 13.9 The proposal will result in an increase in signage in the area. Limited information on the types of signs proposed has been provided with the application, although the applicant has volunteered a maximum size of no more than 2 square metres and the locations of signs have been provided. Signage associated with the activity is to be anticipated however an increase in signage can contribute to visual clutter within the area which can erode amenity values. However, the signs are reasonably distributed

around the area of the boat ramp and car and trailer parking area and so subject to final design and details are unlikely to adversely affect amenity values given the area will adopt something of a functional purpose as a result of the boat ramp activity.

- 13.10 It is recognised that signage will serve a necessary purpose to inform users of the boat ramp of their obligations as well as for general information and health and safety. The TRMP is generally permissive of signage within the Recreation and Open Space Zone where it is for information purposes and erected by, or on behalf of, the Council. In this instance it is a private applicant proposing signage associated with their occupation of reserve land as set out in this report.
- 13.11 We recommend that conditions of consent control the final design, size and location of the signs to ensure that signs do not adversely affect visibility at the entrance / exit to the boat ramp and car parks, have a unified and consistent appearance which recognises the amenity values of the area and are no larger than necessary to convey the required message.
- 13.12 The proposal will result in a change to the character of the Waterfront Park reserve and there may be a loss of some existing landscaping. The effects on the reserve are considered in section 15. Any loss of existing landscaping can be managed through conditions of consent such as a requirement to protect landscaping during construction and replace any damaged landscaping.
- 13.13 The changes to the character of the southern part of the reserve are relatively subjective, some people who value the active recreation opportunities provided by the boat ramp are likely to welcome the change in character. For others who appreciate the quietness of the reserve the change in character may be less welcomed. However, the general effects are objectively assessed in other parts of this report.

Noise

- 13.14 The applicant has provided an assessment of noise effects from Marshall Day Acoustics (MDA) to support the application, the report considers noise from the boat ramp in relation to surrounding residential properties. The report has not been updated since the application has been amended to remove the community building.
- 13.15 The report provides (at Table 6) anticipated noise levels for four different scenarios (outlined in Table 5). Table 6 indicates that there would be a breach of noise limits for 13 Tahi Street and 27C Aranui Road, however, it is not entirely clear whether there remains a breach at 27C Aranui Road without the community building.
- 13.16 Written approval has been provided from the landowner of 13 Tahi Street which means adverse effects are disregarded for the purposes of this report. Written approval has been provided from the landowner of 13 Tahi Street which means adverse effects are generally disregarded for the purposes of this report.
- 13.17 The submissions raised the following matters in relation to noise:
- a. Noise from the use of the boat ramp both in relation to traffic and boat motor noise.
 - b. Noise would begin early in the morning due and potential for loss of sleep.

- c. The effects of noise on birdlife and ecology in the estuary.
 - d. The noise report relies on WHO standards when the TRMP has created an expectation from the community.
 - e. Contrary to Section 16.
 - f. Reduced noise for Tahi Street residents.
 - g. Noise management required.
- 13.18 Styles Group have provided a review of the MDA report and assessed potential noise effects associated with the activity. The Styles Group review is provided at Attachment 12.
- 13.19 The Styles Group report sets out the TRMP permitted activity noise limits, identifies some gaps in the MDA report, provides a preliminary assessment and recommends mitigation measures. Section 5 of the report sets out a summary and conclusions and in particular identifies areas where further information should be provided by the applicant to allow for a full assessment of effects associated with noise. These include the following:
- a. Predicted noise levels at a range of properties not covered by the MDA report.
 - b. Predicted noise levels from the 62 car and trailer carpark area.
 - c. Noise modelling based on an assumption of one boat launch per 15 minutes which is considered too low.
 - d. Noise measurements of the existing noise environment to understand background noise levels.
 - e. Mitigation options other than signage.
- 13.20 We agree with the Styles report conclusions that there is a lack of information in the MDA report which allows for a comprehensive understanding of the potential adverse effects from noise associated with the boat ramp.
- 13.21 There also appears to be a discrepancy between the assumption used in the MDA report that there would be one boat launched per 15 minutes and the identified capacity in the Tim Kelly Transport Peer Review Response document which identifies a capacity of 24 boats per hour. Based on a capacity of 24 boat movements per hour this would be 6 boats launched / retrieved per 15 minutes which is considerably greater than the MDA report assumes. It is unclear how this would influence the assessment provided within Table 6 of the MDA report.
- 13.22 Further, as identified in the Styles Group report the MDA report does not consider noise effects on residential properties adjacent to the car and trailer carpark (18, 20 & 20B Tahi Street) and does not consider noise effects on residential properties to the south of the boat ramp beyond 13 Tahi Street.
- 13.23 The landowner of 15 / 17A Tahi Street (submitter number 35) has provided a submission in opposition raising concerns about the potential adverse effects of noise from boat trailers and voice starting at 4am or earlier. We cannot assess the

potential adverse effects from noise on this landowner without understanding the level of noise which may be received at their property. Noise contours would be beneficial to understand the levels of noise received at different properties.

- 13.24 The Styles report identifies a positive benefit of the proposal as a reduction in noise for residents on the eastern side of Tahi Street from boats travelling past their properties. We agree that assuming the majority of boats are launched from the new boat ramp rather than Grossi Point as at present, then noise from boats travelling north, past residents on the eastern side of Tahi Street would be reduced. Further, there may be a reduction in traffic noise along Tahi Street with people using the new boat ramp and associated car and trailer parking. Although this should be balanced against a likely increase in noise for those living closest to the ramp and car and trailer parking area. Further, as identified elsewhere in this report it is unclear how great a reduction in launching from Grossi Point there will be compared to the existing situation, and this is outside of the applicant's control.
- 13.25 The MDA report concludes that *"we consider that use of the boat ramp between 0700 and 2200hrs on any day will allow for an appropriate residential noise amenity that is consistent with the guidance published in NZS6802 and WHO. Therefore noise limit breaches at the nearest residential boundary during the TRMP "night-time" periods of Saturday between 6pm to 10pm, and all day on Sundays and public holidays, will result in acceptable noise effects."*³¹
- 13.26 The MDA report considers that it is more reasonable to consider the proposal in relation to guideline noise limits in NZS6802 and the WHO guidelines which allow for a 55 dB LAeq on Sunday and Public Holidays as opposed to the 40 dB LAeq. The Syles Group report considers that the WHO guidelines are irrelevant in relation to the application and that the MDA report has considered them out of the context they were designed for³².
- 13.27 We understand the point MDA are making in relation to other guidelines providing for a higher noise limit on Sundays, however, the TRMP provides a permitted baseline for assessing noise effects and sets the community expectations for a noise environment. As such we agree with the Styles Report that it is more appropriate the assessment is made in relation to the TRMP permitted limits.
- 13.28 We agree there may be mitigation measures which could assist with reducing noise effects, however, without understanding the degree of adverse effects through robust modelling and data it is impossible to understand how appropriate and effective these mitigation measures may be. Based on the gaps in information and assessment we cannot agree with the MDA assessment that noise limit breaches will result in acceptable noise effects.

Assessment and Conclusions for Effects on Amenity Values

- 13.29 As noted above the visual amenity effects are predominantly associated with the introduction of a new structure and activity within the coastal environment and are therefore assessed in section 9. Other adverse effects on visual amenity associated

³¹ Mapua Boat Ramp & Sea Scout / Community Building Assessment of Noise Effects, Report No Rp 001 R02 20230813, Marshall Day Acoustics, 15 January 2024 section 5.1 page 11 – available at [Māpua Community Boat Ramp Trust | Tasman District Council](#) (D02)

³² Mapua Boat Ramp – acoustic review, Styles Group, 4 October 2024 page 7

with undertaking the activity and signage could likely be mitigated to ensure adverse effects are no more than minor although there may be loss of amenity from headlight glare prior to sunrise for those sites directly adjacent to the car and trailer carpark (18, 20 and 20B Tahi Street).

- 13.30 However, noise effects have the potential to be more significant, particularly during the TRMP ‘nighttime’ hours. This may lead to adverse effects on the health and wellbeing of those living near the application site.
- 13.31 Section 16 of the RMA requires that occupiers of land and people undertaking an activity in, on or under the CMA adopt best practicable options to ensure that the emission of noise does not exceed a reasonable level. Therefore, in relation to s16 the applicant has a duty to manage noise effects.
- 13.32 TRMP objectives and policies generally require that adverse effects on amenity values are avoided, remedied and mitigated (objective 5.1.2, policies 5.1.3.9; objective 5.2.2 and policies 5.2.3.9 and 5.2.3.10; objective 5.3.2 and policies 5.3.3.3 and 5.3.3.5). At this stage the applicant has not provided mitigation measures although it is likely there are options for mitigating adverse effects. However, until the level of noise effects is fully determined through an updated assessment it is not possible to determine whether mitigation will be appropriate to reduce noise effects to an acceptable level.

14 Key Issue Traffic effects

Traffic volumes associated with the activity

- 14.0 The application is supported by a Transportation Assessment (TA) from Mr Tim Kelly, dated 19 April 2023. The TA estimates that during the fishing season (October-April) there are likely to be approximately 60 boats launching per day (typically within the window of 6am-1pm). However, for specific events there may be up to 100 boats launching. Based on these rates that would equate to approximately 8.5 boats per hour (assuming 60 per day between 6am-1pm).
- 14.1 However, in the ‘Response to Peer Review’ report dated 14 December 2023 Mr Kelly provides data from observations of vehicles with boat trailers leaving Grossi Point during the ‘peak’ period from late December 2021 or end of January 2022. This observation indicated that the maximum number of daily movements was 54 with an average of 30. The report does not clarify what is meant by ‘peak’ period, and so it is unclear whether this relates to the time of year i.e. December-January or time of day i.e. were the observations over a full day and if so what times or for part of a day and if so what times.
- 14.2 In his Response to Peer Review report Mr Kelly considers that *“It is reasonable to assume that these users [who currently use Grossi Point] would use the new facility in preference to launching at Grossi Point and with a small uplift (assumed to be 25%) associated with some diversion back from Motueka, the average number of daily users could be around 40 with a maximum of 70.”*³³

³³ Response to Peer Review, Tim Kelly, 14 December 2023, page 2 – C07 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

- 14.3 However, the report goes on to say that based on experience at Motueka and elsewhere the applicant anticipates that the achievable capacity of the boat ramp could be around 24 movements per hour³⁴, although it is not clear how this has been determined and capacity is not the same as demand and so it is unclear whether there would be more or less demand than the capacity of the boat ramp. Based on the estimated capacity within the 6am-1pm window originally quoted in the Transportation Assessment this would equate to a daily figure of 168 boat launches / movements.
- 14.4 However, given capacity is not the same as demand it is unclear what the actual traffic demand would be. More demand than capacity would result in an increased queueing and less demand than capacity would clearly have a lower effect on the surrounding road network.
- 14.5 Overall, there appears to be a discrepancy between the figures quotes in relation to traffic movements, a lack of clarity around how capacity has been determined and it is unclear which figures exactly have been used to provide the assessment of traffic effects.
- 14.6 Furthermore, there does not appear to be any conclusions relating to traffic effects in the Response to Peer Review report. The original Transportation Assessment, however, concludes that there will be minimal effects upon background road users in this area and that any areas of non-compliance are minor and not associated with adverse effects.³⁵
- 14.7 It is unclear, however, how these original conclusions relate to the information provided within the Response to Peer Review report.
- 14.8 Stantec have undertaken a review of the application and traffic information provided (the review is provided at Attachment 10) and note the following:
- a. Traffic data from Tahī Street should be treated with caution given it is now almost 5 years old.
 - b. The survey data from use of Grossi Point is almost three years old and should also be treated with caution.
 - c. Assumptions are made in regard to the use of the new facility although no restrictions are available in relation to use of Grossi Point for boat launching.
 - d. There is no evidence to support the suggestion of 24 movements an hour other than 'experience at Motueka and elsewhere.'

Car parking, queueing and manoeuvring

- 14.9 The application proposes a new car and trailer carpark on the western side of Tahī Street at Kite Park, 62 spaces are proposed. The applicant intends to leave the area grassed and mark the car parking spaces with line marking paint.
- 14.10 The application plans³⁶ indicate that some landscaping is proposed, and spaces will be angled. The carpark will be accessed from Tahī Street with the access directly

³⁴ Response to Peer Review, Tim Kelly, 14 December 2023, page 3 – C07 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

³⁵ Transportation Assessment, Tim Kelly, 19 April 2023 page 11. – A10 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

³⁶ Amended Plans July 2024 – F01 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

opposite the boat ramp access. It is assumed that an informal give way approach will apply in the event that there are people entering / leaving the car park at the same time as people entering / leaving the boat ramp access, however, this has not been made clear in the application.

- 14.11 The Stantec review has raised some concerns with the swept paths for the car park and identified 10 parking spaces where they have concerns that the spaces could be accessed without multiple movements when surrounding spaces are occupied.³⁷
- 14.12 Further it is unclear how the car park will be maintained on an ongoing basis, a grassed surface, subject to frequent use (based on an estimate launch capacity of 24 boats an hour) has the potential to become muddy and rutted. We understand that paint line marking usually lasts approximately three weeks subject to weather conditions, grass growth and traffic over the lines. We are concerned that the line marking will not withstand the anticipated level of use, particularly in the dry summer months or wetter periods. In the event that spaces are not clearly defined there is a risk that parking becomes less orderly and the amount of spaces is reduced.
- 14.13 We think it would be useful for the applicant to identify how space marking will be managed and maintained. We note the applicant has proposed a review condition and notes that the western side of Tahī Street is currently used for parking without damage to the grass surface. My understanding is that the overflow parking area is likely to be used less frequently than the boat & trailer parking area which may have heavy usage at peak times. Whilst we agree a review condition would be useful we think it more appropriate that the matter is addressed at this stage and recommend the applicant consider a more hard wearing surface for the car park which would allow for spaces to be delineated in a more permanent, clearer manner.
- 14.14 The Stantec review considers that there is likely to be an under provision of car and trailer parking spaces, likely in the order of 8 to 13 spaces based on the capacity of the boat ramp. Further the applicant's further information response dated 15 November 2023³⁸ states that the car park will not be exclusive trailer parking but available for public use. The car park could then be used by any person visiting Māpua or any person launching a boat at Grossi Point. In his Response to Peer Review report Mr Kelly acknowledges an existing shortfall of car parking for campervans at peak periods and suggests marking an area of parking as being reserved for car parking with this a matter than can be resolved through detailed design with the Council as roading authority. It is unclear whether the amended parking layout i.e. not using the northern part of Kite Park for car parking has resolved this issue, however, it is entirely likely that campervans may use the car & trailer parking (due to the large spaces) and therefore reduce capacity for car & trailer parking.
- 14.15 It is unclear then, how car & trailer parking will be managed should the car park be utilised by the public for non boat ramp associated parking, this may be a greater issue in peak periods, such as summer or during events when demand for car parking in Māpua is high.

³⁷ Transport Engineering Peer Review, Stantec, 24 September 2024 page 3

³⁸ Response to Further information Request for Resource Consent Application Davis Ogilvie, 15 November 2023 – B03 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

- 14.16 We understand that queueing at boat ramps can often be an issue as boat users seek to launch at times when the tide is optimal, this can result in a high number of people seeking to launch within a short window of time. For example, we are aware that at times people queue to launch from the Nelson boat ramp for at least an hour resulting in queueing along the road.
- 14.17 The TA considers that the use of a barrier arm and fee will avoid congestion in the vicinity of the boat ramp and the fact that the ramp enables two boat trailers to be loaded / unloaded at the same time will further assist.³⁹ In addition, it is expected that ramp users will naturally spread their arrival time in order to avoid anticipated delays and if necessary vehicles could be directed to the parking area to wait for space. We consider this may be optimistic given people are likely to want to launch at a time when the tides and fishing opportunities are optimal meaning there is more likelihood of a greater number of people arriving within the same window of time.
- 14.18 We are unsure how the use of the barrier arm will avoid congestion in the vicinity of the ramp, in our view the reverse may be true given people arriving will need to wait to gain access rather than proceed immediately down the access to the ramp. If the statement is intended to mean that congestion along the boat ramp will be reduced again, it is unclear how the barrier ramp will achieve this unless there is an ability of the system to recognise how many cars are already on the ramp and refuse entry to more cars. In our experience even without a barrier arm a natural queueing arrangement will occur with people waiting to proceed down the ramp.
- 14.19 Further, it is unclear how people will be directed to wait in the car park, the application states that Māpua Boat Ramp Trust personnel will be available to direct vehicles to the car park, we question whether this is a realistic proposition and seems a significant resourcing requirement given the ramp would be in operation 7 days a week. It seems more likely that even with signage an easier course of action would be for waiting drivers to queue along Tahi Street particularly if the car park is busy. We note the arrangement at Motueka is quite different as there is ample space and parking spaces for cars and trailers to wait off of the road.
- 14.20 The Stantec review notes that there is a lack of detail around how queueing would be monitored and what the trigger point for directing drivers to queue at the car park would be. Further, it is unclear how queueing within the car park may result in conflicts with people trying to park or leave the car park. For example, the queueing plan⁴⁰ indicates that any person parking or trying to park within the block of car parks nearest the road may have difficulty entering or exiting whilst vehicles are queued around the car park.
- 14.21 We do not consider the TA or Response to Peer Review from Mr Kelly adequately address how queueing can be managed without conflicting with vehicles wishing to enter and exit spaces within the car & trailer carpark. In the Response to Peer Review Mr Kelly suggests that it is not possible to undertake a useful sensitivity assessment of queue lengths due to the range of variables, instead he recommends that the new for, or details of warning signage can be worked through with the Council post consent. We consider it would be more appropriate for the applicant to

³⁹ Transportation Assessment, Tim Kelly, 19 April 2023 page 4 – A10 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

⁴⁰ Queueing Area within trailer park area - C05 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

provide some indication, based on a worse case scenario of what queue lengths may be. We disagree that working through signage at a post consent stage is appropriate and instead recommend that should consent be granted a condition of consent requires the applicant to erect signage to direct drivers to the appropriate place to wait and queue for access to the ramp.

- 14.22 The lack of a pontoon at the boat ramp means that boats will need to moor at the pontoon located at the wharf, someone will then need to walk to the car park to get the car & trailer whilst another person within the boat will drive around to the boat ramp. The Stantec report considers that walking from the pontoon to the car park will in itself take around 2 minutes and then there may be drive time, which may involve queueing, and getting through the barrier arm. This does not appear to have been considered, in other words there may have people queueing to launch and queueing to retrieve.

Boat ramp access and use

- 14.23 As noted elsewhere in this report use of the ramp will be controlled via a barrier arm with payment required for entry. The amended layout of the existing car park on the eastern side of Tahi Street will allow for egress from the boat ramp access. This means that cars who have entered the ramp access and are then unable to proceed through the barrier can travel through the car park and exit back onto Tahi Street without needing to reverse onto the road. No tracking curves have been provided to demonstrate if this manoeuvring through the car park from the ramp access and out onto Tahi Street is achievable.
- 14.24 The application plans show a manoeuvring area within the ramp access to allow for a car to turn to reverse down the ramp, no manoeuvring curves have been provided to demonstrate that such as a manoeuvre can be achieved within the space provided and it is not clear whether the volume of traffic on the ramp will influence the achievability of such a manoeuvre. For example, if cars and trailers will need to occupy both lanes of the ramp to turn. However, this is an internal effect relating to the management and operation of the boat ramp and would not have adverse effects on people using the surrounding road network. Nevertheless, we consider it would be useful for the applicant to provide evidence to demonstrate how, in a worse case scenario when the boat ramp operating at capacity the turning area can be practically used with a margin of error to account for differing skills at manoeuvring and reversing.
- 14.25 Efficient use of the boat ramp is not only important to manage traffic effects on the surrounding road network but also to ensure the safety of those launching and retrieving at the ramp. For example, a delay in drivers being able to get down the ramp to retrieve their boat means a longer waiting period at the base of ramp for boats which given tidal conditions may result in safety challenges.

Effects on the surrounding road network

- 14.26 Submitters in opposition raised a range of concerns in relation to potential increased traffic congestion from the boat ramp, including the following:

- a. The Streets for People project has narrowed Aranui Road and an increase in traffic associated from cars & trailers would impact on the safe use of Aranui Road.
 - b. Increased traffic along Aranui Road and Higgs Road and using the intersection with Māpua Drive.
 - c. Increased traffic crossing Tahī Street from the car & trailer park to the boat ramp.
 - d. Increased use of the petrol station.
 - e. The traffic data used is incorrect.
 - f. Increased traffic over a culturally significant site.
 - g. Risk to safe use of roads including conflicts with pedestrians and cyclists and the use of the central business area, particularly in peak summer periods.
- 14.27 Other submitters in support of the proposal considered that there would not be a significant increase in traffic given the current use of Grossi Point for launching; that there was sufficient space for parking and traffic; and that the boat ramp will reduce traffic going to Motueka or Nelson boat ramps.
- 14.28 The TA considers that there will be a reduction in traffic activity on the southern section of Tahī Street due to few boats being launched at Grossi Point which will be beneficial for residents along Tahī Street. I agree that could be a positive outcome from the boat ramp. The TA goes on to conclude that “*many of the associated vehicle movements already take place in this area and the volume of additional traffic activity is expected to be minor.*”⁴¹
- 14.29 The TA does not consider the implications of additional traffic from the boat ramp on the now narrower Aranui Road nor any potential safety implications any increased traffic may have on cyclists using the new laneways. Further, no consideration is given to the effects of traffic crossing Tahī Street between the boat ramp and car park or entering Tahī Street.
- 14.30 Given the uncertainty about actual traffic volumes as a result of conflicting information within the application the potential adverse effects on road safety are unclear, particularly at peak times and in relation to an increase in pedestrians in the general Wharf / Tahī Street area.

Assessment and Conclusions for Traffic Effects

- 14.31 There is a lack of clear information and assessment provided within the application documents in relation to traffic volumes and the potential adverse effects on the road network around Māpua and particularly Tahī Street. The two reports from Mr Kelly provide conflicting information on traffic volumes and as such it is unclear what volumes of traffic the assessment is based on.
- 14.32 Further, the assessment is somewhat dismissive of traffic effects on the basis of the existing boat launching at Grossi Point. However, I consider the boat ramp has the potential to increase launching capacity and therefore traffic. Further, I am concerned that the adverse effects on the safe and efficient operation of Tahī Street and potential conflicts between boat ramp users and other road users have not been adequately considered.

⁴¹ Transportation Assessment, Tim Kelly, 19 April 2023 page 11 – A10 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

- 14.33 It is unclear how the boat ramp will be efficiently used in relation to manoeuvring within the access and ramp. This is further compounded by issues associated with recovery and launching in a challenging tidal condition without any means of mooring at the ramp. In my opinion these issues have the potential to compound adverse effects on use of Tahi Street.
- 14.34 It is unclear from the information provided how queueing at peak times will be efficiently managed to allow cars and trailers to access the parking area and avoid conflict with other road users, including pedestrians.
- 14.35 We also have concerns regarding the useability of the car & trailer park in relation to proposed queueing and as swept paths have not been provided for spaces which appear difficult to access. Further, with a lack of control over who may use the car park and an estimated parking shortfall it is unclear how this might further affect traffic and amenity values within the surrounding area.
- 14.36 Whilst we consider it is unlikely that the traffic generated by the boat ramp will have more than minor adverse effects on the wider transport network this has not been fully demonstrated by the applicant. However, along Tahi Street we consider there is potential for far greater adverse effects unless matters of parking, queueing and efficient use of the boat ramp, including manoeuvring and launching are appropriately managed and resolved.

15 Reserve Land and Public Access

- 15.0 Submitters raised a number of issues in relation to the use of reserve land and public access associated with the boat ramp, these include:
- a. Loss of walkway along waterfront, maintain public access along coastline
 - b. Waterfront Park is underutilised and is an ideal area for the boat ramp which provides for active recreation.
 - c. Loss of amenity at, change of use and domination (due to the scale of the ramp) of the Waterfront Park
 - d. Waterfront Park was given to the community by the Government following remediation and should not be compromised, loss of reserve land.
 - e. Safety concerns from crossing the ramp when boats are manoeuvring.
- 15.1 It is important to note that the RMP has been through a community consultation process and formally adopted by Council. The RMP anticipates that part of the Waterfront Park (reserve land) is occupied by the boat ramp, subject to resource consent approval.
- 15.2 We acknowledge that the proposal will significantly change the nature and intensity of use of the southern area of the reserve. However, as identified by Ms Squire, Contract Reserve Planner in Attachment 13 there is an 'in principle' agreement that the boat ramp occupy reserve land. Furthermore, the activity is considered to be a recreational activity and therefore broadly aligns with the purpose of the Recreation and Open Space zones.

- 15.3 Consideration in this report is therefore limited to resource management matters associated with the activity on reserve land and public access rather than the principle of utilising reserve land for the activity.
- 15.4 The Waterfront Park is zoned Recreation, with a strip of Open Space Zone between the Recreation Zone area and the CMA predominantly covering the rock revetment and walkway down to the beach. Both the Recreation Zone and Open Space Zone permit specific activities, including any activity which is consistent with a RMP approved under the Reserves Act. In this regard the boat ramp is a permitted activity in the Recreation Zone, however, compliance with performance standards including noise, light and glare overspill, amenity planting, stormwater and bulk and location standards is also required. In principle though, as the boat ramp is provided for within the RMP it is an anticipated activity within these zones.
- 15.5 The activity has the potential to generate adverse effects on other users of the wider Waterfront Park, including noise and visual amenity. Specific consideration is given to adverse effects on amenity values generally in sections 9 and 13 of this report.
- 15.6 In relation to potential adverse effects on the use and enjoyment of the remainder of waterfront park, we consider the boat ramp occupies a relatively small proportion of the reserve land and we agree with Ms Squire that this area of the reserve does not appear to be well utilised. There will be some positive effects associated with the provision of the ramp as a means of providing recreational boat launching opportunities for the community (subject to resolution of other concerns raised in this report).
- 15.7 In her memorandum Ms Squire has recommended a number of mitigation measures which could be included as conditions of consent to ensure that the activity does not adversely affect other users of the reserve. We agree with these conditions and consider they would be appropriate to mitigate adverse effects such as increased noise and activity on other users of the reserve and to ensure the character of the Waterfront Park is generally retained.
- 15.8 In terms of public access, the boat ramp will change the way the public are able to walk along the coast. Although the proposal does include a public footpath crossing the boat ramp this will require people to traverse the ramp and vehicles using the ramp. However, once constructed, public access will be fully maintained. Although the amenity of public access is considered to be reduced as a result of the boat ramp, the overall adverse effects, when balanced with the functional need for the ramp to be located within the CMA, are considered to be acceptable.
- 15.9 It will be important that signage is displayed to advise pedestrians of the hazards associated with traffic along the boat ramp and identify that vehicles have priority. This can be controlled via condition of consent and we note that the applicant has sought consent for signs for that purpose.
- 15.10 However, as noted elsewhere in this report it is critical that the boat ramp is able to operate in an efficient manner to ensure that public access is not unduly hindered by vehicles queueing along the ramp or having difficulty manoeuvring as a result of poor design for the ramp. We consider there are measures the applicant can propose to ensure that the footpath crossing area is kept free whilst vehicles queue to ensure cars & trailers do not block public access. I recommend that the applicant incorporate

this into the design, measures could include signage for drivers and markings on the ramp such as hatched lines indicating a ‘no parking / waiting / queueing’ area.

- 15.11 We acknowledge the recommendation from Ms Squire that the footpath proposed across the boat ramp is redesigned as a short pathway embedded into the beach at the base of the rock revetment rather than extending along the beach parallel to the boundary with 13 Tahi Street. We recommend the applicant consider this amended design and whether gradients are appropriate to allow practical access and provide further details with their evidence.
- 15.12 We note that the footpath design generally allows for connection into the reserve land to the north, however, the proposal will remove existing pedestrian access onto Tahi Street at the southern end of the reserve and this is contrary to an indicative walkway shown on the TRMP planning maps (refer to Figure 14).

Figure 14: Indicative Walkway (shown in red) (source TRMP planning maps)



- 15.13 The indicative walkway identifies pedestrian connectivity from the coast onto the western side of Tahi Street where the boat and trailer car park is proposed. The location of the boat ramp and car & trailer carpark remove any opportunities to construct this indicative walkway and effectively remove safe pedestrian along the southern portion of the reserve and across Tahi Street into Kite Park. However, the indicative walkway does not appear to go any further than Kite Park and, given the proposed use of the southern portion of Waterfront Park for the boat ramp, pedestrian access may only be associated with people walking back to their boat following launching and parking of their car and trailer, or accessing their car and trailer for retrieval.
- 15.14 We are unsure of the purpose of the indicative walkway but assume it may be associated with the residential zoning of Kite Park and so indicate that any future

residential development in this area should be designed to provide pedestrian access over to Waterfront Park (where there is an existing footpath) down to the coast.

- 15.15 As it is unclear how launching and retrieval will practically work given no pontoon or jetty is provided to allow for boats to be secured it is not clear where pedestrian access would be required. Based on the current proposal it is assumed that pedestrians associated with launching and retrieving would access the car and trailer carpark from the north along Tahi Street. In which case the lack of pedestrian access is of lesser concern. However, should an amended design be proposed whereby boats can be moored temporarily at a pontoon / jetty consideration should be given to safe pedestrian access along the boat ramp and access and over to the car and trailer car park. This may require a separate 'footpath' area along the boat ramp.
- 15.16 Finally, there may be some interruption to public access during construction and the application is largely silent on construction effects. In this regard, however, it does appear that there is an intention to allow for pedestrian access by providing a *"brushed or raked rough concrete surface for vehicle / pedestrian traction⁴²."* However, it is assumed there will be periods of time when the ramp is being physically constructed when access may be more challenging. Overall, due to the lack of information we have not been able to fully assess temporary adverse effects on public access.

Assessment and Conclusions for Effects on Reserves and Public Access

- 15.17 Overall, whilst there are some matters which need to be resolved in relation to public access, such as ensuring safe and efficient access across the ramp and considering how access would be maintained or managed during construction, these matters could largely be controlled through conditions of consent.
- 15.18 Public access will be maintained through the boat ramp design, however, we do not consider it will be enhanced because there will be a new element of conflict introduced for pedestrians walking along this section of the coast. However, the coastal environment in this area is relatively modified already and on balance we do not consider adverse effects would be more than minor subject to appropriate design and efficient use of the boat ramp to manage potential conflicts.
- 15.19 In terms of use of reserve land, as noted above, in principle the activity is consistent with the RMP, the use of landscaping and bunding which can be controlled through conditions of consent will assist with mitigating potential adverse effects on other users of the reserve.
- 15.20 There are also likely to be some positive benefits for some parts of the community through the provision of a facility which will provide for active recreation and allow for increased access to the CMA, however, these positive benefits remain subject to concerns relating to health and safety and other operational matters raised elsewhere in this report.
- 15.21 Policy 6 of the NZCPS requires that development is set back from the CMA where practicable and reasonable to protect public space. It is not practicable or

⁴² Preliminary Engineering Report – Tahi Street Mapua, Davis Ogilvie, April 2023 – B03 available at [Māpua Community Boat Ramp Trust | Tasman District Council](#)

reasonable to set the boat ramp back from the CMA because by their nature boat ramps have a functional and operational need to be located within the CMA.

- 15.22 Policy 18 requires the recognition of public open space within and adjacent to the CMA including the maintenance and enhancement of walking access linkages between public open space areas in the coastal environment. Policy 19 relates to walking access it recognises the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use. The development will result a change in use over part of the CMA however it will not significantly limit walking access or wider linkages within the CMA in this area.
- 15.23 TRMP objectives and policies have similar directions around maintaining and enhancing public access (objective 21.6.2 and policies 21.6.3.2, 21.6.3.3).
- 15.24 Overall, therefore, subject to appropriate conditions of consent, adverse effects are likely to be acceptable in relation to use of Waterfront Park for the boat ramp, as noted above an assessment on the potential adverse effects relating to visual amenity and noise are provided in section 13 of this report.

16 Construction and ongoing effects

Proposed Ramp Construction

- 16.0 The application is a relatively high level document, it does not provide a lot of detailed design, the expectation in the application is that detailed engineering plans will be produced prior to construction. This makes detailed analysis of the potential issues problematic and leaves some questions.
- 16.1 The key issues relate to what is being built, the construction methodology, how potential discharges from the contaminated site will be avoided, potential ecological effects.

TRMP Objectives and Policies

- 16.2 TRMP Chapter 21 relates to the effects of disturbance, structures and occupation on coastal marine conservation, heritage, access and amenity values. All objectives and policies relating to the margins of the coast have relevance, however, the following objectives and policies are specifically relevant to this proposal:
- 16.3 Objective 21.1.2 aims to “*Preservation of the natural character of the coastal marine area, particularly its margins, and including the maintenance of all values that contribute to natural character, and its protection from the adverse effects of use or development.*”
- 16.4 Policy 21.1.3.1 “To avoid, remedy or mitigate adverse effects on the natural character of the coastal marine area from activities, including:
- (a) *physical modification to foreshore or seabed, including reclamation, dredging, removal or deposition of material, or other disturbance;*
 - (b) *disturbance of plants, animals, or their habitats;*
 - (c) *structures, including impediments to natural coastal processes;*
 - (d) *the use of vessels or vehicles;*
 - (e) *stock grazing or trampling on coastal margins;*

(f) *the discharge of any contaminant or waste.*”

- 16.5 Objective 21.2.2 Avoidance, remediation, or mitigation of adverse effects on marine habitats and ecosystems caused by:
- (a) access by vessels, vehicles, people, or animals;
 - (b) the introduction of species non-indigenous to the District;
 - (c) disturbance of the foreshore or seabed;
 - (d) the placement and use of structures for port, berthage, aquaculture, network utilities, roads, mineral extraction or any other purpose;
 - (e) the disposal of contaminants or waste, or accidental spillage of substances; with priority for avoidance in those areas having nationally or internationally important natural ecosystem values.
- 16.6 Policy 21.2.3.3 To avoid, remedy or mitigate adverse effects of structures or works in the coastal marine area, for any purpose, on:
- (a) natural character;
 - (b) natural coastal processes and patterns;
 - (c) coastal habitats and ecosystems, particularly those supporting rare or endangered indigenous or migratory species, or nationally or internationally significant natural ecosystems;
 - (d) public access to coastal marine space;
 - (e) visual amenity and landscapes or seascapes;
 - (f) navigational safety;
 - (g) historic and cultural values.
- 16.7 Policy 21.2.3.5 To avoid, remedy or mitigate adverse effects from the maintenance, replacement or protection of utility structures or facilities, including roading structures, wharves, or jetties, in the coastal marine area.
- 16.8 Policy 21.2.3.26 To avoid, remedy or mitigate adverse effects of vehicles in estuarine areas.

Construction Methodology

- 16.9 There is little guidance on building boat ramps internationally. The best we have managed to find is NSW Boat Ramp Facility Guideline, produced by New South Wales Government – Transport Roads and Maritime Services. (Link [NSW Boat Ramp Facility Guidelines](#)). The scope of this document is
- to identify the main functional and design aspects that should be considered when planning the layout and components to be included within a new boat ramp facility or incorporated in an upgrade to an existing boat ramp facility; and,
 - to provide best practice technical and operational advice to assist with the design of the facility.
- 16.10 The NSW guidelines suggests that a two lane ramp has lane width of 4 metres. The proposal has a lane width of 11m, thus the current design has 2 lanes and the original pontoon width. Additionally the plans don't show how wide the anti scour rock work that will be either side of the ramp.
- 16.11 NSW guideline “*Where exposed at the ramp edge, the ramp foundation material should be protected from scouring. Typical scour protection measures against wave, current and propeller action include.*”

- *rock scour protection, which should be at least two armour rocks thick, extend down to a level of one design wave height below the Design Low Water Level and extend up to the level of maximum wave runup, and be underlaid with suitable filtration;*
- *reinforced cut-off walls installed along the edges of the cast in situ portion of the boat ramp to anchor the slab into the foundation material and provide protection against undermining if rock scour protection fails; and/or,*
- *dry concrete mix in hessian or geotextile fabric bags placed and then allowed to set by the application or natural ingress of water.*

The provision of scour protection at the toe of the ramp assists to prevent ‘propeller dredging’. This occurs when boats are powered on to trailers rather than winched on. The action of strong propeller currents at the toe of the ramp causes scour of soft bed sediments and deposition as ridges within the launching area. This scour can undermine the ramp ground slab. Accumulation of sediments in the launching area can cause boats to bottom as they approach the ramp for retrieval.

- 16.12 Noting that propeller dredging has proven to be a problem in Marahau where the boats power themselves onto the trailer. This leaves large holes in the soft bottom and creates a significant disturbance for the local biota (shellfish). It is a risk that needs to be mitigated through the boat ramp design.
- 16.13 The application provides little detail of the how the boat ramp will be constructed. This makes it challenging recommending conditions of consent as the construction methodology will partly dictate the potential effects on the environment.
- 16.14 The preliminary engineering report does not provide certainty on what is being built. Section 6 of the preliminary engineering report states “*The boat ramp will be brushed or slotted concrete poured in-situ or delivered to site as prefabricated panel. The concrete surface, subject to final design, will likely be constructed over geotextile wrapped ballast and AP65 so as to minimise any excavation in the foreshore...*”
- As per preliminary engineering drawings, it is envisaged that up to 600 mm of excavation in the foreshore is required to install the lower end of the ramp and reno mattress.” (a reno mattress is basically a gabion basket filled with rock)*
- 16.15 Rather than removing the dugout material from site, the applicant is proposing that the excavated material is laid and levelled either side of the excavation to disperse with tidal and wave action over time. This is contrary to further on in the report that states “*As per preliminary design drawings, rock armouring either side of the ramp will be required.*” This material is likely to be contaminated at levels significantly greater than permitted in the marine environment. The applicant needs to comment on the risk to the environment from this potentially contaminated material being released into the environment.
- 16.16 The application states “*Works are envisaged to be undertaken between tides, building up the geotextile mattresses on the in-situ beach sand. No dewatering or sheet piling is envisaged as drainage chip, rail ballast or other porous material will be used to build the mattresses allowing them to become saturated and drain. Rock armouring will be placed against the mattresses to protect from vandalism or damage*

from vehicles / boats". No details are provided on the ongoing maintenance requirements of this.

- 16.17 The servicing sections states "*Given the tidal water velocities in the Waimea Inlet, Gary Teaar of OCEL was commissioned to complete hydrodynamic modelling that included tidal currents impacts on the safe use of the ramp and to assess scouring. This report will inform detailed design.*" The initial OCEL report does not provide any of this information. The further information (B04) dated 7 November (page24-25) provides some additional commentary from OCEL, it is primarily answering the question about scour and the rock armouring on the remediated site, coming to the conclusion that there is no significant risk to the site. It does not deal with the bottom of the ramp. Both sides of the ramp are at risk of scouring particularly lower down the ramp where the current will be greater and the downwash effects of the water flowing over the ramp will be greater. This OCEL response does touch on the side of the ramp being armoured to prevent erosion due to current effects, no detail is provided on the required armouring. Other launching areas in Tasman have had issues with people using their engines to push their boats onto the trailers resulting in significant holes in unprotected seabed.
- 16.18 In summary the construction details of Boat Ramp are important in assessing the potential effects of construction and the ongoing effects. The proposal has evolved several times and when examining the details of what is proposed staff are finding what is being built not clear in detail. To this end the design will need to be assessed by an appropriately qualified individual, this is proposed to be a Chartered Professional Engineer.

17 Contaminated land

- 17.0 Several submissions concerned about earthworks on the Fruitgrowers Chemical Company (FCC) site. Jenny Easton (submitter 124- opposed) was Council's Scientist who was responsible for contaminated sites when the site was being remediated. Her submission was written prior to the buildings being removed. While she is a submitter she is also the technical expert on this site, she has more in-depth knowledge than anyone else we know and should be read in this context.
- 17.1 The site has an extensive land contamination history and once operated as the Fruitgrowers Chemical Company where it processed and manufactured multiple chemicals for the agriculture industry. The site was the subject of a multimillion-dollar soil remediation project between 2004 – 2008 to make the site suitable for commercial and recreational land use. This included the construction of approximately a half metre thick soil cap of imported and site won material which met the required soil concentration grades. The site is unusual for a contaminated site in New Zealand in that we have a lot of information about the site and because there is a specific Site Management Plan that was developed prior to the NES Contaminated Soil came into effect.
- 17.2 The variation to the boat ramp design, with the building removed, will reduce the amount of proposed soil disturbance. No updated volumes of soil disturbance has been provided, although it is likely little offsite disposal will be required, however, confirmation should be provided to allow for an assessment.

- 17.3 As landowner of a managed site Council has obligations on this site. A Site Management Plan was developed as part of the remediation and exists for this site, this has been included in the proposed conditions of consent. An Earthworks Management Plan (EMP) must be submitted to the TDC Environment & Planning Manager for approval prior to undertaking any earthworks or excavation on the site. It should be noted that the requirements of SMP are in addition to any requirements under existing applicable legislation, planning instruments (including this consent application).
- 17.4 Davis Ogilvie have provided a detailed site investigation (DSI) assessing the Soil Contamination dated 26.4.23 in Appendix 7. Limited testing has been undertaken of the marine sediments.
- 17.5 The cap is composed of 150mm of imported topsoil (cleanfill) and the layer from 150mm to 500mm depth is a mixture of imported material, and residential soil sourced from the site during remediation and has been validated as meeting the residential Soil Acceptance Criteria (SAC). The soil from 150 – 500mm depth has organochlorine pesticides (OCP) residues at concentrations that present no human health risk but could present a risk to the marine environment if brought to the surface or disposed of in a location where it could be transported to the marine environment in significant quantities via run-off.
- 17.6 Below 500mm material was placed in cells. The most contaminated material was placed on top of these cells to limit the contact with groundwater.
- 17.7 The Tahī Street sealed roadway has not been sampled or remediated. A testing regime should be undertaken in this area prior to the excavation of soils to assess risks to maintenance workers and to determine disposal options for surplus soil
- 17.8 Concentrations exceeding background levels of copper, DDT, dieldrin and aldrin were detected in the topsoil and underlying fill material, but no concentrations in excess of recreational land use SCS were detected. All soil samples also contained concentrations of DDT, dieldrin and aldrin which exceeded the sediment guideline values (high) which are protective of the aquatic environment. The highest DDT concentrations were identified in close proximity to the foreshore and at or very close to the ground surface and pose a potential risk to the marine environment if disturbed and sediment is unwittingly permitted to leave the site via stormwater/sediment runoff.

Site Management Plan

- 17.9 A site management plan (SMP) was prepared by Davis Ogilvie for the Māpua Boat Ramp Trust and submitted as part of the application for the proposed development (RFI Response Site Management Plan). The site management plan includes a summary of the expected conditions including the soil, sediments and groundwater. The plan has recommendations on health and safety protection measures and environmental management. The off-site disposal of waste is discussed below.
- 17.10 The site management plan will need to be updated once redevelopment plans are finalised. These plans will also need to consider vegetation removal and how deep roots from some of the larger plants penetrate into ground as they create a potential mechanism to bring remediate soil to the surface if just ripped out.

- 17.11 Should excavations along Tahiti street be required then further assessment of ground conditions will be required.
- 17.12 The controls on environmental management include minimising off-site tracking, dust management, erosion and sediment control, stormwater treatment, spill containment, noise and traffic management. The DO plan has no discussion on sediment control within the marine environment.
- 17.13 The assigned responsibilities in the management plan will need to be checked given that TDC are site owners and regulators. In allocation of responsibilities, the plan needs to define who is responsible for implementing and monitoring the controls detailed within the SMP.

Marine Foreshore and sediments

- 17.14 No controls on sediment disturbance are discussed in the existing management plan and there is potential for effects on the marine ecosystem.
- 17.15 Soil testing and re-use criteria are based on the adopted site-specific criteria for Māpua FCC. The adopted criteria for sediments proposed is 0.01mg/kg for DDX (total) and sum of Aldrin, dieldrin and 10% Lindane. These re-use criteria are 8 to 3.5 x higher than the Australian and New Zealand default sediment quality guidelines for sediments.
- 17.16 It should be noted that the sediments have elevated DDT compared to default guideline values and there is potential for deeper sediments to be impacted- currently there is limited sampling depth data along the foreshore of 0.25m.
- 17.17 An assessment of the effects of disturbing the contaminants on the marine foreshore has not been provided- see response for item 43 of the RFI response - controls on sediment quality and disturbance of impacted sediments during any earthworks along the foreshore, and during the use of the area for boat launching has potential to release DDT to the marine environment. On-going monitoring will be required and possible further remediation. Site management plan will need to address the marine sediment issue.
- 17.18 The sampling undertaken has shown DDT exceeds the site specific criteria for sediment quality. It is recommended that the sampling for organics should be undertaken to include an adjustment for organic carbon.

Off-site waste disposal

- 17.19 Surplus soil will be stockpiled on site and tested prior to being reused or taken off-site for disposal. The off-site disposal of Persistent Organic Pollutants (POPs) contaminated waste may not be an acceptable option. The applicant states that the HSNO obligations do not apply to soil contamination and further clarification on the obligations will be sought from the EPA. The concentration of contaminants in soil below the cap exceed the Low POPs threshold of 50mg/kg. Low POPs Content Levels (LPCLs), are set by the Basel Convention and a low POP content level is set for each substance listed on the convention, above which destruction or irreversible transformation is required, making disposal potentially challenging and expensive.

Groundwater Monitoring

17.20 No dewatering is anticipated for foundation or excavation of services. The groundwater network is monitored annually and it is noted that BH1a is located in the pathway of the proposed ramp. this would need to be maintained. All groundwater monitoring wells will be identified and remain accessible during and post construction. All groundwater wells are not shown on the current plans provided including bores in the vicinity of the existing timber jetty (BH112) and in the concrete turn around area (BH110) and proposed boat parking area (BH106, BH105). Groundwater should not be used for any washdown/drinking purposes.

Proposed conditions of consent

17.21 The following conditions of consent are recommended:

- a. Detailed design that is signed off by an appropriately qualified Chartered Professional Engineer.
- b. Construction management plan supplied to be certified prior to construction. This will integrate the Site Management Plan, erosion and sediment control, and the works in the Coastal Marine Area.
- c. Site management plan will be consistent with existing Council Site Management Plan and be prepared by a contaminated site SQEP.
- d. Specific conditions about how the risks associated with the servicing under the ramp is managed. With particular reference to the sewerage pressure main (refer to section 19)
- e. Rock used for the protection of the ramp shall be similar colour and texture to that used for the rockwall against the reserve.

Maintenance

17.22 NSW Boat Ramp Facilities guidelines states *“Inspections and Maintenance of boat ramps will always be required over their design life. The frequency and nature of routine maintenance would be subject to the local waterway and weather conditions, scale of the boat ramp facility and level of usage. The schedule of routine maintenance should be supported by an inspection program and should ensure that the facility is clean, safe and usable over the boating season. Regular maintenance extends the life of the facility, reduces the likelihood of major and costly repairs, and reduces or eliminates exposure to liability.”*

17.23 A boat ramp needs ongoing maintenance conditions of consent have been included in the draft conditions of consent, including a maintenance schedule for inspections.

18 Ecological effects

- 18.0 The potential ecological effects have been noted in a large number of submissions (submitter numbers; 13, 60, 89, 97, 102, 103, 105, 108, 109, 119, 128, , 146, 212, 124, 131, 135, 148, 153, 169 and 327).

Relevant higher order documents and TRMP objectives and policies

- 18.1 Policy 20.1.3.3 requires *To avoid, remedy or mitigate adverse effects on amenity values and natural values, including:*
- (a) disturbance of wildlife or marine mammals;*
 - (b) disruption to natural quiet;*
 - (c) degrading the quality of experience of particular activities;*
- from the scale, intensity, frequency, duration or mix of activities using craft.*
- 18.2 TRMP Chapter 21 relates to the effects of disturbance, structures and occupation on coastal marine conservation, heritage, access and amenity values. All objectives and policies relating to the margins of the coast have relevance, however, the following objectives and policies are specifically relevant to this proposal:
- 18.3 Objective 21.1.2 requires “*Preservation of the natural character of the coastal marine area, particularly its margins, and including the maintenance of all values that contribute to natural character, and its protection from the adverse effects of use or development.*”
- 18.4 Policy 21.1.3.1 “To avoid, remedy or mitigate adverse effects on the natural character of the coastal marine area from activities, including:
- (a) physical modification to foreshore or seabed, including reclamation, dredging, removal or deposition of material, or other disturbance;
 - (b) disturbance of plants, animals, or their habitats;
 - (c) structures, including impediments to natural coastal processes;
 - (d) the use of vessels or vehicles;
 - (e) stock grazing or trampling on coastal margins;
 - (f) the discharge of any contaminant or waste.”

Assessment of Ecological Effects

- 18.5 Waimea Inlet, including part of the Site, is a large (3,462 hectare), shallow, well-flushed, tidal lagoon type estuary with high ecological and human use values (Stevens and Robertson 2010). The inlet receives freshwater inputs from Waimea River and several smaller tributaries and discharges to Tasman Bay via tidal entrances at either end of Rabbit Island.
- 18.6 The Inlet plays a significant role in the integration of terrestrial and coastal marine ecosystems by, for example, providing critical habitat for a variety of plant and animal species, maintaining coastal productivity, and nourishing the marine food web. High value is placed on the Inlet’s terrestrial-wetland coastal aquatic continuum as habitat

for wildlife, fish and invertebrates, and its complex, heterogeneous physical and biological structure. The inlet has also been assessed by the Department of Conservation as meeting the criteria for a wetland of international importance.

- 18.7 The Inlet is listed in Schedule 25D of the Tasman Resource Management Plan as an area with nationally significant natural ecosystem values. These values include the Inlet's status as the largest barrier enclosed estuary in the South Island, and one of only two sites where the endangered peppercress plant has been recorded. The Inlet is considered to be of outstanding importance for waders and provides habitat for the endangered grey saltbush, white heron, royal spoonbill, Australasian bittern and banded rail.
- 18.8 The applicant has provided an ecological review (appendix 8) by Robertson Environmental This report details the Site's aquatic and terrestrial aspects are generally highly disturbed and fragmented by existing land use. As such, the magnitude of operational effects on aquatic and terrestrial habitats are largely pre-existing and have been assessed and are considered to be Low by the Roberson Report. The overall level of effect on wetland and terrestrial ecological features is Very Low and so have not been considered any further
- 18.9 The Robertson Environmental Report as recommended a Lizard management should be undertaken before and during vegetation removal by a suitably qualified and experienced ecologist/ herpetologist. DOC have produced Guidelines and model for producing management plans for New Zealand Lizards (copyright 2018 ISBN 978–1–98–851480–2 (web PDF)). I assume that the person would need the relevant Wildlife Authority Permit from DOC and given the relatively small amount of vegetation and habitat in the area I can't make a comment on this.
- 18.10 The main effect on local ecology is the direct loss of highly modified terrestrial and wetland and wetland margin habitat during the construction phase. I accept that it is unlikely that those remaining habitats adjacent to or downstream of the site would be appreciably altered.
- 18.11 The areas involved are small, the application suggest that approximately 0.05 ha (34%) of the planted mixed exotic/native vegetation habitat, 0.02 ha (24%) of the exotic grassland habitat, and 0.05 (42%) of the existing coastal habitat will be lost
- 18.12 There will be some impacts to the estuarine habitats to accommodate the proposed site design; however, this habitat occurs extensively throughout the mid-upper intertidal reaches of Waimea Inlet, and while a small part will be removed by the proposed activity, this is not seen to have any discernible impact on the ecology of the area.
- 18.13 Vegetation removal and earthworks associated with the construction the potential to generate sediment which, if unmitigated, may enter the catchment's aquatic ecosystems and cause significant adverse ecological effects. The implementation of appropriate ESC measures should be adequate to avoid adverse effects on the aquatic receiving environment. (addressed in Section 17 of this report)
- 18.14 Overall, assuming integration of impact mitigation and management measures it is considered that any effects resulting from the proposed activity will be relatively localised and therefore minor with regard to the wider coastal environment.

Birds

- 18.15 The Ecological report seems to miss some the details on birds. Submitter 169 – David Melville associated with The Ornithological Society of New Zealand - neutral. States the following“ *The application fails to consider potential effects on the 'At Risk' Variable Oystercatcher and the ecology of Waimea Inlet*”. *It is of international importance for a number of shorebirds including the 'At Risk' Variable Oystercatcher Haematopus unicolor.*
- 18.16 We agree with the submitter comment “*It seems a remarkable oversight that the many eBird records (all publicly available) of Variable Oystercatcher from Māpua, both along the shoreline and at the Kite Park, have been omitted from the Ecological Impact Assessment.*”
- 18.17 Council has previously employed the submitter as a technical expert in this area as there is a very small pool of people and have chosen not to get additional expertise in this area.
- 18.18 Several submitters have raised the issue of birds (particularly Variable Oyster Catchers) resting on the Kite Park and feeding on worms etc during bad weather. Policy 11 of the NZCPS has a relatively high test, that is to avoid adverse effects, this is avoiding any adverse effect. We are not qualified to provide specific details on the effects of this. The applicant needs to address this.

Personal watercraft / boats

- 18.19 Several submitters have raised the issue that use of increased personal watercraft on the Waimea inlet creates a potential adverse effects.
- 18.20 Chapter 20 specifically addresses the conflict between personal watercraft and wildlife. Policy 20.1.3.3 To avoid, remedy or mitigate adverse effects on amenity values and natural values, including the disturbance of wildlife or marine mammals from the scale, intensity, frequency, duration or mix of activities using craft.
- 18.21 It is not clear if the boat ramp will increase the number of personal watercraft but it is unclear if they will stay in the Waimea Estuary. People already launch at Rough Island, Grossi point.

19 Infrastructure and Discharges

Pressure Main

- 19.0 Existing Infrastructure Rule 25.1.2.3 (4) *(p) specifically indemnifies effects on any network utility.* There are key wastewater mains that go through this site in the coastal marine area. They present a significant risk if they are not specifically managed. The pressure main carries the wastewater from the Māpua area to the wastewater treatment plant. The installation of this pipeline was technically challenging, expensive and it would be very difficult to fix if it was broken.
- 19.1 Feedback from the Wastewater Section of the Council states the following

Council does not want ducts installed for the replacement pipework. The reason why is that if a duct is left then Council has to excavate large sections of foreshore to provide enough trench to allow the installation of a new pipework. Access with an excavator would be almost impossible. The preference is to install new pipework in anticipation of only needing to join the old to new pipework at the ends.

HDPE Pressure main.

It the boat ramp is to be built over the existing 200mm diameter pressure main, a new 355 OD PE 80 PN12.5 pressure main is to be laid to the west of the existing pressure main.

- a. Commencing 10m generally north of the rock base of the proposed boat ramp to a point*
- b. 5m from generally south of the proposed rock base.*
- c. An PE bend is to be installed to generally follow the existing radius of the pressure pipe as it heads towards the estuary.*
- d. Both ends of the PE pipe is to be fitted with flanges and stainless-steel backing rings.*
- e. Stainless steel blank flanges are to be install at both ends of the PE pipework.*
- f. A 25 mm dia stainless steel valve is to be installed on the stainless steel blank flange. This will allow the new HDPE pipe to be filled with water to 50% of the 355mm dia pressure pipes pressure rating. The stainless valve is to be capped off and wrapped in denso tape in accordance with the LDM drawings 707 and 708.*
- g. All stainless steel bolts and fittings are to be wrapped with denso in accordance with the LDM drawings 707 and 708.*

150mm Diameter gravity sewer.

A new 150mm dia Heavy walled PVC gravity pipe is to be laid parallel to the existing gravity sewer from:

- a. Commencing 10m generally north of the rock base of the proposed boat ramp to a point*
- b. adjacent to the existing wastewater manhole and clear of the proposed rock base.*
- c. The new gravity sewer is to be laid at the same single grade as the existing.*
- d. The ends of the new gravity sewer are to have the ends blanked off.*

All new pipework is to be CCTVed on completion, the video film is to be provided to Council.

All new and existing pipework is the GPS surveyed and the as built information provided to Council.

Steel plate (600x600) is to be located approximately 300mm above the ends of all new pipework so that the pipe ends could if required be located with a metal detector.

- 19.2 It is recommended that these form the basis of consent conditions and they form part of the detailed design to minimise the risk to wastewater connectivity of Māpua.

Stormwater – ongoing

- 19.3 The stormwater generation and disposal was raised by multiple submitters. Significant additional hard stand area is being added by the development, this will create additional runoff that needs to be transported to the coast while minimising the contamination risk.

- 19.4 Within the application, Section 7 of Appendix 12 (Māpua Community Boat Ramp Preliminary Engineering Report 42454, Davis Ogilvie) examines the high level stormwater disposal from this site. Noting that this report predates the removal of the building.
- 19.5 Runoff from the western metallised car park site is proposed to be collected via concrete dish drains to sumps that bubble up into the swale on the east side of Tahī Street. Stormwater is conveyed to the ephemeral swale at the south of the eastern site ultimately discharging to the foreshore of Waimea Inlet. The swale will provide limited treatment for fine sediment, particulate metals, and hydrocarbons.
- 19.6 The access way to the ramp will have a 2% fall to a curb on the southern side this will have cutouts that will allow the water to flow to the existing ephemeral swale and out to sea. The plans show this going to an existing discharge point.
- 19.7 A key assumption from the engineering report is the following “Soakage and detention ponds have not been considered due to concerns regarding infiltration into and potential for leachate from the FCC landfill.” I agree that this is appropriate given the unique nature of this location.
- 19.8 Detailed design of the swales is required, the report only suggests a 10% AEP for the design criterial for swales etc this is unusual for such structures. I agree that 10% is appropriate for the curb and channel but the remainder of the system needs to be built to a higher standard, we normally expect that open channels/ swales are built to 1% AEP.
- 19.9 The boat ramp slopes at 1:8 to the foreshore. No reticulation other than a bit of curb and no treatment is proposed. Technically this is a discharge however given it is from concrete to the sea no treatment is proposed, and water quantity is unlikely to be an issues in this situation.
- 19.10 As the discharge is to the coastal marine area from a remediated site specific attention will be needed to ensure that none of the contaminated material from the site erodes and is discharged in to the Coastal Marine area.
- 19.11 Summary:
- Detailed engineering plans are required
 - All water directed to swale or directly down the ramp
 - Need to avoid any off site flooding (including the road)
 - Ephemeral swale need to be able to cope with additional stormwater without eroding
 - Swale to 1% AEP
 - Adequate armouring to avoid erosion, unclear if this is a stormwater consent or part of implementing the site management plan for this site.

20 Climate Change

- 20.0 Numerous submissions have highlighted the emissions of greenhouse gases.
- 20.1 These emissions can be categorized into two main areas:
- **Construction Emissions:** This includes machinery emissions and the associated construction materials (steel and concrete etc).

- **Boat Ramp Use Emissions:** This encompasses emissions from transporting boats and emissions from boat usage.
- 20.2 The emissions from the construction of the ramp are not considered significant when compared to other construction projects, buildings and subdivisions.
- 20.3 Emissions from towing trailer boats are relatively small compared to emissions on the water. Most emissions come from on-water usage, especially in large power boats, which can consume tens of litres of fuel per hour.
- 20.4 There is little guidance on dealing with greenhouse gas emissions. The key documents in the policy space are the NPS and NES Greenhouse Gas Emissions from Industrial Process Heat. These effectively set a permitted activity threshold for low emissions sites that is quite high. The NES define a “**low-emissions site**” as a site that, each year, emits less than 500 tonnes of carbon dioxide equivalent of greenhouse gases from heat devices that burn any fossil fuel. This is equivalent to burning about 213,000 litres of petrol or 7,100 boating trips burning 30 litres of petrol per trip.
- 20.5 Creating the ramp is not expected to increase total greenhouse gas emissions from boats. Boat owners can launch in multiple locations in Tasman Bay, so adding another launching location will likely redistribute boat ramp usage rather than increase overall boat usage.
- 20.6 No specific conditions of consent are proposed related to greenhouse gas emissions.

21 Part 2

- 21.0 The consent authority “must have regard to the provisions of Part 2 when it is appropriate to do so.”⁴³ In *Davidson v Marlborough District Council* found that “*there may be situations where it would be appropriate and necessary to refer to Part 2 when considering consent applications, including where there is doubt that a plan has been “competently prepared” under the RMA*”.⁴⁴ In other words, where a district or regional plan has been prepared having regard to Part 2 and contains clear, prescriptive and qualified policies and objectives, there is no need to have recourse to Part 2 as this would add little value. However, where a plan does not appropriately consider Part 2 and/or contains conflicting objectives and policies, Part 2 can be considered.
- 21.1 In short, recourse to Part 2 is appropriate in certain circumstances, including:
- (a) If the relevant higher order policies of an NPS are equivocal and it is unclear from them whether consent should be granted or refused; or
 - (b) If the TRMP as the relevant plan has not been competently prepared in accordance with Part 2, or if there is some doubt about that.
- 21.2 The TRMP is considered to have been competently prepared to promote the sustainable management of natural and physical resources in accordance with Part 2.

⁴³ *RJ Davidson Family Trust V Marlborough District Council* [2018] NZCA 316 [21 August 2018]

⁴⁴ *Simpson Grierson* (2015) Court of Appeal decision confirms relevance of Part 2 to consent decision-making, published 21 August 2018

- 21.3 Although the TRMP was prepared in the 1990s (which predates the NZCPS) and has not yet undergone a comprehensive review, there have been a number of Plan Changes that have sought to give effect to higher order documents and provide greater clarity for decision makers and Plan users. Therefore, whilst the objectives and policies are not entirely clear or particularly directive they are considered to provide sufficient direction for the purposes of this application.
- 21.4 Therefore, given the above I do not consider it necessary to assess the proposal against Part 2.

22 Summary of key issues and recommendations

- 22.0 In summary there are some key gaps in information and assessments provided by the applicant as follows:
- a. The effects of the boat ramp on the natural character of the CMA.
 - b. The level of noise effects received from the boat ramp and car and trailer car park.
 - c. How queueing from the boat ramp will be managed to ensure efficient operation of the boat ramp and avoid adverse effects on road users.
 - d. How the safety of users of the boat ramp and other areas of the CMA can be managed.
 - e. How construction will be undertaken.
 - f. How discharges from and the disturbance of contaminated soil will be managed.
 - g. Alternative options.
 - h. Consideration of Cultural values.
- 22.1 Prior to notification Council sought agreement from the applicant for commissioning of reports relating to matters raised in the further information request which it was not deemed had been satisfactorily addressed. The applicant advised that they did not agree to the commissioning of reports and requested Council proceed to publicly notify the application.
- 22.2 Following the close of submissions the applicant was invited to consider the submissions received and provide further information which would assist us in our assessment of adverse effects. The applicant declined to provide any further information, although subsequently the application was amended to remove the community building and a further safety report (from Cpt Dilley and Dr Muir) was provided.
- 22.3 It is likely that some of the missing information can be provided through the hearing process as evidence. It is also possible that mitigation measures could be proposed for some of the identified effects and risks which may result in adverse effects being mitigated and / or remedied.
- 22.4 However, there are other adverse effects, such as health and safety and the protection of the natural character and ecosystems within the CMA where there is far less certainty as to how adverse effects can be managed and mitigated.
- 22.5 Whilst for some matters the risk of adverse effect is much lower but the outcome should there be an adverse effect is more significant. For example disturbance of the

pressure sewer main is a relatively low risk, however, the outcome if something did go wrong would be significant in terms of environmental consequences. In other words, although there is a low risk there is the potential for significant adverse effects unless very stringent mitigation measures are in place.

- 22.6 Other matters such as adverse effects on natural character, whilst less likely to be significant, may have longer lasting consequences which adversely affect the social and cultural associations, as well as natural processes and ecosystems meaning the degree of adverse effect is not less likely to be reduced with time and the mitigation options more limited.
- 22.7 In relation to the safe use of the boat ramp it remains unclear whether the activity can practically be managed and whether appropriate mitigation measures can be installed to ensure that risks are reduced to an acceptable level. The risk associated with use of the ramp without the additional safety features recommended or by any person who is not experienced could be catastrophic and result in loss of life. In short there is a high margin of error and accordingly we have, therefore, placed a high weighting on this potential adverse effect.
- 22.8 The TRMP contains a range of relevant policies which direct that adverse effects are avoided, mitigated or remedied. In our opinion as the applicant has not clearly demonstrated how adverse effects can and will be mitigated or remedied in relation to a wide range of adverse effects from the activity, the policy direction may fall to avoid.
- 22.9 Furthermore, there are some more directive policies:
- a. Policy 5.1.3.12 requires protection of the natural character of coastal land;
 - b. Policy 5.2.3.6 requires maintenance and enhancement of natural features;
 - c. Policy 6.15.3.15 requires specific management of land disturbance at the Waterfront Park;
 - d. Policy 8.1.3.1 requires maintenance or enhancement of public access;
 - e. Policy 10.1.3.2 requires the safeguarding of life-supporting capacity of the District's indigenous ecosystems from the adverse effects of development.
 - f. Policy 10.2.3.4 seeks to ensure that where an activity that requires resource consent will have an adverse effect on the wairua or other cultural or spiritual values associated with a wāhi tapu the activity has been approved by mana whenua iwi as an affected party.
 - g. Policy 10.2.3.19 seeks to ensure that highly significant cultural heritage sites are maintained, protected or enhanced.
 - h. Policy 20.1.3.1 requires that Council ensure movements from crafts on the surface of coastal waters do not create or aggravate risks to safe navigation, particularly in the areas of intensive seasonal use and in relation to the scale, intensity, frequency, duration and mix of activities.
 - i. Policy 20.1.3.2C seeks to avoid adverse effects within mooring areas where the activity will interfere with the use or management of moorings within the Mooring Areas.
 - j. Policy 21.2.3.10 seeks to allow the use of the foreshore where there are no adverse effects on public access and safety; amenity values;

plants, animals or habitats; natural features and processes; existing authorised structures.

- k. Policy 21.2.3.21 seeks to restrict structures and disturbance from locating in areas where they would adversely affect nationally or internationally significant natural ecosystems or significant habitats such as estuaries and intertidal areas.
- l. Policy 21.3.3.1 requires that structures of physical structures in mooring areas are allowed only where the effects on the natural components of landscape and seascape values of the area, including any contribution to any likely cumulative effect, is limited in extent and is consistent with the existing degree of landscape and seascape modification.

22.10 Overall, the TRMP provides some clear policy direction as to the adverse effects which should be avoided, remedied or mitigated and the matters which should be protected, maintained or enhanced. The policies signal that adverse effects on seascape natural character and significant natural ecosystems should be restricted / avoided and where appropriate protected. Furthermore, there is clear avoid direction in relation to the adverse effects on cultural values. Finally, there a strong direction to only allow structures such as the boat ramp where they do not adversely affect navigation safety and significant natural ecosystems.

22.11 In summary there are a wide range of uncertainties regarding the effects from the activity and the options for mitigation are unclear. Furthermore, we have concerns around the levels of risk associated with the proposal and whether these risks can be adequately mitigated. For these reasons, and taking account of the relevant policy direction, we recommend that the applications are **DECLINED**.

22.12 However, we retain an open mind should the applicant be able to provide additional information through their evidence and demonstrate sufficient mitigation measures to reduce the level of risks and adverse effects.

22.13 To assist the Commissioners should they be minded to grant the consents we have provided draft conditions within Attachment 2. However, these conditions may require revising once further consideration is given to additional information which we encourage the applicant to provide through their evidence.

Attachment 2
DRAFT Conditions
RM230253 and Ors

RM230254, RM230255, RM230256, RM230258 and RM230358

General

- 1 The activity shall be undertaken in general accordance with the documentation submitted with applications RM230253 and in the location specified in the consents and on Plans A-F attached. Notwithstanding this, if there are any inconsistencies between this information and the conditions of consent, the conditions of consent shall prevail.
- 2 The activities authorised under this resource consent shall be limited to the:
 - a. Disturbance and destruction of the foreshore and seabed;
 - b. Earthworks on FCC site;
 - c. Erection, placement of structures;
 - d. Deposition of material;
 - e. Reclamation of foreshore and seabed;
 - f. Occupation of the Common Marine and Coastal Area;associated with the construction and operation of a boat ramp.
- 3 The Consent Holder shall advise the Council's Team Leader Compliance and Investigation (Land and Air) at least 5 working days prior to undertaking the works so that the monitoring of conditions can be programmed.

Prior to Work

- 4 The Consent Holder shall, prior to the commencement of works, prepare a Construction Management Plan (CMP) in accordance with Condition 5. The CMP shall be available on-site during works and produced upon request by any officer of the Council.
- 5 The CMP shall set out the practices and procedures to be adopted in order that compliance with the conditions of this consent is achieved. All work shall be carried out in accordance with the CMP which shall include as a minimum:
 - a. an aerial image of the site detailing, as a minimum, the location of:
 - i. property boundaries;
 - ii. waterbodies;
 - iii. access;
 - iv. inground services
 - v. all erosion, sediment and dust control measures; and
 - vi. any sediment management measures.
 - b. detailed drawings and specifications of any designated erosion, sediment, and dust control structures and measures;
 - c. detailed cut and fill plans with a vertical resolution of 5 cm;
 - d. construction methodology, timetable for the erosion, sediment, and dust control works, bulk earthworks, works in the CMA, restabilisation of exposed ground, and replanting of coastal vegetation;

- e. maintenance, monitoring and reporting procedures;
- f. traffic construction management plan
- g. hydrocarbon spill response and contingency measures;
- h. Compliance with the FCC Site Management Plan (attached);
- i. Site management plan (SMP) including erosion and sediment controls should be produced by a contaminated land SQEP; and
- j. Detailed design and the methodology to protect inground services and additional pipework.

- 6 The Consent Holder shall, at least 15 working days prior to the commencement of works, notify the Council's Team Leader Compliance and Investigation (Land and Air) in writing, of the date that the works are intended to commence and provide the CMP for certification. No works shall be undertaken until the CMP has been certified by Council's Team Leader Compliance and Investigation (Land and Air).

Advice Note:

Certification is aimed at compliance with the conditions of this consent.

- 7 The following shall apply in respect of Condition 5:
- a. the Consent Holder may commence the activities in accordance with the submitted plans 15 working days after their submission, unless the Council advises the Consent Holder in writing that it refuses to certify them on the grounds that it fails to meet the requirements of the condition and gives reasons for its decision; and
 - b. should the Council refuse to certify the plan(s), the Consent Holder shall submit a revised plan to the Council for certification. Clause (a) shall apply for any resubmitted plan.
- 8 Prior to undertaking work authorised by this consent, the Consent Holder shall ensure that all personnel working on site are made aware of, and have access to the following:
- a. the contents of this resource consent; and
 - b. the CMP as required by Condition 2.

- 9 Works shall be undertaken in accordance with the certified CMP.

Iwi monitor

- 10 The Consent Holder shall engage an Iwi monitor to be present when undisturbed areas are worked.

Advice Note:

Noting that a large proportion of this site has already be dug up.

Cultural induction

- 11 The applicant shall ensure that workers onsite have undertaken a cultural induction prior to works commencing. **Clarification from Iwi required**

Accidental Discovery Protocol

- 12 In the event of any archaeological artefacts (e.g., shell, midden, hangi or ovens, garden soils, pit depressions, occupation evidence, burials, taonga, etc.) being uncovered, the Consent Holder shall:
- a. cease the works immediately, as required by the Heritage New Zealand Pouhere Taonga Act 2014;

- b. consult with the Heritage New Zealand's Central Regional Office (email infocentral@heritage.org.nz, PO Box 2629, Wellington 6140, phone + 64 4 494 8320), and
- c. shall not recommence works in the area of the discovery until the relevant Heritage New Zealand approvals to damage, destroy or modify such sites have been obtained.

Engineering

- 13 Rock used for erosion/scour protection shall be a similar colour and texture to the rock used for the rock wall against the Reserve.
- 14 The detailed design and construction of the outfall shall be carried out under the supervision of a chartered professional engineer with appropriate experience in coastal structures engineering.
- 15 The consent holder shall install two new mains as detailed below:

A new HDPE Pressure main 355 OD PE 80 PN12.5 pressure main is to be laid to the west of the existing pressure main.

- a. *Commencing 10m generally north of the rock base of the proposed boat ramp to a point*
- b. *5m from generally south of the proposed rock base.*
- c. *A PE bend is to be installed to generally follow the existing radius of the pressure pipe as it heads towards the estuary.*
- d. *Both ends of the PE pipe is to be fitted with flanges and stainless-steel backing rings.*
- e. *Stainless steel blank flanges are to be install at both ends of the PE pipework.*
- f. *A 25 mm dia stainless steel valve is to be installed on the stainless steel blank flange. This will allow the new HDPE pipe to be filled with water to 50% of the 355mm dia pressure pipes pressure rating. The stainless valve is to be capped off and wrapped in denso tape in accordance with the NTLDM drawings 707 and 708.*
- g. *All stainless steel bolts and fittings are to be wrapped with denso in accordance with the LDM drawings 707 and 708.*

A new 150mm dia Heavy walled PVC gravity pipe is to be laid parallel to the existing gravity sewer from:

- a. *Commencing 10m generally north of the rock base of the proposed boat ramp to a point*
- b. *adjacent to the existing wastewater manhole and clear of the proposed rock base.*
- c. *The new gravity sewer is to be laid at the same single grade as the existing.*
- d. *The ends of the new gravity sewer are to have the ends blanked off.*

All new pipework is to be CCTVed on completion, the video film is to be provided to Council.

All new and existing pipework is the GPS surveyed and the as built information provided to Council.

The ends of the pipe shall be surveyed and a steel plate (600x600) is to be located approximately 300mm above the ends of all new pipework so that the pipe ends could if required be located with a metal detector.

- 16 If the Consent Holder needs to stop work for whatever reason, the site shall be left in a neat and tidy condition until work recommences.
- 17 The works shall provide protection of existing landscaping along the boundary with 13 Tahī Street and if damaged during construction landscaping is within the following planting season.

Works on the Hail site

- 18 All works shall be undertaken in accordance with the FCC site management plan (attached as appendix x)
- 19 Works shall be undertaken in accordance with the Site Management Plan.

Advice note:

The SQEP plan should be produced in conjunction with Tasman District Council as landowner to ensure the controls are acceptable to the landowner.

- 21 The Consent Holder shall ensure that all foreshore material shall be disturbed only to the extent necessary to facilitate the construction of the boat ramp.
- 22 All areas of foreshore subject to any vehicle or equipment passage or excavation shall be restored to its original state as far as practicable with restoration to be undertaken as soon as practicable following completion of the boat ramp.

During Work

- 23 Works shall:
 - a. Not be carried out on weekends or public holidays; and
 - b. Not be carried out from 20 Dec till 7 Feb, unless it is just maintenance.
- 24 Work authorised by this consent shall only occur between the following hours:
 - a. 7.30 am to 6.00 pm Monday to Friday;
 - b. no work shall occur on Saturdays, Sundays or Public Holidays.

Advice Note:

The restriction on hours of works shall not apply to low noise-generating activities, such as site set-up or staff meetings, which may occur outside of these hours provided they are generally inaudible off-site. The noise from any construction work activity must be measured and assessed in accordance with the requirements of New Zealand Standard NZS6803:1999 Acoustics - Construction noise.

- 25 The Consent Holder may undertake activities outside the hours specified in Condition 24 when working with the tides in the Coastal Marine Area. The Consent Holder shall use their best endeavours to limit the frequency and duration of any such activities and shall minimise the effects on dwellings and businesses.

- 26 All activities shall be carried out so as to comply with NZS6803:1999 Acoustics - Construction Noise standards. If necessary for the purposes of determining compliance, noise shall be measured and assessed in accordance with this standard.
- 27 Works shall be undertaken in a manner that minimise works in water.
- Advice Note:**
It is encouraged that works below mean high water springs is undertaken 3 hours either side of low tide.
- 28 Trucks and other machinery shall access the intertidal area by the shortest possible route and thereafter traverse along the beach at or just below the mean high water spring tide level to the area of the work.
- 29 All erosion, sediment, and dust control measures shall be installed prior to the commencement of any disturbance or discharge to land, and shall be maintained until all disturbed areas are stabilised and/or revegetated.
- 30 The Consent Holder shall adopt the best practical means to prevent the movement of disturbed soil or vegetation into water.
- 30 Any imported fill shall be free of any biological or chemical contaminant or potential contaminant.
- 31 The Consent Holder shall ensure that the site is left in a finished and tidy condition following the completion of the works. The site shall be free of debris or surplus construction materials.
- 32 The Consent Holder shall ensure that any discharge associated with the works does not cause any of the following in receiving waters after reasonable mixing:
- the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials;
 - any conspicuous change in the colour or visual clarity;
 - any emission of objectionable odour;
 - adverse effects on aquatic life that are more than minor.
- 33 The Consent Holder's operations shall not give rise to any discharge of contaminants (e.g., dust), at or beyond the site boundary, which is noxious, dangerous, offensive or objectionable. Dust control measures shall be available and used on site, in accordance with the CMP, to ensure compliance with this condition.

Public Access and Notice of Works

- 34 The exercise of these resource consents shall not prevent the free pedestrian passage of any member of the public to and along the Coastal Marine Area, with the exception of such areas where safety of the public would be endangered as a result of the works in progress.
- 35 The Consent Holder shall erect advice notices at both ends of the site which is the subject of these applications. These notices shall provide warning of the construction activities noting any precautions that should be taken, as well as advising the period(s) during which these activities will be occurring and when public access shall be restricted. The notices shall be erected at least 2 working days prior to the commencement of the works and shall

remain in place for the duration of the works before being removed on completion of the works.

Hazardous Substances

- 36 There shall be no storage of fuel or lubricants, refuelling, or lubrication of vehicles and machinery in the bed or within 20 metres of the margins of any watercourses or tributaries, or the Coastal Marine Area.
- 37 The Consent Holder shall maintain a spill kit on site at all times to contain and/or absorb any spilled hazardous substance and/or any other measures necessary to prevent any spills of hazardous substances entering land or water.
- 38 In the event of a spill of hazardous substances on the site greater than 20 litres, the Consent Holder or their agents shall record the details, and provide to Council's Team Leader Compliance and Investigation (Land and Air) within 24 hours of the spill:
- a. the date, time and volume of the spill;
 - b. the substance spilt;
 - c. measures taken to contain and absorb the spilt substance; and
 - d. the cause of the spill, and the measures taken since to prevent a repeat of the incident.

Completion of works

- 39 Within 3 months following completion of the works, the Consent Holder shall provide the Council with an "as-built" survey plan that confirms the final constructed details of the works.

Maintenance and Monitoring

- 40 The Consent Holder shall maintain the structure in good working order. Regular inspections shall be carried out as per the attached maintenance schedule (see RM230259). This maintenance shall be documented in writing and with photographs and supplied to Council on request.

Remediation

- 41 The foreshore in the vicinity of the works shall be restored as close as practicable to its pre-disturbed condition as soon as practicable following completion of the works. The site shall be left in a tidy condition, with all rubbish and other material removed from the site and disposed of at an approved onshore facility.
- 42 In the event that any significant adverse effects on the foreshore occur (in the opinion of the Council's Team Leader Compliance and Investigation (Land and Air)) that are reasonably attributable to works, the Consent Holder shall undertake remediation works as directed in writing by the Council's Team Leader Compliance and Investigation (Land and Air) to satisfactorily mitigate these effects. Any such works shall be undertaken at the expense of the Consent Holder.
- 43 The Consent Holder shall undertake and maintain the works in a competent state and shall comply at their own expense with any directions given by the Council's Team Leader

Compliance and Investigation (Land and Air) with respect to the continued operation and maintenance of the works.

- 44 At the end of the term of the consent, the Consent Holder shall remove the structure from the site and restore the site as near as practicable to its original condition unless a new consent is obtained

Administration

- 45 Pursuant to Section 128 of the Resource Management Act the Council may review any or all of the conditions of the consents annually in the month of June for all or any of the following purposes:
- a. dealing with any adverse effect on the environment which may arise from the exercise of the consents that was not foreseen at the time of granting of the consent, and which is therefore more appropriate to deal with at a later stage; or
 - b. to deal with any unforeseen adverse noise issue that might arise as a result of the implementation of these consents; or
 - c. requiring the Consent Holder to adopt the best practicable option to remove or reduce any adverse effect on the environment resulting from the land disturbance; or
 - d. to comply with national environmental standards made under section 43 of the Resource Management Act 1991.

Duration

- 46 This consent shall expire 35 year after the commencement of the work approved under this consent.
- 47 This consent shall lapse in 5 years.

ADVICE NOTES

- A. Where any condition of this consent requires the notification of works or submission of plans to the Team Leader - Monitoring and Enforcement, please email these to landuse@tasman.govt.nz.
- B. The Consent Holder will need to meet the requirements of Council with respect to all Building Bylaws, Regulations and Acts.
- C. All necessary signage and safety measures should be implemented during the works.
- D. Access by the Council's officers or its agents to the property is reserved pursuant to section 332 of the Resource Management Act 1991.
- E. Pursuant to section 127 of the Resource Management Act 1991, the Consent Holder may apply to the Consent Authority for the change or cancellation of any condition of this consent.
- F. This resource consent only authorise the activities described above. Any matters or activities not referred to in this consent or covered by the conditions must either:
 - I. comply with all the criteria of a relevant permitted activity rule in the Tasman Resource Management Plan (TRMP);

- II. be allowed by the Resource Management Act; or
- III. be authorised by a separate resource consent.

RM230259

- 1 The Consent Holder shall ensure that all stormwater is discharged in a manner that minimises erosion of the foreshore.
- 2 The Consent Holder shall ensure that any discharge does not cause any of the following outside of 5 metres radius from the point at which the discharge enters coastal waters:
 - a. the production of any conspicuous oil or grease film, scums or foams, or floatable or suspended materials;
 - b. any significant adverse effects on aquatic life.
- 3 The quality of treated stormwater discharge authorised by this consent shall not exceed the quality standards:
 - a. Total petroleum hydrocarbons 15 milligrams per litre
 - b. Total suspended solids 100 milligrams per litre
- 4 All aspects of the stormwater system shall be checked on a regular basis as required, but not less than once every year or following a flood event with a 5 year return period.

Maintenance Schedule – see condition 40

Inspection Interval	Boat Ramp Component	Type of Inspection
6 months	Boat ramp	Visual inspection at low water for surface fracture, cracking and other signs of environmental degradation. Visual inspection at low water for scour around the edges of the ramp.
	Pontoons	Visual inspection above water with attention to damage from vessels, freeboard and connections.
	Piles and pile guides	Visual inspection above water at low tide (if applicable) and checking of pile guides.
1 year	Timber structures	Visual check on condition of framing and the connections between members. Alignment of timbers and the fastenings and hardware should be inspected. Check for decay. Annual pest inspections and treatment as required.
	Steel structures and components	Visual inspection for wear, abrasion and corrosion of the elements and protective coatings. Distortions due to overstress should be noted.
	Rock scour protection	Visual inspection at low water, looking for movement or undermining of rock protection, loss of ramp foundation material or formation of scour holes.
3 years	Pontoons	Full investigation including an underwater inspection and the removal of excessive marine growth. Check for corrosion on all parts.
	Piles and pile guides	Detailed inspection for any deterioration and the removal of excessive marine growth. Remaining section sizes at critical levels should be recorded.
5 years	Timber structures	Detailed above and below water inspection of structural elements. Attention to rot, decay and marine borer attack. Assessment of structure performance.
	Steel structures and components	Detailed inspection of structural elements. Attention to fatigue, wear, deterioration of protective coatings and overall structure performance.
	Concrete structures	Detailed inspection of concrete surfaces and check for visual signs of reinforcement corrosion (cracks, spalling, white salt encrustation, rust stains and exposed reinforcement).

RM230253 & RM230388

General

- 1 The activity shall be in accordance with the application submitted, as shown on the approved plans marked Plans A-F RM230253 and RM230388. Where there is any apparent conflict between the information provided with the application and any condition of this consent, the conditions shall prevail.

Landscaping

- 2 Prior to undertaking any work on site, the Consent Holder shall submit a Landscape and Planting Plan (LPP) to Council's Team Leader, Reserve Operations for approval. The LPP shall be in general accordance with Plan F RM230253 and the purpose of LPP shall be to achieve the following outcomes:
 - a. Retain as much of the existing vegetation and trees within the Park as practicable;
 - b. Reuse or repurpose as many/as much of the existing structures, seating, decking and rock revetment material within the Park as practicable;
 - c. Provide a visual and noise buffer between the recreation and open space areas and the access and ramp using bunding and planting, including species that enhance the native biodiversity of the reserve;
 - d. Provide details of the offset/kissing gates and any other measures (such as the consideration of pedestrian marking and a no vehicle stopping area at the crossing point) to protect and provide for pedestrians crossing the access ramp;
 - e. Ensure that the viewing platform continues to provide an accessible connection to the sea and views to the south towards the estuary. (This may be achieved by elevating the platform and providing a flat or accessible ramp to replace the existing steps);
 - f. Replace lost shade trees removed by the access and ramp with planting within the balance of the Park and on an elevated bund between the ramp and the balance of the Park; and
 - g. Soften the visual appearance of the rock revetment adjoining the ramp and channel with native planting.
- 3 The LPP shall include, but not be limited to, the following information:
 - a. Details of the landscaping, including bunding with a minimum height of 1m and minimum width of 3m, and planting which achieves the purpose of the LPP as set out in condition 2. The LPP shall include the location, size and species of specimen shade trees (Minimum 3m height or 150L container) and the number, spacing and layout of the buffer planting adjoining the ramp access and ramp and the rock revetment;

- b. Details of the reconfiguration of all existing paths, seating and structures and construction of new paths, structures and seating (including seating donated by the community, concrete and other seating under the existing shade trees, adjoining the pétanque court, the amphitheatre);
- c. Details of the restoration and reconfiguration of the poem within the amphitheatre seating;
- d. Methodologies proposed to protect existing trees (including the rata tree) during construction;
- e. Details of offset bars/kissing gates for pedestrian access across ramp – to be submitted for approval by Team leader, Reserves Operations;
- f. Details of the reconfiguration of the pétanque court;
- g. Details of the reconfiguration of the viewing platform (if required) to maintain estuary views and enhance accessibility; and
- h. Detail of maintenance of the planting for 2 years period following establishment.

Advice Note

If the response from the Team Leader, Reserves Operations is that they are not able to accept the LPP they will provide the Consent Holder with reasons and recommendations for changes to the LPP in writing.

- 4 If the Consent Holder receives a response from the Team Leader, Reserves Operations is that they are not able to accept the LPP, within 2 months the Consent Holder must consider any reasons and recommendations and resubmit an amended LPP for acceptance.
- 5 No landscaping or planting shall be undertaken until the LPP is approved.
- 6 All landscaping and planting shall be undertaken in accordance with the approved LPP unless otherwise approved by the Council's Team Leader, Reserve Operations.
- 7 The Consent Holder shall complete all the planting outlined in the LPP by the first November following the completion of the boat ramp construction.
- 8 The Consent Holder shall maintain the planting for a period of 2 years.
- 9 Any dead, dying or diseased plants, shrubs or trees shall be replaced with the same or similar species of the same level of maturity by the following November.

Noise Management

- 10 At least 20 working days prior to the commencement of boat ramp operations, the Consent Holder shall prepare and submit a Noise Management Plan (NMP) prepared by a suitably qualified and experience Acoustic Engineer to Council's Team Leader – Environmental Health for certification. The purpose of the NMP is to manage the operation of the boat ramp to avoid, remedy or mitigate noise effects on adjacent receivers and to ensure compliance with the consent conditions.
- 11 The NMP required by condition 9 shall include the following provisions, as a minimum:

- a. The maximum permitted noise limits applying to the operation of the boat ramp facility.
 - b. Identification of noise sensitive receivers.
 - c. Permitted operating hours.
 - d. Details of the operational noise mitigation measures that must be adopted.
 - e. Procedures for noise monitoring, including for boat ramp operations in the period before 7.00am.
 - f. Details of noise monitoring reporting to council.
 - g. Procedures for receiving, recording, investigating and resolving noise complaints.
 - h. Procedures and methods for effective community liaison on noise issues.
 - i. Procedures and methods for dealing with any non-compliance with the noise related conditions of the resource consent.
- 12 The Consent Holder shall ensure that the boat ramp is operated in accordance with the approved NMP.
- 13 Notwithstanding the requirements of the NMP the Consent Holder shall install signage in two locations at the boat launching ramp that reminds boat ramp users:
- a. That they are near a residential area and to act in a neighbourly fashion.
 - b. Boat users must refrain from using unnecessarily loud voices or shouting to each other, unless for safety or emergency purposes.
 - c. No amplified music will be played at anytime from vehicles or boats.
 - d. To launch boats as quickly, quietly and safely as possible
 - e. To minimise banging against hulls and excessive revving of car engines.
 - f. To start outboards as quietly as possible and depart under low power at less than 5 knots.
 - g. No outboard motor flushing to occur on site.
- 14 Prior to the commencement of construction of the boat ramp the Consent Holder shall install acoustic screening at the following locations:
- a. Along the northern site boundary with 18, 20 and 20B Tahiti Street; and
 - b. Along the southern Residential zone site boundary of the boat ramp.

All acoustic fences shall be at least 2.0m in height with a surface mass of at least 10kg/m². They shall be constructed with no gaps along their length or at their base. The fences shall be maintained to be acoustically effective for as long as this consent is given effect to.

The details of the acoustic treatment shall be provided to Council's Team Leader – Compliance & Investigation (Land and Air) for approval at least 5 days prior to the installation.

Advice Note:

Unless agreement is obtained from the landowners of 13, 18, 20 and 20B Tahi Street to replace the existing fencing on the boundary the acoustic treatment shall be in addition to the existing fence and be located entirely within the application site.

- 15 The Consent Holder shall apply a speed limit of 5 km/hr along the boat ramp access and within the car and trailer carpark on the western side of Tahi Street. Prior to the activity first commencing signage advising of the speed limit shall be installed along the boat ramp access and within the car and trailer carpark. These signs shall be permanently maintained and kept free of visual obstructions.

Signage

- 16 Prior to the commencement of the activity the Consent Holder shall provide details of the size, location and appearance, including wording, of each sign authorised by this consent to Council's Team Leader – Compliance & Investigation (Land and Air) for approval. The location of signs shall be in general accordance with approved Plan A RM230253.
- 17 Notwithstanding condition 15 no sign shall exceed 2 metres square in area and all signage shall be single sided unless agreed under condition 15.
- 18 No sign shall be positioned within the visibility splay of the access to the boat ramp or the access to the car and trailer carpark.
- 19 The Consent Holder shall install the signage approved under condition 15 prior to commencement of the activity and shall maintain signage, including ensuring it is free of obstructions, for the duration of the activity.

Traffic and car parking

- 20 At least one month prior to the construction of the boat ramp (including access and car and trailer car park) the Consent Holder shall provide a Traffic Management Plan (TMP) prepared by a suitably qualified and experienced Transport Engineer to the Council's Team Leader – Compliance & Investigation (Land and Air) for approval. The purpose of the TMP is to ensure the activity operates efficiently to minimise traffic effects on Tahi Street and the junction with Aranui Road and Tahi Street. The TMP shall include the following:
- a. Details of how queueing associated with the boat ramp will be managed on an ongoing basis.
 - b. Ongoing monitoring of traffic effects.
 - c. Temporary management of parking whilst alterations are undertaken for the car park on the eastern side of Tahi Street.
 - d. A plan showing the layout of the car and trailer car park on the western side of Tahi Street with swept path curves and manoeuvring curves provided to demonstrate every space can be practically accessed.

- 21 The plan for managing queueing which is included within the TMP and approved by Council's Team Leader – Compliance & Investigation (Land and Air) shall be implemented prior to the commencement of the activity and maintained on an ongoing basis.
- 22 Prior to the commencement of the activity the Consent Holder shall undertake the works required to amend the layout of the car park on the eastern side of Tahi Street in accordance with Plan C RM230253. During the works to alter the layout the Consent Holder shall operate the temporary parking management plan approved by the Council as part of the TMP.
- 23 Prior to the commencement of the activity the Consent Holder shall form the car and trailer carpark on the western side of Tahi Street, as identified on Plan C RM230253 to an all weather surface.
- 24 The car and trailer carpark on the western side of Tahi Street shall be laid out in a manner that accommodates 62 spaces permanently marked out in accordance with Plan C RM230253. Except that where the TMP identifies an alternative more practical layout which is approved by the Council's Team Leader – Compliance & Investigation (Land and Air) this layout shall be adopted and spaces marked according to that layout.

Vehicle Access

- 25 The Consent Holder shall construct the access to the boat ramp and the access to the car and trailer carpark on the western side of Tahi Street prior to the activity commencing. The seal shall extend at least 5 metres from the existing sealed road edge and the access shall be in general accordance with Plan A RM230253.

Advice Note:

All cost associated with the access upgrade is to be met by the Consent Holder and a vehicle access crossing permit is required to be obtained through Council's Community Infrastructure Group.

Lighting

- 26 The Consent Holder shall ensure that any spotlights or floodlights used to illuminate the sign are permanently fixed so as to be directed solely at the sign and lighting shall not spill onto any habitable building on an adjoining property.
- 27 The Consent Holder shall ensure that any lighting installed as part of the boat ramp activity, either on the access, ramp or car and trailer carpark is directed away from any adjacent site to ensure light does not spill onto any other site or public road. Lighting shall also be shielded from above to minimise sky glow effects from lighting.

Operating Hours

- 28 Prior to the commencement of the activity the Consent Holder shall install barrier arms in the location shown on approved Plan A RM230253. The barrier arms shall be automated and controlled via electronic authentication means which may include use of an access card or fob, pin number or other similar means.

- 29 The barrier arms required by condition 25 shall be programmed to operate only between the hours of 4.30am (04:30hrs) and 10.00pm (22:00hrs) during summer daylight savings time and 5.30am (05:30hrs) and 9.00pm (21:00) during winter (non-daylight savings time).
- 30 There may be an exception to the hours of operation under condition 26 where people need to use the boat ramp as a matter of emergency.
- 31 Signage shall be placed adjacent to the barrier arms and at the base of the boat ramp to advise of the hours of operation for the ramp and the protocol for any person attempting to retrieve a boat outside of these hours.

Membership

- 32 The boat ramp shall be available for launching and retrieving boats only by people who have a membership to the Mapua Boat Club. Signage erected at the boat ramp, on the Mapua Boat Club website and any associated literature / publications / advertising material associated with the boat ramp that membership is a requirement of use of the boat ramp. The boat ramp shall not be used by the general public to launch or retrieve boats (other than non-powered craft such as kayaks), except in emergency situations.
- 33 The Consent Holder shall ensure that at the time of membership, new members are issued safety information relating to the risk associated with the boat ramp, including but not limited to, tidal currents, the sandbar and hazards associated with launching and retrieving which are particular to the location of the boat ramp.

Public Access

- 34 Notwithstanding the requirements of condition 2 in relation to the LPP the Consent Holder shall provide a plan showing the layout and formation of the footpath extending from the coastal marine area to the south of the boat ramp, across the ramp and connecting into the existing boardwalk to the north of the boat ramp to Council's Team Leader – Compliance & Investigation (Land and Air) for approval at least one month prior to commencement of construction. The plan shall include details of how parking over the pedestrian crossing will be prevented and any signage relating to pedestrian crossing.
- 35 Prior to the operation of the boat ramp the Consent Holder shall construct the footpath and pedestrian crossing in accordance with the plan approved under condition 33.
- 36 Prior to operation of the boat ramp the Consent Holder shall install the offset / kissing gates and any other measures approved under the LPP to protect and provide for pedestrians crossing the access ramp. The gates shall be permanently maintained in working order.

Lease Agreement

- 37 Prior to any work commencing on any part of the activity authorised by this consent the Consent Holder shall identify and enter into agreements (in a form, substance and manner satisfactory to the Council in its sole discretion) for rights to use the land needed for the Boat Ramp and for the car and trailer carparking on the western side of Tahi Street to facilitate the use of the Boat Ramp.

Review

- 38 Pursuant to section 128 of the Resource Management Act the Council may review any or all of the conditions of the consents for all or any of the following purposes:

- a. dealing with any adverse effect on the environment which may arise from the exercise of the consents that was not foreseen at the time of granting of the consent, and which is therefore more appropriate to deal with at a later stage; or
- b. to deal with any unforeseen adverse health and safety, amenity effects, noise or traffic issue that might arise as a result of the implementation of these consents; or
- c. requiring the Consent Holder to adopt the best practicable option to remove or reduce any adverse effect on the environment resulting from the land disturbance; or
- d. to comply with national environmental standards made under section 43 of the Resource Management Act 1991.

ADVICE NOTES

Council Regulations

- A This is not a building consent and the Consent Holder shall meet the requirements of Council with regard to all Building and Health Bylaws, Regulations and Acts.

Other Tasman Resource Management Plan Provisions

- B This resource consent only authorises the activity described above. Any matters or activities not referred to in this consent or covered by the conditions must either:
- 1) comply with all the criteria of a relevant permitted activity rule in the Tasman Resource Management Plan (TRMP);
 - 2) be allowed by the Resource Management Act; or
 - 3) be authorised by a separate resource consent.

Consent Holder

- C This consent is granted to the abovementioned Consent Holder but Section 134 of the Act states that such land use consents “attach to the land” and accordingly may be enjoyed by any subsequent owners and occupiers of the land. Therefore, any reference to “Consent Holder” in the conditions shall mean the current owners and occupiers of the subject land. Any new owners or occupiers should therefore familiarise themselves with the conditions of this consent as there may be conditions that are required to be complied with on an ongoing basis.

Development Contributions

- D The Consent Holder may be liable to pay a development contribution in accordance with the Development Contributions Policy found in the Long Term Plan (LTP). The amount to be paid will be in accordance with the requirements that are current at the time the relevant development contribution is paid.

Council will not issue a Code Compliance Certificate until all development contributions have been paid in accordance with Council’s Development Contributions Policy under the Local Government Act 2002.

Monitoring

- E Monitoring of this resource consent will be undertaken by the Council as provided for by Section 35 of the Act and a one-off fee has already been charged for this monitoring. Should the monitoring costs exceed this fee, the Council reserves the right to recover these additional costs from the Consent Holder. Costs can be minimised by consistently complying with conditions, thereby reducing the necessity and/or frequency of Council staff visits.

Cultural Heritage

- F Council draws your attention to the provisions of the Heritage New Zealand Pouhere Taonga Act 2014. In the event of discovering an archaeological find during the earthworks (eg, shell, midden, hangi or ovens, garden soils, pit depressions, occupation evidence, burials, taonga, etc) you are required under the Heritage New Zealand Pouhere Taonga Act 2014 to cease the works immediately until, or unless, authority is obtained from Heritage New Zealand Pouhere Taonga under the Heritage New Zealand Pouhere Taonga Act 2014.

Interests Registered on Property Title

- G The Consent Holder should note that this resource consent does not override any registered interest on the property title.

Construction Times & Noise from Construction Work

- H Construction work should only take place between 7.30am and 6.00pm from Monday to Saturday. There should be no works on Sundays or public holidays. The restriction on hours of works should not apply to low noise generating activities, such as site set up or staff meetings, which may occur outside of these hours provided they are generally inaudible off site. The noise from any construction work activity should be measured and assessed in accordance with the requirements of New Zealand Standard NZS6803:1999 Acoustics – Construction noise.

Vehicle Crossing Permit

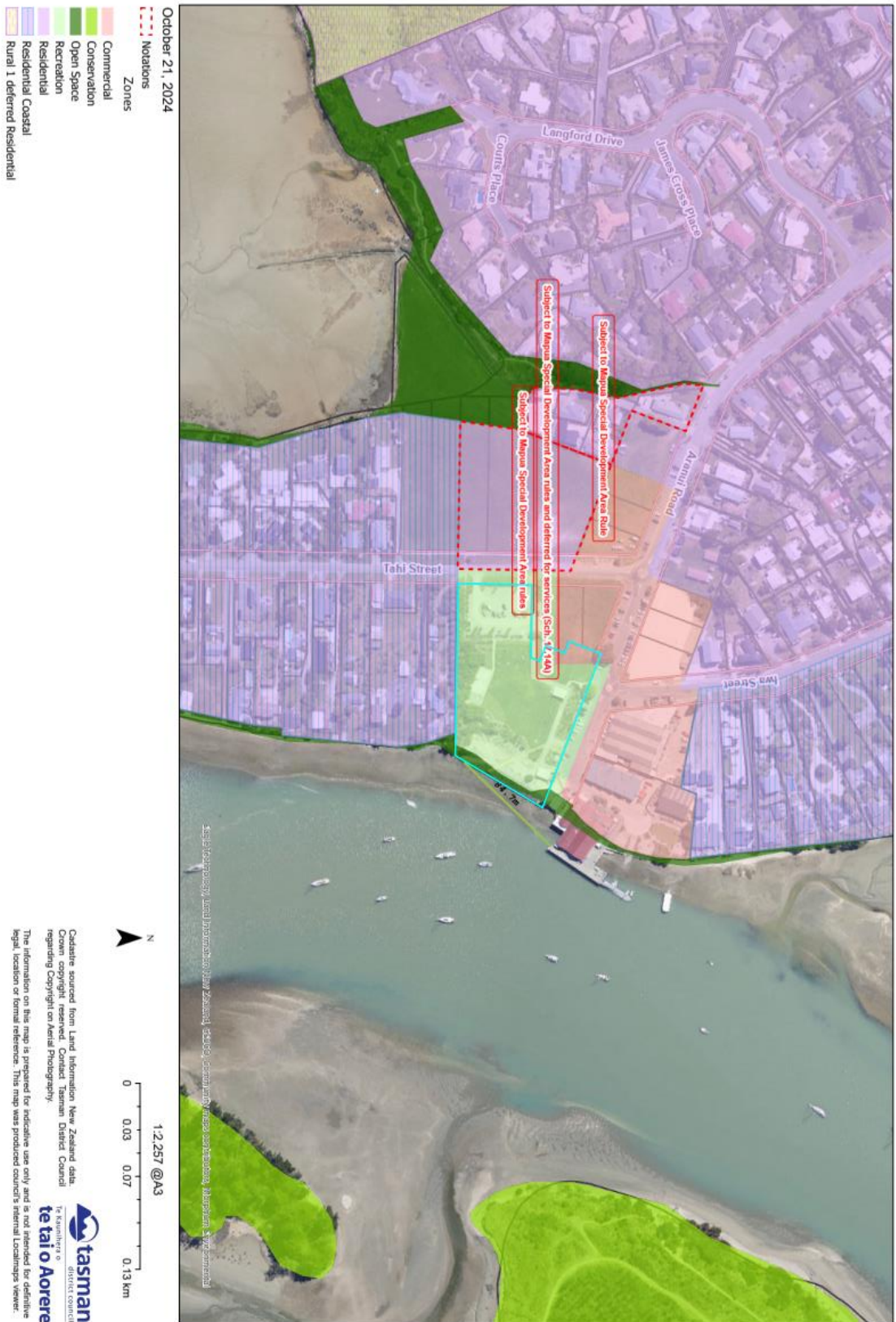
- I A Vehicle Crossing Permit will need to be obtained from the Council's Community Infrastructure Group to authorise the construct to the vehicle crossing on the western side of Tahi Street. Please contact the Council's Community Infrastructure Group for more information.

Corridor Access Request

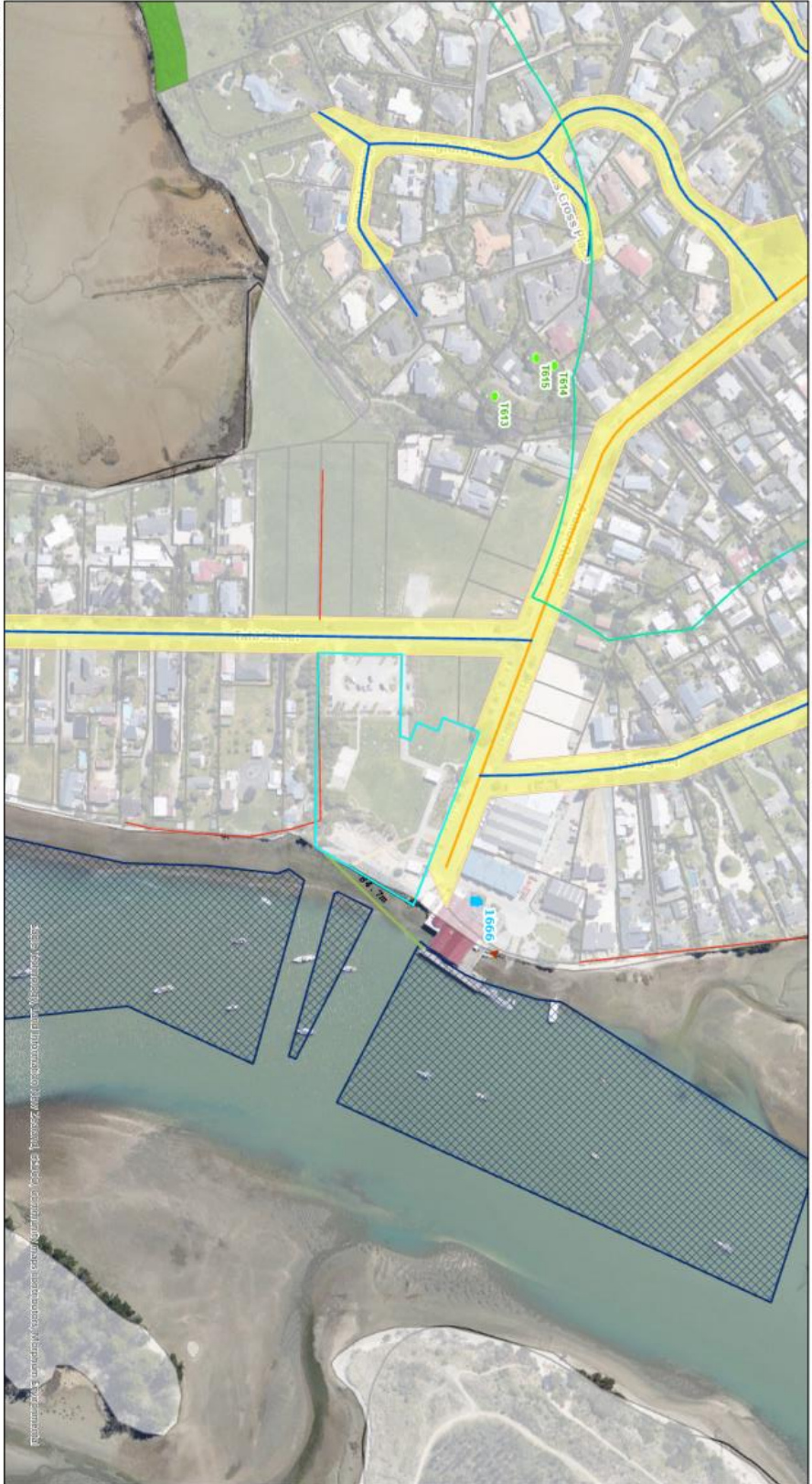
- J Corridor Access Request will need to be made to the Council's Community Infrastructure Group to authorise the new **xx** works within the road reserve. Please contact the Council's Community Infrastructure Group for more information.

Attachment 3
TRMP Zone and Overlays Maps
RM230253 and Ors

LocalMaps Print



LocalMaps Print



October 21, 2024

- Heritage Buildings
- Heritage Building - Heritage New Zealand
- Protected Trees
- View Points
- Coastal Environment Area
- Indicative Walkways
- Indicative Reserves
- Road Area
- Mooring Area
- Land Disturbance
- Road Hierarchy
- Land Disturbance - Zone 1
- Collector
- Local Roads

12,257 @A3

0 0.03 0.07 0.13 km

tasman
 te tai o Aoreore
 DISTRICT COUNCIL

Cadastre sourced from Land Information New Zealand data. Crown copyright reserved. Contact Tasman District Council regarding Copyright on Aerial Photography.

The information on this map is prepared for indicative use only and is not intended for definitive legal location or formal reference. This map was produced Council's Internal LocalMaps system.

Attachment 4
TRMP Objectives and Policies Summary
RM230253 and Ors

Chapter 5 – Site Amenity Effects	
5.1 Adverse Off-Site Effects	
Objective 5.1.2	Avoidance, remedying or mitigation of adverse effects from the use of land on the use and enjoyment of other land and on the qualities of natural and physical resources.
Policy 5.1.3.1	To ensure that any adverse effects of subdivision and development on site amenity, natural and built heritage and landscape values, and contamination and natural hazard risks are avoided, remedied, or mitigated.
Policy 5.1.3.9	To avoid, remedy, or mitigate effects of: (a) noise and vibration; (b) dust and other particulate emissions; (c) contaminant discharges; (d) odour and fumes; (e) glare; (f) electrical interference; (g) vehicles; (h) buildings and structures; (i) temporary activities; beyond the boundaries of the site generating the effect.
Policy 5.1.3.11	To avoid, remedy, or mitigate the likelihood and adverse effects of the discharge of any contaminant beyond the property on which it is generated, stored, or used.
Policy 5.1.3.12	To protect the natural character of coastal land from adverse effects of further subdivision, use or development, including effects on: (a) natural features and landscapes, such as headlands, cliffs and the margins of estuaries; (b) habitats such as estuaries and wetlands; (c) ecosystems, especially those including rare or endangered species or communities; (d) natural processes, such as spit formation; (e) water and air quality; having regard to the: (i) rarity or representativeness; (ii) vulnerability or resilience; (iii) coherence and intactness; (iv) interdependence; (v) scientific, cultural, historic or amenity value; of such features, landscapes, habitats, ecosystems, processes and values.
5.2 Amenity Values	
Objective 5.2.2	Maintenance and enhancement of amenity values on site and within communities throughout the District.
Policy 5.2.3.4	To promote amenity through vegetation, landscaping, street and park furniture, and screening
Policy 5.2.3.6	To maintain and enhance natural and heritage features on individual sites.
Policy 5.2.3.8	To avoid, remedy or mitigate the adverse effects of traffic on the amenity of residential, commercial and rural areas.
Policy 5.2.3.9	To avoid, remedy or mitigate the adverse effects of signs on amenity values
Policy 5.2.3.10	To allow signs in residential, rural residential, recreation and rural areas that are necessary for information, direction or safety
5.3 Visual and Aesthetic Character	
Objective 5.3.2	Maintenance and enhancement of the special visual and aesthetic character of localities.
Policy 5.3.3.3	To avoid, remedy or mitigate the adverse effects of the location, design and appearance of buildings, signs and incompatible land uses in areas of significant natural or scenic, cultural, historic or other special amenity value.

Policy 5.3.3.5	To maintain and enhance features which contribute to the identity and visual and aesthetic character of localities, including: (a) heritage sites and buildings; (b) vegetation; (c) significant landmarks and views.
Chapter 6 – Urban Environment Effects	
6.4 Coastal Urban Development	
Objective 6.4.2	Containment of urban subdivision, use and development so that it avoids cumulative adverse effects on the natural character of the coastal environment.
6.15 Mapua/Ruby Bay	
Policy 6.15.3.4	To maintain Mapua wharf and its historic wharf buildings as a vibrant and active visitor destination, incorporating the eastern part of the ex Fruitgrowers Chemical Company site to provide for a limited extension of visitor attractions that complements the historic and low key maritime atmosphere and enhances public access to and along the foreshore.
Policy 6.15.3.5	To develop and extend the Mapua commercial area as the retail and community facilities centre and integrate it with the development of the adjoining reserve, particularly in respect of parking, landscaping and ensuring a safe traffic environment on Aranui Road.
Policy 6.15.3.8	To create a highly connected network of open spaces and local and regional accessways through and around Mapua and Ruby Bay that encourages people to walk and cycle.
Policy 6.15.3.9	To retain a natural buffer between the edge of the Waimea estuary, the coastal vegetated gullies and scarps and surrounding land use.
Policy 6.15.3.14	To develop and maintain high quality, enduring public spaces both at the water's edge and within Mapua.
Policy 6.15.3.15	To provide specific management of land disturbance at the Mapua waterfront park site, the ex landfill site and adjacent creek, and Tahi Street roadway.
Chapter 8- Margins of Rivers, Lakes, Wetlands and the Coast	
8.1 Public Access	
Objective 8.1.2	The maintenance and enhancement of public access to and along the margins of lakes, rivers, wetlands and the coast, which are of recreational value to the public.
Policy 8.1.3.1	To maintain and enhance public access to and along the margins of water bodies and the coast while avoiding, remedying or mitigating adverse effects on other resources or values, including: indigenous vegetation and habitat; public health, safety, security and infrastructure; cultural values; and use of adjoining private land.
Policy 8.1.3.2	Notwithstanding Policy 8.1.3.1, public access by way of esplanade requirements will not be sought in areas where risks to public health and safety cannot be avoided, remedied or mitigated; or in areas where it is necessary to maintain security, consistent with the purpose of any resource consent, such as operational port areas.
Policy 8.1.3.5	To seek public access linkages between reserves and public access adjoining water bodies or the coastal marine area in the vicinity.
Chapter 10- Significant Natural Values and Historic Heritage	
10.1 Biodiversity and Indigenous Ecosystems	
Objective 10.1.2	Protection and enhancement of indigenous biological diversity and integrity of terrestrial, freshwater and coastal ecosystems, communities and species.
Policy 10.1.3.2	To safeguard the life-supporting capacity of the District's indigenous ecosystems, including significant natural areas, from the adverse effects of subdivision, use and development of land.
10.2 Historic Heritage	
Objective 10.2.2	Appropriate protection, management and enhancement of historic heritage, including cultural heritage sites, heritage buildings and structures, and protected trees, for their contribution to the character, identity, wairua, and visual amenity of the District.

Policy 10.2.3.2	To reduce the risk of modification, damage or destruction of cultural heritage sites arising from subdivision, use and development activities.
Policy 10.2.3.4	To ensure that where an activity that requires a resource consent will have an adverse effect on the wairua or other cultural or spiritual values associated with a wāhi tapu, that activity has been approved by manawhenua iwi as an affected party.
Policy 10.2.3.15	To account for the values of manawhenua iwi by acknowledging the manawhenua iwi as kaitiaki in relation to cultural heritage sites of significance to Maori in the District.
Policy 10.2.3.19	To ensure that highly significant cultural heritage sites are maintained, protected or enhanced
Chapter 11- Land Transport Effects	
11.1 Effects on Transport Safety and Efficiency	
Objective 11.1.2	A safe and efficient transport system, where any adverse effects of the subdivision, use or development of land on the transport system are avoided, remedied or mitigated.
Policy 11.1.3.1	To promote the location and form of built development, particularly in urban areas, that: (a) avoids, remedies or mitigates adverse effects of traffic generation; (b) provides direct and short travel routes by vehicle, cycling and pedestrian modes between living, working, service, and recreational areas; (c) avoids an increase in traffic safety risk; (d) allows opportunities for viable passenger transport services to be realised; (e) provides a clear and distinctive transition between the urban and rural environments; (f) segregates roads and land uses sensitive to effects of traffic.
Policy 11.1.3.2	To ensure that land uses generating significant traffic volume: (a) are located so that the traffic has access to classes of roads that are able to receive the increase in traffic volume without reducing safety or efficiency; (b) are designed so that traffic access and egress points avoid or mitigate adverse effects on the safety and efficiency of the road network
Policy 11.1.3.4	To avoid, remedy or mitigate adverse effects of traffic on amenity values.
Policy 11.1.3.6	To control the design, number, location and use of vehicle accesses to roads; including their proximity to intersections and any need for reversing to or from roads; so that the safety and efficiency of the road network is not adversely affected.
Policy 11.1.3.7	To ensure that adequate and efficient parking and loading spaces are provided, either on individual sites or collectively, to avoid or mitigate adverse effects on the safety and efficiency of the road network.
Policy 11.1.3.11	To ensure that signs do not detract from traffic safety by causing confusion or distraction to or obstructing the views of motorists or pedestrians.
Chapter 14- Reserves and Open Space	
14.1 Provision of Reserves and Open Space	
Objective 14.1.2	Adequate area and distribution of a wide range of reserves and open spaces to maintain and enhance recreation, conservation, access and amenity values.
Policy 14.1.3.9	To encourage effective and efficient design and establishment of parks and reserves that can integrate multiple uses and functions of open space, including for network infrastructure.
14.2 Use of Reserves and Open Space	
Objective 14.2.2	Efficient and effective use of open space and reserves to meet community needs for recreation and amenity.
Policy 14.2.3.1	To maintain and where necessary improve the quality of reserves, open space and public recreational facilities.
Policy 14.2.3.3	To encourage multiple use of reserves and open space and recreational facilities where practical.
Policy 14.2.3.4	To identify and protect areas that are important for informal low key recreation and community activities.
Policy 14.2.3.7	To consult with the community on the management, development and design of open space and reserves

14.4 Effects of Activities and Facilities on reserves and Surrounding Areas	
Objective 14.4.2	The avoidance of significant adverse effects of activities and facilities on open space and recreational areas, and on the amenity values of surrounding areas.
Policy 14.4.3.1	To control the scale, extent and location of buildings and structures to ensure the open space character of reserves is maintained.
Policy 14.4.3.2	To ensure that activities associated with open space and reserves do not give rise to adverse environmental effects (such as noise, glare, traffic, pesticide discharge) without adequate mitigation.
Chapter 20 - Effects of Craft Using the Surface of Coastal Waters	
Objective 20.1.2	Safe navigation, amenity values and natural values that are not compromised by the passage of craft, or by other activities on the surface of the water.
Policy 20.1.3.1	Council will ensure that movements of craft or other activities on the surface of coastal waters do not create or aggravate risks to safe navigation, particularly in areas of intensive seasonal use of craft and in relation to the scale, intensity, frequency, duration and mix of activities.
Policy 20.1.3.2	To avoid, remedy or mitigate adverse effects on safe navigation from structures, occupation or other uses of the coastal marine area, especially in established fishing areas, Mooring Areas, ports or their approaches, or in other intensively used coastal marine space.
Policy 20.1.3.2C	To avoid activities within Mooring Areas where the activity will interfere with the use or management of moorings within the Mooring Areas.
Policy 20.1.3.2D	To avoid the adverse effects on the efficient use of coastal space within a Mooring Area arising from granting new or re-consenting of existing coastal permits for moorings.
Policy 20.1.3.3	To avoid, remedy or mitigate adverse effects on amenity values and natural values, including: (a) disturbance of wildlife or marine mammals; (b) disruption to natural quiet; (c) degrading the quality of experience of particular activities; from the scale, intensity, frequency, duration or mix of activities using craft.
Chapter 21- Effects of Disturbance, Structures and Occupation on Coastal Marine Conservation, Heritage, Access and Amenity Values	
21.1 Preservation of Natural Character	
Objective 21.1.2	Preservation of the natural character of the coastal marine area, particularly its margins, and including the maintenance of all values that contribute to natural character, and its protection from the adverse effects of use or development.
Policy 21.1.3.1	To avoid, remedy or mitigate adverse effects on the natural character of the coastal marine area from activities, including: (a) physical modification to foreshore or seabed, including reclamation, dredging, removal or deposition of material, or other disturbance; (b) disturbance of plants, animals, or their habitats; (c) structures, including impediments to natural coastal processes; (d) the use of vessels or vehicles; (e) stock grazing or trampling on coastal margins; (f) the discharge of any contaminant or waste
21.2 Protection of Habitats and Ecosystems	
Objective 21.2.2	Avoidance, remediation, or mitigation of adverse effects on marine habitats and ecosystems caused by: (a) access by vessels, vehicles, people, or animals; (b) the introduction of species non-indigenous to the District; (c) disturbance of the foreshore or seabed; (d) the placement and use of structures for port, berthage, aquaculture, network utilities, roads, mineral extraction or any other purpose; (e) the disposal of contaminants or waste, or accidental spillage of substances; with priority for avoidance in those areas having nationally or internationally important natural ecosystem values.

Policy 21.2.3.3	To avoid, remedy or mitigate adverse effects of structures or works in the coastal marine area, for any purpose, on: (a) natural character; (b) natural coastal processes and patterns; (c) coastal habitats and ecosystems, particularly those supporting rare or endangered indigenous or migratory species, or nationally or internationally significant natural ecosystems; (d) public access to coastal marine space; (e) visual amenity and landscapes or seascapes; (f) navigational safety; (g) historic and cultural values.
Policy 21.2.3.5	To avoid, remedy or mitigate adverse effects from the maintenance, replacement or protection of utility structures or facilities, including roading structures, wharves, or jetties, in the coastal marine area.
Policy 21.2.3.10	To allow the use of the foreshore where there are no adverse effects on: (a) public access and safety; (b) amenity values; (c) plants, animals or habitats; (d) natural features and processes; (e) existing authorised structures
Policy 21.2.3.21	To restrict structures and disturbance such as port developments, jetties, moorings or aquaculture from locating in areas where they would adversely affect nationally or internationally significant natural ecosystem values or significant habitats such as estuaries and intertidal areas.
Policy 21.2.3.26	To avoid, remedy or mitigate adverse effects of vehicles in estuarine areas
21.3 Protection of Landscapes, Seascapes and Natural Features	
Objective 21.3.2	Maintenance of the natural character and landscape of the coastal marine area.
Policy 21.3.3.1	To allow Mooring Areas and structures or physical modifications in the coastal marine area only where the effect on the natural components of landscape and seascape values of the area, including any contribution to any likely cumulative effect, is limited in extent and is consistent with the existing degree of landscape and seascape modification.
21.4 Protection of Natural Coastal Processes	
Objective 21.4.2	Maintenance of natural coastal processes free from disturbance or impediments.
Policies 21.4.3.3	To require the likely effects of disturbance, including excavation, deposition or removal of material, or structures, on natural coastal processes, to be avoided or mitigated.
21.5 Protection of Cultural Heritage Values	
Objective 21.5.2	Maintenance of the cultural heritage values of items, sites or areas in the coastal marine area, including taonga of the tangata whenua.
21.6 Effects of Public Access	
Objective 21.6.2	Maintenance and enhancement of public access in the coastal marine area, including public passage or navigation: (a) while preserving natural character, and maintaining ecosystems, heritage, and amenity values; and (b) without undue hazard or loss of enjoyment as a result of private occupation or use of coastal marine space.
Policy 21.6.3.1	To avoid, remedy or mitigate adverse effects of facilities for access to and from the coastal marine area and consider the functional need for those activities to occupy the coastal marine area.
Policy 21.6.3.2	To avoid, remedy or mitigate adverse effects of private occupation of space in the coastal marine area, having regard to the common right of public access to or in that area.

Policy 21.6.3.3	Public access in the coastal marine area will be restricted only where necessary to: (a) protect areas of significant indigenous vegetation and significant habitats of indigenous fauna; (b) protect cultural and spiritual values of the tangata whenua; (c) protect public health and safety; (d) ensure consistency consistent with the purpose of a resource consent; or other exceptional circumstances.
21.7 Enhancement of Amenity Values	
Objective 21.7.2	Maintenance and enhancement of the amenity value derived from the natural character of the coastal marine area.
Policy 21.7.3.1	To avoid, remedy or mitigate the adverse effects of activities in the coastal marine area, including structures for its use and enjoyment, on the amenity values of any part of the coastal marine area or coastal land, particularly on those values dependent on natural character, such as in areas adjacent to national parks, estuaries and open beaches, and taking into account: (a) location (b) permanence (c) size and number (d) frequency and duration of use (e) need to exclude other activities or people.
Chapter 24 – Noise Emissions	
24.1 Effects of Noise	
Objective 24.1.2	A coastal marine area in which noise levels do not adversely affect natural character, amenity values or wildlife in the coastal environment.
Policy 21.1.3.1	To avoid, remedy or mitigate adverse effects of noise from activities in the coastal marine area on the natural character of the coastal environment and in places where natural quietness contributes to the amenity value of a coastal locality.
Policy 24.1.3.2	To avoid, remedy or mitigate adverse effects of noise from activities in the coastal marine area on wildlife, including seabirds and marine mammals, and especially effects on their continued occupation of their usual habitat, including feeding and roosting areas and their ability to breed successfully.
Chapter 35 – Discharges to the Coastal Marine Area	
Objective 35.1.2	The discharge of contaminants into the coastal marine area in such a way that avoids, remedies, or mitigates adverse effects while: (a) maintaining existing water quality; and (b) enhancing water quality where existing quality is degraded for natural and human uses or values.
Policy 35.1.3.2	To control the effects of discharges of contaminants so that, in combination with other contaminant discharge effects, they enable the relevant water classification standards to be complied with.
Policy 35.1.3.5	Adverse effects of discharges into the coastal marine area, including adverse effects of: (a) point source discharges on their own or in combination with other point source discharges; and (b) non-point source contamination arising from land use activities and entering the coastal marine area; and (c) contaminants in urban and rural stormwater; and (d) discharges of contaminants from aquaculture activities; should, as far as practicable, be avoided. Where complete avoidance is not practicable, the adverse effects should be mitigated and provision made for remedying those effects, to the extent practicable.
Policy 35.1.3.7	To take into account the following factors in determining the significance of actual or likely adverse effects on the receiving water of or from contaminant discharges: (a) Any water classification. (b) Existing water quality of the receiving water. (c) The sensitivity and significance of the aquatic life or ecosystem.

	<p>(d) The extent of the water adversely affected.</p> <p>(e) The magnitude, frequency and duration of the adverse effect, including any cumulative effect as a result of the discharge.</p> <p>(f) The range and intensity of uses and values of the water.</p> <p>(g) The conflicts between uses and values of the water.</p> <p>(h) The nature of the risks of the adverse effect.</p> <p>(i) Any relevant national or international water quality guideline or standard.</p>
<p>Policy 35.1.3.12</p>	<p>To ensure that land use and discharge activities, particularly those involving hazardous substances, are carried out having regard to contingency planning measures appropriate to the scale and nature of any discharge or potential discharge and the risk to the environment for any accidental discharge of any contaminant that may result in connection with the activity.</p>

Attachment 5
Submission Summary
RM230253 and Ors

Mapua Boat Ramp Submission Summary

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
1.	Bridget Castle	<ol style="list-style-type: none"> Advantages of regaining Grossi Point outweigh disadvantages Sea scouts need a good facility, will be a good community resource 	S	Grant Consent – conditions <ul style="list-style-type: none"> Have excellent engineering design Supervision during construction for HAIL land Boat seeds leaving estuary
2.	Elaine & Graham Fisher	<ol style="list-style-type: none"> Grossi point is not ideal for several reasons including cultural significance. New ramp will relieve pressure on Grossi Point and provide safe place for boat launching. Sea scout facility is investment in young people. 	S	Grant consent
3.	Margot & Peter Syms	<ol style="list-style-type: none"> Grossi point could be returned to recreational reserve as boat launching is inappropriate – issues with safety, fish waste and boat speed 	S	Grant consent
4.	Trisha Strickland	<ol style="list-style-type: none"> Easy access to coast, positive effects and opportunities for boating and water sports. Local resource and meeting place / community asset Utilise natural and physical resources 	S	Grant consent
5.	Robert Smith	<ol style="list-style-type: none"> Ramp and associated buildings will be a great asset to community. 	S	Grant consent
6.	David Jeffery	<ol style="list-style-type: none"> Essential for a seaside community If Grossi Point was available long term new ramp would not be required but Grossi point may not be available long term. 	S	Grant consent
7.	Stephen Sheaf	<ol style="list-style-type: none"> Major change which will detract from the character of waterfront. Significantly increase traffic and congestion. 	O	Decline consent – Council to undertake surveys and corrective action for: <ul style="list-style-type: none"> Traffic movements and congestion Impact on affected community

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 3. Removal of car parking, those with mobility issues will be disadvantaged 4. There is an existing community hall 5. Only of benefit to boating fraternity with a cost to other residents. 		<ul style="list-style-type: none"> • Impact on local business
8.	Susan Butler	<ol style="list-style-type: none"> 1. Boat ramp was always meant to be replaced. 	S	Grant consent
9.	John Lister	<ol style="list-style-type: none"> 1. Ramp is too large and in a dangerous position. 2. Better launching options in Nelson & Motueka 3. Ramp & Sea Scout building at Grossi Point could be developed 	O	Decline consent <ul style="list-style-type: none"> • Move to Grossi point • No sea scout building • No restrictions to current wharf and no exclusive use of kite park area.
10.	Margaret Pidgeon	<ol style="list-style-type: none"> 1. Community should have water access – need for safe boat ramp. 2. TDC commitment to community following closure of original boat ramp. 3. Safe & quick access to water for rescues. 	S	Grant consent <ul style="list-style-type: none"> • Limited access by locals and limited outsiders – to control traffic congestion. • Historic wharf buildings are retained in public ownership under TDC control. • Staged construction – boat ramp then building. • Ensure there is sufficient recreational open space left for other community activities.
11.	Lionel & Linda Jenkins	<ol style="list-style-type: none"> 1. Use of Grossi Point for boat launching is unsatisfactory and should be blocked off for motorised craft. 2. Reserve area is currently under utilised, boat ramp makes use of this space. 	S	Grant consent
12.	Alison & Jim Muckle	<ol style="list-style-type: none"> 1. Enable boating in an area where swimming etc are unlikely. 2. Use of Grossi point for boat launching has potential for conflict with swimmers etc. 	S	Grant consent
13.	Graham Ussher	<ol style="list-style-type: none"> 1. Health & safety 2. Ecology 3. Community values 	O	Decline
14.	Elizabeth Ussher	<ol style="list-style-type: none"> 1. Health & safety – conflict with swimmers 2. Noise 	O	Decline

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 3. Traffic – increase on narrow roads 4. Public amenity – seems to cater for small percentage of population 		
15.	Jeff Quartly	<ul style="list-style-type: none"> • Grossi point is ideal to continue using. • Boat club / sea scouts could use museum for more space • Condition of government funding for clean up of contaminated land – land used for community. • Loss of reserve land for community • Mapua hall is available for community functions. • Boat ramp is a commercial operation not a community activity. • Traffic volume, safety – intersection with Mapua Drive. • Concern over boats tying up at the pontoon – conflict with other users etc. swimmers / fishing. • Increase in noise. 	O	<p>Decline</p> <ul style="list-style-type: none"> • If boat ramp is privately run then money from Council should be repaid
16.	Anne & Bob Phillips	<ol style="list-style-type: none"> 1. Cost burden to ratepayers 2. Public safety – contaminant bunding 3. Loss of walkway along waterfront 4. Loss of community public space 5. Traffic congestion on narrow roads. 	O	Decline
17.	Shelia Lyons	<ol style="list-style-type: none"> 1. Other nearby boat ramps available. 2. Sea scout building is not just for sea scouts – bar facilities. 3. Loss of car parking, detrimental to commercial businesses. 4. Western side of Tahī street is used for informal 	O	Decline

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		recreation / overflow car parking. 5. Sea Scout building does not fit into natural landscape, inappropriate appearance. 6. Effects of estuary birds, loss of vegetation. 7. Noise (lives at 27B Aranui Road) 8. Traffic – congestion & safety – at present less boats using Grossi Point than would use boat ramp 9. Pollution – dust from car parking area 10. Health & safety – conflict between boats & swimmers 11. Contaminated land 12. No benefit to wider community 13. Survey results are incorrect.		
18.	Samuel Richards	1. Community good 2. Reduce impact on Grossi Point beach 3. Safer – delineation between beach users and boating area	S	Grant consent
19.	Sally Hargreaves	1. Sea scout benefits to children 2. Only needed due to closure of original boat ramp and potential for closing Grossi Point to motorised craft. 3. Contaminated land will be managed 4. Existing car park underutilised – ramp will facilitate connection to wharf. Alternative parking is sensible and unlikely to be increase in traffic. 5. Coastal engineer’s report confirms suitability of ramp for launching.	S	Grant consent
20.	Frederick Cassin	1. Right to boat launching 2. TDC removed access to original ramp and should allow for a replacement.	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
21.	Di O'Halloran	<ol style="list-style-type: none"> 1. Survey results are incorrect 2. No need for boat ramp – Grossi Point can continue to be used. 3. Loss of public green space. 4. Contaminated land disturbance. 5. Traffic congestion. 6. Loss of boat clubrooms from wharf risks commercial interest. 	O	Decline
22.	David Briggs	<ol style="list-style-type: none"> 1. Loss of public access and open green space 2. Release of dangerous contaminants during construction 3. Use of cement will release greenhouse gases – we should be reducing emissions. 4. Traffic congestion, pollution, noise & safety 5. Other alternative boat ramps (Motueka & Rabbit Island) 6. Inconsistent with other tourist & recreational activities nearby – not representative of community wishes. 	O	Decline <ul style="list-style-type: none"> • Public access maintained • Greenhouse gas emissions (construction and use) offset • Vehicle access limited to daylight hours • Equivalent open space provided elsewhere • Further public consultation on traffic management • Construction independently monitored in relation to risk of contaminant release
23.	Geoffrey & Felicity McBride	<ol style="list-style-type: none"> 1. Sufficient room for traffic and parking. 2. Safer boat launching than Grossi Point. 	S	Grant consent
24.	Dawn Carter	No reasons given	S	Grant consent
25.	Amanda Brett	<ol style="list-style-type: none"> 1. Understands importance of sea scouts operating in a safe environment. 2. Sea scouts are allowed to use existing boat ramp and have 2 launching options. If these were to go would support new restricted ramp and community building. 3. Lack of storage space for sea scouts. 	N	Grant consent <ul style="list-style-type: none"> • Exclusion area around wharf for boats over 4m between 10am-11pm & speed limit. • Trial period – no launching November – March on peak flow of outgoing tide to reduce danger for boaties and conflict with wharf jumpers.
26.	Michael Loughran	<ol style="list-style-type: none"> 1. Alleviate parking & launching at Grossi Point – allow 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		improvements for other uses.		
27.	Susan Dasler	No reason given	S	Grant consent
28.	David Landreth	<ol style="list-style-type: none"> 1. Benefit to Mapua community 2. Bring more people to wharf area 3. Easier boat access and free up Grossi point for other users 	S	Grant consent
29.	John Frizelle	<ol style="list-style-type: none"> 1. Grossi point is inadequate for some vessels. 	S	Grant consent
30.	Wayne Daniel	<ol style="list-style-type: none"> 1. Concerned over delay with replacement ramp. 2. Small opposition from those who do not boat and understand boating. 3. Majority of boats using Mapua to launch are small (4-6.5m) people don't want to drive to Motueka or Nelson. 4. Grossi point will continue to be used if the boat ramp doesn't go ahead – TDC will not be able to stop people. 5. Nelson Tasman has largest growing boat use. 	S	Grant consent
31.	David Chatwin	<ol style="list-style-type: none"> 1. Need for new safe launching facility. 2. Current use of Grossi Point has drawbacks 3. Ramp will help improve safety in estuary. 4. Sea scouts need new building to allowed continuance. 5. Good use of unusable land. 	S	Grant consent
32.	Kathleen Trott	<ol style="list-style-type: none"> 1. The ramp & sea scout / community building are important for the future of Mapua. 	S	Grant consent
33.	Fish Mainland Inc.	<ol style="list-style-type: none"> 1. Need for boat ramp – cites survey with Tasman recording highest boat ownership / usage in country. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Traffic will be reduced compared to use of Grossi Point. 3. Grossi Point will freed up for other activities 4. Ramp will assist involvement with Sea Scouts. 5. Local support – survey. 		
34.	Susan Hassall	<ol style="list-style-type: none"> 1. Council agreed to replace the closed boat ramp – ramp is a replacement. 	S	Grant consent <ul style="list-style-type: none"> • Grossi point is used for non powered craft & swimming and as a park / reserve.
35.	Gordon & Sue Adamson	<ol style="list-style-type: none"> 1. Safety issue – in water and on road – conflict with wharf jumpers. 2. Increase in noise 3. Pollution from boat motors 4. Traffic congestion. 5. Lack of consultation / information. 6. Cost of barrier arm cards. 7. Concern around changing tidal flows. 	O	Decline consent
36.	Brett Glass	<ol style="list-style-type: none"> 1. High risk due to high current flow and proximity to wharf. 2. In favour of ramp and sea scout building but not in this location. 	O	Decline consent
37.	Fiona Wilson	<ol style="list-style-type: none"> 1. Launching boats at Grossi Point is hazardous & culturally insensitive 2. Travelling to Motueka or Nelson uses more fuel – environmental issue. 3. Youth are in need to activities and facilities – new building can have range of uses. 	S	Grant consent No conditions
38.	Nathan Fa'avae	No reasons given	S	Grant consent
39.	Moira Tilling	<ol style="list-style-type: none"> 1. Concerned services which require trenching below the protective soil cap will result in health problems as a result of releasing contaminants. 	O	Decline consent <ul style="list-style-type: none"> • Stormwater pipe relocated away from capped soil • Another site found without capped soil or clubhouse is just for storage and no service connections.
40.	Rob Edmonds	<ol style="list-style-type: none"> 1. Consider non-intrusive foundation design. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
41.	Timothy Hawthorne	<ol style="list-style-type: none"> 1. The boat ramp is too large 2. Loss of public green space for wider community 3. Boat noise and traffic increase 4. Wharf jumping may become dangerous 5. Traffic increase. 6. Proposal should be scale back and limited to local community residents. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Limit access to residents of Mapua, Tasman, Mahana & Lower Moutere • Reduce size of buildings and car parking and land allocated to them.
42.	William Ashley	<ol style="list-style-type: none"> 1. Beneficial to fishing club with opportunity for safe local boat launching – using Grossi Point is not easy. 2. Wharf area and waterfront park is the ideal location. 	S	Grant consent
43.	Paul Harper	<ol style="list-style-type: none"> 1. Safer launching and retrieval. 2. Grossi Point requires driving on the estuary to get to deep enough water with limited parking. 3. Tide flow at Grossi Point is stronger than natural back eddy at new ramp – this must be safer. 4. Benefit boating related organisations. 5. Will replace boat ramp lost. 	S	Grant consent
44.	Grant Palliser	<ol style="list-style-type: none"> 1. Replace the original 2. Free up and preserve Grossi Point – boat launching is inappropriate and cultural significance should be acknowledged. 3. Meet the needs of the current and future community. 4. New scout facility will meet future needs. 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Ensure environment is protected by preserving integrity of protective layer over contaminated soils. • Freedom for community activities on the wharf are not impeded by future commercial developments on sites occupied by museum and clubroom.
45.	Allison Howitt	No reason given	S (based on cover email)	
46.	Dale & Alan Stark	<ol style="list-style-type: none"> 1. Over the top – too large and no need 2. Poor use of public land 3. Breaking the seal on the contaminated land goes 	O	<p>Not stated</p> <p>No breaking of contamination seal</p>

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>against conservation policies.</p> <p>4. Grossi Point has a perfectly good boat ramp and could be improved.</p>		
47.	Raymond Bolderson	<ol style="list-style-type: none"> Grossi Point is busy with swimmers, the ramp would free up Grossi Point. Need a ramp. Use of fuel travelling to other ramps 	S	<p>Grant consent</p> <ul style="list-style-type: none"> Council provides adequate parking Walking access across the ramp is provided
48.	Jennifer Bolderson	<ol style="list-style-type: none"> Grossi Point is too busy and doesn't have sufficient parking. Other boat ramps are too far away. 	S	Grant consent
49.	Martyn Barlow	<ol style="list-style-type: none"> Stantec regional boat study contained errors. Region is not well served by boat access, compounded by loss of Mapua boat ramp. Sea scout building will allow sea scouts to meet their need and accommodate new members. Recreational fishing and boating contributes to regional economy, high boat ownership in Tasman. Positive community benefit. Positive outcome by removing powered trailer boats from Grossi Point. 	S	Grant consent
50.	Mark Hardcastle	<ol style="list-style-type: none"> Strategic asset to Mapua area. Attract locals and tourists. Benefit to local economy. Encourage healthy outdoor pursuits which are good for mental health, safe launching, 'go to' destination for tourists. 	S	Grant consent
51.	Braden Stanton	<ol style="list-style-type: none"> Scale of boat ramp. Loss of public reserve and open space. Proposed building will effectively privatise reserve land and prevent community use. 	O	Decline Consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 4. Loss of car parking with replacement built on reserve – scale of car parking. 5. Barrier arm, signage, traffic modifications. 6. Stormwater 7. Traffic volume. 8. Adverse effects on Mapua – retain Grossi Point and support Motueka ramp. 9. Visibility of ramp – adverse visual effects. 10. Safety – volume of vehicles, risk plan unsuitable, conflict with wharf jumping / swimming, no pontoon. 11. Traffic effects inc. along Mapua Drive. 12. Risk from contaminated soil. 13. Lack of community consultation. 14. Council conflict of interest. 		
52.	Esme Palliser	<ol style="list-style-type: none"> 1. Replacement boat ramp is overdue 2. Community reserve status of Grossi Point overdue – cultural significance can be promoted & respected. 3. Sea Scout / community rooms are welcomed addition – asset to community. 4. Storage & display of watercraft / historic craft will enhance Mapua 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • No contaminated soil cap to be disturbed • Parking in the 'kite park' area well marked for boat trailers • Waterfront park landscaped to ensure increased activities.
53.	Rachel Stanton	<ol style="list-style-type: none"> 1. Scale of boat ramp. 2. Loss of public reserve and open space. 3. Proposed building will effectively privatise reserve land and prevent community use. 4. Loss of car parking with replacement built on reserve – scale of car parking. 5. Barrier arm, signage, traffic modifications. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 6. Stormwater 7. Traffic volume. 8. Adverse effects on Mapua – retain Grossi Point and support Motueka ramp. 9. Visibility of ramp – adverse visual effects. 10. Safety – volume of vehicles, risk plan unsuitable, conflict with wharf jumping / swimming, no pontoon. 11. Traffic effects inc. along Mapua Drive. 12. Risk from contaminated soil. 13. Lack of community consultation. 14. Council conflict of interest. 		
54.	Alan Field	<ul style="list-style-type: none"> 1. Most convenient & safe place to launch in Nelson with access to Tasman Bay 2. Timing of boat launching will mitigate conflicts with other public. 3. Plenty of parking which will primarily be used early in the morning. 4. Boating is an important activity for Mapua residents. 5. Council should allow for launching facilities given they removed access to the original ramp. 	S	Grant consent
55.	Lorraine Field	<ul style="list-style-type: none"> 1. Boating is a wonderful pursuit. 2. Plenty of green space left and boaties have gone home by mid-morning. 3. Launching at Motueka is not easy, Rough Island isn't for amateurs. 4. Grossi Point would be a lovely picnic area without boats, safer. 	S	Grant consent
56.	Kevin Strickland	<ul style="list-style-type: none"> 1. Tasman Coastal Rowing Club is looking forward to utilising the new building. The new facilities will help membership grow. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
57.	Bruce Calteaux	1. Grossi point will be reinstated as a reserve – a recent count was 48 vehicles and trailers leaving no useable space for other recreation activities.	S	Grant consent <ul style="list-style-type: none"> • Introduce a small fee to cover maintenance costs & income for sea scouts. • Not supportive of a wash down bay due to engine noise.
58.	Geoff McAlpine	1. Limited benefits for wider community. 2. Cost burden for ratepayers and use of TDC funding when there are higher priorities (wastewater discharge) 3. Sea scouts are able to use existing ramp but launching in Mapua is rare due to conditions, building is too large for sea scouts needs. 4. Impact on cultural values. 5. Safety risk as highlighted in 2017 report from Harbour master 6. Congestion from boat trailer parking and loss of open space for parking which is only required for short periods of time. 7. Concern over accuracy of survey	O	Decline consent
59.	Lindsey Byrne	No reasons given	S	Grant consent
60.	Amy Deimel	1. Adverse effects on environment – landscape, amenity values, ecology & local environment. 2. Safety – queuing in swift moving channel, no loading pontoon, conflict with wharf & pontoon. 3. Recreational use of wharf affected – conflict with swimmers and other users, potential for future banning of wharf jumping. 4. Loss of public open space – effective privatisation of public space. 5. Building on Council recreation land inappropriate	O	Decline Consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>– concern over use for community events.</p> <p>6. Car & trailer parking -scale and level of car movements create adverse visual/amenity effects, noise and safety issues.</p> <p>7. Scale of activity – disproportionate to community – Motueka is available.</p> <p>8. Concern over management of earthworks of contaminated soils – material could be carried into estuary.</p> <p>9. Contrary to Mapua Masterplan</p> <p>10. Concern over accuracy of survey.</p>		
61.	Michael Shirer	<p>1. Ramp and sea scout building provide facilities for growing community.</p> <p>2. Positive effects of allowing for better public space at Grossi Point by separating larger boat launching.</p> <p>3. Facilities for community groups, including sea scouts</p> <p>4. Better use of public space new the wharf.</p>	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Pedestrian crossing priority at ramp and carpark • Sea lane route for boats approaching & leaving ramp, separation from wharf area.
62.	Maureen Clinton-Baker	<p>1. Boat ramp and sea scout club location are part of village & coastal character.</p> <p>2. Launching from Grossi Point isn't easy.</p> <p>3. Waterfront park is ideal place for ramp and western Tahi St ideal for parking.</p>	S	Grant consent
63.	Elizabeth Harper	<p>1. Proposal addresses loss of original ramp.</p> <p>2. Current use of Grossi Point for launching is not ideal – driving onto estuary.</p> <p>3. Location is safer due to natural back eddy which reduces tidal flow.</p>	S	Grant consent
64.	Gavin Arnold	<p>1. Currently launches boat from Grossi Point</p>	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
65.	Richard Boyd	<ol style="list-style-type: none"> 1. Mapua has always been a thriving boat port until the original ramp was closed. 2. Safer than mix of boats & swimmers & strong currents at Grossi Point 	S	Grant consent
66.	Helen Jeffery	<ol style="list-style-type: none"> 1. Support from community for these activities. 2. Growing community needs facilities for enjoying water safely. 3. Will not interfere with wharf jumping. 	S	Grant consent <ul style="list-style-type: none"> • Grossi Point closed to power boats and made into picnic / swimming area with bbq facilities.
67.	Grant Adamson	<ol style="list-style-type: none"> 1. Congestion along Aranui Road. 2. Noisy for residents and nearby restaurant. 3. Hazard with swimming & fishing from wharf. 4. Grossi Point is adequate, Rough Island could be upgraded. 5. Sea scouts need a new area but Mapua Channel is not ideal. 	O	Decline consent
68.	Raymond Clarke	<ol style="list-style-type: none"> 1. Benefit the wharf precinct to complement seaside recreational area. 2. Growing population with high boat ownership ramp will provide safe launching area. 3. Educational benefit for community. 	S	Grant consent
69.	Irene Schrieber	<ol style="list-style-type: none"> 1. Enhance recreational area. 2. Safe place for boats to launch & sports hub for other water groups. 3. Return Grossi Point for use of families & swimming. 	S	Grant consent
70.	Julie Evans & Michael Burton	<ol style="list-style-type: none"> 1. Large scale of activity will change nature of the area and impact on community use. 2. Increase in traffic. 3. Boats, jet skis etc bring noise and hazards. 4. Misleading claims on community support. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		5. Extensive footprint will impact on recovering coastal environment.		
71.	Malcolm Hepburn	<ol style="list-style-type: none"> 1. Loss of green space for public recreation. 2. Management of toxic land. 3. Regular user of Grossi Point and never seen an abundance of trailers which impede public access. 4. Most boats can access Grossi Point at high tide. 5. No issue with using Grossi Point. 6. Current parking is very busy at weekends, impact of car & trailer parking. 7. Traffic crossing Tahi Street. 8. Public safety shouldn't be compromised for boat ramp. 	O	Decline consent
72.	Colin Walker	<ol style="list-style-type: none"> 1. Community needs a local ramp, estimate 20% Mapua households have a boat. 2. Building will be an asset to Mapua and wider district, club rooms and facilities are permitted uses on recreational reserves. 3. Parking takes up too much room within the Mapua Special Development Area – this should be used for smaller homes. 4. Current pétanque area is unsuitable as it slopes and children's play area is needed. 	S	Grant consent <ul style="list-style-type: none"> • TDC pay total cost of ramp as it's a replacement ramp. • Sea Scout / community building is a light timber structure built on floating foundation to avoid land disturbance, stormwater goes to Aranui Road. • No parking at 'Kite Park' parking for cars & trailers angled parking on western side of Tahi St & more parking on eastern side of Tahi St. • Pétanque area relocated to flat site & playground sited on land away from hazards of waterfront. • Smaller alternative building with 3 bays.
73.	Kristine Marriott	<ol style="list-style-type: none"> 1. Grossi Point has cultural significance and can revert to a family picnic area with the new boat ramp. 2. Mapua will benefit financially and recreationally. 3. Great asset to the community. 	S	Grant consent
74.	Janice Crooks	<ol style="list-style-type: none"> 1. Council removed original boat ramp and Mapua needs a new one. 	S	Grant consent – no conditions

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
75.	Kevin Crooks	1. Council removed original boat ramp and Mapua needs a new one.	S	Grant consent
76.	Kathryn Barlow	<ol style="list-style-type: none"> 1. Council has disregarded statutory obligations regarding several aspects of RM150521 – the consent rendered the ramp inaccessible, the proposal is for a replacement ramp. The Mapua Boat Club, Sea Scouts & ramp users weren't considered in consent. 2. TDC did have regard to RMA, MCAA, NZCPS, HNZPTA, LGA in shed 4 consent – legislation quoted 3. TDC is governed by LTP 2015-2025, TRPS, TDC Coastal Structures AMP 2015-2045 – sections quoted. 4. Excerpts from RCA provided. 5. Excerpts from minutes of Council meetings 1 April 2009 – 16 November 2016 provided to some timeline & inconsistencies in information provided to community & within Council. 	S	Grant consent
77.	Michael Borden	<ol style="list-style-type: none"> 1. Ramp will be disruptive to scale of lifestyle of community. 2. Traffic increase on Aranui Road. 3. Boat traffic will destroy peace and quiet of area. 4. Disruption of soil could be dangerous. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Remove planter boxes along Aranui Road to provide more parking. • Speed limit of 30k/ph along Aranui Road. • Limited days and hours for use of ramp. • Launch fee should go to Mapua community for improvements as defined by community not TDC.
78.	Marion Copp	<ol style="list-style-type: none"> 1. Continued access to the estuary 2. Boating provides for social well-being of many families. 3. No increase in traffic as boats are currently launched from Grossi Point. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 4. Parking on western side of Tahi Street will free up Gross Point for picnics & swimming. 5. Sea Scout / community building will allow them to move from busy wharf. 6. Ramp will allow for safe emergency launching at any tide. 7. Ramp will be located in highly modified environment. 8. Contamination risk can be managed. 9. Ecology of CMA will not be adversely affected. 		
79.	Peter Copp	<ol style="list-style-type: none"> 1. Continued access to the estuary 2. Boating provides for social well-being of many families. 3. No increase in traffic as boats are currently launched from Grossi Point. 4. Parking on western side of Tahi Street will free up Gross Point for picnics & swimming. 5. Sea Scout / community building will allow them to move from busy wharf. 6. Ramp will allow for safe emergency launching at any tide. 7. Ramp will be located in highly modified environment. 8. Contamination risk can be managed. 9. Ecology of CMA will not be adversely affected. 	S	Grant consent
80.	David Kemp	<ol style="list-style-type: none"> 1. Priority for visitors on foot and private vehicle usage is needed. 2. Cars & trailers in pedestrian area is out of place. Times of movements would be refused for other activities due to quiet residential township. 	O	Not stated

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 3. No negatives provided in application. 4. Another location would be preferable for ramp e.g. Rabbit Island. 		
81.	John Jackson	<ol style="list-style-type: none"> 1. Replacement ramp following TDC approved redevelopment of wharf area. 2. Support enhancement and continuation of activities carried out by Boat Club and Sea Scouts. 	S	Grant consent <ul style="list-style-type: none"> • TDC should not develop space adj to proposed Sea Scout building labelled as 'Future development space' on plans. • Sea Scout building should have showers.
82.	Tord Kjellstrom	<ol style="list-style-type: none"> 1. Boat users are small percentage of community who could use Gross Point or other local ramps e.g. Motueka. 2. Safety issues when tide flow is strong, limit wharf jumping & swimming. 3. Traffic increase 4. Environmental hazard from disturbance of contaminated soils 5. Cost and implications for TDC funding increasing rates. 6. Shade and wind shelter facilities would be better use of funds. 7. Loss of 'Kite Park' for car parking – more appropriate for retirement facility. 	O	Decline consent
83.	James Carter	<ol style="list-style-type: none"> 1. Loss of visual amenity for Tahī Street residents from large building, additional traffic, noise from boat ramp and loss of safe beach access. 2. Loss of amenity at waterfront park for locals & visitors. 3. Conflict between boats launching and collecting passengers from pontoon and wharf jumpers and swimmers. 	O	Decline consent <ul style="list-style-type: none"> • Noise control / reduced operating hours to minimise impacts on Tahī St residents. • Proper risk assessment and mitigation of safety hazard – relying on local MBC members is not effective mitigation. Signage is ineffective (base don experience in Wellington). Significant risk, applicant and TDC have PCBUs under Health & Safety at Work Act to take all reasonable steps to ensure the safety of the public.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 4. Safety concerns from people crossing the an operating boat ramp. 5. Has provided risk assessment. High risk to swimmers / wharf jumping. Medium risk for crossing ramp. 		<ul style="list-style-type: none"> • Unimpeded safe access from the wharf to the beach (not crossing ramp).
84.	Kevin & Jillian Higgs	<ol style="list-style-type: none"> 1. Hard to justify support – want rather than need. 2. Scouts have managed with existing facilities. 3. Grossi Point offers good launching but has limits. Other facilities for larger boats are available. 4. Increased noise from traffic arriving at 4.30am 5. Wharf area being over developed at expense of community. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Upgrade cycle pedestrian crossing or impose 30k/ph limit on Higgs Road • No boats or trailers before 6am.
85.	John Ralfe	<ol style="list-style-type: none"> 1. Urgent need for safe ramp for Mapua and wider area. 2. Injustice from loss of access to original boat ramp. 3. Grossi Point has been a dangerous alternative boat launching area due to conflicts with swimmers etc. 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Use restricted to 5am-9pm • Restricted to boats smaller than specified by Council.
86.	Annette Walker (Written Approval provided)	<ol style="list-style-type: none"> 1. Agree in principle but unhappy about the design and placement of the scout building, the ramp being concrete and part of Kite Park grassed being turned into a car park. 2. Scout building is too large. 3. 2 species of Oyster catchers (birds) have fed and hung out on the grass area at high tide – car parking at Kits Park 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Building profile changed to gable design • Tahī Street be redirected from Aranui Road bend across to 13 Tahī Street – the building is on residential land on the opposite side of Tahī Street. • The access to the ramp is gravelled not concrete.
87.	Ngāti Tama Ki Te Waipounamu Trust	<ol style="list-style-type: none"> 1. Mapua is a cultural significant area and Ngāti Tama have a vested interest in current and future developments in Mapua. 2. Encouraging development in an environment that is highly 	O	<p>Decline consent</p>

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>sacred in the CMA and surrounding foreshore would be highly insensitive to that area.</p> <p>3. The place should maintain its sacredness as a wahi tapu.</p>		
88.	Jeremy Dash	<ol style="list-style-type: none"> 1. Link to Mapua Masterplan & feedback & previous advice for Tasman Bay Regional Boat Ramp study. 2. Cumulative effect of activity is major and is fundamental conflict both in scale and risk 3. Earthworks on a remediated site & risk of toxin discharge. 4. Inconsistent with Tasman Bay Regional Boat Ramp study. 5. Safety issues, inexperienced boaties near the wharf, large ramp and pedestrians. 6. Traffic congestion on Aranui Road. 7. Scale of building and no aesthetic consideration. 8. Size of boat ramp – not a reinstatement of what was lost. 9. Domination of Waterfront park. 10. Process Boat Club have operated. 11. Lack of open transparent public consultation – mismatch between what is proposed and people think is proposed. 12. Lack of alternative scaled down option to give community choice. 13. Danger to safety – swimming, wharf jumping etc 14. Noise from boats 15. Upgrades to Grossi Point could be an alternative 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Limit size of ramp consistent with small boats • Limit size & style of building to be consistent with existing wharf buildings. • No disturbance of seabed. • Planting of trees around boat planting area. • Large buoys with attached ropes to the side and further out into the channel to ensure water craft do not drift towards the wharf. • Retain wharf as it is today with tables and wharf jumping.
89.	Julie Dash	<ol style="list-style-type: none"> 1. Adverse effects on existing environment – high natural 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Limit size of ramp consistent with small boats

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>character, landscape, amenity values, ecology.</p> <ol style="list-style-type: none"> 2. Safety - increase in boats using channel, queues, debris accumulation, no loading pontoon, conflict with high use wharf area – safety risk for boat & recreational users. 3. Recreational use adverse effects – conflicts with other uses, risk of wharf jumping being banned in future. 4. Limiting public access / privatisation of public space – ramp over foreshore, building and all associated activities – loss of public space valued by community. 5. Inappropriate building on Council land – should be preserved for public use. 6. Scale of car parking, significant adverse visual, amenity, traffic, noise and safety effects. 7. Increase traffic effects, clogging roads, conflict and safety risks. Use of Aranui & Higgs Road. 8. Scale is out of proportion to what is appropriate for Mapua community in the location. 9. Risks from toxic soils - risk of toxic material carried to estuary. 10. Contrary to Mapua Masterplan. 11. Issues with survey undertaken. 12. Contrary to RMA, NZCPS & TRMP. 		<ul style="list-style-type: none"> • Limit size & style of building to be consistent with existing wharf buildings. • No disturbance of seabed. • Planting of trees around boat planting area. • Large buoys with attached ropes to the side and further out into the channel to ensure water craft do not drift towards the wharf. • Retain wharf as it is today with tables and wharf jumping.
90.	Ruth O'Neill	<ol style="list-style-type: none"> 1. Will serve a small group of community, can use Grossi Point or Motueka, Rabbit Island etc. 2. Safety issue when tide flow is strong, movements close 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>to wharf will limit swimming & jumping.</p> <ol style="list-style-type: none"> 3. Increase traffic of boats & trailers & use of petrol station. 4. Limitations on disturbance of polluted soil, potential for environmental hazard. 5. Cost of proposal 6. Community better served with shade & wind-shelter facilities at waterfront park. 7. Kite Park should not be used for car & car-trailer parking. 		
91.	Robert Lancaster	<ol style="list-style-type: none"> 1. Waterfront park given to community by Govt after remediation, should not be compromised. 2. Contrary to 'Options for Waterfront Area – 2017' TDC report which dismissed boat ramp plan. 3. Size of development, visible incursions of boats, trailers & trucks is excessive. 4. Would like to retain amphitheatre seating. 	O	Decline consent
92.	Franceska Banga	<ol style="list-style-type: none"> 1. Link to Mapua Masterplan & feedback & previous advice for Tasman Bay Regional Boat Ramp study. 2. Cumulative effect of activity is major and is fundamental conflict both in scale and risk 3. Earthworks on a remediated site & risk of toxin discharge. 4. Inconsistent with Tasman Bay Regional Boat Ramp study. 5. Safety issues, inexperienced boaties near the wharf, large ramp and pedestrians. 6. Traffic congestion on Aranui Road. 7. Scale of building and no aesthetic consideration. 8. Size of boat ramp – not a reinstatement of what was lost. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Limit size of ramp and facilities in scale – small boats. • No disturbance of seabed. • Respect character and scale of Mapua.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 9. Domination of Waterfront park. 10. Process Boat Club have operated. 11. Lack of open transparent public consultation – mismatch between what is proposed and people think is proposed. 12. Lack of alternative scaled down option to give community choice. 13. Danger to safety – swimming, wharf jumping etc 14. Noise from boats 15. Upgrades to Grossi Point could be an alternative 		
93.	John Palmer	<ul style="list-style-type: none"> 1. Pétanque pitch easily relocated. 2. Boating is growing in the area. 3. Grossi Point is a poor alternative, conflict with children in water. 4. Keep previous Mayors promise, growing coastal village needs same as tennis & pétanque clubs. 	S	Grant consent
94.	Mary Lancaster	<ul style="list-style-type: none"> 1. Disturbance of soil cap & spread of toxins. 2. Safety risks from occasional / non-local boaties who underestimate speed of spring ebb tide at full flow – danger to wharf users. 3. Wharf jumping is an iconic activity – safety risk (people being run over by boats). 4. Waste of public money, should have been addressed previously during remediation. 5. Small sector will dominate character of Mapua wharf with parking & trailer parking. 6. Increase boats & vehicles, loss of peace & tranquillity. 	O	None given

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 7. Loss of recreational green space at waterfront park. 8. Sea scout building & ramp much bigger than originals. 		
95.	Hazel Dodge	<ol style="list-style-type: none"> 1. Replacement for old boat ramp. 2. Mapua is called 'port' and should have launching facility. 3. Caters for growing numbers of recreational boaties, families & kai moana. 4. Provide boat storage onsite. 5. Supports Sea Scouts – education of young people for water safety & skills. 6. Active recreation at waterfront park. 	S	Grant consent <ul style="list-style-type: none"> • Should not be funded by local community. • New ramp allows better, safer traffic management of pedestrians, cyclists, vehicles & trailers. • Keep Kite Park for mixed residential use • Suggest angle parking which is more efficient.
96.	Peter Mitchell	<ol style="list-style-type: none"> 1. Removal of community land from community use. 2. Adverse visual and landscape effects – large ramp and building on community green space. 3. Adverse amenity & community effects – increase in traffic, boats & boating traffic in public reserve & CMA. 4. Adverse noise effects from boats, utes, trailers, cars & boats & activities within the building. 5. Safety – significant number of boats & traffic into already high use area. Launching two boats simultaneously into swift flowing channel is highly dangerous & incompatible with other uses. 6. Building on public land – range of uses which may be incompatible with area. Another licensed premises is not needed. 7. Adverse traffic effects – loss of community land for 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>parking, unnecessary traffic clogging roads.</p> <p>8. Potential contamination – evacuation of soil below cap – risk of toxic material carried to estuary.</p> <p>9. TDC conflict of interest due to funding provided.</p>		
97.	Karen du Fresne	<ol style="list-style-type: none"> 1. Adverse visual and landscape effects – large ramp and building on community green space. 2. Adverse amenity & community effects – increase in traffic, boats & boating traffic in public reserve & CMA. 3. Adverse noise effects from boats, utes, trailers, cars & boats & activities within the building. 4. Safety – significant number of boats & traffic into already high use area. Launching two boats simultaneously into swift flowing channel is highly dangerous & incompatible with other uses. 5. Loss of reserve land & access to CMA – large building on reserve land, access over CMA. Loss of native plantings which are well established. 6. Parking & traffic effects – cumulative effects of car parking, large area dedicated to parking, inappropriate for community. Increase in traffic which will clog roads. 7. Effects on birds & ecology in estuary & inlet – risk of pest species being introduced. Birdlife & variety of shore birds are part of special character of area. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>8. Climate change – increased boats & cars increased impact of climate change (s7i RMA).</p> <p>9. Potential contamination – evacuation of soil below cap – risk of toxic material carried to estuary.</p>		
98.	John Stephens	1. Supports application and hopes to counteract negative views.	S	Grant consent <ul style="list-style-type: none"> • none
99.	Ronald & Fiona Oliver	<p>1. Traffic congestion from boat & trailer movements – Aranui Road is already congested. Other residential roads would become busier – increased road safety risk</p> <p>2. Strong currents require high skill & boating experience – ramp will generate high safety risk for all users.</p> <p>3. Risk of contaminated soil disturbance, health risk.</p> <p>4. Loss of amenity value of Waterfront Park for existing users.</p>	O	Decline consent <ul style="list-style-type: none"> • Reduce permitted boat & trailer movements from 160 to 40 per day. • Reduce size of trailer park to reflect reduced numbers. • No disturbance or removal of contaminated soil. • Speed limits for boats using Mapua Estuary strictly enforced. • Adequate measures are taken to ensure safety of swimmers & divers using Wharf.
100.	Malcolm & Vanessa Ness	<p>1. Will undermine tranquil & positive experience of Mapua Wharf.</p> <p>2. Hazard to wharf jumping.</p> <p>3. Noise – loss of peace & quiet from outboards & multiple crafts.</p> <p>4. Traffic – hazard from boat trailers on narrow roads.</p> <p>5. Boats can launch from Gross Point or elsewhere for larger boats.</p> <p>6. Former Group leader of Sea Scouts – they have no issue with launching & retrieving boats due to position on wharf.</p> <p>7. Ruin Waterfront Park.</p>	O	Decline consent
101.	David Loe	1. Has an interest in the community & would like to see it thrive.	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
102.	Judith & David Mitchell	<ol style="list-style-type: none"> 2. Loss of public open space – contrary to FCC Govt funding for remediation. 3. Safety issues – roads, water, conflict with wharf, contaminated soil. People float from Grossi Point to Leisure Park. 4. Amenity effects (high natural character area, noise) – scale of activity & location. 5. Nature of community consultation. 6. Climate change. 7. Cost. 8. Ecological effect on wildlife & biodiversity. 9. Traffic effects – Mapua Drive intersection, Aranui Road / Higgs Road additional traffic. 10. Misleading public engagement by applicant. 11. Boat ramp is of greater scale than original ramp. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • If consent for ramp is granted LU consent for building and car parking is not granted. • Size of ramp reduced (one lay with passing bay) • Wharf preserved for public use & recreation eg. Wharf jumping, fishing, swimming etc. • Limited hours of operation on boat ramp. • Jet Skis & similar banned from estuary due to safety, noise & ecology. At very least registered.
103.	John Burland	<ol style="list-style-type: none"> 1. Incompatible with TDC's responsibility to safeguard estuary environment which has high ecological value & important for birdlife. 	O	Decline consent
104.	Nicqui Kurzeja	<ol style="list-style-type: none"> 1. Safety risk – questions whether adequate safety measures are proposed. 2. Disturbance of contaminated site. 3. Ensure boats don't endanger wharf jumpers, swimmers, kayaks etc. 	N	<p>Decline consent</p> <ul style="list-style-type: none"> • More research into safety aspects
105.	Kathryn Alborough	<ol style="list-style-type: none"> 1. Risk of contaminants – recreational & ecological damage. 2. Cost 3. Safety risk – risk to children – vehicle movements & from boats. Wharf jumping could be banned. 4. Grossi Point is sufficient for boat launching, Motueka is close. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Boat ramp trust has full liability insurance and/or sufficient resource in advance to pay for cost of ramp, buildings, soil remediation. TDC does not incur these costs.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 5. Loss of public space & damage to natural features. 6. Loss of parking. 7. Sea Scouts will be minimal users of new facility, small numbers and limited times sailing / rowing per year. 8. Consider alternative uses of public land. 		
106.	Bridget Miller	<ul style="list-style-type: none"> 1. Contrary to s5 & 6 RMA. 2. Risk to public – swimming, unpowered crafts & wharf jumping. 3. Inhibit public open space and access along CMA. 4. Disturb contaminated soil – risk to swimmers & estuary bird & sea life. 5. Inconsistent with Policy 13(a) NZCPS – ramp is located in an area with high natural character & disturb contaminated soils. 6. 	O	Decline consent
107.	Nicola Aerakis	<ul style="list-style-type: none"> 1. Contrary to Part 2 RMA, NZCPS, TRPS & TRMP. 2. Scale of activity in area with high natural character, amenity & ecological values. 3. Adverse effects on Mapua – traffic, conflicts with pedestrians & cyclists. 4. Significant adverse effects on visual amenity & natural character. 5. Loss of reserve land for public use. 6. Safety – volume of vehicles at Waterfront Park & Wharf area. Risk plan is not suitable for scale of activity. Dangerous for boat & recreational users alike. 7. No pontoon to secure boats – launching & retrieving issues & risks. Inexperienced boaties with high flow water creates risks. 8. Queues of boats & vehicles. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 9. Conflict between swimmers & wharf jumpers. 10. Mapua sandbar. 11. Scale of car parking & traffic effects. 12. Risk from contaminated soils. 13. Lack of genuine community consultation. 14. Original ramp wasn't well used due to being too steep, too close to wharf & currents. 15. Climate change. 		
108.	Kathleen Hardy	<ul style="list-style-type: none"> 1. Contrary to Part 2 RMA, NZCPS, TRPS & TRMP. 2. Scale of activity in area with high natural character, amenity & ecological values. 3. Adverse effects on Mapua – traffic, conflicts with pedestrians & cyclists. 4. Significant adverse effects on visual amenity & natural character. 5. Loss of reserve land for public use. 6. Safety – volume of vehicles at Waterfront Park & Wharf area. Risk plan is not suitable for scale of activity. Dangerous for boat & recreational users alike. 7. No pontoon to secure boats – launching & retrieving issues & risks. Inexperienced boaties with high flow water creates risks. 8. Queues of boats & vehicles. 9. Conflict between swimmers & wharf jumpers. 10. Mapua sandbar. 11. Scale of car parking & traffic effects. 12. Risk from contaminated soils. 13. Lack of genuine community consultation. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 14. Original ramp wasn't well used due to being too steep, too close to wharf & currents. 15. Climate change. 		
109.	Anthony Hardy	<ul style="list-style-type: none"> 1. Contrary to Part 2 RMA, NZCPS, TRPS & TRMP. 2. Scale of activity in area with high natural character, amenity & ecological values. 3. Adverse effects on Mapua – traffic, conflicts with pedestrians & cyclists. 4. Significant adverse effects on visual amenity & natural character. 5. Loss of reserve land for public use. 6. Safety – volume of vehicles at Waterfront Park & Wharf area. Risk plan is not suitable for scale of activity. Dangerous for boat & recreational users alike. 7. No pontoon to secure boats – launching & retrieving issues & risks. Inexperienced boaties with high flow water creates risks. 8. Queues of boats & vehicles. 9. Conflict between swimmers & wharf jumpers. 10. Mapua sandbar. 11. Scale of car parking & traffic effects. 12. Risk from contaminated soils. 13. Lack of genuine community consultation. 14. Original ramp wasn't well used due to being too steep, too close to wharf & currents. 15. Climate change. 	O	Decline consent
110.	Vincent Revell	<ul style="list-style-type: none"> 1. Traffic effects – conflicts with walking & cycling (Aranui Road). 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Kite Park prevented from future development due to car parking. 3. Compounded risk to boat ramp being more popular than anticipated – traffic greater than predicted – combined with future growth provided for in FDS. 		
111.	Colin Taylor	<ol style="list-style-type: none"> 1. Mapua & Tasman Bay urgently need modern safe boat ramp for boat owners within growing community. 	S	Grant consent
112.	David & Jan Petterson	<ol style="list-style-type: none"> 1. Grossi Point should be upgraded and redeveloped as swimming & recreational area. 2. Waterfront Park is underutilised, not a welcoming area. 3. Kite Park zoning should be changed to secure it as a green space for the future. 4. Proposal will transform Waterfront Park – good opportunity for future generations. 	S	Grant consent
113.	Jane Smith	<ol style="list-style-type: none"> 1. Concerned about nesting sea birds & dwindling foreshore wildlife. 2. Grossi Point is dangerous to use due to number of boaties – moving the activity closer to Mapua centre is not a good thing. 3. Grossi Point should be car free area, reserved for non-engine powered craft & swimmers. 4. Building on capped contaminated land. 5. Use of Waterfront Park which is reserve land. 6. Increased traffic effects down Higgs & Aranui Road. 7. Conflict between pedestrians crossing the ram & reversing trailers. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 8. Conflict with wharf jumping, swimming, non-powered craft. 9. Noise nuisance – for residents and wildlife. 10. Queueing boats. 11. Large scale seems unnecessary. 12. Climate change effects from fossil fuelled vehicles (cars & boats). 		
114.	Rhian Gallagher	<ul style="list-style-type: none"> 1. Boat ramp is contrary to regeneration (restoring degraded biodiversity) which was an outcome of the FCC remediation. 2. Ironic destruction of Chris Fell's poem which is quoted on steps of amphitheatre. 3. Concern over spread of marine pests – no wash down station. Impacts on marine & bird life. 4. Noise pollution from power boats & jet skis – impact on fish & bird life, people & character of wharf. 5. Activity is for a minority. 6. Traffic effects. 7. Risks to swimmers and wharf jumpers with high volume boat traffic. Unsafe for kayakers. 8. Climate crisis. 	O	Decline consent
115.	Michael Weller	<ul style="list-style-type: none"> 1. A safe launching ramp is needed for local boating community. 2. Local boating community saved the wharf. 3. Old ramp provided safe launching but was closed by Council with a replacement promised. 4. Improved facility for Sea Scouts. 	S	Grant consent
116.	Charmaine Taylor	<ul style="list-style-type: none"> 1. Supports ramp and relevant activities. 	S	Grant consent
117.	Rebecca Patchett,	<ul style="list-style-type: none"> 1. Safety – inexperienced boaties may not be able to 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
	Adrienne Taylor & Anna Crosbie	<ul style="list-style-type: none"> navigate swift currents – other uses at risk. Debris build up. 2. Proximity to wastewater pump station, main sewer & gravity sewer. 3. Risk of toxic chemicals from soil disturbance. 4. Disturbance to bird life & quiet enjoyment of estuary. 5. Loss of public green space to buildings and car parking. 6. Traffic congestion on road & water. 7. Cost to ratepayers. 8. Survey validity questioned. 9. Questions the 'need' for the Sea Scout building. Sea Scouts only occasionally sail due to tides & currents. 10. Another boat ramp is not needed as there are other local places to launch. 		
118.	James Lane	<ul style="list-style-type: none"> 1. Ramp is not required – Grossi Point is adequate. 2. Concern about contaminated substrate. 3. Loss of open space – growth in village means open space is needed to maintain character. 4. Boat congestion – current will make boat management very tricky, design creates a 'choke point' & increased risk between pedestrians and boats. 	O	Not stated
119.	Lucy Clark	<ul style="list-style-type: none"> 1. Loss of open space 2. Adverse effects on high natural character, amenity & ecological values. 3. Scale and size will attract people from far afield leading to increased safety risks – no pontoon. 4. High risk of accident – potential for wharf jumping to be banned. 5. Increased traffic. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 6. Size and scale will detract from visual amenity of Waterfront Park – views will be compromised. 7. Questions accuracy of survey. 8. Contrary to Pt 2 RMA, NZCPS, TRPS & TRMP. 		
120.	Bruno Lemke	<ul style="list-style-type: none"> 1. Detrimental impact on wildlife (esp birdlife) from increased motorboat activity. 2. Huge 'shed' – contradicts Colin Fell poem in amphitheatre. 3. Cost & funding already given to club by TDC. 4. No audit of GHG emissions from construction. 5. Proposal already rejected by Council in 2017. 6. Increased demand from outside of Mapua – promoted to pay for costs. 7. Noise from boats and vehicles 8. Not in TDC Mapua Masterplan. 9. Removal of great strand of trees along eastern boundary of park. 10. Safety concerns – safety of community – swimmers, boats mooring at wharf waiting to access ramp. Pedestrians on / crossing ramp. 11. Safety risks to cyclists from increased traffic. Congestion along Aranui or Higgs Rd. 12. Disturbance of contaminated soil and breaking cap. 13. Provided evidence on Mapua Growth Plan Change that public green space in Mapua was 2% - reduced further with proposal. 14. Government condition of funding for FCC remediation. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 15. Inaccurate survey information – proper survey needed. 16. Boat ramp is not for community. 17. Not a replacement ramp – larger than original. 		
121.	Jolene Petre	<ul style="list-style-type: none"> 1. Scale of ramp and building incompatible and inappropriate with location – area of high natural character, amenity & ecological value. 2. Contrary to RMA, NZCPS, TRPS, TRMP. 3. Visual and Landscape effects – views. 4. Traffic & boating traffic – amenity & community effects. 5. Noise from boats & traffic. 6. Safety – simultaneous launching, high use and conflicts with other activities. 7. Loss of reserve land and access to CMA. 8. Car & boat parking & traffic effects – loss of open space for car parking, clogged roads. 9. Birds & ecology in estuary & inlet – noise and introduction of pest species. 10. Climate change – increased traffic & boats. 11. Contaminated soil risks – wind and rain will carry material into the estuary. 	O	Decline consent
122.	David Pratt	<ul style="list-style-type: none"> 1. Boat owners are a small group who can use either Grossi Point or other local ramps eg. Motueka. 2. Safety issues when tide flow is strong, conflicts with swimming & wharf jumping. 3. Traffic effects of increased vehicles & boats. 4. Risks from contaminated soil disturbance. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 5. Cost to ratepayer. 6. Community better served by shade & wind shelter facilities at Waterfront Park. 7. Loss of 'Kite Park' to parking. 		
123.	Tamaha Sea Scout Group	<ol style="list-style-type: none"> 1. Put forward a requirement for a 200-250m² building close to a launching ramp (within 200m). 2. Refer also to letter from Sea Scouts submitted with application. 	N	Grant consent
124.	Jenny Easton	<ol style="list-style-type: none"> 1. Disturbance of contaminated soil below cap. Most contaminated soil is in SE corner and park was not designed for boat ramp. 2. Inappropriate placement of stormwater system & risk of discharging contaminants – risk to marine life. 3. Does not cover risk of contaminated soil on beach during ramp pole excavation. 4. Inadequate information in discharge consents. 5. Sea Scout / community building – reduced amenity values, unnecessary expense on HAIL site, loss of car parking & future use of car parks. 6. Parking on western side of Tahī Street – manoeuvring, inconvenience to residents, privatisation of public land. 7. Clarity on who will control the ramp and where the revenue goes – needs to be clear. 8. Hazards to swimmers and other users. 9. Induced demand – will attract boaties from outside district who wont be familiar with tidal patterns & sandbar. 10. Fish waste. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>11. Noise (boats & traffic) – reliance on WHO standards not appropriate when TRMP creates expectation from community.</p> <p>12. Consultation / survey issues.</p> <p>13. Conflict with 2017 Council report re. Waterfront Park & Mapua Masterplan.</p> <p>14. RCA does not consider opportunity loss from loss of public open space.</p> <p>15. Climate change.</p> <p>16. Loss of amenity value</p> <p>17. Ecological report focuses on Coastal Environment not other established flora & fauna.</p> <p>18. No cost benefit analysis – no consideration for other users of Park.</p> <p>19. Grossi Point – bollards to stop boat trailers accessing beach & launching boats.</p> <p>20. Section 128 review – keep record of all accidents, near misses, maintenance issues & complaints.</p>		
125.	Augustine Mathews	<p>1. Inconsistent with village community & vision for wharf precinct.</p> <p>2. Benefit to boat club but loss of public open space, car parking & business downturn for others.</p> <p>3. Conflict with wharf use.</p> <p>4. Methodology around risk assessment is flawed & biased & mitigation measures do not reassure.</p> <p>5. TDC decision make is questionable.</p>	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Maximum of 20 car & railer parks with Kite Park to remain unsealed. • No additional building construction. • Single lane ramp. • Strict enforcement of speed limits for boats. • Clearly defined boat lanes.
126.	David Allen	<p>1. Inconsistent with village community & vision for wharf precinct.</p> <p>2. Benefit to boat club but loss of public open space, car parking & business downturn for others.</p>	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Maximum of 20 car & railer parks with Kite Park to remain unsealed. • No additional building construction. • Single lane ramp.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 3. Conflict with wharf use. 4. Methodology around risk assessment is flawed & biased & mitigation measures do not reassure. 5. TDC decision make is questionable. 		<ul style="list-style-type: none"> • Strict enforcement of speed limits for boats. • Clearly defined boat lanes.
127.	Patrick Gelling	<ol style="list-style-type: none"> 1. Grossi Point launching is impossible for size of boat. 2. Council said they would provide a replacement ramp years ago and has not. 3. Sea Scouts need a better facility that doesn't clash with general public – retrieving & launching boats from scout shed can be dangerous with public getting in the road. 	S	Grant consent
128.	Royal Forest & Bird Protection Society	<ol style="list-style-type: none"> 1. Contaminated land – FCC remediation. 2. Adverse effects on inlet which is of international importance for migratory bird species & national significance for other endangered or threatened species. Inlet could be remediated. 3. 2017 decision against boat ramp, nothing environmentally has changed. 4. Interference with views of inlet. 5. Loss of natives, exposure of contaminated soils. 6. Risk to swimmers near wharf or round from Grossi Point. 7. Scouring from ramp by strong tidal currents. 8. Kite Park is important resting & feeding area for Oystercatchers & other waders. 9. Grossi Point should not be used for boat landing – disturbance to nesting and roosting birds. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
129.	Kelly Taylor	<ol style="list-style-type: none"> 1. Contrary to Part 2 RMA, NZCPS, TRPS & TRMP. 2. Adverse effects on Mapua – traffic, conflicts with pedestrians & cyclists. 3. Significant adverse effects on visual amenity & natural character – prominent when viewed from wharf. 4. Noise effects, including on birds & wildlife. 5. Safety – volume of vehicles at Waterfront Park & Wharf area. Risk mitigation measures are not adequate. 6. No pontoon to secure boats – launching & retrieving issues & risks. Inexperienced boaties with high flow water creates risks. 7. Conflict between swimmers, wharf jumpers and other activities. 8. Loss of reserve land for public use. 9. Scale of car parking & traffic effects. 10. Unknown risks on environment – calculations used on site plan are based on levels valid at Port Nelson – tidal levels at site should be established – no modelling on channel bathymetry to understand actual effects. 11. Risk from contaminated soils. 12. Community consultation was biased. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • No conditions which would mitigate the impacts of a boat ramp of the scale proposed in the location.
130.	Hamish Ballantyne	<ol style="list-style-type: none"> 1. Ramp will use under-utilised public land. 2. Ample car parking available at Kite Park. 3. Building will enhance community facilities. 4. Grossi Point will be free to picnickers & swimmers – no boats will make it safer. 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Investigate green parking solutions for Kite Park.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		5. Future proof the growing community.		
131.	Rebecca Cameron	<ol style="list-style-type: none"> 1. Scale of building and boat ramp & level of traffic generation incompatible with location. 2. High natural character, amenity & ecological values 3. Conflicts with other uses – swimming, wharf jumping. 4. Contrary to Part 2 RMA, NZCPS, TRPS, TRMP. 5. Environmental effect – adverse effects on ecology. 6. Contaminated land effects. 7. Loss of native trees. 	O	Decline consent
132.	Mapua Boat Club	<ol style="list-style-type: none"> 1. Background on boat club membership & activities. 2. Inclusion of Grossi Point in Mapua Masterplan – remove power boat launching. 3. Kite Park is extensively used – zoning change would allow land to remain open green space. 4. Information on investigation into alternative boat ramps locally. 5. Proposal is good for community youth including Sea Scouts. 6. Will not change enjoyment of wharf including wharf jumping. 	S	Grant consent
133.	Peter Clinton-Baker	<ol style="list-style-type: none"> 1. Grossi Point is challenging for boat launching due to tie and slope profile. 2. Ramp, parking and Sea Scout building will be positive for wharf and community. 3. Area ramp is proposed is underutilised. 4. Will enhance Mapua. 	S	Grant consent
134.	Rene Kampman	<ol style="list-style-type: none"> 1. Utilisation of public reserve land. 2. Real impacts of parking not addressed – loss of overflow parking area. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 3. Change the use of Waterfront Park from open recreation to an area dominated by a building and boat ramp. 4. Grossi Point is available for boat launching and is free – charging for launching does not recognise social & economic effects. People could launch at Motueka. 5. Missing information in survey. 6. Conflict with pedestrians crossing ramp. 7. Conflict with swimmers, kayakers etc. risk of injury. 8. Conflict with wharf jumping. 9. Noise, loss of sleep. 10. Queries long term consequences of minor tidal flow change due to ramp – any coastal aggregation or degradation in future. 11. Boat safety – inexperienced boat operators. 		
135.	Michael Ashby	<ol style="list-style-type: none"> 1. Application is flawed. 2. Grossi Point has less risks and more benefits. 3. Scale of proposal – cumulative effect & loss of character and enjoyment of waterfront. 4. Ecological effects. 5. Safety Risks – risk mitigation strategy is insufficient. 6. Benefits boat users but cost to community. 7. Ramp is larger than one it replaces. 8. Consistency with 2010 Mapua Structure Plan, 2018 Mapua Master Plan, Tasman Regional Boat Study. 9. TDC funding. 	O	Decline consent
136.	Michael Crehan	<ol style="list-style-type: none"> 1. Grossi Point is unsatisfactory for boat launching – inconsistent with cultural and historical use. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Driving to other boat ramps (Motueka & Nelson) adds to traffic congestion – detrimental on environment. 3. Land is not reserve or park within legal meaning of works under Reserves legislation. 4. Use retains much of the character of open space as there's little vertical impact. Masterplan alternatives include buildings. 5. Earthworks will be subject to proper management by experts. 6. Negligible effect on flora and fauna due to modified nature of area. 7. Safety risks are no different from original or other ramps and novice boaties will learn – launching at Grossi Point is more hazardous. 8. Wharf jumping is already hazardous and that will not change. Separation between swimmers at Grossi Point and launching. 9. Parking is in areas already used for parking, proposal formalises this. 		
137.	Paul Benseman	<ol style="list-style-type: none"> 1. Volume of information presented is confusing for submitters. 2. Contradicts one of the Mapua Masterplan options. 3. Scale of activity and inclusion of building. 4. Risks to children and wharf usage. 	O	Decline consent
138.	Hamish Wilson	<ol style="list-style-type: none"> 1. Risks from toxic soil – effects will not stop once construction is complete – boat propellor churn. 2. Significant adverse amenity & natural character affects. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
139.	Emily Roper	<ol style="list-style-type: none"> Hazard assessment incomplete & mitigate inadequate. Wharf is significant community resource more stringent & effective hazard management required. 	O	Decline consent
140.	Geoffrey Vause	<ol style="list-style-type: none"> No monitoring for contaminant soil disturbance & clean up. Design & operation of ramp not fit for purpose of replacing Grossi Point. Lack of pontoon will create significant hazards. Adverse amenity effects – scale of ramp & parking & frequency of launches. Validation of survey Lack of balanced view on alternatives. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> Program to monitor groundwater, estuary sediment & aquatic invertebrates for contaminants, overseen by SQEP. Establish contaminant trigger point for stop release. Financing to ensure appropriate clean up from any contaminant leech into estuary. Insurance or bond. Design that makes it safe for launching of trailer yachts and other non-powered craft OR assurance from TDC & Iwi that Grossi Point launching for non-powered craft will continue. Independent peer review survey of community opinion on ramp. Independent review by TDC of alternative sites highlighted in application.
141.	Goedele Van Cauteren	<ol style="list-style-type: none"> Scale and operation of ramp doesn't represent needs of community & will impact wider community. Risk of developing on contaminated site. Scale will hamper safety and village feel of current wharf environment. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> Boat club and any contractors are required to take out clean up cover.
142.	John Leydon	<ol style="list-style-type: none"> Grossi Point should not be used for vehicle launching. Ramp replaces the one at the wharf and is the only site available which meets TDC conditions. Tidal influence is minimal when compared to Grossi Point. All tile launching ramp is a safety issue. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		5. Ramp is needed to serve expanding boating community.		
143.	David Young	<ol style="list-style-type: none"> 1. Developing on contaminated land. 2. Conflict between interest groups. 3. Marine health & safety issues, conflict of launching boats near swimmers. 4. Traffic congestion and associated noise and parking issues. 5. Need to protect coastal bird and marine life in estuary. 6. TDC changing position 	O	Decline consent
144.	Nairn Webb	<ol style="list-style-type: none"> 1. Scale and operation of ramp doesn't represent needs of community & will impact wider community. 2. Risk of developing on contaminated site. 3. Scale will hamper safety and village feel of current wharf environment. 	O	Decline consent
145.	Ngāti Rārua	<ol style="list-style-type: none"> 1. Area of significance for Ngāti Rārua, traditionally important for mahinga kai & seasonal camps in the area. 2. Adverse effects on cultural values should not be disregarded on the basis the TRMP permits the activity under 16.13.6.1(d)(i). 3. May improve mahinga kai access & benefit wellbeing of ramp users for increased recreational access. 4. Careful management of earthworks, discharges, stormwater, restoration planning & appropriate tikanga to avoid adverse effects. 	N	<p>Doesn't state but seeks following conditions if consent is granted:</p> <ul style="list-style-type: none"> • Cultural safety induction (by mandated representative of Ngāti Rarua) prior to works commencing. • Ngāti Rarua iwi monitor onsite for all earthworks. • ADP in place and strictly adhered to. • Avoid discharge of contaminants including sediment to water. • Use of native, site suitable & locally sourced plants for restoration – tangata whenua iwi should be consulted. • Low impact stormwater design. • Maintain free public access to boat ramp. • Maintain unimpeded public access to Waterfront park & along coastline.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
				<ul style="list-style-type: none"> Ngāti Rarua must be represented in any form of cultural interpretation on the site.
146.	Waimea Inlet Forum	<ol style="list-style-type: none"> Disturbance of contaminated soil & potential for hazardous chemicals to contaminate water in inlet & its benthos life. Bird & fish disturbance by activity on surface of water – no disturbance of coastal marine species which prevents them occupying usual habitat. West of Tahi Street should be left in grass as important resting & feeding area for oystercatchers & other waders. 	O	Decline consent
147.	Annette Cren	<ol style="list-style-type: none"> Substantial scale of development Safety issues with launching boats – no jetty, tides & currents are ferocious at times. Lack of transparency for ongoing financial obligations by Council. Disturbance of toxic dump & sea bed. Replicate Port Motueka. Attracting larger boats will diminish fish stock & increase fuel costs. No mention of water or sea bed monitoring. Where do kayaks & small sail boats launch if they can't use Grossi Point and will need to pay to launch. Alternative sites have not been fully investigated – Mapua Leisure Park could be an option. 	O	Decline consent <ul style="list-style-type: none"> Applicant required to monitor ground water, estuary sediment, aquatic invertebrates for contaminants. Smaller ramp suitable for smaller boats – a replacement ramp. Independent review into alternative sites. Reliable survey of community feedback.
148.	Brian Thomas	<ol style="list-style-type: none"> Vehicle congestion in public reserve. Traffic increase. Noise. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 4. Safety risks & threats to other users including ferry. 5. Disturbance to birds, fish & overall ecology of area. 6. Loss of recreational land from large scale parking. 7. Risk of contamination to wharf area from fuel leakage, exhaust fumes & rubbish. 		
149.	Ian Reade	<ol style="list-style-type: none"> 1. Application is based on assumptions & does not account for boats diverted from Nelson & Motueka. 2. Issues with retrievals, launchings can start as early as 4am. 3. Access issues along Aranui Road which has been narrowed. 4. Analysis of boats using the ramp doesn't account for growth in wider area – congestion on roads. 5. Conflict with Mapua CBD – congestion from traffic. 6. Risk assessment is not independent & contains incorrect information – risk of life to unfamiliar users. 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Request hearing commissioners who are not members of the Local Authority.
150.	Barry Reade	<ol style="list-style-type: none"> 1. Application is based on assumptions & does not account for boats diverted from Nelson & Motueka. 2. Issues with retrievals, launchings can start as early as 4am. 3. Access issues along Aranui Road which has been narrowed. 4. Analysis of boats using the ramp doesn't account for growth in wider area – congestion on roads. 5. Conflict with Mapua CBD – congestion from traffic. 6. Risk assessment is not independent & contains 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Request hearing commissioners who are not members of the Local Authority.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		incorrect information – risk of life to unfamiliar users.		
151.	Neil Clifton	<ol style="list-style-type: none"> 1. Assessment provides an unrealistic account of traffic effects by using Gross Point data – people will be drawn from other boat ramps and traffic assessment doesn't take that into account. 2. Car parks should be sealed and landscaped. 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Traffic congestion mitigation conditions – car park entry on Tahiti Street but have an exit onto Aranui Road. • Alternatively discourage ramp use over periods of high visitor use by variable ramp fees or restrictions on time.
152.	Barrie Moran	<ol style="list-style-type: none"> 1. Safety – high risk of injury or death to swimmers / wharf jumpers. Medium risk to pedestrians crossing ramp. 2. Risk assessment lacks validity due to skills & experiences from those who prepared assessment & methods used. 3. Loss of public access along coast. 4. Loss of public open space. 5. Noise effects & insufficient consideration of best practicable options. Contrary to section 16 6. Loss of amenity due to Sea Scout building & large car park area. 	O	Decline consent
153.	Mitchell-Devereux & Cheva-Isarakul Family Group	<ol style="list-style-type: none"> 1. Scale of proposal greater than that consulted on by applicant. 2. Contrary to Mapua Waterfront Area Masterplan (2017 decision). 3. Traffic effects. 4. Health & Safety – risk to swimmers, wharf jumpers and pedestrians. 5. Disturbance to wildlife or marine mammals & amenity values. 6. Loss of public access along CMA. 7. Privatisation of reserve land. 8. Contrary to Part 2 RMA, NZCPS, TRPS, TRMP. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 9. Adverse effects on historic heritage, landscape, seascape, natural character & amenity values. 10. Adverse effects on ecology & indigenous biological diversity. 11. Climate change. 12. Other boat ramps are available. 		
154.	David Martin	<ul style="list-style-type: none"> 1. Lack of GHG emission audit. 2. Scale of building and ramp – affect quiet solitude of coastal area. 3. Risk to contaminated land soil cap. 4. Fuel spillages & discharges to estuary. 5. Noise from boats & cars. 6. Effects on wildlife. 7. Traffic effects. 8. Safety – speed of current. 9. Walking access along the inlet and conflict with boats reversing down ramps. 10. Loss of amenity for public open space from new building. 11. Motorised boat launching should be forbidden at Grossi Point – should be part of proposal. 12. Survey controversy. 13. Out of proportion with previous ramp. 	O	Decline consent
155.	Jane Renwick	<ul style="list-style-type: none"> 1. Contrary to Part 2 RMA, NZCPS, TRPS, TRMP. 2. Traffic effects on narrow roads, effects on cyclists. 3. Adverse visual, amenity & natural character effects. 4. Safety – risk plan is unsuitable, conflict with swimmers, wharf jumpers & other users. No pontoon launching & retrieval issues. 5. Loss of Council reserve land 6. Risks from toxic soil. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 7. Lack of genuine community consultation. 8. Climate change (s7(i)) RMA. 		
156.	Sarah & Seamus Van Lent	<ol style="list-style-type: none"> 1. Irreversible damage on environment & loss of local character. 2. Grossi Point has less risks & more benefits for launching. 3. Contaminated soil risks. 4. Traffic effects – Aranui Road ‘streets for people’ amendments. 5. Health & Safety – safety measures insufficient, conflicts with other users. Only suitable for highly skilled skippers, tide flows. 6. Out of keeping with village scale. 	O	Decline consent <ul style="list-style-type: none"> • Boat club and contractors are required to take out clean up cover.
157.	Roger Waddell & Adele Smith	<ol style="list-style-type: none"> 1. Only support if no boats are launched from Grossi Point (only small non-powered crafts). 2. Conflict with swimmers & wharf jumpers. 3. Disturbance of contaminated soil. 4. Size and scale of ramp & building. 5. Out of keeping with village – bigger than Motueka. 	O	Decline consent <ul style="list-style-type: none"> • Boat club and contractors are required to take out clean up cover.
158.	William Conway	<ol style="list-style-type: none"> 1. Loss of natural amenity. 2. Increase in traffic – conflict with Council making streets safer. 3. Heavy vehicle movements associated with construction. 4. Adverse effects from noise, odour & pollution. 5. No provision for boats queuing on or off water. 6. Reduction in parking spaces. 7. Scale of ramp is not in keeping with village character (Mapua Masterplan). 	O	Decline consent
159.	Petra Dekker	<ol style="list-style-type: none"> 1. Other boat ramps are locally available. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Scale and size not an equal replacement to original ramp & unjustified. 3. Scale & size of building – significant visual impact. 4. Size of car / trailer parking. 5. Traffic congestion & compromise safety of other road users (pedestrians & cyclists). 6. Contaminated soil risks – land was gifted to NZ public. 7. Future of wharf. 8. Climate change & biodiversity loss 		
160.	Deanna Douglas	<ol style="list-style-type: none"> 1. Supports the ramp & building for scouts & community groups. 	S	Grant consent
161.	Angela Fon	<ol style="list-style-type: none"> 2. Loss of public open space. 3. Loss of parking. 4. Conflict with boats & swimmers & wharf jumpers. 5. Traffic generation. 6. Contaminated land concerns – breach of cap and risk of contaminated sediment discharge. 	O	Decline consent
162.	Flenney Gamble	Not stated	S	Grant consent
163.	David Mundy	<ol style="list-style-type: none"> 1. Adverse effects on Mapua 2. Significant adverse visual, amenity & natural character effects – scale & size of ramp & buildings & loss of public open space. 3. Noise effects 4. Safety risks – conflicts with other users, no pontoon, risk mitigation measures inadequate. 5. Additional car & boat parking. 6. Traffic effects. 7. Unknown risks from changes to environment – levels used are likely incorrect – channel bathymetry. 8. Community consultation was biased. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
164.	Sylvia Wilson	<ol style="list-style-type: none"> 1. Loss of natural amenity. 2. Increase in traffic – conflict with Council making streets safer. 3. Heavy vehicle movements associated with construction. 4. Adverse effects from noise, odour & pollution. 5. No provision for boats queuing on or off water. 6. Reduction in parking spaces. 7. Trailer parking – dust. 8. Scale of ramp is not in keeping with village character (Mapua Masterplan). 	O	Decline consent
165.	Steven Gamble	<ol style="list-style-type: none"> 1. Supports the ramp & building for community. 	S	Grant consent
166.	Ari Fon	<ol style="list-style-type: none"> 1. Loss of amenity values. 2. Loss of public land. 3. Scale of development not in keeping with local community. 4. Due to scale ramp is likely to become regional facility. 5. Adverse traffic effects – conflict between through traffic on Tahi Street due to position of trailer parking. 6. Disturbance of contaminated soils. 7. Utilisation of TDC owned residential land for car parking – lost opportunity. 	O	Decline consent
167.	Maria Fillary	<ol style="list-style-type: none"> 1. Contrary to RMA, NZCPS, TRPS, TRMP. 2. Loss of wharf jumping and swimming from wharf due to conflict. 3. Loss of fishing from wharf. 4. Loss of public reserve – disturbance to peace of reserve. 5. Safety – contrary to Council advice about navigational safety issues. 6. Traffic & parking effects – comparison to issues in Kaiteriteri 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 7. Scale of ramp. 8. Risks from toxic soil. 		
168.	Bruce Gilkison	<ol style="list-style-type: none"> 1. Occupation of public land by small group of people – contrary to Govt. funding conditions. 2. Climate change – GHG emissions from concrete & fuel emissions. 3. Impact on wildlife, flora & ecosystems as well as tranquillity of estuary. 4. Risks from contaminated soils. 5. Future governance and management of the ramp. 	O	Decline consent
169.	David Melville	<ol style="list-style-type: none"> 1. On behalf of Nelson Tasman Region of Ornithological Society of NZ. 2. TRMP Sch 25D identifies Waimea Inlet as being area with nationally and internationally important natural ecosystem values. 3. Ecological assessment doesn't look at ebird records which show higher bird records than recorded in the assessment. 4. Loss of land at Kite Park where variable oystercatchers roost & forage. 5. No consideration given to Waimea Inlet Management Strategy 2050 and Action Plan 2023-2026. 6. How will people be forced to take home fish waste as claimed by the application. 	N	Not stated
170.	Abi Bennett	<ol style="list-style-type: none"> 1. Impact on local ecosystem – water quality, habitat disruption & disturbance to wildlife. 2. Traffic & parking – road safety, narrow roads & poor infrastructure. 3. Noise effects on nearby residents. 	O	Decline consent <ul style="list-style-type: none"> • No community & scout hall • Simple boat ramp with limited parking for locals only.

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 4. Visual impact – detract from natural beauty – green spaces should be protected. 5. Cost & maintenance 6. Existing community hall – why is a new one needed. 7. Other local ramps could be supported instead (Motueka). 		
171.	Friends of Nelson Haven & Tasman Bay Inc	<ol style="list-style-type: none"> 1. Ramp will affect landscape quality. 2. Risk of contaminant leakage which risk health of fish, bird & plant species. 3. Scouring due to fast tides ebbing & flowing. 4. Loss of Kite Park for Variable Oystercatchers and other waders. 5. Grossi Point should be used only by smaller non-motorised craft – keep people off No Man Island which is a bird sanctuary. 	O	Decline consent
172.	Judith Holmes	<ol style="list-style-type: none"> 1. Would like to be able to launch from Mapua – TDC promised a useable ramp and that should be honoured. 2. Grossi Point is unsuitable. 	S	Grant consent <ul style="list-style-type: none"> • Appropriate safety procedures are displayed as at any NZ boat ramp.
173.	Helen Lane	<ol style="list-style-type: none"> 1. Declined under s5 & 6 of RMA – does not allow for sustainable management of natural & physical resources. 2. Risk to other users – swimmers, wharf jumpers, unpowered crafts. 3. Inhibit public access along CMA. 4. Disturbance of contaminated soil. 5. Uncertainties, risks & likely increased cost for project. 6. Will it be a public or private asset or both. 7. Changes to the unique character of activities which currently take place at wharf. 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
174.	Belinda Ellis	<ol style="list-style-type: none"> 1. Safety concerns 2. Traffic effects. 3. Size is disproportionate to existing ramp. 4. Grossi Point is fit for purpose and free. 5. Building is too large for village aesthetic. 6. Signed survey without any information. 	O	Decline consent
175.	Kim Bowie & Elspeth Collier	<ol style="list-style-type: none"> 1. Disturbance from boat & jet skis on birds. 2. Marine safety issue – strong tidal currents, debris build up – only suitable for ‘experienced’ boaties. 3. Risk of toxic chemicals from contaminated land – leaching into estuary. 4. Supportive of alternative option to upgrade Motueka boat ramp. 	O	Decline consent
176.	Gillian Pollock	<ol style="list-style-type: none"> 1. Chemical contamination of estuary from soil disturbance. 2. Increased bird disturbance from boats & jet skis. 3. Loss of Kite Park – site for roosting & feeding waders. 4. Traffic increase – Aranui Rd & Tahī Street – conflicts with cyclists. 5. Safety of locals & visitors. 6. Safety of swimmers at wharf. 	O	Decline consent
177.	Colin Sutton	<ol style="list-style-type: none"> 1. Desperate need for boat ramp in Mapua due to loss of original ramp. 	S	Grant consent
178.	Helen Stevens	<ol style="list-style-type: none"> 1. Need a boat ramp to replace original ramp. 2. Grossi Point is not suitable for launching long term. 	S	Grant consent
179.	William Terry	No reasons given	S	Grant consent
180.	Laurie Hope	No reasons given	S	Grant consent
181.	Timothy Robinson	<ol style="list-style-type: none"> 1. New building will be improvement – Tasman Rowing group are interested. 	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Need for boat ramp – will save fuel, time & pollution from people having to go elsewhere to launch. 3. Benefit to Mapua rescue team. 4. Noise will stop for Tahi St residents. 5. Grossi Point will be returned to intended purpose – bbq & picnics & passive water activities. 		
182.	Anna Shortt	No reasons given	S	Grant consent
183.	Lesley Morris	No reasons given	S	Grant consent
184.	Kay & Bevan Paterson	No reasons given	S	Grant consent
185.	Brett Farrell	<ol style="list-style-type: none"> 1. Badly need a new boat ramp 2. Sea scouts are crowded in current building & membership is limited. 3. Grossi Point has strong side currents & limited parking. 	S	Grant consent
186.	Richard Morris	1. Ramp is seriously needed.	S	Grant consent
187.	Peter Wood	No reasons given	S	Grant consent
188.	Hannah Shirer	1. Would give future generations access to water	S	Grant consent
189.	Gayle Farrell	<ol style="list-style-type: none"> 1. Growing area, excellent for water activities. 2. Need a decent boat ramp. 3. Sea scouts desperately need better venue. 	S	Grant consent
190.	James Thompson	1. Boat owner – launching at Grossi Point is challenging at times due to tides.	S	Grant consent
191.	Janet Bond	1. Member of boat club and have a boat – lives in Mapua	S	Grant consent • none
192.	Ian Stonehouse	1. Member of boat club and have a boat – lives in Mapua	S	Grant consent
193.	Billy Willis	No reasons given	S	Grant consent
194.	Shane Menzies	No reasons given	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
195.	Scott Robinson	<ol style="list-style-type: none"> 1. Support ramp. 2. Reduce busyness of Grossi Point. 	S	Grant consent
196.	Emma Downey	<ol style="list-style-type: none"> 1. Ease congestion at Grossi Point which is high recreational use area. 2. Support all tides access ramp. 	S	Grant consent
197.	Jill Robinson	<ol style="list-style-type: none"> 1. Unsure boat ramp for future generations. 2. Sea Scouts have a building suitable for launching boats. 	S	Grant consent <ul style="list-style-type: none"> • Prefer Kite Park to remain green – no concrete or gravel.
198.	Mark Robinson	No reasons given	S	Grant consent
199.	Michael White	<ol style="list-style-type: none"> 1. Will support local business & tourist trade. 2. Far less drownings due to culture developed by those involved in project. 	S	Grant consent
200.	Ray Stevenson	<ol style="list-style-type: none"> 1. No increase in traffic as boats currently being launched from Grossi Point. 2. Sea Scouts could move from congested wharf. 3. Contamination risk can be managed. 4. Grossi Point would be freed for picnickers & swimmers. 	S	Grant consent
201.	Susan Newcombe	<ol style="list-style-type: none"> 1. For future generations & locals to enjoy. 	S	Grant consent
202.	Bridget Dapples	<ol style="list-style-type: none"> 1. Need a new ramp – benefit for kids. 	S	Grant consent
203.	Ian Smith	<ol style="list-style-type: none"> 1. Support for youth & sea scouts. 2. Good for community development 	S	Grant consent <ul style="list-style-type: none"> • No variations.
204.	Yvone Smith	<ol style="list-style-type: none"> 1. Great for boating community & sea scouts. 2. Low impact on environment & others in community. 	S	Grant consent <ul style="list-style-type: none"> • No conditions
205.	Chris Innes	<ol style="list-style-type: none"> 1. Benefit to community 	S	Grant consent
206.	Desiree Dunlop	<ol style="list-style-type: none"> 1. Need a wharf & boat ramp for community, along with marine centre. 	S	Grant consent <ul style="list-style-type: none"> • nil
207.	Leanna Hewitt	<ol style="list-style-type: none"> 1. No more subdivisions 2. Great for youth 	S	Grant consent <ul style="list-style-type: none"> • Nil changes to application

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
208.	Elizabeth Hewitt	1. Much needed by community & young people need marine centre.	S	Grant consent • nil
209.	Robert Pope	1. I need a Mapua ramp	S	Grant consent • nil
210.	Jocelyn Rae	1. Benefit to community	S	Grant consent
211.	Stephen Clark	1. To upgrade existing facilities	S	Grant consent • nil
212.	Shane De Vries	1. Need a boat ramp	S	Grant consent
213.	Phil Boyd	1. Facilities for younger generation	S	Grant consent • nil
214.	Gayle Hill	1. Support the ramp and facilities.	S	Grant consent
215.	Isabella Bryant	1. More community facilities. 2. Access to sea with a new ramp	S	Grant consent • Nil restrictions on application
216.	Charlie Johnson	1. Improve access to sea 2. Community use of building	S	Grant consent • Nil conditions imposed
217.	Michael Gray	1. Need for ramp & scout facilities / groups	S	Grant consent
218.	Lesleigh McLachlan	1. Support the ramp and facilities for community.	S	Grant consent • nil
219.	Laura Kidd	1. Need for boat ramp & facility for families	S	Grant consent • nil
220.	Robert Ralfe	1. Mapua needs a boat ramp for community use. 2. Sea scouts need facilities & support marine centre.	S	Grant consent • Nil restrictions on application
221.	Marylou Ralfe	1. Need boat ramp for community use & marine centre for youth	S	Grant consent • Nil restrictions
222.	Bryan Jenkins	1. Need for boat ramp, community facilities, youth programmes including scouts	S	Grant consent • nil
223.	Wayne & Pamela King	1. Reestablish boat ramp for community. 2. Community facility for youth & groups.	S	Grant consent • nil
224.	Bill Martin	1. Replace old ramp. 2. Easier & safer access to water.	S	Grant consent • nil
225.	Mary Chisnall	1. Support ramp & facilities for community	S	Grant consent • nil

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
226.	Robin Frisbey	1. Need for boat ramp & community building.	S	Grant consent <ul style="list-style-type: none"> • nil
227.	Tyla Scott	1. Positive community asset 2. Great for youth	S	Grant consent <ul style="list-style-type: none"> • nil
228.	Toni Wilson-Adams	1. Better access for boaties, fisherman & kids activities. 2. Youth have better facilities for Sea Scouts.	S	Grant consent <ul style="list-style-type: none"> • Nil restrictions
229.	Heather Quinn	1. Focal hub for young people. 2. Wharf was constructed for boats. 3. New arrivals want to enjoy sea and have a boat to do so.	S	Grant consent <ul style="list-style-type: none"> • No
230.	Greg Davies	1. Ensuring safety of wharf. 2. Facility for community which aligns with historic use of Mapua.	S	Grant consent <ul style="list-style-type: none"> • nil
231.	William Stinton	1. Benefit of future youth, communities.	S	Grant consent <ul style="list-style-type: none"> • nil
232.	Wallace Duff	1. Benefit my family	S	Grant consent <ul style="list-style-type: none"> • Nil changes to application
233.	Carol Leonard	1. Benefit of local youth & new ramp.	S	Grant consent <ul style="list-style-type: none"> • Nil changes
234.	Amanda Los	1. For the new ramp & youth of area.	S	Grant consent <ul style="list-style-type: none"> • nil
235.	Peter Watson	1. Need for a new ramp.	S	Grant consent <ul style="list-style-type: none"> • nil
236.	Sandy Reid	1. We own a boat and it was meant to happen years ago.	S	Grant consent <ul style="list-style-type: none"> • Nil
237.	Scott Lapham	1. Inconvenience to people who want to picnic at Grossi Point with boat trailers everywhere	S	Grant consent <ul style="list-style-type: none"> • 0
238.	Jessica Maennicke	1. For a new boat ramp.	S	Grant consent <ul style="list-style-type: none"> • nil
239.	James Kane	SUBMISSION WITHDRAWN		
240.	Robbie Mitchell	1. Need for better ramp with suitable boat launching to meet needs of community & provide base for sea scouts.	S	Grant consent <ul style="list-style-type: none"> • nil
241.	Alice O'Donoghue	1. Adding to community	S	Grant consent <ul style="list-style-type: none"> • Nil changes
242.	Terry Milton	1. Benefit youth & replace old ramp.	S	Grant consent <ul style="list-style-type: none"> • Nil change to consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
243.	Lynda Cruickshank Brunt	1. Launch our boat safely	S	Grant consent • nil
244.	John Bird	1. Want a new boat ramp.	S	Grant consent • nil
245.	Glen Samways	To establish a new ramp	S	Grant consent nil
246.	Eleanor Leslie	Replacement boat ramp & benefit scouts.	S	Grant consent nil
247.	Ron Grossi	Build a new ramp.	S	Grant consent Nil changes
248.	Aimee McHardy	1. Sea Scouts need a new building. 1. Mapua needs a functioning easy access boat ramp	S	Grant consent • nil
249.	David Scales	1. Support new ramp and community facility	S	Grant consent • nil
250.	Marianne Hermsen-Van Wanrooy	1. Benefit our community & young sailors	S	Grant consent • nil
251.	Rhonda Luke	1. Support ramp & sea scouts	S	Grant consent • nil
252.	Clare Cozens	1. Need for new ramp & activities	S	Grant consent • nil
253.	Audrey Melrose	1. Need for ramp & help youth of area.	S	Grant consent • nil
254.	Maria Bengio	1. Easy access to sea & for local youth	S	Grant consent • nil
255.	Jan Batchelor	1. Makes sense	S	Grant consent • Nil change
256.	Lorraine Ryder	1. Need for ramp & new Sea Scout building.	S	Grant consent • nil
257.	Danny Bartlett	1. Need for new boat ramp.	S	Grant consent • nil
258.	Andrew Twiss	1. Boat access	S	Grant consent • No changes
259.	Su Smith	1. Needed to maintain culture rather than commercial – will support lifestyle.	S	Grant consent • No changes
260.	Dale Raymond	1. Mapua needs a replacement ramp & focal point for aquatic activities in Channel & estuary.	S	Grant consent • No conditions required
261.	Julianne Brabant	1. Negative effect on peace, tranquillity & scenery as well as bird life & specialness of estuary.	O	Not specified

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Safety of wharf jumping. 3. Building is visually unappealing. 4. Risk to marine & human health from contaminated soil disturbance. 		
262.	Dennis Crawford	<ol style="list-style-type: none"> 1. Need for decent launching ramp. 2. Community growth and people who love fishing. 	S	Grant consent <ul style="list-style-type: none"> • Speed restrictions in channel within mooring area.
263.	Tim & Francesca Manning	<ol style="list-style-type: none"> 1. Safety concerns 2. Loss of amenity and green space 3. Scale is out of proportion for Mapua and is too close to the village area 4. Sea scout building will have an overbearing presence 5. Maintenance costs for such a large building 6. The mass of information provided demonstrates the un-ideal nature of the proposal – too many non-compliances 7. Applicant expects TDC to be responsible for operations 8. There are errors and contradictions throughout the RC application and lacking in some details. 	O	Decline consent <ul style="list-style-type: none"> • Boat ramp should not be brought into use until the Sea Scout building is available for use
264.	Daryl Urlwin	<ol style="list-style-type: none"> 1. Boat ramp not required 2. Proposed location is dangerous 3. Impact on village feel and loss of green space 4. Increased vehicle traffic and congestion 5. Existing building facilities are adequate 6. Boat club survey is likely biased 7. Negative impacts on property values 	O	Decline consent <ul style="list-style-type: none"> • Boat pontoon adjacent to the wharf would be needed • Boat washing facilities need to be included • Responsibilities for maintenance is with the applicant
265.	Gaylene Urlwin	<ol style="list-style-type: none"> 1. Loss of village feel and green space 2. Damage to green space 3. Grossi point adequately provides for the community 	O	<ul style="list-style-type: none"> • Guarantee that the bed is not disturbed and the community and estuary life continue to be protected

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 4. Community survey was not adequate 5. Health and safety for existing wharf activities and tides 6. Boaters will have to be competent 7. Traffic and congestion 8. Cost to the community 		<ul style="list-style-type: none"> • MBRCT are responsible for repairs and maintenance • The sea scouts building must be contingent on any consent
266.	Cristian Manole	1. Assets to the community	S	Grant consent
267.	Cheyenne Roche	1. Great infrastructure progress for the community	S	Grant consent
268.	Nick Mitchell	1. Would be a good facility	S	Grant consent
269.	Gordon Webb	1. Mapua boat ramp has always been an essential part of the community	S	Grant consent
270.	Lisa Macale	1. Encourages youth into the outdoors	S	Grant consent
271.	Willis Scott	1. Mapua needs a new boat ramp and facilities	S	Grant consent
272.	Blake Woods	1. Good community facilities	S	Grant consent
273.	Kathryn Young	1. Good for the whole community	S	Grant consent
274.	Richard Knight	<ol style="list-style-type: none"> 1. Reduces travel time 2. Needed for the youth 	S	Grant consent
275.	Michael Christie	1. Support boat ramp and facilities for the youth	S	Grant consent
276.	Peter Lawrence	1. Additional sea scout facilities including new boat ramp	S	Grant consent
277.	Grant Rutledge	1. Community sea scouts need a boat ramp and building	S	Grant consent
278.	Gerald King	1. Great for kids	S	Grant consent
279.	Grace Turner	1. Mapua needs a new boat ramp	S	Grant consent
280.	Thomas Turner	1. Mapua needs a replacement boat ramp	S	Grant consent
281.	Sally Daniel	<ol style="list-style-type: none"> 1. Mapua needs a replacement boat ramp 2. Gives children and families more opportunity 	S	Grant consent
282.	Janet Mitchell	1. Mapua needs a launching area away from tourists and restaurant activities	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		2. Sea scouts need an adequate facility 3. Would like the motor boats away from Grossi point		
283.	Cameron Williams	1. Mapua needs a replacement boat ramp 2. Scouts need a facility	S	Grant consent
284.	Doreen Seagar	1. Mapua needs a new boat ramp	S	Grant consent
285.	Graeme Baas	1. Mapua needs a new boat ramp	S	Grant consent
286.	Candice Dougall	1. Ability to make boat launching safer	S	Grant consent
287.	Kieran Cosgrove	1. Maintain Mapua as a destination for all	S	Grant consent
288.	Shane Thomas	1. Need a boat ramp for the kids	S	Grant consent
289.	Lynn Thomas	1. Need a boat ramp to support the growing community	S	Grant consent
290.	Debbie Odering	1. Need a new boat ramp in the area and a focal point for youth	S	Grant consent
291.	Erin Kingan	1. Need a new ramp and centre for young youths	S	Grant consent
292.	John Richards	1. New boat ramp for the community	S	Grant consent
293.	Tristen Vorster	1. Need a new ramp for the youth	S	Grant consent
294.	Richard Win	1. Need for a safe boat ramp	S	Grant consent
295.	Gavin Levick	1. Land being used for trailer parking is too valuable 2. Existing Grossi Point ramp remains open	O	Decline consent
296.	Elizabeth Bibby	1. Construction effects 2. Contaminated soils risk 3. Sedimentation and pollution of the Coastal marine area 4. Loss of open space for the community 5. Out of proportion land for parking 6. Potential need for groynes – further disruptions 7. Loss of amenity – community poem will be lost 8. Increased traffic and congestion	O	Decline consent • Lease or buy land from Leisure Park

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		9. Increased erosion to neighbouring properties from changes in tidal flow		
297.	Neville Bibby	<ol style="list-style-type: none"> 1. Increased traffic – should also consider effects from Wakefield, Richmond, Nelson 2. Does not benefit wider community 3. Soil disturbance mitigation 4. Disturbance of land and coastal area during construction 5. Building for sea scouts to be leased to boat club 6. Out of proportion parking area 	O	Decline consent
298.	Gordon and Gaye Waide	<ol style="list-style-type: none"> 1. Access to the sea is important for safety, recreation, and education 2. TDC owe the boat club a ramp 3. Okiwi Bay boat ramp example – noise and congestion are minor and the park is used by the whole community 4. Water activities are a big part of the community 	S	Grant consent
299.	Frank Davidson	<ol style="list-style-type: none"> 1. Replaces ramp that was taken away 	S	Grant consent
300.	Dale Vercoe	<ol style="list-style-type: none"> 1. Additional traffic/size of towed boats down Aranui Rd 2. Contaminated land 3. Loss of amenity 4. Cost to rate payers 	O	Decline consent
301.	Peter Walker	<ol style="list-style-type: none"> 1. The area is becoming too commercialised 2. Health and safety – wharf jumping, bar channel is always changing, strong current would not be good for the sea scouts 3. Loss of greenspace 4. Noise 5. Traffic 6. Land contamination 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Propose a new boat ramp at McKee Domain or Mapua Leisure Park instead
302.	Sheila Stephens	<ol style="list-style-type: none"> 1. Increased noise and activity from boat trailers and motors 	O	Decline consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ol style="list-style-type: none"> 2. Loss of recreational greenspace 3. Increased congestion will negatively impact attraction for visitors 		
303.	Christine O'Connell	<ol style="list-style-type: none"> 1. Safety of children wharf jumping 2. Restriction of space 3. Management of contaminated soils during construction 4. Traffic and noise management will be needed to mitigate loss of amenity 	N	
304.	Raymond O'Connell	No reasons given	S	Grant consent
305.	Jackie Paterson	<ol style="list-style-type: none"> 1. Parking removal/privatisation 2. Environmental health – contaminated land 3. Safety concerns – tidal estuary 4. Loss of Grossi point – new ramp not possible to launch non powered boats. 	O	Decline consent <ul style="list-style-type: none"> • No more than 20 car and trailer parks • No building construction • Single lane ramp • Put a ramp in Leisure Park or at McKee Reserve
306.	Peter Paterson	<ol style="list-style-type: none"> 1. Community survey is fundamentally flawed 2. Scale is out of proportion 3. Complexity and no of non-compliances is alarming 4. Land disturbance and contamination 5. Loss of amenity, recreation and public space 6. The application minimises the risks to water safety, environmental health and traffic management 7. Proposed mitigation of risks are not reassuring 8. Existing Grossi point ramp is already utilised 9. Funding – effects on rate payers 	O	Decline consent
307.	Fiona Smith	<ol style="list-style-type: none"> 1. Negative impact on wider community 2. 'Consultation' was inadequate and bias and 	O	Decline consent <ul style="list-style-type: none"> • Reduced width for ramp • Limited parking spaces • No buildings to be constructed

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>information given was incorrect</p> <ol style="list-style-type: none"> 3. Recreational effects – swimming, kayaking, walking paths etc 4. Loss of amenity and open space 5. Grossi point already exists 6. Out of scale for the village character 7. Traffic – increased larger vehicles 8. Contamination – vague 9. Economic impacts 10. Safety - Tides 		<ul style="list-style-type: none"> • No 'boat trailer only' parking on the reserve • Restriction of access re area boats can use on the wharf • Limit no of ramp users per year • No private functions if building is constructed
308.	Susan Trew	<ol style="list-style-type: none"> 1. Non-compliant with TRMP 2. Previous community consultation was incorrect 3. Reduction of visitor/public parking 4. Loss of open space/Mapua Coastal landscape 5. Signage – loss of amenity 6. Funding 7. Potential loss of residential land for parking 8. Noise 9. Traffic – traffic data incorrect 10. Safety of non-boat activities 11. Existing Mapua Hall 	O	Decline consent
309.	Derek Trew	<ol style="list-style-type: none"> 1. Existing recreational users 2. Safety – a regional boat ramp will attract inexperienced users 3. Breaches too many rules under TRMP 4. Contaminated land – no excavation management plan included 5. Sea scout building scale out of proportion 6. Existing Mapua Community Hall 7. Replacement ramp at an increased scale 8. Traffic report incorrect 	O	<p>Decline consent</p> <ul style="list-style-type: none"> • Reduce boat parking spaces to 20 and increase car parking to 100

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<ul style="list-style-type: none"> 9. 78 boat trailer spaces is not acceptable for a small minority of the community 10. AEE does not consider noise 11. Payment /charging method not considered 12. The community survey is flawed 13. Decision should not be made until Master Plan finalised 		
310.	Lesley McIntyre	Duplicate of Submission 327.		
311.	Trevor Marshall	<ul style="list-style-type: none"> 1. Fulfilment of TDC promises 2. Local boating needs 3. Ideal location – has been identified in studies 4. Allocating parking space preserves of green space 5. Improves safety compared to Grossi point 6. Contamination can be effectively managed 7. Community partnership 8. Supports anticipated future growth 9. Increased traffic can be mitigated 10. New ramp unlikely to cause recreation restrictions 11. profits will be reinvested into the community 	S	Grant consent
312.	Richard Marshall	No reasons given	S	Grant consent
313.	Geoffrey McCullough	No reasons given	S	Grant consent
314.	Susan Scott	<ul style="list-style-type: none"> 1. Community facility 2. supports sea activities 	S	Grant consent
315.	John Green	<ul style="list-style-type: none"> 1. Need for youth facilities 2. Need for new boat ramp 	S	Grant consent
316.	William Fowler	1. Community benefits	S	Grant consent
317.	Wendy Gelling	1. Reduced travel for Mapua residents to launch a boat	S	Grant consent
318.	Robyn Packer	1. Fabulous for the region	S	Grant consent
319.	Kennett Packer	1. Great for the area	S	Grant consent

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
320.	William Thaugland	1. Good for the community	S	Grant consent
321.	Sarah Pumphrey	1. Supports local children's sporting activities 2. Safe boat ramp instead of Grossi point	S	Grant consent
322.	Alan Pumphrey	1. Safe space for youth to learn 2. Safe boat launching facility is needed 3. Profits return to the community	S	Grant consent
323.	Jennifer Joy Marchbanks	1. Replacing the previous ramp that was removed 2. Community benefits 3. Kite park essential for parking – already needed and used	S	Grant consent
324.	John Leslie	No reasons given	S	Grant consent
325.	Captain Erik Walter Inkster	1. Positive community outcome 2. Safer outcomes for the sea scouts 3. Emergency access – benefits for coastguard, police, rescue 4. Fair for TDC replace the facilities they have taken away	S	Grant consent
326.	Te Atiawa o Te Waka a Mui Trust	1. Historical and cultural significance of the area 2. Will encourage further land disturbance 3. Increased traffic over a culturally significant site 4. Frustrates the policies and objectives of the RMA and Te Ātiawa Iwi Environmental Management Plan 5. Environmental loss – sedimentation, contamination 6. Effects on cultural activities	O	Decline
327.	Lesley Anne Sheed McIntyre	1. Out of proportion for the community 2. Loss of amenity – views, noise, pollution 3. Increased traffic 4. Environmental and ecological – mitigation not	O	Decline

Sub no.	Submitter	Key Issues	Support, Oppose or Neutral	Conditions / relief sought
		<p>100% proven – too many questions</p> <ol style="list-style-type: none"> 5. Grossi point exists 6. safety measures inadequate 7. Building is an aesthetic nightmare 8. Loss of open space 		
328.	Bec Deacon	<ol style="list-style-type: none"> 1. Serves a minority of the community 2. Grossi Point and Motueka boat ramps already exist 3. TDC funds better spent on other community improvements 4. Use of Kite Park implies a subsidy from TDC to the Boat Ramp Trust 5. Sea scouts already have facilities 6. Safety issues – tide, other users, pollution hazards 7. Traffic and increased use of petrol station – loss of amenity 8. Cost and effect on rates 9. Loss of park space - community better served by shelter facilities 	O	Decline
329.	Clare Elizabeth Kinimonth	<ol style="list-style-type: none"> 1. Benefits for the community 2. Loss of community open space - sealing Kite Park unnecessary 	S	<p>Grant consent</p> <ul style="list-style-type: none"> • Leave Kite Park grassed

Attachment 6
Tasman Boat Ramp Indicative Business Case
RM230253 and Ors



Tasman Boat Ramp Indicative Business Case

October 2021



Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

Quality Assurance Statement		
Tasman District Council 189 Queens Street Private Bag 4 Richmond 7050 Telephone: (03) 543 8400 Fax: (03) 5439524	Version:	1
	Status:	VERSION 1
	Project Manager:	MATT SOPER (STANTEC) DREW BRYANT (TDC)
	Prepared by:	MATT SOPER (STANTEC) JAMES NEWTON (STANTEC)
	Approved for issue by:	MATT SOPER (STANTEC) DREW BRYANT (TDC)

Contents

EXECUTIVE SUMMARY	4
SETTING THE SCENE	6
1 Introduction	7
PART A – STRATEGIC CASE	11
2 Strategic Context	12
3 Research and Literature Review	15
4 Context	18
5 Customer Feedback	25
6 Defining the Problem	27
7 Evidence Base	29
8 Investment Objectives	35
PART B – IDENTIFICATION OF PREFERRED OPTION	36
9 Long List Development	37
10 Multi-Criteria Assessment	40
11 New sites – short list evaluation	49
12 Preferred Programme	53
13 Preferred Programme Assessment	56
14 Next Steps	58
Appendix A: Existing Boat Ramps	59
Appendix B: Survey Questions	61
Appendix C: Independent Investigations	62

EXECUTIVE SUMMARY

Overview

In recent years recreational boating has changed in the Tasman District. There has been an increase in the size of new boats, reduced levels of experience amongst recreational boat operators and an increasing number of boats – all of which combines to make the ramps ever more difficult to use. There are also relatively few all-weather, all-tide ramps, and the good quality launching facilities available at Nelson, Motueka and Kaiteriteri are becoming busier with car parking issues ever more frequent. Furthermore, the use of the public boat ramp in Māpua is now restricted following wider upgrades to the Wharf area (in 2015).

There is therefore an underlying need to resolve existing issues because of the negative impact it is having to safety and customer experience. Further, the expectation that the areas of Richmond and Waimea will continue to grow at a rapid rate places further pressures on the relatively few all-weather, all-tide, boat ramps that are available.

The purpose of the project is to identify the most suitable location for a **safe, all weather and all tide, public boat access to the Tasman Bay**. Any new facility would need to address the existing gap in current provisions along the coastline and help meet both existing and likely future demands. This Indicative Business Case (IBC) sets out a plan for investment which covers both upgrades to existing facilities, and consideration of new sites – with a focus on improving small boat access.

Problems

The project team relied on feedback from a wide stakeholder group and sought insight from people who use boat ramps in order to ascertain what the problems are and where they arise. Through the business case process two problems emerged from the evidence – safety, and car parking. These were further qualified into investment objectives:

- **Car parking** – Reduction in the number of trailers recorded parked outside of formal parking areas by 50% within the next 5 years.
- **Boat ramp queuing** – Boat ramp stacking space is suitable to accommodate peak demand for accessing the bay within the next 5 years.
- **Safety** – No recorded safety incidents at the boat ramps, or any increase in waterside incidents at existing ramps within the next 5 years.
- **Level of service** – Reduction in the number of users who perceive there to be a shortage of boat ramps in the region from 78% to 33% within the next 5 years.

Options

A long list of options was then developed in response to the problems. These were duly informed by planning and consenting considerations, and these are outlined in the business case. Some further work on the consentability will be required in the Detailed Business Case (DBC). The long list of options covered the upgrade of existing sites, along with the development of new facilities.

A suite of tools was used to select the preferred programme. This included feedback from TDC and key stakeholders (including iwi), a multi-criteria analysis and consideration of how well a programme of options would deliver the Investment Objectives.

Preferred programme

The recommended programme has been developed from feedback from the TDC, iwi and key stakeholders. The programme consists of short-term low-cost interventions that seek to spread investment to several existing boat ramps. This approach therefore ensures that the widest range of customers gain benefit.

Consensus during the stakeholder workshop was that there was no 'one size fits all' solution and that there should be a staged approach to investment, where:

- In the short term (1-3 years): address issues at existing sites.
- In the long term (4+ years): new (or significant upgrade of) all-weather all-tide ramp.

The short short-term programme would capture:

- **Demand management measures** - improved parking and lane management/enforcement.
- **Motueka** - safety and parking improvements.
- **Nelson** - safety improvements.
- **Kaiteriteri** - safety improvements (in conjunction with the Masterplan)
- **Marahau** - safety improvements.

Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

- **Kina Peninsula** – improvements targeting small craft and water skiing. The upgrade would include defining parking, improving delineation of the launching area, improving access to the beach, providing Maori interpretation and marking the channel to Tasman Bay.
- **Rabbit Island** – improvements targeting small craft and water skiing. Includes better surfacing of the concrete ramp, changing the ramp break over angle at the top of the ramp and better Maori interpretation. It is intended that this ramp is for access to the inlet, not access to Tasman Bay.

Longer term investment is then targeted at providing a new ramp in Motueka, which would form part of a wider recreational hub development proposed by the Motueka Power Boat Club. The key reasons why this site has been chosen is:

- The site presents a far lower risk profile than alternatives, including the Māpua Waterfront and Māpua Leisure Park. Most notably, launching from Motueka is far safer to do so than at Māpua. This is key, considering that the new facility should provide safe access to the Tasman Bay for both experienced and less experienced boaters.
- The site is located close to a sizable urban population and within a town that provides a good supply of visitor accommodation.
- Other alternative locations have significant environmental, cultural or access constraints that would be challenging to overcome.

The concept design and cost estimate, being developed by the Motueka Power Boat Club, remain confidential at this stage. The plan would however require some dredging and reclamation of land. Master planning work (est. \$50,000 for the long-term improvements at port Motueka) could occur in the short-term.

Māpua Waterfront Boat Ramp

The recent (May 2021) announcement of funding to progress the Māpua Waterfront boat ramp also supports the preferred programme. Should identified issues at this site in relation to environmental protection and safety be resolved, the facility would provide good benefits for **experienced boaters** based in Māpua. The analysis undertaken in this study does not support use as a general public access ramp, due to navigational safety issues.

A facility at the Māpua Waterfront would meet a significant proportion of the local demand, and subsequently reduces the need for another facility at the Māpua Leisure Park (where there are also cultural impact issues to be resolved). Should the Māpua Waterfront site end up not progressing, then the Māpua Leisure Park option should be reconsidered as an alternative.

Note that the MCA scoring was undertaken, and not influenced, by this funding announcement.

SETTING THE SCENE

1 Introduction

1.1 Overview

In recent years recreational boating has changed in the Tasman District. There has been an increase in the size of new boats, reduced levels of experience amongst recreational boat operators and an increasing number of boats – all of which combines to make the ramps ever more difficult to use. There are also relatively few all-weather, all-tide ramps, and the good quality launching facilities available at Nelson, Motueka and Kaiteriteri are becoming busier with car parking issues ever more frequent.

There is therefore an underlying need to resolve existing issues because of the negative impact it is having to safety and customer experience. Further, the expectation that the areas of Richmond and Waimea will continue to grow at a rapid rate places further pressures on the relatively few all-weather, all-tide, boat ramps that are available.

This Indicative Business Case (IBC) sets out a plan for where investment in all-weather, all-tide, ramp facilities would be best placed to satisfy the needs of the community. This covers both upgrades to existing facilities, and consideration of new sites – with a focus on improving small boat access.

Any adopted recommendations of this IBC will be included as part of the development of Tasman District Councils (TDC) 2021 Long Term Plan. As such, the process used to develop this IBC has looked to align with Waka Kotahi's (NZ Transport Agency) business case process, to enable it to progress to a Detailed Business Case (DBC) should it be included within the 2021 Long Term Plan.

1.2 Project Area

The project area, shown as Figure 1, covers the Tasman Bay coastline between Marahau and Marahau.

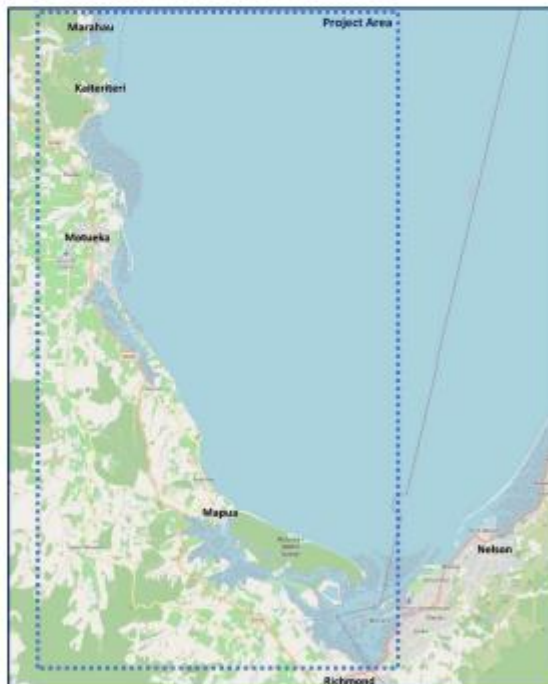


Figure 1: Project Extent

The scope of the project also considers potential upgrades to the Port Nelson boat ramp, as it is currently the primary boat ramp for residents of Richmond and any change at this site would impact Tasman residents.

1.3 Current Facilities

There are over 67 boat access locations along the Tasman Bay coast. Of these 50% are unformed, 50% are beach access only and 75% are suitable for dinghy and small boats only. None of these ramps have additional supporting facilities such as wash down facilities or toilets, and the quality and demand of ramps varies considerably.

TDC currently administer nine concreted boat ramps, with the remaining being gravel/unformed. There are other boat ramps within the District, however these are privately owned and operated. This includes the Kaiteriteri Beach boat ramp which is under management of the Kaiteriteri Domain Board, and the Port Motueka boat ramp which is under management of the Motueka Power Boat Club. The locations of the current major (all-weather, all-tide) and minor boat ramps are identified within Figure 2.

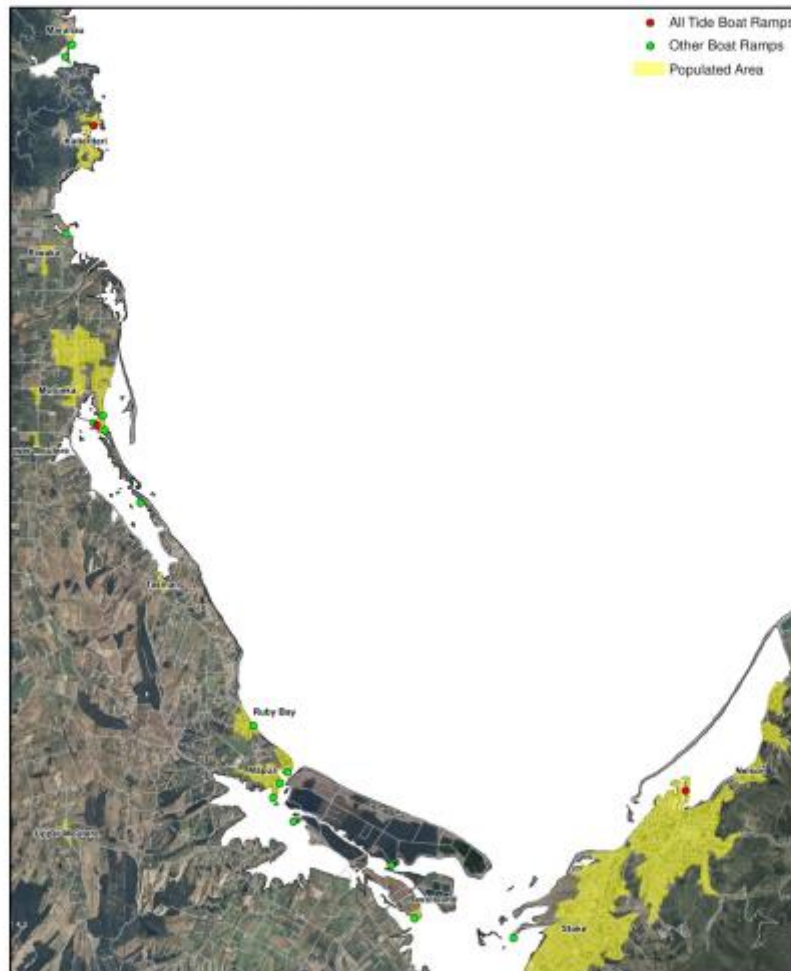


Figure 2: Locations of Existing Boat Ramps

- Involve partners and stakeholders in the decision-making, development and assessment of solutions and to support the development of a preferred option.
- Manage risks and public perception of the project to build confidence within the community about the investment.

1.4.4 Workshops and Meetings

The following meetings and workshops have helped shape this IBC:

- **Project team kick-off meeting (24 January 2020).** The purpose was to outline the project scope, the key risks, confirm the approach to delivering the project and to understand any gaps in the evidence base.
- **Investment Logic Mapping (ILM) Workshop (10 February 2020).** The working group to collate their understand of the problems, opportunities and constraints for all-weather, all-tide boat ramp access to the Tasman Bay. Post workshop these were collated and formed into Problem Statements and Investment Objectives. The potential range of solutions, and key performance indicators (KPI's) were also discussed.
- **Problems and Options Workshop (06 April 2020).** The purpose of this workshop, which included members of the wider stakeholder group, was to:
 - Confirm the case for change (present initial problem statements and supporting evidence) and present the ILM (with potential KPIs) to stakeholders for feedback.
 - Identify key constraints, risks, uncertainties and stakeholder preferences.
 - Identify and discuss strategic alternatives and options informed by local knowledge and data collated by the team.
- **MCA Workshop (17 June 2020 and 15th July 2020).** The purpose of this workshop was to work through the draft MCA scoring on the long-list of options. This allowed the scores to be refined based on new information and feedback from a range of technical specialists. An outcome of the session was the identification of an emerging preferred option that has buy-in from the collective project team.
- **Iwi engagement (2021).** TDC led engagement with Iwi around the various options during 2021. Feedback led directly into the MCA process and informed the final recommendation for the preferred programme.

PART A – STRATEGIC CASE

2 Strategic Context

2.1 Relevant Strategies

This section provides the relevant information from existing local and national strategies. These have been used to inform the direction of the business case and ultimately to understand the strategic alignment of the recommended programme.

Table 2 provides a summary of the key aspects of each strategy that are relevant to this business case.

Table 2: Strategic Alignment

	Document	Overview
National	Government Policy Statement on Land Transport (Draft 2021)	<p>The 2021 GPS states the access objective of a land transport system is to improve people's wellbeing, and the liveability of places. The 2021 Draft GPS indicates investment will be guided by strategic priorities that promote better travel options to access social and economic opportunities and developing a safer transport system that protects people. The first transport outcomes of the GPS are:</p> <ul style="list-style-type: none"> • Inclusive access. Enabling all people to participate in society through access to social and economic opportunities. • Economic prosperity. Supporting economic activity via local, regional, and international connections, with efficient movements of people and products. • Healthy and safe people. Protecting people from transport-related injuries and harmful pollution and making active travel an attractive option. • Environmental sustainability. Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality. • Resilience and security. Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events <p>These overarching transport outcomes have been taken into consideration as part of the options evaluation process – specifically, they informed the criteria used for the multi-criteria assessment of options.</p>
	Arataki (Waka Kotahi Long Term View)	Arataki presents the 10-year view of what is needed to deliver on the government's current priorities and long-term outcomes for the land transport system. One of the step changes to deliver the government's long-term outcomes is to support regional development and wellbeing.
Regional	Top of the South Regional Land Transport Plan 2021-31	<p>The main purpose of this Regional Land Transport Plan is to set out the region's land transport objectives, policies and measures for the next 10 financial years using national funding.</p> <p>Key objectives of the RLTP relevant to this business case include supporting economic growth through providing better access and ensuring communities have access to a safe transport system.</p>
	Tasman Regional Policy Statement 2001	<p>The RPS identifies locations where launching ramps, moorings or jetties can be used at all states of the tide are limited.</p> <p>The RPS states reliance on trailer craft will require increased parking areas in association with launching ramps. Continued expansion of boating activity in Tasman District is likely to result in increasing frustration with the limitations of existing facilities.</p>
Local	TDC Long Term Plan 2018-2028	<p>The Council's vision and community outcomes in the LTP include ensuring the communities have access to a range of social, cultural, educational and recreational facilities and activities. Within this the LTP seeks to support access to and safe boating practice on the coastal waters of Tasman.</p> <p>The plan to undertake a regional boat ramp feasibility study in year 2019/2020 to fully assess the current provision and needs of boat launching facilities within the District (i.e. this business case) is included within the plan. A new boat ramp facility (design and construction) is earmarked within the 5-6 year timeframe and an indicative cost of \$1.2m.</p>
	NCC Long Term Plan 2018-2028	NCC's Long Term Plan recognises the importance of the waterfront to residents and visitors to Nelson. A desired benefit investment objective includes maintaining existing levels of service for travel time, safety, efficiency, and enhancement of the waterfront.
	TDC Transport Activity Management Plan (AMP) 2018	<p>The AMP incorporates a business case approach to determine strategic issues and justify investment in the programmes of work against realisable benefits. Included within is information relating to population growth that has been used to inform the evidence base of this business case.</p> <p>The AMP states that TDC will investigate and fund development of new car parking facilities – the extent of which to be determined.</p>

Document	Overview
<p>Moturoa/Rabbit Island Reserve Management Plan</p>	<p>This Reserve Management Plan sets out the vision, objectives, policies and priorities for Moturoa/Rabbit Island, Rough Island and Bird Island ('the Islands') for the next ten years. The Plan notes that there are two locations on the Islands where people can launch their boats into the Waimea/Waimeha Inlet.</p>  <p>A concrete boat ramp (picture left) is located at the end of Boat Ramp Road, in the south-eastern corner of Moturoa/Rabbit Island. A more informal boat ramp (not concreted) exists at the western tip of Rough Island. Users often drive down this access and onto the adjacent estuary to launch their boat during mid to low tide.</p> <p>The Plan states that "to meet the needs of boat owners in the District, Council may upgrade either or both of these boat ramps in future. Parking areas may be constructed, for vehicles and boat trailers. Any upgrade would need to avoid any damage or destruction of ecological values, recorded or unrecorded archaeological sites or wāhi tapu".</p> <p>The Plan also states the "Any change of reserve classification at the western end of Rough Island should take into consideration the potential upgrade of the informal boat ramp and the need to provide adequate parking for vehicles and boat trailers. This may mean retaining some land as Recreation Reserve for this purpose".</p>

2.2 Relevant Studies

2.2.1 Māpua Waterfront Area Masterplan (2018-2028)

The Māpua Waterfront Area Masterplan sets out a strategic direction for the Māpua waterfront and adjacent areas and seeks to address the complexity of the waterfront congestion, popularity and changes. It also addresses the broader Māpua issues, related to the increase of activity and public demand with a focus on the coastal land and coastline at Māpua. The Masterplan will next be reviewed in 2023.

The key points included within the Masterplan are:

- Council create a pedestrian friendly zone free of vehicular traffic, resulting in restricted access to the existing boat ramp at the Māpua Wharf. Boat access and launching is currently permitted before 10.00 am every day, and restricted between the hours of 10.00 am to 7.00 pm.
- There was little support to improve the boat ramps at Grossi Point and Rough Island, and strong division amongst the community about the proposal for the new ramp in the Waterfront Park.
- Boat ramp access limitations at the wharf have reportedly increased pressure at Grossi Point Recreation Reserve, which has seen increased use as an alternative launching and boat trailer parking area. This has resulted in complexity and challenges in handling conflicting uses including boating activity, swimming, cycling, and pedestrian /family activities.
- Council decided not to support a new boat ramp for a combination of reasons including the cumulative nature of the issues. The factors included
 - Estimated costs, potential health and safety risks from boat launching in this location.
 - Potential environmental effects through proximity of ramp to the wastewater pumping main and gravity sewer.
 - Associated traffic and parking congestion.
- The western side of Tahī Street is part of the remediation and currently in Council ownership.

Council also noted that should the high-pressure wastewater pumping main (situated in the locality of the proposed Waterfront boat ramp) break, significant environmental contamination issues would be created. This is because raw sewage would be directly discharged into a highly populated area and into an estuary of significance. From a marine health and safety perspective, there were concerns about the strong tidal currents, the known build-up of logs and flood debris in the eddy and the proximity of the proposed ramp to the wharf, which is popular for wharf jumping and swimmers.

2.2.2 Nelson Marina Strategy (2017)

The purpose of the Nelson Marina Strategy is to identify issues relating to the Marina site, determine what could be achieved and identify options for the site development. The intent is to inform NCC's vision for the future of the Nelson Marina and set out a ten (10) year plan for improvements in the area.

The strategy notes the following in relation to its boat ramps:

Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

- Stakeholders were consistent in their description of the Marina as the only sheltered launching ramp in The Haven, which is also considered the best boat ramp.
- Congestion at the boat ramp is experienced at specific times - e.g. snapper season, weekends and public holidays. This creates frustration and impatience at the boat ramp (as non-motorised craft may take longer to launch).
- The closure of the sea scout boat ramp forced those users to share the main boat ramp, adding to congestion and limiting the ability for youth to learn boat launching techniques.
- Parking issues – people without trailers using car and trailer park, limited parking for berth holders (and parking too far from berths), and insufficient parking at peak times.
 - The parking area near the boat ramp is designed for use predominantly by car and trailer units – intended for use by those using the boat ramp. The flow of traffic around the parking area is less than optimal, with only one entrance and a boat wash tap at the top of the boat ramp, hindering free traffic movement. However, for most of the year parking is sufficient to meet needs.
- The current payment regime is also focused on payment of a fee for those with a car and trailer who use the boat ramp. This causes discontent when sea sport participants do not have to pay for use of the ramp. In addition, there is no monitoring or enforcement of the boat ramp fee.

The strategy included the following recommended improvements:

- Education material/signage at the boat ramp and pontoon (1-3 years)
- Improvement safety and efficiency of the boat ramp area (1-3 years)
- Identification of an area for a potential second boat ramp and dry stack area (5-10 years).
- Parking improvements:
 - The parking area is realigned to provide an entrance and an exit.
 - The tap at the top of the boat ramp is removed to discourage car and boat trailer units blocking access to the ramp while they wash the boat down.
 - Parking be available for cars only and for car and trailer units.
 - That all parking incurs a charge, and that this is enforced. The charge can be set low, but the aim is to encourage sea sport participants to park elsewhere and walk, to carpool or be dropped off. In addition, it is to encourage motorboat users to utilise a dry stack (once developed).

2.2.3 Kaiteriteri Masterplan

A spatial masterplan for the Kaiteriteri Recreation Reserve is currently being progressed, which seeks to outline how the vision of 'Kaiteriteri becoming New Zealand's best coastal recreational destination' will be achieved. The components of the masterplan will consider parking, vehicle and boat movement, pedestrian walkways and boat wash facilities.

Depending on the timeframes for the project, any proposals relating to boat ramps, or general facilities for boaties, will be considered as part of the overall programme for this business case (or vice-versa).

3 Research and Literature Review

A review of relevant industry standards/guidelines, previous reports, background documents and previous work was undertaken at the beginning of the project to gain a better understanding of issues, opportunities and potential options. The documents that were reviewed were:

- Recreational Boating Participation Research, Safer Boating Forum, 2019
- Boating and Water Sports in Tasman District 2019/2020, Tasman District Council, 2019
- Recreational Fishing in New Zealand, New Zealand Marine Research Foundation, 2016
- Nelson Marina Strategy, Nelson City Council, 2017
- Nelson Water Sports Review, Nelson City Council, 2013
- Design Criteria for Boat Ramps, Queensland Government, 2015

3.1 Recreational Boating Participation Research (2019)

This research presents the results of a recreational boating survey of a nationally representative sample of New Zealand adults. The purpose of the survey was to examine the extent of participation in recreational boating activities with a focus on of safety-related attitudes and behaviours. Key results of the survey relevant to this business case are:

- 42% of people surveyed identified themselves as being involved in recreational boating. In total, around 1.5 million New Zealanders are involved² in recreational boating.
- Most recreational users access the water from a location that is close to home.
- Whilst boating frequency has decreased amongst users of small craft (SUP's, dinghies, canoes) there has been a rise amongst users of sail boats over 6m length.
- In the South Island, the recreational boating community is the largest in Canterbury (14% in 2019 vs 12% in 2018).
- Kayaks are the most popular form of recreational vessel owned or used by boaties in New Zealand in 2019. Ownership / usage of this type of small craft has remained stable at 32% in 2019 and 33% in 2018.
- Better weather, more opportunities with friends / family, and more available time are the top-three factors influencing an increase in vessel usage.
- The average experience level amongst recreational boaties is continuing to decline over time.
- The majority of boaties (~80%) did not belong to boating associations or clubs.
- The typical trip duration was 1-4 hours for small craft users and 4 hours to a day excursion for power boat users.
- Only 1 in 5 boaties have completed formal boating education courses.
- A third of vessels are being launched from a ramp (see Figure 5)

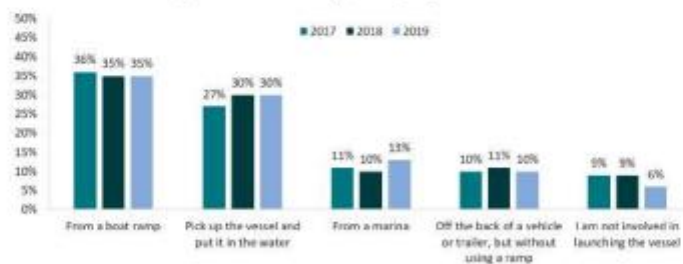


Figure 4: "Where Do You Usually Launch Your Vessel" – Results from Recreational Boating Survey

²Involved = owners of a recreational vessel, non-owners in charge of or skipping a recreational vessel or spending time on a recreational vessel.

3.2 Boating and Water Sports in Tasman District (2019)

This document is a short brochure providing information on maritime etiquette, safety and boat launching stations along Tasman Coast. It has predominately been used within this IBC to identify the location of existing boat ramps.

3.3 Recreational Fishing in New Zealand (2016)

This document is a summary of the 2014-2016 technical report 'Estimating Marine Recreational Fishing's Economic Contributions in New Zealand - Technical Steps'. The summary report outlines the economic effect of the recreational fishing industry in New Zealand. Salient points delivered in the report include:

- In 2014, 109,000 international visitors sought a fishing experience while they were in New Zealand.
- Around 35% chartered a boat service and the remaining 65% were assumed to undertake land-based fishing or boating with family or friends.
- Nearly 20% of total direct spend on marine fishing by residents and visiting fishers comes from the South Island.
- On an annual basis more than 700,000 people are fishing and their expenditure is generating \$683 million to the Gross Domestic Product.

The report concluded that the national economy is benefiting from a growing recreational fishing industry.

3.4 Nelson Marina Strategy (2017)

The purpose of this strategy was to identify issues relating to the Nelson Marina site. The report highlights concerns raised by users relating to usage of the boat ramp and safety issues associated with craft use.

The issues are paraphrased as:

- Not enough space for growing sport activities.
- Lack of secure equipment storage.
- Congestion at the boat ramp at specific times e.g. snapper season, weekends and public holidays.
- Frustration and impatience at the boat ramp caused by motorised and non-motorised craft sharing the boat ramp.
- Safety issues as small craft turn the corner of Pontoon B where visibility is poor.
- Safety issues with motorised and non-motorised craft sharing a narrow channel.
- Sea Scout boat ramp closure concentrates use of the main boat ramp and adds to congestion.
- Parking issues – people without trailers using car and trailer park, limited parking for berth holders (and parking too far from berths), and insufficient parking at peak times.

The report recommended that a sea sport facility be created with a safe launching facility for non-motorised craft, redesign of the parking facilities to improve management and operation, improvements to the boat servicing area, and establishing a commercial and hospitality area.

3.5 Nelson Water Sports Review (2013)

This review, produced by Sport Tasman on behalf of Nelson City Council, identified:

- There has been an 80% growth in water sport clubs since the 1960's. 60% of this growth has occurred in the last 20 years.
- 75% of the water sports clubs consulted highlighted a lack of secure storage space for water sports equipment.
- 85% of the water sports clubs consulted felt the current level of facility provision is lacking.
- Water sports facilities have improved in line with the growth in people using them.
- Generally, clubs do not have the capacity to meet the needs of water sports in the future.

3.6 Design Criteria for Boat Ramps (2015)

This document provides the design criteria for boat ramps. Whilst this is an Australian document³, it is still considered relevant to a New Zealand context, and outlines the key components of a boat ramp (Figure 5) and standards around ramp slopes and signage.



Figure 5: Typical Major Components of a Ramp

³ www.tmr.qld.gov.au/-/media/businessandpubs/Bridges-marine-and-other-structures/Design-criteria-Marine/DesignManualBoatRamp.pdf?la=en

4 Context

4.1 Population & Tourism Growth

4.1.1 Population Growth

Existing issues being experienced at boat ramps across the Tasman Bay will worsen purely as a function of increased demand that is being driven by a growing population. Growth has been beneficial for tourism and economic development, but has also placed pressure on infrastructure and service capacity.

TDC uses a growth model to project the district's future population and household composition⁴, which generates residential and business projections for 17 settlement areas and 5 ward remainder areas. The key assumption is that growth will continue for the next 30 years but will slow over time. The population of the local area is expected to grow by around 10,000 people over the next 20 years (with 6,000 new homes). This is broken down as follows:

- 45% of the growth in Richmond (4,500 people)
- 25% in Moutere (2,500 people), predominantly the rural area in the Moutere hills between Appleby and Mariri.
- 20% in Motueka (2,000 people)
- 10% in Māpua (1,000 people)

4.1.2 Holiday Accommodation

The growth in tourism is another key driver for demand for boat ramps across the region, with the area well established both domestically and internationally as a premium visitor destination. It is likely that over the next 2-3 years there will be a drop in the number of international tourists when compared to pre Covid-19 levels. However, conversely, domestic tourism could increase (if New Zealanders decided to substitute international travel for domestic). In the context of this business case, given that it is only domestic tourists who would travel with their own boats, a short-term jump in the level of boat ramp demand could result. The identification of 'quick-wins' are therefore an important consideration.

Figure 6 provides a representation of the total visitor nights spent in the Tasman Region for each month between 2003 and 2019⁵. The data shows that the total nights spent has been relatively consistent over the last 18 years. The last global financial crisis (2008-2010) appeared to have little impact upon the total number of visitor nights spent in the region.

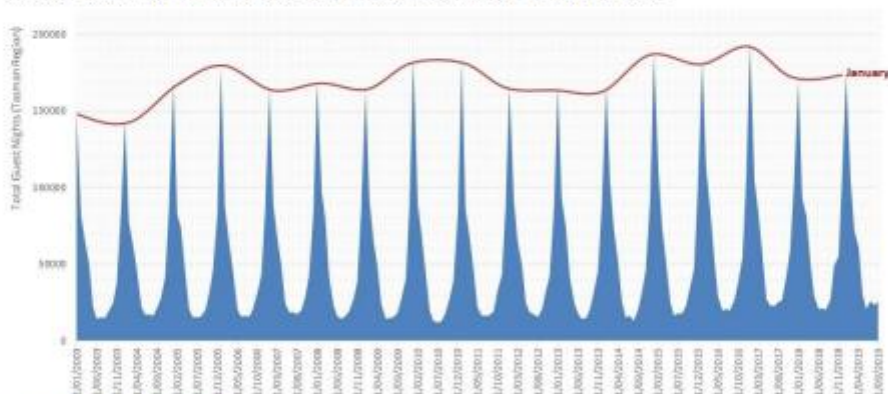


Figure 6: Total Visitor Nights

In terms of the distribution of available accommodation, the main clusters of accommodation are around Motueka and Nelson, with more sporadic (B&B type) properties available for tourists in the more rural areas.

⁴TDC Transportation Activity Management Plan 2018
⁵<https://www.stats.govt.nz/information-releases/accommodation-survey-september-2019>

4.2 Travel Times to Existing Boat Ramps

Figure 7 provides a representation of the travel distances from urban areas across the Tasman region to the nearest major (all-weather, all-tide) boat ramp (by car), and then the distance it takes to get out to various parts of the bay (by boat). The intent of this map is to show which parts of the region are least well connected to water-based activity.

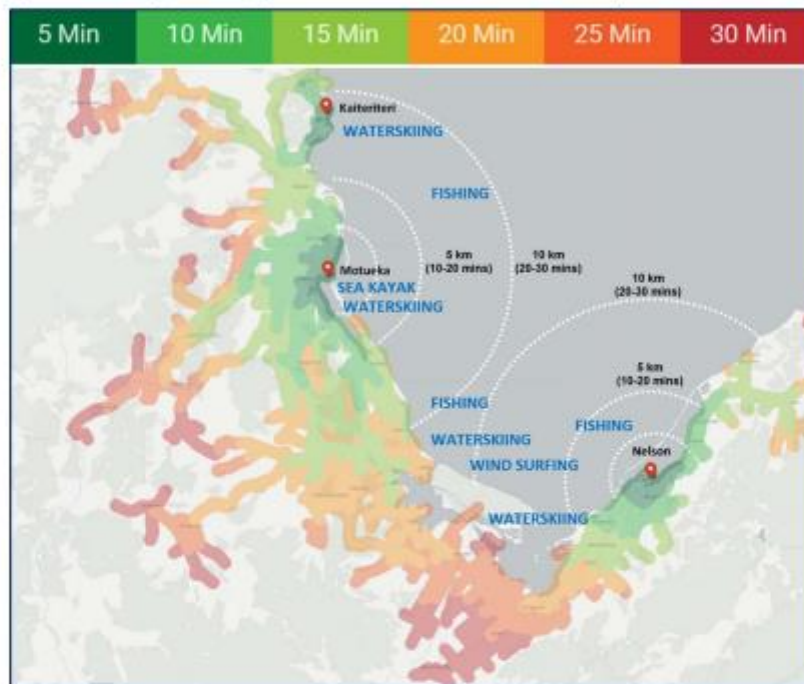


Figure 7: Travel Distance to Water Based Activities

The map shows that residents of Richmond have the longest distances to travel in order to get out onto the water. This is significant considering that it is the fastest growing area within the region. Without investment in improved infrastructure, this is likely to put further pressure on the Nelson Marina boat ramp (typically the preferred location for Richmond based boat users).

4.3 Boat Ramp Activity

To gain an appreciation of the level of boat ramp usage, TDC commissioned traffic (tube) counts on the existing ramps at Pohara, Nelson, Kaiteriteri, Best Island and Motueka for January 2020. The data has been used in the following ways:

- To understand the relative differences in demand for boat ramps across the month.
- To understand how busy the major boat ramps are throughout the course of the day.
- To gain an appreciation of peak day activity (2nd January)

Figure 8 shows the relative demand for boat ramps for each day during January 2020 (as a proportion of total monthly demand). The data captures the total for all boat ramps across the Tasman region (plus Nelson).

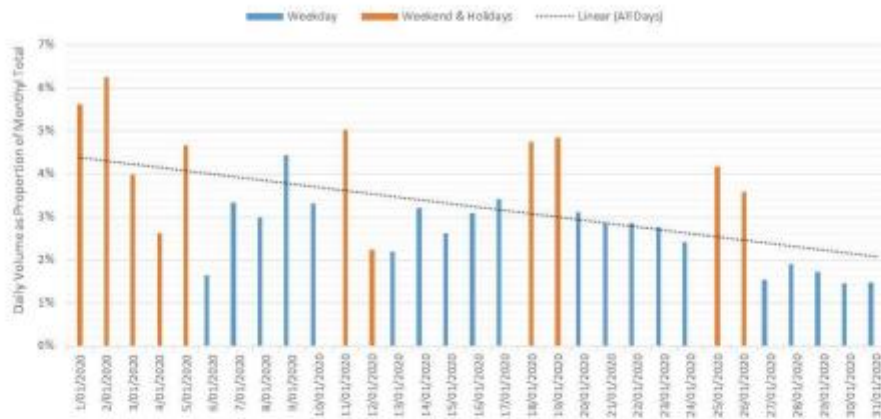


Figure 8: Boat Ramp Activity – January 2020⁶

The graph shows that, as would be expected, demand for boat ramp use was highest over the Christmas/New Year holiday period and then steadily declined as the month continued. Demand during weekends was also notably higher than weekdays.

Figure 9 focuses around the three major boat ramps (Nelson, Motueka and Kaiteriteri) and level of activity recorded during a typical weekend/holiday on the boat ramps. The intent of this graph is help understand how sustained the levels of high demand are across the day, rather than specifically how many vehicles use the ramp (as the data is subject to some error in this respect⁷).

Note that Nelson has a three-lane ramp and Kaiteriteri has a (narrow) three-lane ramp, whilst Motueka has two single lane ramps.

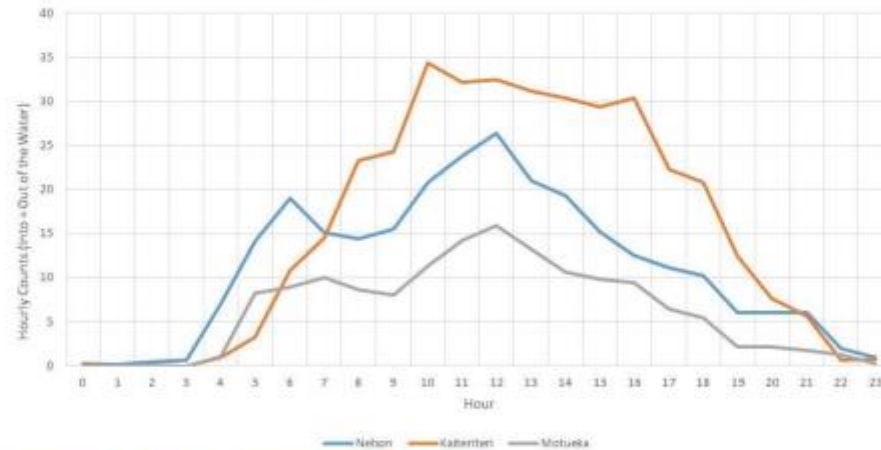


Figure 9: Boat Ramp Activity – Average Weekday/Holiday Activity

⁶ TDC surveys

⁷ This is because the tube counters may not always accurately capture the type of vehicle using the ramp, or whether there is a trailer attached.

The graph shows that demand at the Kaiteiteri ramps during the summer period is high and sustained for most of the day (10:00 to 16:00). The pattern for demand at Motueka and Nelson is relatively mirrored – in that it can be inferred that the ramps would be operating close to capacity between 11:00-13:00.

Notwithstanding the above, stakeholders informed the project team that demand at Kaiteiteri is very seasonal – with a considerable drop off in activity outside of the summer season. Activity at the Nelson ramp is however relatively sustained throughout the year.

"Management of the ramp [at Kaiteiteri] is great especially at very busy times, but a lack of parking especially for boat trailers is a nightmare."

Survey respondent

4.4 Planning Considerations

Resource Management Issues and Constraints

Any recommended investment from the project must meet all resource management statutory requirements. There are several documents (both statutory and non-statutory) that must be considered when planning for the proposed activities being considered. In particular, the following will be assessed to ensure that the proposal meets the plan provisions and follows the statutory process:

- Resource Management Act (RMA)
- Operative Tasman Resource Management Plan (TRMP)
- Operative Nelson Resource Management Plan (NRMP)
- New Zealand Coastal Policy Statement (NZCPS)

The coastal marine area (CMA) extends seaward of the line of mean high water springs to 12 nautical miles offshore and includes all foreshore, seabed and sea in that area and the air space above it. Activities such as any new boat ramp or extensions to existing boat ramps, moorings, slipways, jetties or boat sheds are likely to occur within the CMA. While other ancillary activities such as parking areas or new retail will more likely occur outside the CMA.

The RMA and the NZCPS require the natural character of the coastal environment to be preserved, while allowing appropriate use and development and require the protection of outstanding natural features and landscapes from inappropriate subdivision, use or development. The coastal marine ecosystems, as with terrestrial and freshwater ecosystems, are required by the RMA to be safeguarded in relation to their life-support capacity or healthy functioning.

Areas within the CMA that are recognised as having nationally or internationally important natural ecosystem values are identified in Schedule 25D of the TRMP. Many areas (apart from Riwaka, sites around Port Motueka, Ruby Bay, Māpua Leisure Park, Rabbit Island and Best Island) are identified on the TRMP planning maps as site of cultural heritage.

The issues relevant to this project in relation to activities within the CMA are the preservation of natural character, protection of landscapes, seascapes and natural features and coastal processes, protection of cultural heritage values, effects of public access and enhancement of amenity values. Provisions for the CMA address the issues of the effects on amenity and natural values, caused by the passage of craft across coastal waters and navigational safety. They also address effects of use and development on natural resources, conservation of natural resources, features, processes, ecosystems, heritage, access and amenity values in the CMA.

Any new boat ramp design and construction plans will be required to confirm the consents that may be required. However, all new structures for launching, haul out, mooring, berthage or storage of craft or vessels require consent, which will not be granted unless adverse effects can be avoided, remedied or mitigated. Any disturbance of the foreshore or seabed involving the excavation, deposition, redistribution or removal of material (including reclamation and dredging) will require consent. If such physical modifications are proposed within any area identified in Schedule 25D (except within 100 metres of the wharves, jetties, boat ramps or slipways at Port Māpua or Port Motueka, as they existed at 31 December 2002) the activity may require consent as a non-complying activity. For development of areas inland of the mean high water springs, consent will be required in all locations for any new buildings and subject to bulk and location requirements.

Consentability

The following resource consents will likely be required under the operative plans (TRMP and NRMP) administered by the TDC and/or NCC:

- Land use consents for the construction of buildings and provision of parking inland of the CMA;
- Occupation and disturbance of the CMA including physical modifications of the foreshore and structures;
- Temporary diversions of water during construction;
- Stormwater discharges from bulk earthworks;

- Soil and vegetation disturbance;
- Discharges of contaminants to land and/or water; and
- Discharge of contaminants to air from construction.

Given that the proposed works may involve earthworks and occupation of the CMA in areas identified as cultural significance and that there is the potential to unearth Maori artefacts Archaeological authorities from Heritage NZ may be needed and engagement with mana whenua should be undertaken.

Some activities particularly involving the encroachment onto the foreshore and resulting effects on natural resources, features, processes, ecosystems and loss of amenity and increasing risk of contamination during construction are likely to generate interest from the community and the potential for some objections.

4.5 Constraints

There are several notable constraints along the coastline which significantly limit the range of feasible locations where a new boat ramp could be introduced. These key constraints include:

- Road access
- Steep gradients down to the shoreline (i.e. cliffs)
- Tides
- Coastal erosion
- Cultural
- Conflict with other activities, including swimmers
- Land access

Figure 10 and Figure 11 provide the constraints maps for the coastline.

Road Access

Any necessity to construct a new road, to seal an unsealed road, or to widen a road as a means of facilitating a new boat ramp has been considered, from an affordability and value for money perspective, a fatal flaw.

This limitation significantly reduces where along the coastline a new boat ramp could be introduced – as it needs to be readily accessible from the current (sealed) local road network.

Slopes

The gradient between the road and the coast also needs to be considered – as simply it needs to be shallow enough to enable cars with trailers to access the ramp without difficulty. Highlighted in red are the areas (e.g. cliffs) which would preclude a new boat ramp from being introduced.

Tidal

Along the west coasts of New Zealand and in the Tasman/Golden Bay area, there are large tidal ranges (up to 4m) during spring tides (following New of Full Moon), and much smaller neap tides, when the Moon is in the 1st and last quarter phases. This is in stark contrast to the mid-eastern coasts and Chatham Islands, where the biggest tides occur only once a month.

The Mean Low Water Spring (MLWS), shown in Figure 10 as the light blue line, highlights the challenge of finding a new location that can (without significant dredging) support all-weather, all-tide access for smaller boats.



Cultural

Te Mana o te Wai is an emerging kaupapa for freshwater and coastal managers that is consistent with the Treaty of Waitangi. This approach to water management recognises that freshwater, saline and human-based water systems require integrated, holistic management. Activities that disturb sea life, sever access between water bodies or impact the domain of Tangaroa, the God of the Sea must be avoided. Dredging and the introduction of heavy metals and other pollutants into stormwater systems are examples of activities that deplete te mana o te wai and it requires a partnership approach to restore water quality and the mauri (or life force) of the water. The process for managing this is mainly through the resource consent process and the bigger the impacts the greater the consentability risk.

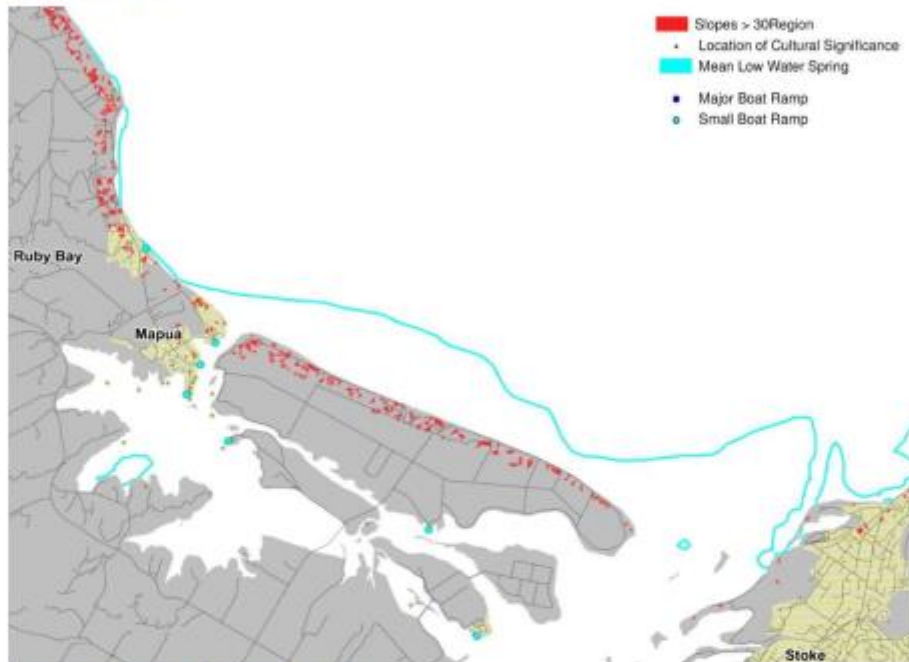


Figure 11: Constraints Map (Richmond to Tasman)

Coastal Erosion

Several sections of the coastline are exposed higher risk of coastal erosion; particularly around Riwaka, as shown in Figure 12⁸.

⁸ <https://www.ec.govt.nz/assets/webappviewer/index.html?id=832677938095430287142ba9ed67c36>



Figure 12: High Risk Coastal Erosion Areas

5 Customer Feedback

5.1 General Feedback

A survey of boat operators and non-boat operators was undertaken to better understand the perceived current state of boat ramp management within the Tasman Bay area and to compare responses from the different users to reveal the source and scale of conflict. Survey questions, provided within **Appendix B**, which were designed to eliminate the risk that one community might be perceived to manipulate the outcomes of the survey.

In total, feedback from 250 people over the four weeks (ending on 20 April 2020) was received. Of those who responded:

- Most were pakeha (88%) males (77%).
- Almost 60% were over the age of 45.

Amongst regular boat users:

- 88% of these considered themselves to be regular boat ramp users (at least four times a year).
- 61% had a preferred boat ramp (Nelson and Māpua most popular).
- 60% had owned a boat for more than five years.
- 54% were happy to pay a small fee to reduce congestion.
- The top reasons for spending time on the Bay included time with friends and family, for sport and recreation, followed by peace and tranquility and to feed the family.
- 63% are willing to travel a little further to access the right facilities in place.
- 70% plan which boat ramp they will use, and when based on how busy they expect it to be
- Top ranking facilities were:
 - All weather all tide (34% ranked #1),
 - Easy access (26% ranked #1)
 - Ample access to car parking (18% ranked #1).

5.2 Key Results

Key results from the survey which have been used to inform the identification of problems and potential solutions are provided as Figure 13 to Figure 15.

Why do you choose a certain boat ramp?

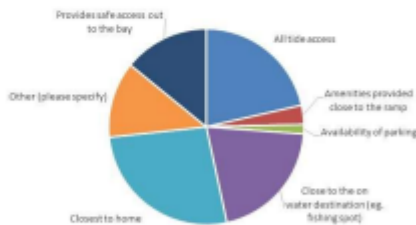


Figure 13: Reasons for Choosing a Boat Ramp

How often do you access Tasman Bay via a boat ramp?

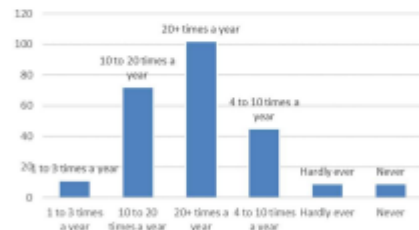


Figure 14: Frequency of Boat Ramp Use

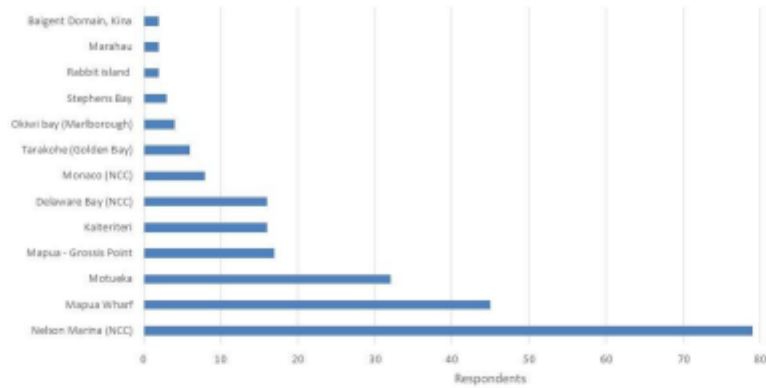


Figure 15: Preferred Boat Ramp

Key insights identified through surveying, and validated during workshops, include:

- There is an opportunity to achieve more equitable outcomes for locals by separating parking and access for commercial operators.
- Non-motorized boat ramp users feel that their needs could be cost effectively met but are not being given priority.
- Some "community boat ramps" are only accessible for larger boats that are towed by 4x4 vehicles.
- Some boat ramps aren't suitable for smaller boats (Port Nelson) and some boat ramps are more suitable for small boats (e.g. Cable Bay).
- Upgrades to lesser known ramps would reduce congestion at nearby popular ramps.
- Problems at Grossi Point (between motorized boats and others) has grown since the loss of access to the wharf facility.
- Additional facilities like floating pontoons, reflector strips, lane markings, signage, pedestrian facilities and turning areas can make existing facilities more accessible, efficient and safer for all.
- Better guidance for ramp users is needed on facilities usage and dedicated (restricted) facilities for different sized boats would reduce a lot of frustration while queuing at access ramps.

A key result, which has informed the baseline for one of the Investment Objectives, is that 78% of respondents said that they perceived there to be a shortage of boat ramp facilities in the Tasman Bay area.

6 Defining the Problem

6.1 Problems

The problems facing users of the boat ramps were identified through meetings between stakeholders. Figure 16 illustrates a range of problems identified during the workshops.



Figure 16: Problem Identification Radial Diagram

The following key problems were identified:

<p style="text-align: center;">Problem 1: Car Parking Not enough car parks to meet demand at peak times, which leads to congestion (land and waterside) and illegal parking.</p>
<p style="text-align: center;">Problem 2: Safety Risk that car and trailers hit vulnerable users, or once in the water, boat operators have difficulty accessing the bay because of tidal and navigational hazards.</p>

6.1.1 Problem 1: Car Parking

A significant impediment to sustainable recreational boating activities in Tasman Bay includes insufficient car parking provision at launch sites. Current capacity is progressively being eroded due to the popularity of recreational boating and fishing activities in the area and the increased demand on resources this brings. The demand is expected to increase further and, without investment, will increase congestion further and detract from the user experience. The table below summarises the causes and effects of the problem.

Table 3: Problem 1 – Causes and Effects

Not enough car parks to meet demand at peak times, which leads to congestion (land and waterside) and illegal parking.	
Cause	<ul style="list-style-type: none"> • Not enough car parks to meet peak demand. • People tend to use the boat ramp that best serves their activity best (e.g. water skiing or fishing) • Not enough space for car parking. • Increasing demand
Effect	<ul style="list-style-type: none"> • Negative impact to residents/amenity value (e.g. relating to inappropriate or illegal parking) • Increased congestion • Poor user experience • Parking for commercial users is occupied by other boat ramp users. • Knock on delays to people waiting in boats whilst someone else parks the trailer • Conflicts between vehicles/boats and other users (pedestrians/swimmers etc.)
Consequence	<ul style="list-style-type: none"> • Negative economic impact to local businesses • Increased safety risk • Poor amenity for residents and user experience • Reduced commercial opportunities

6.1.2 Problem 2: Safety

The layout of boating areas and their usage is fostering congestion and increasing safety risks at launch sites. This is occurring land side with conflicts between boaters negotiating the boating areas and vulnerable users such as pedestrians and cyclists, and water side where lack of facilities, site familiarity and conflicting users are causing frustrations and safety implications. Table 4 summarises the causes and effects of the problem.

Table 4: Problem 2 – Causes and Effects

Risk that car and trailers hit vulnerable users, or once in the water, boat operators have difficulty accessing the bay because of tidal and navigational hazards	
Cause	<ul style="list-style-type: none"> • Conflicts between boat users and other people accessing the area/beach (e.g. pedestrians and kayakers). • Limited visibility and maneuverability for cars and trailers. • Space constraints • Variable skill levels of boat operators and level of local knowledge (awareness of hazards). • Lack of dedicated turning areas • Other users impeding visibility • Shared spaces not being used as designed. • Tidal influences, which create localised rough weather. • Navigation hazards - bars, currents, wave conditions, depth of the water and natural features
Effect	<ul style="list-style-type: none"> • Serious injuries • Negative user experience • Safety issues accessing the bay
Consequence	<ul style="list-style-type: none"> • Increased cost of injuries to people • Fewer people use the ramp • Reduced access for people who would otherwise want to use the boat ramps

6.2 Benefits of Investment

The potential benefits of successfully investing to address the key problems were identified as part of a facilitated Investment Logic Mapping (ILM) workshop held on 10 February 2020 as follows.

- Benefit 1: Improved amenity for users and community
- Benefit 2: Improved commercial opportunities
- Benefit 3: Safer access

7 Evidence Base

7.1 Problem 1: Car Parking

7.1.1 Site Visit

Site visits to the existing boat ramps at Marahau, Kaiteriteri, Motueka and Nelson were conducted on the 19th and 20th of June. The site visits took place during low tide, during the week (off peak times for recreational marine activities) during fine weather and a calm sea.

Key observations were:

- Catering for both vehicles and boat trailers at boat ramp locations requires a significant amount of space. All the visited ramps provide some form of parking, although locations such as Marahau have very limited space due to land availability.
- All locations have land use restraints that impinge on vehicle and trailer parking capacity development.
- All locations are multi-use recreation locations. Therefore, all have competing demands for levels of services and access to the Tasman Bay.
- It is evident that during the high demand times the amount of available parking would possibly be insufficient.

The following provides a summary for each identified location:

Marahau

Marahau is geographically the furthest boat ramp from the major population areas of the region (i.e. Motueka, Richmond and Nelson) and has the lowest amount of available capacity for vehicles and boat trailers. There appears to be little opportunity to expand the existing car park without land acquisition and extensive work. There are 11 vehicle and boat trailer parks adjacent to the boat ramp and no on-road parking.

Otuwhero car park has recently been upgraded to a formalised parking area with demarcated parking spaces, time limited parking and a one-way flow. There are a small number of car and trailer parks available at this location. The car park provides a second access point for small watercraft as well as a loading / unloading location for vehicles with kayak trailers for the kayaking tours.



Figure 17: Marahau - Dedicated Vehicle and Trailer Parking Adjacent to Ramp



Figure 18: Marahau - Otuwhero Car Park

Kaiteriteri

Kaiteriteri has limited parking capacity for all users at the recreational reserve and beach front, with the boat ramp located at the northern end of the main beach area. There is some vehicle and trailer parking available adjacent to the boat ramp although it is informal. Most of the vehicle and boat trailer parking is at the southern end of the beach to the boat ramp. The parking areas that are available are not defined as vehicle and trailer parking or vehicle only parking, therefore there is no dedicated parking areas for vehicles with boat trailers.

Opportunities for future vehicle and boat trailer parking development is limited due to the geographical restraints of the location. The limited parking at Kaiteriteri and the demand during peak season is known to create significant parking issues, including conflicts between vehicles with boat trailers and other users.



Figure 19: Kaiteriteri - Small Car Park Adjacent to Ramp



Figure 20: Kaiteriteri - Main Car Park Area

Motueka

The Motueka boat ramp is privately owned by the Motueka Power Boat Club and the land is leased from council. The ramp and vehicle parking areas are gated requiring an electronic card to access the ramp and car parking area. The card is currently issued from the Talley's security gatehouse through a user pays access for non-members of the boat club. There is a well-formed and sealed, hard stand vehicle and trailer parking area within the boat ramp area.

The car park has capacity for 35 vehicles and trailers, plus some vehicle only parking. The area is well marked, and vehicle manoeuvring areas allow for complex vehicle manoeuvring. Outside of the boat ramp area there is no on-road parking that would currently be suitable for vehicle and boat trailers. The road verge is used for parking during the higher peak time, but this encroaches on the live traffic lanes and would make walking through this location difficult and unsafe.



Figure 21: Motueka Power Boat Club - Access & Parking

Nelson

Nelson, at the Akersten Street boat ramp, currently provides the most developed public access boat ramp for the Tasman Bay area. The vehicle and trailer parking area has recently been increased from 48 vehicle and trailer parks to 80 vehicles and trailer parks. There is also a further option of on-street parking for all vehicle users along Akersten Street.

The current boat ramp car parking area provides vehicle parking for non-trailer parking and has approximately 20 standard vehicle parks. The vehicle parking area has well demarcated parking spaces, time limited parking with pay and display ticketing and a one-way traffic flow that is well marked.

There is good vehicle manoeuvrability at the top of the ramp that allows for complex vehicle movements and multiple vehicle movements during the peak times when all three of the boat ramp lanes may be in use.



Figure 22: Nelson, Akersten Street Boat Ramp Car Park



Figure 23: Nelson - Clear Zone for Vehicle Manoeuvring

7.1.2 Feedback from Customer Insights

The primary feedback from the customer surveys in relation to parking is outlined below. The list has been ordered according to how many times the issue was identified. Specific issues only mentioned by one or two people have not been listed.

- Parking management at Kaiteriteri is needed, especially over Christmas holiday period (23)
- Nelson ramp needs more parking (9)
- More dedicated parking for boat trailers with more enforcement (6)
- Motueka needs more parking (5)
- Marahau has a car parking problem (2)
- Parking meters at Port Nelson don't work at 4.30am (2)
- Car parking too far from the boat ramp (2)

Overall, 68 survey respondents mentioned problems with car parking across all boat ramps within the scope area. The most complaints were received about Kaiteriteri and Stephens Bay (29), followed by Nelson (11), Māpua (8) and Motueka (7). The most common issues raised included 'more parking needed (43)' and 'more dedicated parking for boat trailers (10)'.

7.2 Problem 2: Safety

7.2.1 Site Observations

Site safety assessments were conducted at the same time as the parking assessment. General observations were:

- Pedestrian separation from vehicle movements is a critical safety consideration at all ramps, with multiple vehicle movements and pedestrian activity creating a complex and conflicting space that can result in higher levels of risk.
- Frequently areas around boat ramps experiencing high pedestrian demands which relate to other recreational activities. This means that there are potential conflicts between vulnerable users (e.g. children) and vehicles.

Marahau

Marahau, has good level of pedestrian service, with separated pedestrian paths along the full length of the waterfront with well-defined access points. Pedestrian access to the boat ramp is well defined and a separated path providing access to the pedestrian loading and disembarking jetty.

Figure 24, show the location of the pedestrian crossing at the top of the boat ramp.



Figure 24: Marahau - Pedestrian Crossing at Top of the Ramp

Kaiteriteri

Kaiteriteri is a well-known beach providing water access and recreation use for many activities. The Kaiteriteri recreational reserve also provides opportunities of non-water based recreation such as the Kaiteriteri mountain bike park and camping. The combination of all of these activities creates high pedestrian demands for the beach area.

The public access boat ramp is located at the northern end of the beach. The ramp is mostly level with the beach which means sand migrates and covers much of the ramp that is within the tidal zone. There is no demarcation of the boat ramp from the beach, and therefore no separation or cues that pedestrians may be using the ramp to access the beach.

There is also no formalised crossing point for pedestrians to cross the boat ramp. This coupled with a lack of clear signage to remind people that boats may be reversing out of the water creates a safety issue. Figure 25 show the pedestrian desire line for beach users at Kaiteriteri, whilst Figure 26 shows the potential conflict point between vehicles and pedestrians at the top of the boat ramp.



Figure 25: Kaiteriteri - Pedestrian Desire Line



Figure 26: Kaiteriteri - Top of the Boat Ramp

Motueka

Safety issues noted at Motueka were:

- The boat ramp provides pedestrian access points for loading or unload boats at the ramp, although there is no pedestrian crossing point between the formed pedestrian paths, the café cart, and the floating platform.
- There is no pedestrian demarcation or dedicated pathways within the car parking area.
- The boat ramp and car parking area within the boat ramp area is separated from the general public therefore through traffic is the area will be limited.

Figure 27 provides a photograph of the pedestrian access at the top of the Motueka boat ramp.



Figure 27: Motueka - Pedestrian Access Across the Top of the Ramp

Māpua

The waterfront area has recently been enhanced to have a pedestrian only access to the retail and wharf area. There are no major safety issues in Māpua – as there is currently no public boat ramp access. However, it is worth noting that the Māpua wharf is a popular area for pedestrians to explore as well as a being known location for “wharf jumping” by swimmer during summer.

Nelson

Nelson has a large parking area that caters for 80 vehicles with trailers, as well as parking for non-trailer vehicles. Consequently, the car park sees a lot of activity, especially during the summer, with a high movement of both vehicles and pedestrians.

There is limited pedestrian demarcation and separation from vehicle movements. The pedestrian access, adjacent the boat ramp and onto the floating jetty areas, is a separated access for boarding and disembarking boat passengers, which at a busy three lane ramp provides a good level of pedestrian safety at the ramp. Furthermore, access across the top of the boat ramp and onto the pedestrian access of the northern side of the boat ramp and floating pontoon boat storage berths is limited.

Figure 28 and Figure 29 highlight some of the safety issues at the Nelson boat ramp.



Figure 28: Nelson - Pedestrian Access Next to Boat Ramp



Figure 29: Nelson - Pedestrian Access to Boat Ramp

7.2.2 Feedback from Customer Survey

32 survey respondents mentioned safety risks across all boat ramps within the scope area. The locations which were identified most frequent as areas with safety issues were Māpua (18) followed by Kaiteriteri (4). The most common issues raised included:

- Safety of swimmers at Grossi Point Ramp is a concern (6).
- Busy congested ramps are unsafe ramps (5).
- Boat ramps are unsafe for children and should be located away from pedestrian areas (4).
- Ramps closer to water destinations improve safety (3).
- All tide access will improve safety (2).
- Five knot limits are often breached (2).

7.2.3 Feedback from Harbourmasters and Boat Clubs

Specific feedback in relation to safety issues, as provided by the Harbourmasters and Boat Clubs during one-on-one meetings, was:

- Pedestrian safety at Marahau and Kaiteriteri is a significant concern, particularly during the busier summer peak season. There are a lot of vehicle and trailer movements with limited visibility, combined with limited or no pedestrian separation.
- The Māpua bar is known to be an area of high-risk during afternoon sea breezes particularly when combined with an outgoing tidal flow from the channel. Accessing the Tasman Bay from Māpua safely requires local knowledge around the sand bar and the effects of the afternoon sea breezes.
- There is currently no compliant hull cleaning (antifouling) facility within the Tasman region. This would provide better management of biosecurity by providing a dedicated location that is compliant for hull cleaning (e.g. designated slipway with holding tanks to capture waste) as well as regional economic benefit.
- Access the Tasman Bay via the Motueka channel is noted as being a safer option for accessing the bay compare to the Māpua channel. Although the Motueka channel is known to move, and it is possible that boats may get stuck (in the worst cases), this would be safer than public access via the Māpua channel with the issues of the sand bar and afternoon sea breeze.
- Concern was raised regarding the interaction between swimmers and recreational boat users at Māpua. With the wharf being a major regional attraction for "wharf jumping" in summer, as well as other water based recreational users, such as canoeing and kayaking, this could create conflicts on the water that could result in serious injury.
- Recommended that the programme seeks opportunity to separate recreational water users would be of benefit to all users, allowing all users safe and enjoyable access to their choice of water-based activity.

8 Investment Objectives

An Investment Logic Map (ILM) was developed to identify and clarify the links between problems and benefits. Benefits were developed to demonstrate the links between the benefits and key performance measures that can be used to measure success. The ILM was worked through with the wider stakeholder group during the Problems and Options Workshop (6th April 2020), and refined based on the feedback.

Figure 30 provides an ILM which shows how the Investment Objectives were developed.

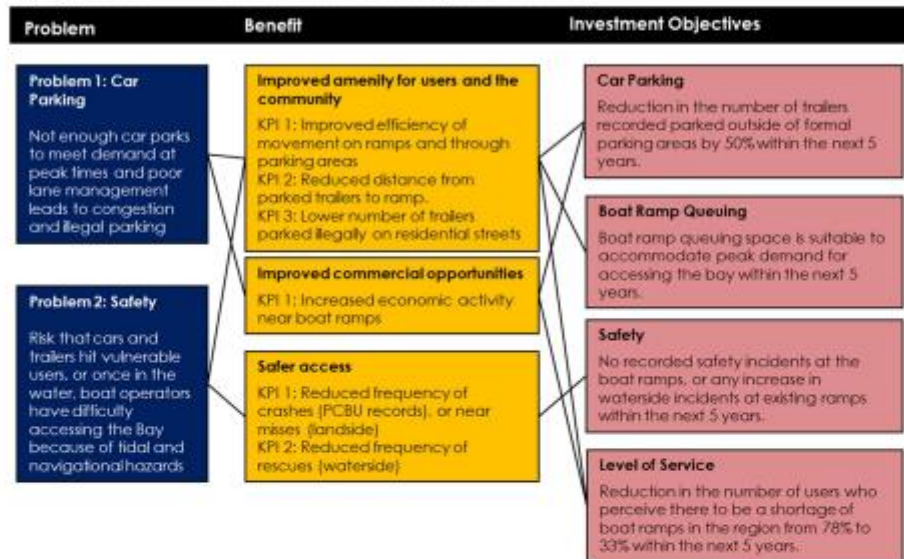


Figure 30: Tasman Bay Boat Ramp IBC – Investment Objectives

The Investment Objectives for this IBC are:

1. Reduce the number of trailers parked outside designated areas by 50% in the next five years
2. Ensure boat ramp queuing space is suitable to accommodate peak demand for accessing the bay within the next five years
3. No recorded safety incidents at the boat ramps, or any increase in in waterside incidents at existing ramps in the next five years.
4. Reduction in the number of users perceiving a shortage of boat ramps in the region from 78% to 33% within the next five years

PART B – IDENTIFICATION OF PREFERRED OPTION

9 Long List Development

9.1 Process

The process of getting from the long list to short list was a methodical and flexible one that was based around extensive stakeholder engagement and a robust assessment process aimed at making the best use of local knowledge. A review of previous studies, customer surveys, site visits and desktop analysis were the starting points. Thereafter stakeholders were engaged at key points along the way via workshops and one-on-one meetings.

The process taken to get to a preferred option/programme is shown within Figure 31.

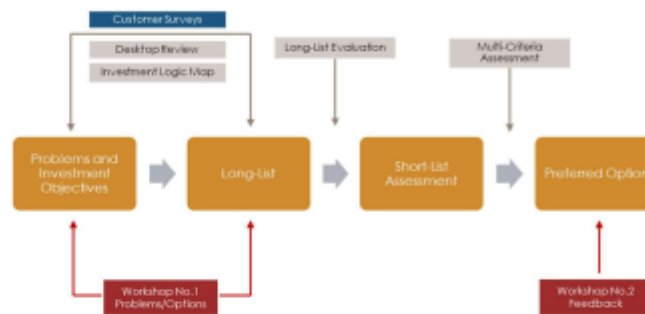


Figure 31: Process for Identifying the Preferred Programme

One of the key outcomes from the Problems and Options Workshop (6th April 2020) was a consensus amongst stakeholders that there was no 'one option fixes all' solution to Tasman Bay's boat ramp issues. Rather, it was agreed that the preferred programme should focus on upgrades to existing sites, and if funding becomes available, to introduce an all-weather all-tide ramp at a new site. As such, upgrades to existing sites would likely fit within a short-term programme, and the development of a new site would be a medium-long term solution.

For this reason, two separate long lists have been created in order to better understand:

- Where best to focus investment in upgrading existing infrastructure.
- The best location for a new all-weather all-tide boat ramp.

9.2 Long Lists

9.2.1 Strategic alternatives

Covered within the long lists are the full spectrum of intervention types that were identified by stakeholders; namely:

1. Do Nothing.
2. Restrict access at different times.
3. User pay scheme.
4. Improve existing facilities.
5. Create overflow areas for peak demand.
6. New boat ramp.
7. More car parking.
8. Adding another lane to existing boat ramps.
9. Reclaim land to expand facilities / major hub (i.e. marina).

9.2.2 Long List A: Upgrade to Existing Sites

The first long list focused around upgrading the existing all-weather, all-tide boat ramps.

However, the nature and scale of the issues at the various boat ramps are not necessarily the same. Therefore, to enable a like-for-like comparison, the MCA assessed various levels of intervention that responded to the identified problems (i.e. safety and capacity). Once we understand where investment is best directed, we can specifically identify what (for example 'fixing parking in Motueka') that would look like (and cost).

To this end, the levels of intervention (in terms of complexity) applied to each site were:

- Low (Do Min) – addressing existing **safety** issues.
- Medium – addressing existing **safety and parking** issues.
- High – addressing existing **safety, parking and ramp capacity** issues.
- Max – upgrade to a major harbour.

Iwi representatives identified two new options that were also brought through to the MCA:

- Kina Peninsula improvements (for small watercraft and existing water skiing)
- Rabbit Island improvements (for small watercraft and existing water skiing)

Table 5 provides the long list for "upgrades to existing sites".

Table 5: Existing Sites – Long List

Location	Level of complexity to implement	Intervention theme
Do Nothing	-	-
Demand Management	-	Time slot system
	-	Parking and lane management/enforcement
Nelson	Low	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Grossi Point	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Motueka	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
	Max	Major Harbour
Kaikeriteri	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Marahau	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Other (for small craft and water skiing)	-	Kina Peninsula
	-	Rabbit Island

9.2.3 Long List B: New Sites

The long list for new sites, established based on stakeholder feedback and a desktop review of alternative locations (i.e. looking at road access, tidal and topographic constraints) is outlined below.

- DN** Do Nothing
- C** Community Boat Ramp (for small craft – any location)
- 1** Best Island
- 2** Kina
- 3** Rough Island
- 4** Rabbit Island
- 5** Riwaka
- 6** Tapu Bay Reserve
- 7** Māpua (community proposed)
- 8** Māpua Leisure Park
- 9** Stephens Bay
- 10a** Motueka Recreational Hub (moderate size)
- 10b** Motueka Major Harbour (larger and high activity)
- 11** Rabbit Island – North

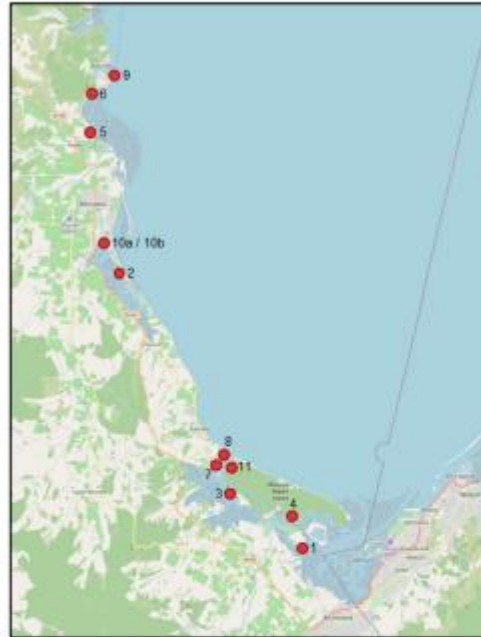


Figure 32: Long list for new boat ramps

Note that the reintroduction of the original boat ramp in Māpua was not included. This is because it would already have been considered as part of the original waterfront enhancement project, and its reintroduction goes against the principles that a safe shared space looks to achieve.

10 Multi-Criteria Assessment

10.1 MCA Criteria

The MCA processes have looked to align as closely as possible with Waka Kotahi's draft *MCA Template and User Guidance* (August 2020) and a consistent set of criteria has been used for the assessments of the separate long lists. Whilst the multi-criteria assessments of the options were run separately, all options were assessed against a consistent set of criteria. Therefore, if desired, the MCA's could be packaged as one. The criteria used, as outlined below, have been grouped into distinct categories:

Table 6: MCA Criteria

Category	Criteria
Investment Objectives	Car parking
	Boat ramp delays / queuing
	Safety
	Level of service (perception of boat ramp availability)
Keys risks	Cultural and Māori impact
	Tidal constraints
	Maintenance of waterside access
	Land availability
NZ Enduring outcomes ¹ (if not captured in the Investment Objectives)	Proximity to water-based activities
	Economic prosperity (commercial opportunities)
	Environmental sustainability (water quality)
Critical success factors (if not captured previously) ²	Potential value for money / affordability
	Potential achievability
	Stakeholder and customer preferences

Excluded Criteria

There were several other criteria which also could fit into the overarching categories. However, these were excluded because they were either captured elsewhere (to avoid double counting), were not relevant to the decision-making process, or likely would have resulted in identical scores for each option. For completeness, a list of the excluded criteria is shown in Table 7.

Table 7: Excluded Criteria

Category	Criteria	Rationale for Exclusion
Enduring NZ Outcomes	Inclusive access	Not relevant to this project
	Resilience and security	Captured under tidal constraints (and effects of climate change)
	Healthy and safe people	Captured under the safety investment objective
Critical Success Factors	Supplier capacity and capability.	No information available that would differentiate between options
	Urgency and other timing requirements	No information available that would differentiate between options
	Potential affordability	Linked to value for money / cost
Other	Navigational issues	Covered under 'Safety'
	Cumulative impacts, interactions with other projects	Covered under 'Economic prosperity'
	Maintenance of landside access	No information available that would differentiate between options

¹ **Inclusive access** - Enabling all people to participate in society through access to social and economic opportunities, such as work, education and health care.

Economic prosperity - Supporting economic activity through local, regional and international connections, with efficient movements of people and products.

Resilience and security - Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

Environmental sustainability - Transitioning to net zero carbon emissions and maintaining or improving biodiversity, water quality and air quality.

Healthy and safe people - Protecting people from transport-related injuries and harmful pollution and making active travel modes (such as walking and cycling) attractive options.

² All criteria captured elsewhere

10.2 Weightings

The baseline weightings, as agreed by the wider project team (inc. TDC) used for both MCAs are outlined in Table 8.

Weightings were initially provided for each of the overarching categories, and then separately for each criterion. For clarity – the 'car parking' score would represent 9% percent of the total score (30% x 30%). Impact to cultural and maori was given a high weighting to reflect the importance given that any new boat ramp would have an impact to the natural environment.

Table 8: Weightings – Network Options

Categories	Criteria		
Investment Objectives	30%	Car parking	30%
		Boat ramp delays / queuing	20%
		Safety	30%
		Level of service (perception of boat ramp availability)	20%
Key Risks	30%	Cultural and Māori impact	40%
		Tidal constraints	20%
		Maintenance of waterside access	10%
		Land availability	20%
		Proximity to water-based activities	10%
Enduring Outcome	10%	Economic prosperity (Commercial benefits)	50%
		Environmental sustainability	50%
Critical Success Factors	30%	Potential value for money / affordability	40%
		Potential achievability	20%
		Stakeholder and customer preferences	40%

10.3 Scoring Scale

Table 9 provides the scoring scale adopted for the MCA. A +3 to -3 scale was considered, but it was felt that the 1-5 scale provided a better means of being able to differentiate between options – particularly as most of the criteria would have scored positively.

Table 9: Scoring Scale

5	Provide best possible improvement / No difficulty with implementation
4	Provides significant improvement / Minor difficulty with implementation
3	Provides some improvement / Some difficulty with implementation
2	Provides no improvement / High amount of difficulty with implementation
1	Worse than do nothing / Significant difficulty with implementation
F	Fatal Flaw

A score of 2 therefore reflects a neutral impact.

10.4 Feedback from iwi engagement

Discussions with iwi took place through two hui (March and July 2021), plus on-going emails and phone calls between TDC and iwi representatives. Iwi Taiao representatives added cultural and environmental information to complement staff findings. Key feedback was:

- Spreading the available funding around various sites in the district, improving a range of water access sites rather than investing in one large facility.
- The importance of leaving the natural environment in a better state than it was before the project.
- If the boat ramp construction and resulting changes in community behaviour (for example, driving shorter distances) did not have a net positive impact, then Council was strongly encouraged to find a better solution.
- We must protect sites of significance to iwi (wahi tapu), and avoiding disturbing sites of occupation where bones and artifacts may be unearthed

- Ensure that any water access project incorporates elements of Māori history of the area, mythology and other cultural elements such as pō, to enhance the site

Specific feedback that informed the MCA scoring for 'Cultural and Māori impact' was:

- **Stephen's Bay** - this site has high spiritual significance for mana whenua and is also a site of historical occupation. Even moorings are discouraged here. This site ranks very low for iwi.
- **Tapu Bay** - Iwi asked that this option be taken completely off the list of options due to high levels of cultural and spiritual significance.
- **Motueka Recreational Hub** - this option ranked highly for iwi, given that it is already a modified site and has potential to have net positive environmental outcomes by improving the existing facilities.
- **Motueka Major Harbour** - this option was discouraged. The extensive land reclamation would be not only very expensive but also have significant impact on the natural wetland/estuarine area. Iwi supported widening the flood gates through the estuary in any Motueka water access project.
- **Kina Peninsula** - This site required sensitivity due to being the site of Te Maimake Pa but had potential for improvement and enhanced cultural interpretation.
- **Māpua Leisure Park** - this site was highly discouraged as it is a wahi tapu and historical occupation site, and would also lead to significant habitat invasion.
- **Māpua Waterfront** - Iwi were reluctant to endorse this option due to it being a site of cultural significance, occupation, and high environmental risk. However, if a boat ramp were to be built in the Māpua area (Grossi Point, Waterfront Park, or Leisure Park), the Waterfront Park was the best option due to already being highly modified and the wahi tapu already disturbed. This was preferable to disturbing a still protected/intact location.
- **Moturoa/Rabbit Island (North — across from Māpua)** - this site was highly discouraged, and iwi asked for it to be taken off the list of potential sites due to burials, high spiritual significance and being inconsistent with the Reserve Management Plan.
- **Moturoa/Rabbit Island (South — closer to main access road)** - while this site did contain some archaeological significance, iwi generally supported minor changes in this location to enhance the water access, improve parking, native planting and general amenity.

10.5 Scoring

10.5.1 Baseline

The scores for the 'upgrading existing sites' and 'new sites' MCAs are provided in Table 10 and Table 11 respectively. The scores were informed by:

- Initial Stantec workshop (14 May 2020) – draft scores worked through as a group with input from technical specialists covering engineering, transport planning and planning.
- Project team workshop (17 June 2020) involving representatives from TDC, hapu and the harbourmasters. The purpose was to review the draft scores and update as necessary based on the knowledge of the wider group. A second MCA review session was held with TDC on the 15th July 2020, with input from experts in cultural matters.
- A review of independent investigations into options for Māpua, Marahau and Motueka (see **Appendix C**).
- Engagement with iwi during 2021.

10.5.2 Sensitivity tests

Sensitivity tests were then undertaken to understand whether the relative ranking of programmes would change in response to changes to the weighting of key criteria. These sensitivity tests were:

- **Investment Objectives** – increase the overall weighting to 50%.
 - 'Project Risks' was reduced from 30% to 20%; and 'Critical Success Factors' reduced from 30% to 20%.
- **Cultural** - 'Cultural and Māori impact' represents 30% of the entire project score.
 - All other categories under 'Project Risks' given a 0% weighting
- **Value for money** – represents 30% of the entire project score.
 - All other categories under 'Critical Success Factors' given a 0% weighting.

Table 2.01: Upgrade Existing Ramps – MCA Scores

Option	Do Nothing	Investment Objectives				Key Risks					NZ Objectives		Strategy Alignment		
		Car Parking	Delays on Boat Ramps	Safety	Availability of Boat Ramps	Cultural and Māori	Tidal Constraints	Waterside maintenance	Land Availability	Proximity to water activity	Economic prosperity	Environmental sustainability	WIM/Affordability	Achievability	Stakeholder preferences
DN	Use pay scheme for peak times (pay as you go)	4	3	3	3	3	3	3	3	3	3	3	3	3	3
	Time slot system	3	4	3	3	3	3	3	3	3	3	3	3	3	3
Demand Management	Parking and law enforcement/enforcement	3	4	3	3	3	3	3	3	3	3	3	3	3	3
	Safety	2	1	4	2	2	2	2	2	2	2	2	2	3	4
Nelson	Safety + Parking	3	3	4	2	2	2	2	2	4	2	2	2	1	4
	Safety + Parking + Ramp Capacity	3	4	4	4	2	2	2	2	4	2	2	2	1	3
Great Point	Safety	2	2	3	2	2	2	2	2	2	2	2	2	3	4
	Safety + Parking	3	3	4	3	F	2	2	2	2	2	2	2	3	3
Moukua	Safety + Parking + Ramp Capacity	3	3	3	3	F	2	2	2	2	2	2	2	3	3
	Safety	2	1	4	2	2	2	2	3	2	2	2	2	4	4
Moukua	Safety + Parking	4	3	4	4	1	2	2	3	4	3	2	2	4	4
	Safety + Parking + Ramp Capacity	4	4	4	4	1	2	2	2	3	3	2	2	4	4
Kaitiaki	Safety	2	2	5	2	2	2	2	2	2	2	2	4	4	3
	Safety + Parking	3	4	5	3	F	2	2	2	5	3	2	2	1	3
Manuhau	Safety + Parking + Ramp Capacity	3	5	3	4	2	2	2	2	3	2	2	3	3	3
	Safety	2	2	4	2	2	2	2	3	2	2	2	3	3	3
Chlor (small craft and water skiing)	Safety + Parking	3	3	3	3	1	2	2	1	3	3	2	1	1	2
	Safety + Parking + Ramp Capacity	3	4	2	2	1	2	2	1	3	3	2	1	1	2
Kia Peninsula	Safety + Parking + Ramp Capacity	4	3	3	3	3	3	2	4	3	2	3	4	5	4
	Rabbit Island	3	3	3	2	3	2	2	5	2	2	3	4	5	3

Table 11: New Ramps – MCA Scores

Option	Do Nothing	Investment Objectives				Key Risks				NZ Outcomes		Strategy Alignment			
		Car Parking	Delays on Boat Ramps	Safety	Availability of Boat Ramps	Cultural and Māori impact	Tidal Constraints	Maintenance of waterside access	Land Availability	Proximity to water-based activity	Economic prosperity	Environmental sustainability	ViM / Affordability	Achievability	Stakeholder / customer preferences
DNI	Do Nothing	3	4	4	4										
C	Community Boat Ramp (Event; location)	3	3	3	3	3	3	3	3	3	3	3	4	4	3
1	Bent Island	4	3	4	3	4	2	2	4	2	2	2	1	2	1
2	Kira Puetiwa Road	5	3	4	2	3	2	2	4	3	2	2	2	2	2
3	Rough Island	3	3	2	3	4	2	2	1	2	2	2	1	2	2
4	Rabbit Island	3	3	2	3	2	2	2	3	2	2	2	2	2	2
5	Rouba	2	2	2	2	2	2	2	1	3	2	2	2	2	1
6	Tapu Bay/ Bouene	3	3	2	2	F	1	2	2	3	2	2	2	3	1
7	Milpaui (New Proposal)	4	3	4	4	2	2	2	4	4	5	2	3	1	4
8	Milpaui Leisure Park	4	3	3	4	4	2	2	2	4	4	3	2	3	4
9	Seaplan Bay	2	3	3	2	4	4	2	1	4	2	2	1	2	2
10a	Motouka	3	4	4	4	3	3	2	2	4	4	4	4	3	4
10b	Motouka Major Harbour (larger and high activity)	4	4	5	4	4	3	1	2	4	5	3	1	1	3
11	Rabbit Island – North	3	3	2	3	F	2	2	3	4	3	2	2	1	1

10.6 Results - upgrading existing sites

10.6.1 MCA scoring

The total scores for each option, when considering the weightings, are outlined within Table 12. The table also shows whether an option has any fatal flaws. The relative ranking of each option has then been provided (removing options that were fatally flawed).

Highlighted in dark green are options that may be suitable to bring forward as part of the programme, considering:

- The relative ranking (and score) of the option compared to other sites, or sub-options for the same location.
- Whether the option had any fatal flaws.
- A stakeholder desire to resolve issues at all existing major boat ramps (i.e. Nelson, Motueka and Kaiteriteri).

Table 12: Upgrade Existing Sites – Results

Option	Baseline			Sensitivity (Rank)			
	Score	Fatal Flaws	Rank	Investment Objectives	Cultural	Value for Money	
Demand Management	User pay scheme	2.42	-	11	13	11	5
	Time slot system	2.22	F	-	-	-	-
	Parking and lane management	2.66	-	7	7	7	8
Nelson	Safety	2.60	-	8	11	8	10
	Safety + Parking	2.39	-	13	9	13	13
	Safety + Parking + Ramp Capacity	2.40	-	12	6	12	12
Grossi Point	Safety	2.51	-	10	12	9	11
	Safety + Parking	2.33	F	-	-	-	-
	Safety + Parking + Ramp Capacity	2.01	F	-	-	-	-
Motueka	Safety	2.78	-	6	8	6	7
	Safety + Parking	3.29	-	2	3	3	3.5
	Safety + Parking + Ramp Capacity	3.08	-	4	2	5	2
Kaiteriteri	Safety	2.87	-	5	5	4	6
	Safety + Parking	2.32	F	-	-	-	-
	Safety + Parking + Ramp Capacity	2.21	F	-	-	-	-
Marahau	Safety	2.54	-	9	10	10	9
	Safety + Parking	1.96	-	14	14	14	14
	Safety + Parking + Ramp Capacity	1.88	-	15	15	15	15
Other (targeting small craft and water skiing)	Kina Peninsula	3.49	-	1	1	1	1
	Rabbit Island	3.13	-	3	4	2	3.5

The MCA acted as a good tool for understanding the preferred way forward for each existing site. Under a range of sensitivity tests, generally the same options for each of the different sites ranked the highest. The only exceptions were:

- When 'value for money' or 'Investment Objectives' were given a high weighting bias, this resulted in the 'safety + parking + ramp capacity' option ranking highest for Motueka.
- When 'Investment Objectives' were given a high weighting bias, this resulted in the 'safety + parking + ramp capacity' option ranking highest for Nelson. However, ultimately the difficulty in acquiring the necessary land and impact to water quality means that it is not suitable to progress an option that proposed more ramp capacity and parking at Nelson Port.

10.6.2 Discounted sites

The MCA is only one tool that should be used to determine the preferred programme. However, the MCA process does allow the relative benefits of investing in alternative sites to be better understood. It also provides a robust means of establishing which options should be discounted at the long list stage.

Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

The key reasons for not bringing forward some options from the long-list are outlined below:

Table 13: Discounted options

Option	Rationale for discounting
Do Nothing	<ul style="list-style-type: none"> There is a strong community desire to see an increase in the levels of service provided at publicly accessible boat ramps therefore Doing Nothing would not be acceptable to the community. Creates social and political risk due to the high levels of community desire Does not meet the investment objectives of the project scope.
Restricted Access / Time slot system	<ul style="list-style-type: none"> Difficult system to implement and would require a high level of support and compliance from all public users.
User Pays scheme	<ul style="list-style-type: none"> Pay as you go already exists at Nelson, Kaiteriteri and Motueka Boat Ramps (Marahau tbc)
Kaiteriteri – Expanding Car Parking or Ramp Capacity	<ul style="list-style-type: none"> Geographically and environmentally challenging to expand or build further capacity. Expanding capacity at this location would struggle to meet resourcing consent requirements, especially if this option related to environmental or physical change to the estuary.
Marahau – Expanding Car Parking or Ramp Capacity	<ul style="list-style-type: none"> Geographically and environmentally challenging to expand or build further capacity due to limited council owned land. Marahau is the furthest geographical location from the region's main population areas within the project scope, therefore the benefit for an all public access, would be limited Marahau has significant tidal restraints
Grossi Point	<ul style="list-style-type: none"> The site has high cultural value. Launching is not into the main channel and there are tidal restrictions. Water safety is a concern at Grossi Point as a reserve it is a popular area for swimming, BBQs and picnics. A boat ramp at this location could either create notable safety issues (e.g. conflict with swimmers) or remove a significant amenity value for other users.

10.7 Results - new sites

10.7.1 MCA scores

The MCA results for 'new sites' are provided as Table 14.

Table 14: New Sites – Results

Site	Baseline		Sensitivity (Rank)		
	Score	Rank	Investment Objectives	Cultural	Value for Money
DN Do Nothing	0.30	14	14	14	14
C Community Boat Ramp (Generic Location)	2.78	5	5	3	2.5
1 Best Island	1.79	13	11	11	12
2 Kina Peninsula Road	2.39	6	6	6	6
3 Rough Island	1.91	10	10	9	13
4 Rabbit Island	2.27	7	7	7	7
5 Riwaka	1.85	11	13	8	9
6 Tapu Bay Reserve	1.82	12	12	12	10
7 Māpua Waterfront	2.90	2	4	2	2.5
8 Māpua Leisure Park	2.84	3	3	4	5
9 Stephens Bay	2.03	8	9	10	11
10a Motueka Recreational Hub (moderate size)	3.49	1	1	1	1
10b Motueka Major Harbour (larger and high activity)	2.80	4	2	5	4
11 Rabbit Island - North	1.96	9	8	13	8

The draft MCA has identified:

- The Motueka Recreational Hub ranked as the highest-ranking option for all scenarios.
- The Māpua Leisure Park, Māpua Waterfront and Motueka Major Harbour all had very similar total scores, with a narrow range from 2.80 to 2.90.

- The Motueka Major Harbour option is however potentially critically flawed due to significant cultural impacts and high costs which would likely make it unaffordable in the current funding climate.
- The Māpua Waterfront option ended up as typically the second highest ranked under a range of sensitivity tests. It ranked lower than the Māpua Leisure Park option under the 'Investment Objective' sensitivity tests, largely because of the implications to safety for less experience users. The MCA has established that the Waterfront option would rank stronger if use were limited to experienced boaters only.
- The 'Community boat ramp' ranked well. However, this proposal would only indirectly support the overarching project objective of improving all-weather all-tide access to the Tasman Bay – by removing some demand from the existing sites. As such, on its own, it would not strongly align with the project investment objectives and as such was not taken forward for further consideration.

10.7.2 Discounted Options

The key reasons for discounting some of the 'new site' options are outlined below:

Table 15: Discounted options – 'new sites'

Option	Rationale for discounting
{1} Best Island	<ul style="list-style-type: none"> • Although geographically close to Richmond, accessing this location for an all public boat ramp facility would be challenging. Requiring road upgrading and increased road maintenance. • Possible conflict with residents due to the increase in traffic and boat use • Current ramp and facilities will need significant upgrading or complete replacement • Access to the Tasman Bay will still be tidal therefore does not meet the investment objectives
{2} Kina Peninsula Road	<ul style="list-style-type: none"> • Limited road access • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area • The channel is very narrow, indirect and suitable for small craft only
{3} Rough Island	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area • Current ramp and facilities will need significant upgrading or complete replacement • Access to the Tasman Bay would be through the Māpua channel, therefore would have an increase in risk of recreational user group conflicts on the water and safety crossing the Māpua sand bar.
{4} Rabbit Island	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area • Current ramp and facilities will need significant upgrading or complete replacement
{5} Riwaka	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area
{6} Tagu Bay Reserve	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area
{7} Stephens Bay	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area
{10b} Motueka (Major Harbour)	<ul style="list-style-type: none"> • This is expected that this would exceed the council budgets • Would require third party funding either from central government or some form of public private partnership. • Will require significant long-term and resource planning

10.8 Summary

Engagement with key stakeholders, including iwi representatives, has established that the preferred way forward would be a programme of upgrades to several sites. This would help address short term issues and provide benefits to a far wider catchment of the Tasman boating community. Taking this approach aligns with iwi desires to 'spread the load' and target initial investment at upgrading existing assets.

Upgrading existing sites

The MCA has provided a clear steer that a suitable preferred short-term programme would capture:

- **Demand management measures** - improved parking and lane management/enforcement.
- **Motueka** - safety and parking improvements.
- **Nelson** - safety improvements.
- **Kaiteriteri** - safety improvements (in conjunction with the Masterplan)
- **Marahau** - safety improvements.

Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

- Kina Peninsula (targeting small craft and water skiing)
- Rabbit Island (targeting small craft and water skiing)

This approach aligns with the intervention hierarchy for National Land Transport Fund (NLTF) investments¹¹.

New sites – short list

The MCA has acted as a useful tool for narrowing down the field of alternatives for a potential new boat ramp. It has helped to establish that any further consideration of a new ramp should be limited to the following short listed locations:

- Motueka - recreational hub (moderate size)
- Māpua Waterfront
- Māpua Leisure Park

The following chapter provides a more in depth evaluation of the pros and cons of each of these options.

¹¹ www.nzta.govt.nz/assets/resources/The-Business-Case-Approach/PEC-intervention-hierarchy.pdf

11 New sites – short list evaluation

The comparison of the short-listed options has considered:

- The extent to which a new site at the Motueka Power Boat Club, Māpua Leisure Park or Māpua Waterfront will help deliver upon the Investment Objectives.
- The wider opportunities created by a new boat ramp in those locations.

11.1 Concepts

For additional context, the concept options for development at the Māpua Waterfront (developed by the Māpua Boat Club) is provided as Figure 33



Figure 33: Motueka boat ramp concept (Motueka Power Boat Club)

11.2 Delivering the Investment Objectives

Fundamentally, the preferred programme (also capturing the short-term programme of upgrades to existing sites) should strongly deliver upon all Investment Objectives. No intervention in preferred programme should make any of the problems worse – for instance, the absolute minimum is that the safety risk (both on land and on water) at all sites does not worsen.

As a reminder, the Investment Objectives are:

1. **Car parking** - reduce the number of trailers parked outside designated areas by 50% in the next five years
2. **Ramp capacity** - ensure boat ramp queuing space is suitable to accommodate peak demand for accessing the bay within the next five years
3. **Safety** - no recorded safety incidents at the boat ramps, or any increase in in waterside incidents at existing ramps in the next five years.
4. **Level of service** - Reduction in the number of users perceiving a shortage of boat ramps in the region from 78% to 33% within the next five years

The short-term programme captures minor safety improvements at five locations, and parking improvements at two locations. These interventions will therefore help support the 'car parking' and 'safety' Investment Objectives. The short-term programme does not however address the 'ramp capacity' or 'availability of ramp' Investment Objectives.

The programme also needs to deliver to the overarching outcome for the project, which is 'investment in all-weather, all-tide, ramp facilities would be best placed to satisfy the needs of the community'. The 'community' aspect of this statement refers to both experienced (e.g. boat club members) and less experienced public users.

Table 16 provides an assessment of the short-listed options against the investment objectives. A low, moderate or high alignment rating has been given according to the strength to which a new boat ramp at each site was satisfy the Investment Objectives. The ratings broadly align with the MCA scoring, as agreed by the wider project team.

Table 16: Assessment of short-list vs the Investment Objectives

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
Car parking	High <ul style="list-style-type: none"> • New parking would be provided as part of the new boat ramp proposal. 	High <ul style="list-style-type: none"> • Good space available to accommodate car and trailer parking. • Will reduce demand for parking in the Māpua township. 	High <ul style="list-style-type: none"> • Council owned land could be easily developed to provide additional car parking. • Trailer parking capacity on remediated site across Tah Street. • Boat trailers waiting for their turn could be parked beside the road blocking the public access to the main car park.
	High	Medium	Medium

BASE 10

TASMAN BOAT RAMP INDICATIVE BUSINESS CASE

Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
	<ul style="list-style-type: none"> Motueka's population catchment is why this option ranks higher than the Māpua options. 	<ul style="list-style-type: none"> Would provide a new access point to the Tasman Bay and provide a good facility for Māpua residents. 	<ul style="list-style-type: none"> Focusing on the provision of access to the Tasman Bay for the Māpua Boat Club reduces the demand on other regional boat ramps.
Safety	<p>High</p> <ul style="list-style-type: none"> Shallow channel, but by far the safer channel. Harbourmaster's view it that it is better to promote this as a public ramp. 	<p>Medium</p> <ul style="list-style-type: none"> There is a natural eddy at the Leisure Park that would allow for easier boat access as well as minimise silt or storm debris build-up across the ramp, as the ramp would be away from the tidal flows. Locating a new facility away from the waterfront will reduce possible conflict between recreational user groups and community that currently use the wharf and surrounding for swimming. It is acknowledged that there will continue to be some conflict with the various recreational activities. No tide restrictions. Quick access for sea rescues with scouts near ramp access to the water. 	<p>Low</p> <p><u>Negative</u></p> <ul style="list-style-type: none"> TDC's harbourmaster identified navigational safety challenges on the water, which could create a notable safety issue for less experienced users. This is key considering that any new boat ramp should be safe to use for all the Tasman boating community. The safety impact may be slightly offset if the facility is focused on Māpua Boat Club members and less on public access. Those using the boat ramp will have the localised knowledge and experience of the other recreational users. Māpua boaters know that they need to go out before the wind picks up (but non-locals would not). Potential for walking/cycling bridge, this creates a new risk with the bridge jumpers and the boat users. <p><u>Positive</u></p> <ul style="list-style-type: none"> Quick access for sea rescues with scouts near ramp access to the water. Locating the Boat ramp at the waterfront park will ensure Gross Point can be managed as a recreation reserve, removing conflict for swimmers.
Level of service	<p>High</p> <ul style="list-style-type: none"> The location of Motueka is central to a good catchment in terms of population. It is also well-regarded as a recreational fishing area within the Tasman Bay and other water activities. <p><u>Negative</u></p> <ul style="list-style-type: none"> Not all weather, all tide but still available for 12 hours per day (2 hours either side of high tide). 	<p>High</p> <ul style="list-style-type: none"> A boat ramp development at this location would focus on providing access to the Tasman Bay for Māpua Boat Club members and the local community. 	<p>High</p> <ul style="list-style-type: none"> The Māpua Community, Māpua Boat Club and Tamaha Sea Scouts lost full access to the Port Māpua wharf boat ramp. This is the closest located alternative and the preferred location for these stakeholders.

The assessment against the Investment Objectives has highlighted that there is a notable risk that encouraging public use of a boat ramp at the Māpua waterfront could create new safety issues. The location is generally accepted as being only recommended for use by experienced, local, boaters who have knowledge of the tides, bar and impacts of wind conditions.

A new boat ramp at this location may need to be limited for use only for members of the Māpua Boat Club. This would help relieve some pressure off other regional boat ramps, but would on its own would not go far enough to delivering the ultimate objective of the project of improving access for all users.

11.3 Assessment against other factors

Table 17 provides a review of other factors which have differentiated the various short-listed options.

Table 17: Assessment of short-list vs key factors

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
Road access	<p>High</p> <ul style="list-style-type: none"> Motueka has good transport access from across the Tasman region and access to the location would have limited impact on any residential areas or communities that may oppose increase in traffic volumes. 	<p>Medium</p> <ul style="list-style-type: none"> Single carriageway causeway connecting to the site which will likely require some form of upgrade. 	<p>High</p> <ul style="list-style-type: none"> Access to the ramp location may cause conflict with residents through the increase in traffic. Otherwise, access is good.

PAGE 77

TASMAN BOAT RAMP INDICATIVE BUSINESS CASE

Tasman District Council Strategy and Policy Committee Agenda – 03 March 2022

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
Technical difficulty/ property	<p>Medium</p> <ul style="list-style-type: none"> May require repurposing some land use areas around the current boat ramp location. Creates opportunities for new buildings and economic development 	<p>Medium</p> <ul style="list-style-type: none"> At a similar development model as per the Motueka Boat Club be considered. Council consider purchasing a portion of the Leisure Park for long term lease to the Māpua Boat Club for development Privately owned, but potential willing seller. Road access would need to be improved 	<p>Low</p> <ul style="list-style-type: none"> If the boat ramp was built over the top of the existing park, the angle of the ramp would be too steep for safe access up and down a short ramp and it would need to extend down the beach at a gentle angle. A coastal consent would need to consider the muddy nature of the beach, long shore drift and the issue of mud building up and probably covering the ramp or scouring it and making it insecure. The council's gravity sewer at the toe of the seawall would need to be protected and accessible. The stormwater swale on the south side would need to be retained or another provision made to contain the stormwater on site.
Environment /Cultural	<p>Medium</p> <ul style="list-style-type: none"> Dredging of the main channel would be required. Opportunities to improve the environment by including washdown facilities and compliant boat hull cleaning as part of the recreational hub. 	<p>Low</p> <ul style="list-style-type: none"> Iwi have noted that this site is highly discouraged as it is a wahi tapu and historical occupation site and would also lead to significant habitat invasion. 	<p>Low</p> <ul style="list-style-type: none"> If the boat ramp disturbed existing pesticide residue, the hazardous waste would need to go to landfill. If permission was obtained, and there would be special conditions and an extra cost. The new cap would have to be engineered, and monitoring established to test the groundwater and estuary sediment for pesticide residues. Furthermore, a bond may be required (potentially several million) to repair the site should the boat ramp discharge contaminants into the estuary. Should a washdown facility be required the water supply will need to be restricted during droughts, and a structure provided for the saltwater, mud and weed and other debris to be washed down into the sea. Boat trailers parking on FCC West would kill the grass with salt water and heavy wheels and provide a sight similar to Kaiteriteri's boat trailer park.
Amenities	<p>High</p> <ul style="list-style-type: none"> Presents excellent opportunities for commercial development 	<p>Medium</p> <ul style="list-style-type: none"> Conflict with existing business restaurants & accommodation - away from commercial hub. However, as it would be a public ramp, it would attract people to the general Māpua area. Opportunity for development at the site, with available space for boat club and scout buildings. 	<p>Medium</p> <ul style="list-style-type: none"> Waterfront remains with potential for further development for exercise, BBQ and playground areas. Close to existing clubrooms with room to accommodate sea scouts boat storage facility. <p>Negative</p> <ul style="list-style-type: none"> Perceived loss of green space by community. Taxpayer funding as well as ratepayers was used to remediate the old pesticide factory, and it was agreed that the Waterfront Park was to be available for the public as open space.

11.4 Preferred new boat ramp site

The key findings of the short-list assessment were:

- The Motueka Power Boat Club option presents the lowest risk profile and could open up wider commercial opportunities. The location has a central location, a good population catchment area, and the town also provides a large amount of visitor accommodation. The option aligns well with the objective of providing access to the Tasman Bay for all the community.
- The Māpua Waterfront option presents safety issues to an extent whereby the general public should not be encouraged to use the ramp and have increased safety risk from the mixed use of the recreation area (swimming and boat use). The option would meet the needs of the Māpua Boat Club and provide a reinstatement of the facility that

PAGE 77

TASMAN BOAT RAMP INDICATIVE BUSINESS CASE

was removed as part of the Māpua township improvements. Some wider regional benefits would be provided, with Māpua Boat Club members no longer needing to utilise other boat ramps.

- The Māpua Waterfront option also presents significant environmental challenges and risks.
- The Māpua Leisure Park presents some good benefits, and the location means that it can provide safer access to the Tasman Bay for both experienced and inexperienced boaties. However, the site is discouraged by Iwi.

The short list assessment has identified that the preferred new site for a public boat would be at the **Motueka Power Boat Club**. Whilst the option presents challenges (most notably the need to dredge the channel) it has the lowest risk profile, is likely to have good community support and would strongly deliver upon all the Investment Objectives.

11.5 Māpua Waterfront boat ramp - Funding

This IBC presents an independent review of the various alternatives for a new boat ramp and considers the needs to the wider Tasman boating community. The assessment was completed, and conclusions were drawn, prior to an announcement in May 2021 that Tasman District councillors agreed to advance up to \$700,000 for a new boat ramp at the Waterfront Park¹³. The \$700,000 funding, excluding inflation, is to be released in tranches of \$50,000 in 2021-22 followed by another \$50,000 in 2022-23 and the remaining \$600,000 in 2023-24.

The assessment undertaken as part of the MCA remains unchanged, and the safety and environmental issues at the Waterfront site would need to be carefully considered.

A new ramp for experienced members of Māpua Boat Club and Tamaha Sea Scouts would further support the recommendations of this business case. This is because it would relief pressure on other regional boat ramps and support the 'availability of boat ramps' Investment Objective.

¹³ www.stuff.co.nz/sport/boating/125195578/tasman-district-decision-puts-wind-in-the-sails-of-mapua-boat-ramp-proponents

12 Preferred Programme

The recommended programme has been developed from feedback from the TDC, iwi and key stakeholders. The programme consists of short-term low-cost interventions that seek to spread investment to several existing boat ramps. This approach therefore ensures that the widest range of customers gain benefit.

The short short-term programme would capture:

- **Demand management measures** - improved parking and lane management/enforcement.
- **Motueka** - safety and parking improvements.
- **Nelson** - safety improvements.
- **Kaiteriteri** - safety improvements (in conjunction with the Masterplan)
- **Marahau** - safety improvements.
- **Kina Peninsula** – improvements targeting small craft and water skiing
- **Rabbit Island** – improvements targeting small craft and water skiing

Longer term investment is then targeted at providing a new ramp in Motueka, which would form part of a wider recreational hub development proposed by the Motueka Power Boat Club.

12.1 Short term programme

12.1.1 Demand management

Estimated cost: <\$25,000 per year

Improved parking and lane management, or enforcement, through assigned personnel that can be deployed during the peak times of the year would assist in controlling vehicle movements and community concern around the ramp accessibility and etiquette. All three major ramp locations, Nelson, Motueka and Kaiteriteri become congested during the peak times with people of various boating knowledge and vehicle maneuvering experience creating hostile and poor experiences for all users. This option can easily be deployed at the known peak times and requires no increase of ramp or vehicle parking capacity.

It is recommended that the personnel deployed should have some authority to act on behalf of the council or the harbormaster and be knowledgeable about the fishing areas and regional bylaws to support complaint behavior. It is recommended that the personnel deployed are independent of the boat club(s). It is estimated that this would require 3 people deployed (one at each of the three ramps) for a total of four weeks of the year for 8 hours per day. Although this may not cover the full extent of the peak times, this will cover the majority of the times at the main high demand locations.

12.1.2 Motueka – safety and parking improvements

Estimated cost: <\$10,000 plus maintenance costs

Pedestrian safety can be enhanced by demarcating priority pedestrian paths and walkways through both the carparking area and around the boat ramp itself. This will require a small increase in ramp maintenance costs to ensure the demarcation stays visible. Repurposing some of the current land that is being used for boat storage and or maintenance would increase the car parking capacity. Increase the capacity within the parking area would reduce the on-street parking and congestion that this generates on the narrow causeway.



Figure 34: Motueka – Recommended Pedestrian Safety Enhancements (Concept)

PAGE 7

TASMAN BOAT RAMP INDICATIVE BUSINESS CASE

Nelson – safety improvements

Estimated cost: <\$20,000

It is recommended that some permanent pedestrian bollards are installed at the top of the ramp, providing protection for pedestrians accessing the top of the boat ramp. This area is a high-risk area for pedestrian and vehicle conflict, as there will be vehicles manoeuvring trailers accessing the ramp with limited visibility as well as pedestrians moving between the top of the boat ramp and the carparking area.

The connection between the pedestrian ramp access and the path through the grassed area, leading to the toilets and Sea Scouts is not connected and is unprotected. It is recommended that pedestrian demarcation through the vehicle parking area is enhanced to assist in separating pedestrian walkways and vehicle movements.



Figure 35: Nelson – Recommended Pedestrian Safety Enhancements

12.1.3 Kaiteiteri – safety improvements

Estimated cost: <\$10,000

Pedestrian safety was identified as the main safety concern at Kaiteiteri. There is currently no pedestrian crossing facility at the boat ramp and there is no visual cue to mitigate pedestrian and vehicle conflict at the boat ramp for the beach area. This could be enhanced by increasing the visibility of the pedestrian crossing location at the top of the ramp and by providing vertical, safe hit flexi bollards on the outer edges of the boat ramp. The safe hit flexi bollards would be fixed to the existing ramp with marine grade stainless steel bolts and the bollards can be replaced if they wear out or get damaged over time. Noting any safety enhancement would need to be done with the support of the Kaiteiteri Recreational Reserve, Management.

An alternative option for the pedestrian crossing design could be to engage the local community to design a pedestrian crossing that could be painted at the top of the boat ramp. Paint could be provided in the form of a grant along with some contractor support and supervision for the implementation.



Figure 36: Kaiteiteri – Recommended Pedestrian Safety Enhancements

BASE P/

TASMAN BOAT RAMP INDICATIVE BUSINESS CASE

12.1.4 Marahau – safety improvements

Estimated Cost: <\$10,000

Pedestrian safety was identified as the main safety concern at Marahau. This could be enhanced by increasing the visibility of the pedestrian crossing location at the top of the ramp. The current pedestrian crossing is approximately 12m in length and 3 metres in width. It is recommended that the crossing be painted using longitudinal block markings as per Pedestrian Zebra crossing. It is recommended that this crossing be treated as a courtesy crossing rather than a formalised crossing.

An alternative option for the pedestrian crossing design could be to engage the local community to design a pedestrian crossing that could be painted at the top of the boat ramp. Paint could be provided in the form of a grant along with some contractor support and supervision for the implementation.



Figure 37: Marahau - Recommended Pedestrian Safety Enhancement

12.1.5 Kina Peninsula – improvements targeting small craft and water skiing)

Estimated Cost: \$100,000 (inc. consultation)

The improvements will capture:

- Creating some dedicated parking locations (not sealing, but delineation)
- Better access through from reserve to the beach area
- Improved delineation to the boat launching
- Interpretive panels to ensure that local history of the area is being recognised.

Whilst not currently located close to a large population base, recently TDC have received indicative development plans which have earmarked significant potential expansion of the town of Tasman (up to 2,500 new homes).

12.1.6 Rabbit Island – improvements targeting small craft and water skiing)

Estimated Cost: \$100,000 (inc. consultation)

The improvements will capture:

- Creating some dedicated parking locations (not sealing, but delineation)
- Better access through from reserve to the beach area
- Improved delineation to the boat launching
- Interpretive panels to ensure that local history of the area is being recognised.

It is intended that this ramp is for access to the inlet, not access to Tasman Bay.

12.2 Long term programme

Estimated cost: \$2.0-2.5m

The development of the Motueka Power Boat Club area as a new development, could benefit the community with an all-weather and most tides boat ramp. The site would provide good levels of service and capacity for vehicle and trailer parking. The option opens wider economic opportunities through marine and recreation boating as well as the development of a compliant boat hull cleaning (antifouling) site. This would also promote environmental and bio security benefits to the Tasman region.

A concept design and cost estimate has been undertaken by the Motueka Power Boat Club. However, plans are still ongoing, and any further details cannot yet be made publicly available.

13 Preferred Programme Assessment

This section outlines the strength to which the preferred programme will deliver upon the Investment Objectives and the key problems identified by the boating community during consultation. It also outlines the broad economic benefit streams that could be enabled through investment in the preferred programme.

13.1 Alignment vs Investment Objectives

Table 18 demonstrates the strength of the alignment of the preferred programme against the Investment Objectives.

Table 18: Assessment of short-list vs the Investment Objectives

Investment Objective	Alignment	
Car parking - reduce the number of trailers parked outside designated areas by 50% in the next five years.	High	The programme includes short-term improvements targeted at improving safety and maximising the efficiency of the current car parking. This would go some way to addressing this issue, and a new boat ramp at the Motueka Power Boat Club would significantly help further 'spread the load'. It would be expected that this Investment Objective would be strongly delivered. But it would not necessarily guarantee that some isolated occurrences of parking on local streets would still occur on peak days.
Ramp capacity - ensure boat ramp queuing space is suitable to accommodate peak demand for accessing the bay within the next five years.	Medium	Short term measures seek to improve the efficiency of the boat ramps, and by nature will effectively improve the throughput. Whether this Investment Objective is met is dependent on when the recreational hub at the Motueka Power Boat Club is completed and funded. The final programme would strongly deliver upon this Investment Objective.
Safety - no recorded safety incidents at the boat ramps, or any increase in in waterside incidents at existing ramps in the next five years.	High	A suite of minor safety improvements are proposed in the short-term. The recommended location for a new boat ramp presents the lowest waterside safety risk of the other short-listed alternatives. Encouraging people to launch from Motueka will drive overall safety benefits.
Level of service - Reduction in the number of users perceiving a shortage of boat ramps in the region from 89% to 33% within the next five years	High	This objective would be expected to be delivered with investment a new boat ramp at the Motueka Power Boat Club. Would need to be confirmed with post implementation surveys of the Tasman boating community.

13.2 Addressing customer desires

Table 19 demonstrates that the preferred programme will strongly address the key issues raised by the public regarding the existing provision of boat ramps across the region.

Table 19: Delivering customer needs

Feedback	Alignment	
Parking management at Kaiteriteri is needed, especially over Christmas holiday period	Strong	The various land constraints at Kaiteriteri mean that there is little scope to be able to provide more parking. However, the programme captures a significant improvement to Motueka – the closest located alternative boat ramp. This means that more people will be able to efficiently access to the Tasman Bay around Kaiteriteri and will result in a reduced demand at the Kaiteriteri boat ramp.
Nelson ramp needs more parking	Medium	Parking improvements have recently been made to the Nelson Port boat ramp, and there is little available space to accommodate further parking. Parking and lane management improvements are proposed for peak periods which are intended to improve the efficiency and throughput of the facility.
More dedicated parking for boat trailers with more enforcement	Strong	The preferred programme includes parking and lane management improvements are for peak periods.
Motueka needs more parking	Strong	Short term improvements are proposed, along with a long term medium-sized recreational hub.

13.3 Potential benefits and wider costs

13.3.1 Benefit streams

The potential benefit streams of investment are:

- **Recreational fishing benefits**
 - \$1,800 per year is the average spend per year by each boat fisher in New Zealand¹⁴.
 - A high level estimate of the total Crude estimate of Marine GDP = \$20-30m p.a. in Tasman/Nelson (based off 2012 Auckland study)
 - 100,000 international tourists fish in the sea every year when visiting New Zealand.
- **Charges for using boat ramps**
 - Examples of boat ramp charges include Motueka \$10/use, Nelson \$20/return, Taupo \$6/day, Sandspit (AK) \$20/return, Seaview (WEL) \$18/return. Frequency of use in the Tasman Bay (from customer survey that informed this IBC) is around 10 to 20 trips per year.
- **Reduction in average fuel cost with a boat ramp that is more accessible to fishing regions**
 - The average fuel cost per boat trip (inc. non-ramp users): \$51 (dinghy) to \$106 (power boat <6m) to \$140 (power boat >6m).
- **Benefits to the local boating industry**
 - Approx. 10,000 boats in the Tasman region
 - Captured through boat building and repairs, boat sales, boat storage and boating equipment distribution.
- **Increased visitors to the district through boating events.**
 - Māpua Boat Club March regatta expected 50 participants (from Māpua)
 - Tasman Bay Cruising Club sailing regattas (from Nelson Marina)
 - Tasman Bay Snapper Cup with around 150 registrations (based at Richmond)
 - Motueka RSA annual fishing competition with around 230 entries
- **Reduced disturbance to others around existing boat ramps.**
- **Safety benefits related to a reduction in land side and water side incidents.**

13.3.2 Direct and indirect costs

The direct and indirect costs of a new boat ramp would include:

- Construction and operating costs
- Land purchase
- The alternative value of land – i.e. how else could the land have been used?
- Disturbance effect to non-boat users in the vicinity (likely to increase if adequate ramp supply and management is not provided)
- Environmental and/or cultural values not recognised in land price

13.3.3 Indicative economics

A cost estimate and design for the Motueka Power Boat Club has not yet been finalised.

As above, future economic benefits of the programme will in large part be directly related to the number of new boating users are generated following investment. User costs may also be reduced by providing quicker access to areas of the Tasman Bay the people are wanting to travel too (depending on the activity they are undertaking).

Based on \$1,800 benefit per year per new boaties/fisherman, an economic benefit of \$1,000,000 (over 60 years) would be gained if 24 new boaties are created directly because of investment in the Motueka Power Boat Club recreational¹⁴.

This figure can be used to derive future economic benefits, noting that it does not capture the additional benefit streams outlined in Section 13.3.1.

¹⁴ Recreational Fishing New Zealand report, NZ Marine Fishing Foundation, March 2016

¹⁵ \$1,000,000 / 1800 x 23.073 = (SSFPWP for 60 years at 4%)

14 Next Steps

This report has established a strong case for change and established, through a comprehensive review of alternatives, a technically preferred programme. The next stage of the process would be for council to review and seek endorsement of the preferred programme.

There after the next stages would be:

- Funding approval, pre-implementation and construction for the short-term programme.
- Detailed business case for the Motueka Power Boat Club recreational hub.

Appendix A: Existing Boat Ramps

Council Administered Boat Ramps

Location	Length	Lanes	Surface	Condition
Best Island – Adjacent to jetty on eastern side of island	15.0 m	1	Concrete	Poor
Māpua – Adjacent to wharf	10.0 m	1	Concrete	Moderate
Māpua – Grossi Point	Undefined	Undefined	Unformed	Moderate
Marahau - Waterfront	17.0 m	2	Concrete	Very Good
Marahau - Estuary	8.0 m	1	Concrete	Moderate
Murchison – at Riverview Holiday Park	10.0 m	1	Concrete	NA
Rakopi - Dry Road Westhaven Inlet	5.0 m	1	Sand & Gravel	Very Poor
Motueka – In front of 111 Trewavas Street	9.0 m	1	Timber / Concrete	Poor
Māpua - leisure camp inlet in front of cafe.	10.0 m	1	Concrete	Moderate
Ruby Bay – Chaytor Reserve, Broadsea Avenue	30.0 m	1	Concrete	Good
Motueka - South of Motueka bridge off Main Road Riwaka	15.0 m	1	Unformed	Poor
Motueka - north of Motueka Bridge	10.0 m	1	Unformed	Poor
Motueka - 100 metres north of Motueka bridge	50.0 m	1	Unformed	Moderate
Riwaka - West of two boat sheds on Wharf Road	10.0 m	Pedestrian	Concrete	Poor
Riwaka - 10 metres East of Wharf	10.0 m	1	Concrete	Moderate
Riwaka – End of Green Tree Road	15.0 m	1	Concrete	Good
Ligar Bay - 100 metres North from the road	10.0 m	1	Concrete	Poor
Collingwood - Eastern boat ramp at William Street car park	50.0 m	2	Concrete	Good
Collingwood - 50 metres West from 49 Beach Road	5.0 m	1	Unformed	Moderate
Patrons Rock – Opposite 116 Patons Rock Road	10.0 m	1	Sand	Moderate
Patrons Rock – Battery Road	50.0 m	1	Unformed	Moderate
Rangiaeatata Head - Keoghan Road end	100.0 m	1	Unformed	Moderate
Takaka River freedom camping space adjacent to SH60 Bridge	30.0 m	1	Gravel	Good

Appendix B: Survey Questions

Appendix C: Independent Investigations

Māpua

In 2017 the Māpua Boat Club, alongside TDC, investigated potential locations for providing 24/7 all tide access to the main Māpua channel. The process included consultation with the MDCA (Māpua Districts Community Association) and Tamaha Sea Scouts.

The arguments for and against various locations around Māpua are outlined in the table below. This feedback has communicated again separately the representations during the Problems and Options Workshop (6th April 2020) that informed this business case.

Māpua Power Boat Club - Feedback

Location	Pros	Cons
<p>Grossi Point</p> <p>Three possible locations:</p> <ul style="list-style-type: none"> Existing unformed ramp Eastern side of park Western side of park 	<ul style="list-style-type: none"> Existing use up to 30 boats in summer Green space for parking 	<ul style="list-style-type: none"> Existing reserve area Lack of off-road parking – creates congestion on Tahī Street Conflict with swimmers – popular swimming area Motor wash from outboards washing through swimmers and disturbing seabed Best picnic and BBQ area in Māpua Old Pa site Cultural significance to Tangata Whenua Archaeological and historical significance Not an all tide access to channel SW wind makes launching difficult Need four-wheel drive
<p>Broadsea Avenue (Chaytor Reserve)</p>	<ul style="list-style-type: none"> Existing small boat ramp Direct access to Tasman Bay 	<ul style="list-style-type: none"> Extremely tidal Open to sea swell and sea breezes Access through Tait St & Broadsea Ave limiting Lack of land for parking availability
<p>Māpua Leisure Park</p>	<ul style="list-style-type: none"> Car parking space Access to main channel No tide restrictions Away from commercial hub Room for boat club and scout buildings Potential for marina Mitigates potential health & safety issues related to both sea rescues and scouts near ramp access to the water 	<ul style="list-style-type: none"> Privately owned Conflict with existing business restaurants & Accommodation New clubrooms required Single carriageway causeway
<p>Rabbit Island/Rough Island</p>	<ul style="list-style-type: none"> Existing boat ramps could be developed Room for parking 	<ul style="list-style-type: none"> Tidal restrictions Rabbit Island management plan restrictions Would require dredging for ramp and not 24/7 main channel access Roading access required Potential damage to ecology/wildlife habitat
<p>Waterfront Park</p>	<ul style="list-style-type: none"> Access to main channel Room to accommodate sea scouts boat storage facility Mitigates potential health & safety issues related to both sea rescues and scouts near ramp access to the water Reduces traffic noise from boats currently using Grossi Point Close to existing clubrooms Trailer parking capacity on remediated site across Tahī Street Foreshore is already modified Little or no excavation needed Vacant land not currently utilised, better utilisation of the park Waterfront remains with potential for further development for exercise, BBQ and playground areas 	<ul style="list-style-type: none"> Contaminated site Could be limited by engineered containment (bund wall) Perceived loss of green space by community

Marahau

A feasibility study was undertaken in 2019 which investigated, and provided potential solutions, to resolve the parking, beach access, and boat ramp and jetty access issues at Marahau. A summary of the key points from this study relevant to the business case are outlined below.

Parking

Parking surveys undertaken in the summer of 2019 by TDC indicate that parking occupancy averages 55% of capacity. However, there are a range of issues associated with parking at Marahau that are seasonal and largely due to inadequate organisation and signage. This includes:

- Poorly defined and designated parking during the peak season.
- The stormwater swale along Sandy Bay Road prevents efficient parking and limits parking capacity.
- Throughout the village, parked vehicles often impede pedestrian access particularly at the public toilets and rubbish/recycling facilities.
- There is a lack of parking and turning areas for vehicles with boat or kayak trailers, and for larger vehicles such as buses and campervans.

Short term options to address the parking issues to June 2021 include directional and parking signage, defining parking spaces, establishing time restrictions for parking, preventing egress over footpaths, creating a loading zone at public facilities, and designating some areas as 'no parking'. Medium to long term solutions include exploring opportunities for an overspill summer car park, expanding the boat ramp parking and turning area and a park and ride.

Boat Ramp

Congestion issues at the boat ramp and jetty are seen at high tide during the peak summer season which impact on safety. This occurs when multiple users arrive at the same time in the 2 ½ - 3 hours either side of high tide and there is nowhere for them wait, creating congestion in both the parking and loading zones and back onto the roadway.

Water taxis and kayaks are transported via large tractors whose width puts pressure on the dual lanes on the ramp. The footpath runs along the rockwall to Otuwhere Sand Spit and pedestrians need to access the top of the ramp, without formal pedestrian access or right of way indications presenting a safety hazard.

Short term options to address issues include formalising a pedestrian access way across the top of the boat ramp, indicating pedestrians give way to vehicles, delineating two lanes on the boat ramp, and retention and enhancement of the boat trailer and loading zone parking signage. Long term options include the potential to reclaim land to expand the boat ramp parking and turning area, and construction of a regional boat ramp for the Tasman district.

Exploration of building a second boat ramp at Marahau are not feasible.

Attachment 7
Harbourmaster Report
RM230253 and Ors

Memo

To: Consents

From: Peter Renshaw, Harbourmaster

Re: Navigation Safety Report for Proposed Boat Ramp at Māpua

Purpose of this Report

This memo evaluates the navigation safety implications of the proposed boat ramp proposed by RM230253 at Māpua, providing recommendations for mitigating potential risks.

This memo will be used by the Council reporting officers to inform the staff report going to the commissioners (42A report)

The Proposal

The Māpua Community Boat Ramp Trust has applied for resource consent to construct and operate a boat ramp in the coastal marine area at Māpua. The proposal includes:

- Construction of an 11m wide boat ramp with a 1V:8H gradient, extending 38-40m into the Waimea Estuary.
- Associated consents for access, parking, signage, stormwater, and earthworks.
- Site has significant tidal flows

Navigation Safety

Navigation safety refers to the measures and practices that ensure the safe movement and operation of vessels in a waterway. It involves preventing collisions, groundings, and other incidents by managing the interactions between vessels, structures, natural objects, and activities such as swimming. Effective navigation safety minimizes risks and enhances the overall safety of maritime operations.

The applicant has provided two key reports on boat ramp safety

The OCEL report on Boat Ramp currents by G.C.Tear – CPEng.

Application for Resource Consent for Māpua Boat Ramp – Navigation Safety Assessment by Capt. J. V. Dilley, Master Mariner and V. J. Muir

Navigation Safety Assessment

Concerns raised:

1. Tidal Effects on Launching and Retrieval:

- Significant tidal range in Tasman Bay, this coupled with a large estuary results in significant volumes of water moving through the Mapua Channel
- The initial application contained a report by OCEL report indicates that tidal flow at the ramp site is manageable, with slower currents near the waterline. Meaning a degree of skill would be needed to maneuver a vessel through the faster current but the current would slow before the vessel gets to close to the trailer.
- OCEL report concludes that the proposed ramp could be an all tide ramp for experienced boat operators aware of the strong flow conditions once the boat is off the trailer.
- The Navigation safety assessment uses a few examples of ramps in locations with similar current, however they all have some form of current deflector creating a safe eddy in which to approach the ramp this is not evident in the application.



Left: Whitianga ramp not one I have personally visited but is well know for having current I would consider it close to the current found at Grossi point.

Right: Half moon bay, I have used several times, and it has no current worth considering in the basin close the ramp the current kicks in around the red line.

- OCEL state that setting the ramp bank into the bank is not possible at Mapua because of the contaminated ground, so it has to be groyne protected for use on an ebb tide



- This image is a small single lane ramp in Tasmania swan river note the dug-out ramp set back and the floating dock running parallel not perpendicular to the current. There is also a debris deflector at either side not easily visible in the image

- This ramp is on a 35-degree angle to the flow allowing for an easier approach to the trailer. I do not know the location but there is a sandy beach just down stream for

vessel to land on to sort out the trailer and await their turn.

- The applicant proposes moving a couple of moorings to allow more space to maneuver, using a floating barriers.
- I strongly recommend the inclusion of a small floating dock running parallel to the current, close to shore, as an essential safety measure. However, vessels should not be left unattended on this dock. Historically, the current has caused multiple vessels to sink when moored alongside the existing floating dock and main wharf. This highlights the critical need for careful management and additional safety features to prevent similar incidents.



This vessel got swamped when the tide changed from bow on to stern too whilst unattended. Sinking the vessel and rotating her upside down under the floating dock at Mapua.

2. Interaction with Moored Vessels:

- Potential conflicts with moored vessels can be minimized by relocating moorings and providing clear signage.

3. Debris Impact:

- Site is know to have significant debris (see OCEL report)
- Regular checks and maintenance by the Māpua Boat Club could ensure debris does not obstruct the ramp.



Left: debris the proposed ramp site

Middle: Mapua debris wharf

Right: debris raft at Mapua

4. Increased BOAT? Traffic Density:

- Increased traffic near the ramp will be managed by existing/proposed navigation safety laws and bylaws.-

5. Effect on Other Users:

- The presence of the ramp will be well-publicized, and signage will inform other users of potential hazards.

6. Impact on Swimmers and Wharf Jumpers:

- Vessels must adhere to speed limits near the wharf, and the proposed ramp will not interfere with current swimming and jumping activities.

7. Risks of Crossing the Māpua Bar:

- Māpua Bar is relatively shallow with strong onshore winds in the afternoon making it challenging to cross without experience. I agree with Dilley *"It is well known that there are risks associated with crossing bars, and this is no different for the Māpua bar"*. People already launch boats at Grossi Point and Rought Island, the addition of one more ramp is unlikely to change the risk.??
- Risks associated with bar crossings will be managed through education, signage, and information provided by the Māpua Boat Club, in conjunction with the TDC Harbourmaster office.

8. Absence of a Floating Jetty:

- OCEL report states *"Because of the strong flows across the ramp we do not recommend using plastic pontoons in this situation, boats can be pinned against the pontoons and find it difficult to get off and the pontoons represent an obstruction to the flow."* This contradicts the report by (Capt. J.

V. Dilley), where other sites have floating pontoons.



- Unlike other examples cited in the applicant's report (Capt. J. V. Dilley), the proposed boat ramp does not include a floating jetty. This omission could pose a safety issue, as there would be no secure location for vessels to wait while the ramp is occupied or while trailers are being maneuvered.
- The Tasman District Council has received numerous complaints from residents about the lack of floating docks at council-owned ramps. A floating jetty would provide a safe and convenient place for vessels to be secured temporarily, reducing the risk of collisions and congestion at the ramp.
- It is recommended that a floating jetty be included in the design to enhance safety and operational efficiency. This addition would align with best practices observed at other busy boat ramps and address the concerns raised by the community.

9. Floating Barrier Design:

- The floating barrier should be designed to be swim-safe, using large foam floats and a large-sized line to prevent propellers from getting entangled. This design would also provide a secure hold for swimmers and paddle craft if needed, ensuring their safety while navigating near the boat ramp.

Recommendations

To further enhance navigation safety, the following measures are recommended:

- **Enhanced Signage:** Install clear and informative signage at the boat ramp and along the channel, including QR codes linking to detailed safety information.
- **Regular Maintenance:** Ensure regular inspection and maintenance of the boat ramp and surrounding areas to remove debris and address any hazards.
- **User Education:** Provide educational materials and sessions for boat ramp users on safe navigation practices, particularly regarding tidal conditions and bar crossings.
- **Floating Barriers:** Consider the installation of floating barriers to prevent conflicts between vessels and other users, such as swimmers and kayakers. The barriers should be swim-safe, using foam floats and large-sized lines to prevent propeller entanglement and provide a secure hold for swimmers.
- **Coordination with Mooring Owners:** Work closely with mooring owners to relocate moorings as necessary to avoid conflicts with boat ramp operations.
- **Inclusion of a Floating Jetty and breakwater:** Incorporate a floating jetty into the boat ramp design to provide a safe and secure location for vessels to wait, enhancing

overall safety and efficiency. This could be as simple as a few posts to lean on behind a small breakwater or a floating dock

Conclusion

Conclusion

The proposed boat ramp at Māpua raises significant navigation safety concerns, particularly regarding its location and the absence of essential safety features. The risk assessment conducted by Jim Dily highlights the critical need for a breakwater and a floating dock, as all comparable ramps referenced in the assessment include such facilities.

The current proposal lacks a floating jetty, which poses a substantial safety risk by not providing a secure location for vessels to wait while the ramp is occupied or trailers are being maneuvered. Additionally, the strong tidal conditions and potential for increased traffic density further exacerbate these risks.

To mitigate these serious safety concerns, it is imperative to incorporate a breakwater and a floating dock into the design. These additions will significantly enhance the safety and operational efficiency of the boat ramp, aligning with best practices observed at other busy boat ramps and addressing the community's concerns.

Without these critical safety measures, the proposed boat ramp could lead to increased risks of collisions, congestion, and other navigation hazards. Therefore, it is strongly recommended that the design be revised to include a breakwater and a floating dock to ensure the safety of all users

The posed launching ramp can be used as an all tide launching ramp for **experienced boat operators** (emphasis added)

Attachment 8
HAIL Review
RM230253 and Ors

Memo

From: Anna MacKenzie - Resource Scientist - Contaminants

To: Leif Pigott

Re: Hail Comments on Mapua Boat Ramp Plans with Buildings Removed

Date 7 October

The following memo is the Hail comments on Mapua boat ramp plans with buildings removed. The variation to the boat ramp design, with the building removed, will reduce the amount of proposed soil disturbance.

Earthworks:

Volume of contaminated soil to be disturbed and where it will be used.

The RFI response to queries on soil disturbance show that excavation below 0.5 m is proposed- so soil with elevated concentrations of contaminants will be encountered- The amount of soil disturbance proposed under the capping layer is unclear - the volumes of contaminated soil to be disturbed was previously stated to be approximately 180m³ of soil disturbed as part of a stormwater trench. (See RFI response dated 15 November 2023) - however the plans have now been revised and building and services removed (Amended Plans July 2024). No updated volumes of soils has been provided.

Site Management Plan:

A site management plan (SMP) was prepared by Davis Ogilvie for the Mapua Boat Ramp Trust and submitted as part of the application for the proposed development (RFI Response Site Management Plan). The site management plan includes a summary of the expected conditions including the soil, sediments and groundwater. The plan has recommendations on health and safety protection measures and environmental management. The off-site disposal of waste is discussed below.

The site management plan will need to be updated once redevelopment plans are finalised.

Should excavations along Tahī street be required- then further assessment of ground conditions will be required.

The controls on environmental management include minimising off-site tracking, dust management, erosion and sediment control, stormwater treatment, spill containment, noise and traffic management. The plan has no discussion on sediment control within the marine environment.

The assigned responsibilities in the management plan will need to be checked given that TDC are site owners and regulators. In allocation of responsibilities, the plan needs to define who is responsible for implementing and monitoring the controls detailed within the SMP.

Marine Foreshore and sediments

No controls on sediment disturbance are discussed in the existing management plan and there is potential for effects on the marine ecosystem.

Soil testing and re-use criteria are based on the adopted site specific criteria for Mapua FCC. The adopted criteria for sediments proposed is 0.01mg/kg for DDT (total) and sum of Aldrin, dieldrin and 10% Lindane. These re-use criteria are 8- 3.5 x higher than the Australian and New Zealand default sediment quality guidelines for sediments.

It should be noted that the sediments have elevated DDT compared to default guideline values and there is potential for deeper sediments to be impacted- currently there is limited sampling depth data along the foreshore of 0.25m.

An assessment of the effects of disturbing the contaminants on the marine foreshore has not been provided- see response for item 43 of the RFI response- controls on sediment quality and disturbance of impacted sediments during any earthworks along the foreshore, and during the use of the area for boat launching has potential to release DDT to the marine environment. On-going monitoring will be required and possible further remediation. Site management plan will need to address this.

The sampling undertaken has shown DDT exceeds the site specific criteria for sediment quality. It is recommended that the sampling for organics should be undertaken to include an adjustment for organic carbon.

Off-site waste disposal

Surplus soil will be stockpiled on site and tested prior to being reused or taken off-site for disposal- The off-site disposal of Persistent Organic Pollutants (POPs) contaminated waste may not be an acceptable option. The applicant states that the HSNO obligations do not apply to soil contamination and further clarification on the obligations will be sought from the EPA. The concentration of contaminants in soil below the cap exceed the Low POPs threshold of 50mg/kg.

Groundwater Monitoring

No dewatering is anticipated for foundation or excavation of services. The groundwater network is monitored annually- and it is noted that BH1a is located in the pathway of the proposed ramp- this would need to be maintained. All groundwater monitoring wells will be identified and remain accessible during and post construction. - All groundwater wells are not shown on the current plans provided- including bores in the vicinity of the existing timber jetty (BH112)and in the concrete turn around area (BH110) and proposed boat parking area (BH106, BH105). Groundwater should not be used for any washdown/drinking purposes.

Attachment 9
FCC Site Management Plan
RM230253 and Ors



Former Fruitgrowers Chemical Company Site, Mapua

FCC East and FCC Landfill Sites



Site Management Plan

- Version 2.0
- 8 March 2012

Contents

1	Introduction	1
2	Objectives	2
3	Site Status	2
3.1	Overall Site Conditions	2
3.2	Soil Subcategories.....	3
3.3	Current Site Use	4
3.4	Associated Hazards.....	4
4	General Site Management Implementation Strategy.....	5
4.1	Site Area.....	5
4.2	Implementation Mechanisms	5
4.2.1	FCC East.....	5
4.2.2	FCC Landfill.....	5
4.2.3	Tahi Street and The Creek	6
4.3	Responsibilities.....	6
4.3.1	The Site Owner (TDC Property Manager).....	6
4.3.2	Plan Approvals (Environment & Planning Manager)	6
4.3.3	Site Occupiers/Tenants	7
4.3.3.1	FCC East	7
4.3.3.2	FCC Landfill	7
4.4	SMP Review.....	7
5	General Management Measures	7
6	Specific Management Measures	8
6.1	General	8
6.2	Control of Soil Movement.....	8
6.2.1	Excavation and Replacement of Soils.....	8
6.2.2	Surface to 150mm Depth.....	9

6.2.3	150mm to 500mm Depth	9
6.2.4	500mm Depth and Below	9
6.3	Subsurface Works	10
6.3.1	General	10
6.3.2	Tahi Street.....	10
6.3.3	Groundwater Cut-off Wall	11
6.4	Sediment and Erosion Control	11
6.5	Dust Control	12
6.6	Groundwater Diversion, Disposal and Abstraction	12
6.7	Phytotoxic Effects	13
6.8	Health and Safety for Construction and Maintenance Workers	13
6.8.1	Ammonia Gas.....	13
6.9	Additional Provisions for the Creek Adjacent to the North-West Boundary of FCC Landfill.....	14
7	References	15
Appendix A	Site Location Plan.....	16

Document History and Status

Revision	Date Issued	Reviewed By	Approved By	Date Approved	Revision Type
Draft01	30 Aug 2007	D Robotham	D Robotham	3 Sept 2007	Internal, Edits on e-copy
Draft01	3 Sept 2007	R Graham	R Graham	6 Sept 2007	Internal, Edits on e-copy
Draft02	12 Sept 2007	D Robotham	A Reeve	12 Sept 2007	Internal
Draft03	14 Sept 2007	M/E			
Draft 04	24 June 2009	Bruce Clarke	Bruce Clarke	24 June 2009	
Version 07	5 Aug 2009	Bruce Clarke	Chris Purchas	5 August 2009	For Client Review
Issue version 1.0	6 Aug 2009	Bruce Clarke	Chris Purchas	5 August 2009	Issue
Issue Version 1.0	6 Aug 2009	M/E, TDC and PDP	B Clarke	6 August 2009	Issue

Revision of Document, originally prepared by Bruce Clarke of Sinclair Knight Mertz: SKM, PO Box 9806, Newmarket, Auckland

Revision	Date	Title	Revision by
First Revision	March 2012	Version 2	Jenny Easton, Tasman District Council

File name:

1 Introduction

A remediation project has been completed at the former Fruitgrowers Chemical Company (FCC) site located at Mapua, New Zealand. Soil and groundwater at the site were affected by organochlorine pesticide (OCP) contamination from the operation of the FCC plant from 1932 until 1988. The remediation was required to reduce the risk posed by the site to future site users, the local inhabitants and the environment. In their report, "Audit of the Remediation of the Former Fruitgrowers Chemical Company Site, Mapua" (2009), the Site Auditor, Pattle Delamore Partners Limited (PDP) has advised that the site is now fit for its intended purpose, subject to the implementation of the management measures set out in this Site Management Plan (SMP).

This SMP sets out the requirements for the post-remediation management of the health, safety and environmental risks associated with the FCC East site, FCC Landfill site, Tahī Street roadway between FCC East and FCC West and the creek adjacent to the FCC Landfill site, Mapua. Adherence to this plan for all works covered by the plan is mandatory.

The application of this SMP is slightly different for each site. Where a section or part of a section of the SMP does not apply to all sites, this is made clear in the text.

This SMP is intended to cover risks from residual contamination and is not intended to be a health and safety plan for normal construction activities. Separate health and safety plans specific to particular construction works may need to be prepared by the site owner, tenants or site contractors, on a case by case basis.

This SMP is not intended to provide detailed information on site contamination, investigation results or site remediation. Details of the remediation and current site status are given in the SKM report "Site Validation Report for the Former Fruitgrowers Chemical Company, Mapua" (2008). The site remediation and the SKM Site Validation Report have been assessed and approved by the independent auditor, PDP. The reader is referred to the PDP report "Audit of the Remediation of the Former Fruitgrowers Chemical Company Site, Mapua" (2009).

This SMP has been created in accordance with guidelines set out by MfE Contaminated Land Management Guidelines No. 1: "Reporting on Contaminated Sites in New Zealand" (MfE, 2001) and NSW DEC (2006) guidelines.

Tasman District Council (TDC), acting through its Property Manager, is the owner of the site. As owner, TDC may carry out work in its own right or ensure compliance with this plan by contractors or tenants on the site.

TDC, acting through its Environment & Planning Manager, is responsible for regulating activity on the site and controlling discharges, and will consider any approvals or consents required for this site, including any approvals sought by TDC's Property Manager acting on behalf of TDC. TDC's various roles are discussed further in Section 4.3.

2 Objectives

The main objective of the SMP is to ensure that any residual contamination on the FCC East and FCC Landfill sites, the area of Tahī Street between the FCC East and FCC West sites and the creek adjacent to the FCC Landfill site does not cause adverse effects on human health or the environment for the proposed site use, by specifying controls on development and maintenance activities, particularly excavation.

This SMP is not intended to provide detailed information on site history, site contamination, investigation results or the remediation of the sites. Reference should be made to the following reports for more detailed information:

- "Site Validation Report for the Former Fruitgrowers Chemical Company, Mapua" SKM (2008); and
- "Audit of the Remediation of the Former Fruitgrowers Chemical Company Site, Mapua" PDP (2009).

3 Site Status

3.1 Overall Site Conditions

The site, apart from the Tahī Street southern road reserve and the creek, has been remediated to meet Soil Acceptance Criteria (SAC) as set out in the resource consents for the site remediation project and according to the Site Auditor is therefore fit for its intended purpose as open space (FCC Landfill) and open space/commercial land (FCC East). The SACs were set in conditions to resource consents granted for the Mapua site remediation.

Contaminated soils above relevant SAC (shown in Table 1) have either been removed from site or treated and reused. The FCC East and FCC Landfill sites have been capped with 500mm of residential quality material. This cap is composed of 150mm of imported topsoil (cleanfill) and the layer from 150mm to 500mm depth is a mixture of imported material, and residential soil sourced from the site during remediation and has been validated as meeting the residential SAC.

Beneath this layer, both sites have been reinstated using materials that are, on average, below the relevant SACs for the intended future land use of the sites. These subsurface materials are generally soils which were either left in place (because they were found to already conform to the appropriate SACs), or were excavated and moved around the site during the remediation works. The excavated soils have been validated as suitable for reuse in an appropriate area of the site without treatment or treated then validated as suitable for reuse.

Although the sites have been validated as remediated to the appropriate SACs, concentrations of contaminants above 'natural' background levels (and above SACs for unrestricted use) are still present in the subsurface soils of the site. The relevant SACs for each land use and for each contaminant are presented in Table 1. Residual contaminant concentrations remaining in the subsurface soils of the different areas of the site will be below these relevant SACs. Soils at the FCC East and FCC Landfill sites have been remediated to Open Space/Commercial SACs.

Table 1: Selected Soil/Sediment Acceptance Criteria

<i>Land Use</i>	<i>Depth (m)</i>	<i>DDX (total DDT, DDD, DDE) (mg/kg)</i>	<i>Aldrin + Dieldrin + 10% Lindane3 (mg/kg)</i>	<i>Copper</i>
<i>Residential</i>	All	51	31	300
<i>Commercial</i>	0–0.5	51	31	300
	Below 0.5	2002	602	5000
<i>Recreational or open space</i>	0–0.5	51	31	300
	Below 0.5	2002	602	5000
<i>Marine sediment</i>	All	0.01	0.01	65

Notes:

- 1 Based on protection of the off-site environment through rainfall run-off. This will also be protective of human health and groundwater.
- 2 Based on protection of groundwater.
- 3 Based on a WHO ADI of 0.001 mg/kg/day for lindane (Egis, April 2002).

3.2 Soil Subcategories

Various soil sub-categories have been placed on the sites. These are:

- topsoil;
- residential;
- commercial;
- treated fines (including 5-10mm component);
- concrete (crushed);
- oversize material (>10mm);
- oversize marine sediments (>10mm);
- sand;
- marine sediments;
- clay;
- imported gravel; and
- path and rocks (at surface).

Details of the placement depths of each material are presented in the as-built drawings in Appendix F of the validation report (SKM 2008).

Sinclair Knight Merz

3.3 Current Site Use

The FCC East and FCC Landfill sites are currently vacant. The site owners should ensure that there is no disturbance of the sites' soils whilst they remain vacant.

3.4 Associated Hazards

The FCC East and FCC Landfill sites have been capped with 500mm of residential quality material. This cap is composed of 150mm of imported topsoil (cleanfill) and the layer from 150mm to 500mm depth is a mixture of imported material, and residential soil sourced from the site during remediation. This layer contains residual OCP which presents a hazard to the estuary.

Any soils at the sites containing residual contamination require careful management. Failure to control soil movement at the site could result in the following hazards:

Soil from surface to 500mm depth

- The surface 150mm is topsoil (cleanfill) and presents no contaminant hazard for the future use of the site. Maintaining the 150mm of topsoil (cleanfill) over the next layer down or some other cover, eg. grass, is important (see below); and
- The soil from 150 – 500mm depth has OCP residues at concentrations that present no human health risk but could present a risk to the marine environment if brought to the surface or disposed of in a location where it could be transported to the marine environment in significant quantities via run-off.

Soil deeper than 500mm has:

- Contaminant residues that present a risk to the marine environment if brought to the surface or disposed of in a location where the soil could be readily transported to the marine environment in surface run-off;
- Contaminant residues that present risk to the environment if disposed of off-site to a more sensitive environment, eg. residential land, and that may otherwise require a resource consent for discharge to land if not disposed of to an appropriate disposal facility, eg. landfill;
- Ammonia and copper residues within treated soil at some locations which may present risk to plant health for some deeper rooted plants; and
- Groundwater under the site which has concentration of contaminants that may present a risk to the marine environment if disposed of to TDC's stormwater system or directly to the marine environment.

4 General Site Management Implementation Strategy

4.1 Site Area

The areas controlled by this SMP are:

- FCC Landfill Site – Lot 1 DP 14311;
- FCC East Site – Lots 2, 3 and 4 DP 11106, Lots 1, 2, 4, 5, 6 and 7 DP 11502;
- Tahi Street between FCC East and FCC West;
- The creek adjacent to the north-west boundary of FCC Landfill.

A site plan of these areas in context with the other areas of the former Fruitgrowers Chemical Company site are annotated as "Landfill FCC", "East FCC", "Creek" and "Tahi Street" on the drawing in Appendix A.

4.2 Implementation Mechanisms

Adherence to this plan by any person carrying out work at the site is mandatory.

Those carrying out work on any part of the site shall be familiar with this plan. This includes, but is not limited to, employees, consultants, contractors and sub-contractors of TDC, tenants or other occupiers, whether temporary or permanent, of the site or parts of the site.

4.2.1 FCC EAST

It is important for the future users of the FCC East site that this SMP is adhered to by site owners/tenants, and any agents or contractors of future owners or tenants. To ensure the implementation of and compliance with the SMP, TDC will retain ownership of the site and will lease the site, or parts of the site, for future development. Compliance with the SMP will be made a condition of any lease agreement.

If TDC sells the site, or part of the site, a mechanism must be established to ensure that the requirements of the SMP are adhered to by the future owners.

4.2.2 FCC LANDFILL

To ensure the implementation of and compliance with the SMP, TDC will retain ownership of the site including any future developments with the long term site use as a recreational facility.

If TDC sells the site, a mechanism must be established to ensure that the requirements of the SMP are adhered to by the future owners.

4.2.3 TAHI STREET AND THE CREEK

Implementation of this SMP in Tahi Street and the creek will be controlled by TDC retaining ownership/responsibility of these areas.

4.3 Responsibilities

The following parties have responsibilities relating to the implementation of the SMP.

4.3.1 THE SITE OWNER (TDC PROPERTY MANAGER)

The TDC Property Manager represents TDC as the current site owner. The Property Manager is responsible for:

- the implementation of this SMP whilst TDC remains the site owner;
- ongoing compliance with the SMP whilst TDC remains the site owner;
- producing all Earthworks Management Plans (EMPs) for the site and ensuring these are approved by the TDC Environment & Planning Manager before any work is carried out at the site;
- ensuring that any people carrying out subsurface works on the site are aware of the SMP (this includes underground service providers);
- maintaining adequate records of works controlled by the SMP;
- ensuring the SMP is adapted to changing circumstances; and
- ensuring work is carried out in accordance with approved EMPs and any additional conditions imposed by the Environment & Planning Manager.

In the case of parts of the site that are leased for commercial use, the TDC Property Manager, acting as site owner and leaseholder, will pass responsibility for adhering to the requirements of the SMP and any relevant consent conditions to tenants through the lease agreement.

4.3.2 PLAN APPROVALS (ENVIRONMENT & PLANNING MANAGER)

The Environment & Planning Manager at TDC shall be responsible for ensuring the Property Manager complies with this SMP, considers and grants approvals, as appropriate, for any EMPs or other work-specific plans submitted pursuant to this SMP, and ensures any conditions in such plans are complied with. The Environment & Planning Manager is responsible for:

- setting conditions that will need to be met by site developers and occupiers that will be overseen by the site owner (TDC Property Manager). Adherence to the requirements of this SMP will form one of these conditions. Further conditions may include ongoing monitoring requirements (for example, a future groundwater monitoring programme).

4.3.3 SITE OCCUPIERS/TENANTS

4.3.3.1 FCC East

The long term site use for the FCC East site is envisaged to be open space and commercial. TDC intends to retain ownership of the FCC East site and will lease parts of the FCC East site for redevelopment. TDC will be responsible for ensuring that the site occupiers/tenants comply with the SMP as discussed in Section 4.3.1. This will ensure that this SMP is implemented during site use.

4.3.3.2 FCC Landfill

The long term use for the FCC Landfill site is envisaged to be recreational. As TDC will retain ownership of the FCC Landfill site, it will be responsible for developing and administering the recreational land use facility which is scheduled to be developed on the FCC Landfill area.

4.4 SMP Review

The SMP is a live document that will be updated to reflect any changes to relevant laws, industry best practices or site circumstances.

As TDC is to retain ownership of the sites, the TDC Property Manager will also be responsible for the regular reviewing and updating of the SMP if required. The SMP shall be reviewed after 1 year, or after additional investigations recommended by the site audit report have been completed. The SMP shall also be reviewed if ownership of any part of the site changes. The SMP shall subsequently be reviewed on a 5 yearly basis.

Note that the first review was after 3 years in 2012, after the results of the ammonia soil gas testing.

5 General Management Measures

Prior to any works commencing on site, the following procedures shall be followed for the sites:

- an Earthworks Management Plan (EMP) must be submitted to the TDC Environment & Planning Manager for approval prior to undertaking any earthworks or excavation on the site;
- excavation shall be minimised; and
- the removal of groundwater shall be minimised.

Earthworks include digging, drilling, piling, trenching, installation and maintenance of underground services, foundation works, roading, landscaping and any other subsurface activity that has the potential to bring commercial quality soil to the surface, or which might reduce the thickness of the 500mm residential quality capping layer.

Earthworks do not include landscaping and garden maintenance activities within the depth of imported topsoil validated to comply with residential quality soil.

It should be noted that the requirements of this plan are in addition to any requirements under existing applicable legislation, planning instruments or by-laws.

Specific management measures for FCC East, FCC Landfill, the creek and Tahiti Street are stated in the following sections of this SMP.

6 Specific Management Measures

6.1 General

An EMP must be submitted to the TDC Environment & Planning Manager and approval attained before any earthworks or excavation occurs. The EMP shall describe the proposed works and detail the proposed methods that are to be employed to ensure compliance with the SMP requirements. The approval of the TDC Environment & Planning Manager is not required where the works do not penetrate the base of or compromise the thickness of the 500mm capping layer or, if within 30m of the foreshore, the 150mm topsoil layer.

6.2 Control of Soil Movement

The following sections will describe the controls required for each distinct layer of material at the FCC East and FCC Landfill sites.

6.2.1 EXCAVATION AND REPLACEMENT OF SOILS

The soils at the site have been placed in distinct layers as described in below. These discrete layers shall be maintained during and after excavation by excavation in stages. All soils should be excavated and replaced in the excavation in the sequence they were removed, with the ground surface layer being removed first and placed back last. The following methodology shall be followed during any excavation on the site:

1 Soil from ground surface to 150mm depth

Material to be excavated and stockpiled separately, it should be removed first and placed last.

2 Soil from 150mm to 500mm depth

Material to be excavated and stockpiled separately, it should be removed second and replaced second to last.

3 Soil from 500mm depth and deeper

Material to be excavated and stockpiled separately, it should be removed last and replaced first.

4 Soil replacement

The soil shall be replaced in the reverse order of excavation to ensure that the discrete layers are preserved.

6.2.2 SURFACE TO 150MM DEPTH

Topsoil (cleanfill) has been placed over the site from surface to 150mm depth.

It is imperative that the 150mm topsoil (cleanfill) layer is maintained within 30m of the FCC East boundary adjacent to the foreshore. If this layer is removed within 30m of the boundary, it should be immediately replaced by a protective layer to prevent mobilisation of the underlying residential soils by sediment run-off. For example, this could be achieved by using paving, grass, geotextile and bark layer, etc.

Should flower beds or gardens with bare soil be planned within the 30m buffer zone, a greater depth of topsoil (cleanfill) should be imported to these areas to ensure that the soil below the existing 150mm topsoil (cleanfill) layer is not exposed during garden maintenance.

6.2.3 150MM TO 500MM DEPTH

A 500mm capping layer of residential quality soil exists on the site (including the 150mm surface layer of topsoil). This layer shall be maintained unless replaced by a structure such as a building or pavement.

6.2.4 500MM DEPTH AND BELOW

Soil below 500mm depth is suitable for commercial site use but has residual contamination with the potential to cause adverse effects in a more sensitive environment. The movement of this soil must be controlled to ensure that no such adverse effects occur. Soil from below 500mm depth shall only be placed or disposed of as follows:

- within the FCC East site boundary, below the 500mm capping layer of residential quality material;
- within the boundary of FCC Landfill, below the 500mm capping layer of residential quality material;
- to an off-site facility such as a landfill that is licensed to accept such soil; or
- to an off-site location with appropriate consents to allow discharges of contaminants to land.

Temporary stockpiling of the commercial quality soil will need to be controlled to ensure that the stockpiled soil does not contaminate clean areas. Stockpiles shall be constructed within designated areas, and kept separate from stockpiles of topsoil or residential soil, labelled with appropriate signage. Unless constructed on paved areas, topsoil and residential quality soil shall be stripped from commercial stockpile locations before commencing stockpiling.

Run-off from the stockpiles will require controls.

Transport of commercial quality soil within the site shall be carried out in a manner that avoids spillage from excavator and front-end loader buckets, trucks, trailers and the like, where that spillage could fall on residential quality soil. Measures to avoid

such spillage or effects from such spillage may include avoiding overfilling buckets and trucks, and temporarily stripping residential quality material from haul roads.

Off-site movement of commercial quality soil will be carried out in such a way as to avoid spillage of soil or liquid and excessive generation of dust. Measures to be considered include not overfilling trucks, sealed trays, high-sided trays and covering of loads.

Controls must also be established to avoid the inadvertent transport of soil by vehicles or machinery to more sensitive parts of the FCC site. This may include measures such as cleaning of vehicle wheels and tracks by manual means within a designated area or establishment of wheel washes. Unless tested to be shown otherwise, soil and sediment from cleaning operations shall be treated as commercial quality material and disposed of as described above.

6.3 Subsurface Works

6.3.1 GENERAL

Soil contaminants at the sites are not expected to impact underground structures. Ammonia gas may be emitted from nitrogenous compounds within the soil matrix. However, investigation in 2010 showed there to be low concentrations of ammonia gas, which will not pose a risk to subsurface workers.

All proposals for underground structures or services below the winter-high groundwater level shall be submitted to the TDC Environment & Planning Manager for approval.

Proposals for piling or drilling that may penetrate the Moutere Gravel formation shall be submitted to the Environment & Planning Manager for approval. Such proposals shall have measures to prevent transfer of contaminated soil or water to the underlying aquifers.

6.3.2 TAHI STREET

Road maintenance, including work in the verges, and maintenance of existing underground services or installation of new services is possible on the section of Tahī Street between FCC East and FCC West, north of 13 and 18 Tahī Street. The management controls set out in this SMP for FCC East are appropriate for the road reserve on the east of Tahī Street and the section of the road reserve on the west of Tahī Street from the boundary of 18 Tahī Street to a point 75 metres north. All construction and maintenance workers shall take suitable precautions including the use of full PPE at all times.

Extra precautions should be taken in the area beneath the watermain along the Tahī Street road reserve adjacent to the southern part of the FCC West site. There is the potential to encounter contamination beneath this section of Tahī Street at concentrations higher than elsewhere on the site. A testing regime should be undertaken in this area prior to the excavation of soils to assess risks to maintenance workers and to determine disposal options for surplus soil.

The Tahī Street sealed roadway has not been sampled or remediated. A testing regime should be undertaken in this area prior to the excavation of soils to assess risks to maintenance workers and to determine disposal options for surplus soil.

Specific control methods and health and safety measures for any trenching or roadworks where the underlying soil in the roadway area is disturbed shall be developed by the TDC Property Manager and submitted for approval by the TDC Environment & Planning Manager.

6.3.3 GROUNDWATER CUT-OFF WALL

A groundwater cut-off wall has been constructed between the FCC West and FCC Landfill areas. The wall has been constructed beneath the ground surface, is made of impermeable clay and forms a barrier preventing groundwater movement between these areas. Excavations through this area which may compromise its integrity should not be undertaken. If excavations in this area cannot be avoided, authorisation to proceed should be gained from the TDC Environment & Planning Manager and the cut-off wall should be reinstated and checked by a qualified engineer.

6.4 Sediment and Erosion Control

Sediment and erosion control measures should be established for the duration of ground-breaking activities. Sediment and erosion control will need to be included in the EMP. Proposed sediment and erosion control measures must be submitted to the TDC Environment & Planning Manager for approval before any works commence. All control measures should be viewed on site by the TDC Environment & Planning Manager or designate during site works to ensure the controls are implemented.

To reduce the potential for sediment discharges off-site, sediment and erosion control measures should include, but are not be limited to:

- staging the construction works to avoid creating large areas of exposed ground at any one time, and allowing progressive stabilisation and reinstatement of previously worked areas;
- installation of all sediment and erosion control measures prior to ground-breaking activities commencing;
- limiting earthworks and any vegetation clearance to the footprint of any proposed development to minimise the disturbed area;
- the sediment and erosion control section of the TDC publication Engineering Standards & Policies 2004 should be referred to for more detail;
- removal of excess or unsuitable excavated materials from site as soon as possible. Where stockpiling is necessary, locate stockpiles away from stormwater drains and water bodies;
- ensure stockpiles are protected by additional sediment and erosion control measures;
- utilising a range of sediment and erosion control measures on and around exposed areas including silt fences, run-off diversion channels draining to on-site sediment ponds, bunding, the creation of stabilised site entrances, stormwater drain and foreshore protection, etc;

- diverting clean run-off away from the exposed areas via bunding and cut-off drains;
- installing sediment and erosion control measures for the duration of the works or until an area can be stabilised/reinstated; and
- regularly inspecting, monitoring, maintaining and repairing all sediment and erosion control measures.

6.5 Dust Control

During any excavation which exposes soil beneath the 500mm capping layer, mitigation measures shall be employed to avoid generation of dust.

Dust control measures will need to be included in the EMP and submitted to the TDC Environment & Planning Manager for approval before any works commence.

To reduce the potential for dust to be generated during site works, the control measures could include but not be limited to:

- excavated or exposed soils should be kept damp to prevent the generation of dust;
- use of water sprays to dampen down work areas, but not so much as to generate run-off;
- excessive dust generated during earthworks may be controlled through the use of wind screens, ceasing the operation until better control can be achieved, or by covering the material;
- areas of the site that are not worked for long periods of time should be covered or stabilised to prevent excessive dust generation; and
- measurement and monitoring of dust generation, and analysis of contaminants contained in dust, may need to be carried out as required by any consent conditions.

6.6 Groundwater Diversion, Disposal and Abstraction

Groundwater may be encountered below the site at depths of between 0.9m and 2.5m below ground level. Any development should be designed to avoid the removal of groundwater wherever possible, however, if interaction with groundwater cannot be avoided, works may require groundwater to be diverted and/or pumped out of excavations for disposal. The groundwater is likely to contain both suspended and dissolved contaminants and shall not be discharged to stormwater drains which discharge into the marine environment.

Groundwater control measures will need to be included in the EMP and submitted to the TDC Environment & Planning Manager for approval before any works commence. The TDC Resource Management Plan (Section 31.1.2) indicates that a resource consent will be required to abstract groundwater on the sites if the amount is more than 5m³ per property per day. Diversion or disposal of drainage water is controlled by Section 36.4.2. Diversion or disposal would be a controlled activity according to Section 36.4.3A and will therefore require consent.

Any removal and disposal of groundwater shall be undertaken to avoid adverse impacts to environmental receptors.

The EMP should include the following data regarding groundwater removal and disposal methods:

- anticipated water quality at the time of the request given by recent test data;
- water volumes involved and the duration of the activity;
- proposed disposal methods; and
- groundwater treatment methods, if any, prior to disposal.

Sediment-laden groundwater flows must be controlled and diverted, for example, to settlement ponds on site prior to disposal or via soakaway, or disposed of at appropriate facilities able to accept sediment-laden water. The soil from surface to 500mm depth that remains on site must not be contaminated by sediment-laden water.

Groundwater beneath the site is not suitable for abstraction for potable use, use in stock watering or irrigation.

6.7 Phytotoxic Effects

Phytotoxic chemicals (ammonia or copper) may be present within the plant root zone. Any plants affected could be replaced, or soil in the root zone could be replaced with topsoil (cleanfill).

6.8 Health and Safety for Construction and Maintenance Workers

The soil and groundwater present little risk to site occupants or workers, including excavation workers.

Construction and maintenance workers should minimise exposure to contaminated soil as a matter of good practice with the use of appropriate PPE and personal hygiene practices (washing hands and face before eating, drinking or smoking).

6.8.1 AMMONIA GAS

Although soil testing in 2010 showed very low concentrations of ammonia gas, if the odour of ammonia is detected during any earthworks, appropriate testing should be carried out, and measures undertaken to manage this risk. The measures should adhere to the guidelines given in the Department of Labour, Occupational Safety & Health Service's booklet "Safe Working in a Confined Space".

The risk from ammonia gas on future site users due to migration into buildings should be investigated on a case by case basis. Mitigation measures such as vapour barriers may be required.

6.9 Additional Provisions for the Creek Adjacent to the North-West Boundary of FCC Landfill

The Property Manager is to liaise with the TDC Utilities Asset Manager to ensure the protection of the stream banks and beds of the creek.

The creek banks are to be maintained to avoid erosion by stormwater flows (including increased stormwater flows as a result of upstream modifications to the stormwater network), by maintaining vegetation, rock protection and the like.

Maintenance of the creek so that it fulfils its function as a stormwater drain, such as removal of excessive vegetation, maintaining its flow area by the removal of deposited sediment or increasing its flow area, shall be carried out in accordance with this management plan with the following additional provisions:

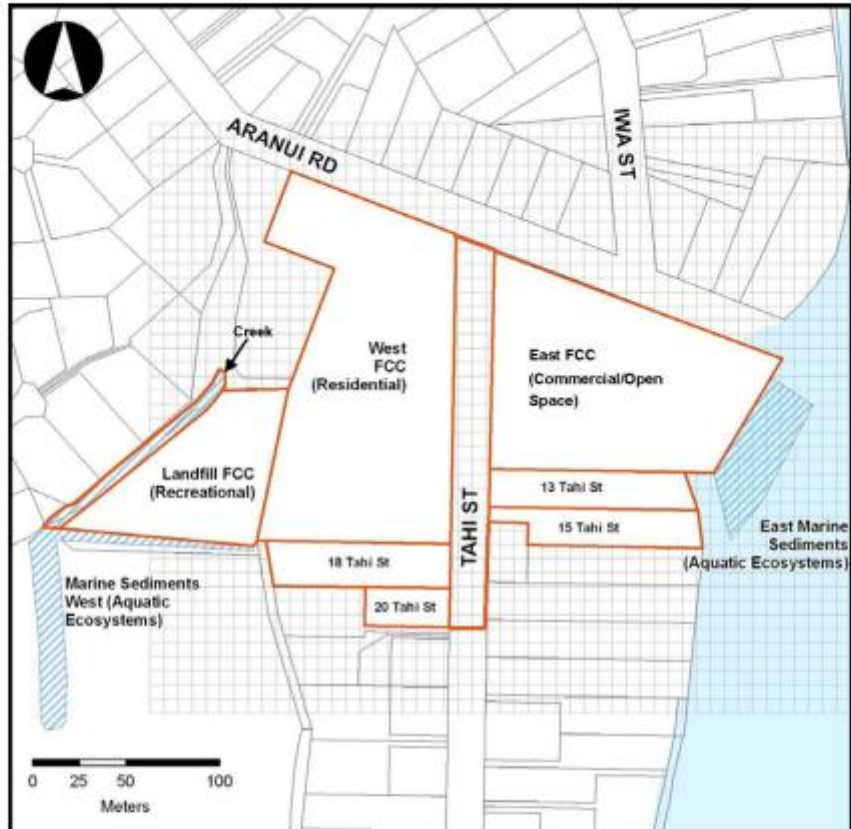
- no in-stream works may be carried out without submitting a method statement to, and gaining the approval of, the TDC Environment & Planning Manager; and
- The method statement shall be guided by testing of the banks and bed of the creek over the length of creek where work is to be carried out.

In the event that the material to be disturbed has contaminant concentrations in excess of the marine sediment SACs, methods shall be proposed to avoid transport of sediment to the estuary. Methods that could be considered include diversion of the stream around the works and silt traps and fences. All proposed methods must be submitted to the TDC Environment & Planning Manager for approval before any works commence.

7 References

- 1) ANZECC, 2000. Australian and New Zealand Guidelines for Fresh and Marine Water Quality. Australian and New Zealand Environment and Conservation Council.
- 2) Department of Labour, OSH, 1994. Health and Safety Guidelines on the Clean Up of Contaminated Sites. Department of Labour and the Occupational Health & Safety Service.
- 3) Egis, 2001. Risk-Based Acceptance Criteria for FCC Mapua.
- 4) MfE, 1993. Draft Health and Environmental Guidelines for Selected Timber Treatment Chemicals. Ministry for the Environment.
- 5) MfE, 1997. Health and Environmental Guidelines for Selected Timber Treatment Chemicals. Ministry for the Environment.
- 6) MfE, 1999. Guidelines for Assessing and Managing Petroleum Hydrocarbon-Contaminated Sites in New Zealand. Ministry for the Environment.
- 7) MfE, 2001. Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand. Ministry for the Environment.
- 8) MfE, 2003. Contaminated Land Management Guidelines No. 2 – Hierarchy and Application in New Zealand of Environmental Guideline Values. Ministry for the Environment.
- 9) NEPC, 1999. National Environmental Protection Measure (Assessment of Site Contamination): Guideline on the Investigation Levels for Soil and Groundwater. National Environmental Protection Council.
- 10) NSW Department of Environment & Conservation, 2006. Contaminated Sites: Guidelines for the NSW Site Auditor Scheme, Second Edition, April 2006.
- 11) PDP, 2009. Audit of the Remediation of the Former Fruitgrowers Chemical Company Site, Mapua.
- 12) SKM, 2008. Site Validation Report for the Former Fruitgrowers Chemical Company, Mapua. Sinclair Knight Merz.
- 13) RIVM, 2001. Technical Evaluation of the Intervention Values for Soil/Sediment and Groundwater.
- 14) Theiss, 2004. Remedial Action Plan, Former Fruitgrowers Chemical Company Site, Mapua.
- 15) URS, 2010. Former Fruitgrowers Chemical Company Site (FCC) Mapua – Ammonia Gas Survey Investigation. February and April 2010.

Appendix A: Site Location Plan



Attachment 10
Stantec Transport Review
RM230253 and Ors



Memo

Project: Māpua Boat Ramp **Project No:** 310205986
To: Victoria Woodbridge (The Property Group) **Date:** 24 September 2024
From: Chris Rossiter

RE: Transport Engineering Peer Review

1. Introduction

This review has been based on the documentation provided within the application for land use consent prepared by Davis Ogilvie on behalf of the Māpua Community Boat Ramp Trust to construct a new boat ramp at 5, 11 & 5-16 Tahī Street in Māpua. The focus of this report is the proposed changes to the application through the removal of the Sea Scout / Community Building and the Response to Peer Review provided by Tim Kelly Transportation Planning Limited dated 14 December 2023.

General Comments

A Peer Review was undertaken by Stantec in November 2023 which considered the Integrated Transport Assessment (ITA) which formed part of the application. The review identified 21 recommendations or requests for further information, which were, in part, responded to in the Response to Peer Review report.

While the removal of the Sea Scout / Community Building addresses the concern related to the service lane and parking associated with the building, the majority of the remaining recommendations or request for further information are still pertinent.

It is our considered opinion that there continues to be little to no robust evidence of assessment of the likely demands the creation of a new boat ramp facility will generate and no detailed information for the peak holiday period.

Based on the information provided, it is still considered that the capacity of the ramp is likely to be exceeded at periods of high demand and result in the queuing of vehicles into Tahī Street. No assessment of queuing has been provided to demonstrate that this can be contained within the site. The ITA and Response to Peer Review suggests that in the event that queues extend onto Tahī Street, the queues will be actively managed but no information is provided on who or how this will be implemented.

2. Removal of Sea Scout / Community Building

It is accepted that the removal of the building will result in a reduction of trips, albeit minimal, associated with this particular land use. However, the benefits of this change do not outweigh the remaining issues relating to the boat ramp and its associated parking.

3. Outstanding Information Required

3.1 Traffic Flow Data

As part of the Peer Review, additional information was requested relating to traffic flow, which has not been provided either in the Response to Peer Review or within the revised application. The baseline data being relied on for Tahī Street is from December 2019 and should therefore be viewed with caution given this is now almost five years old.



310205986 | Transport Engineering Peer Review
Māpua Boat Ramp and Sea Scout / Community Building

| 1

REF: 310205986\TECHNICALS\APPEAL\RSP_3086_TRANSPORT_REVIEW_V1_240924.DOCX



Memo

With regards to the proposed level of use of the boat ramp, a survey was undertaken of Grossi Point in December 2021 / January 2022, so is almost three years old and should be used with caution. An assumption is also made that those launching from Grossi Point would use the new facilities, although no restrictions are proposed to prevent the continued free use of Grossi Point. It is our understanding that the boat ramp is intended for use by members of the Māpua Boat Club only and not the wider public. Given there is no information relating to the split between members and non-members using Grossi Point in December 2021 / January 2022 the assumption that all would transfer to the new boat ramp is not substantiated and should not be considered as reliable evidence.

Without a detailed understanding of the likely queuing and delay when using the new ramp, it is considered reasonable to assume all non-members of the boat club as well as some members, if queuing is excessive, will continue to use Grossi Point, unless restrictions were applied, which currently do not form part of this application.

Previous concern has been raised regarding the capacity of the ramp and the potential for queuing and delay. Within the Response to Peer Review, the applicant refers to 'experience at Motueka and elsewhere' but provides no evidence to support the suggestion of 24 movements an hour would be possible. This equates to an average of five minutes to launch / recover a boat and being based on two boats being launched / recovered simultaneously. This seems unlikely given the need for an individual to walk to / from where their vehicle and boat trailer has been / will be parked, which is circa 175m away from the ramp and at a walking speed of 1.4m/sec would require two minutes in itself, without the drive time (assuming no queuing vehicles to negotiate and having to pass through the barrier control, nor the actual process of securing / launching the boat to / from the trailer etc.

A simple survey of Motueka and the other ramps alluded to would provide an indication of what the capacity of the ramp is likely to be as average launching / recovery times could be established.

3.2 Impact of Queuing

While the car parking arrangements have been altered, to reflect in part the removal of the Sea Scout Building, the concern relating to vehicles queuing to access the ramp at peak times remains. Page 3 of the Response to Peer Review states:

"the potential for queuing will be governed by the precise arrival profile of vehicles with boats within any given time period. This, in turn, will be governed by tide times, weather conditions and whether any specific events (such as fishing competitions) are being held."

The report goes on to suggest that MBRT personnel would request vehicles to divert into the parking area and a basic plan (C05 Appendix 3) suggests where queuing could occur. However, there is no indication on how queuing would be monitored and what the trigger point is for the proposed queuing system to start. No consideration has been given to how vehicles trying to park after launching or vehicles trying to access the ramp to recover a boat would be delayed by vehicles and boats queuing through and around the car park they are trying to access / egress from. The current proposals are likely to result in additional delay and queuing, which will further compound the situation at that time.

There is also a suggestion that any warning signage could be dealt with post-consent. However, given the implications of queuing not only on the ramp users but also local residents as well as those accessing Grossi Point, it is considered that the implications of queuing and how this would be effectively managed should be considered as part of the application itself.

As set out above, without knowing the capacity of the ramp and a more accurate prediction on the likely usage, the overall impact of queuing cannot be reasonably understood.





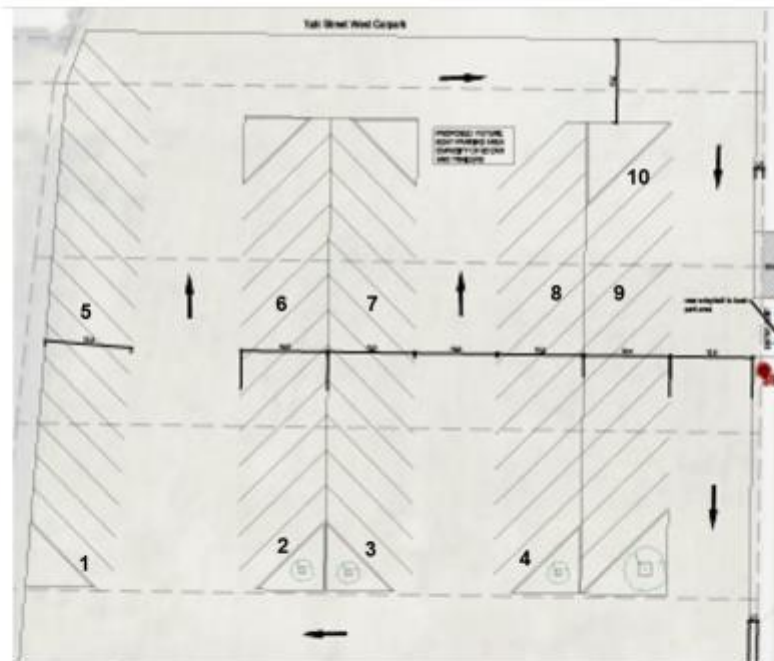
Memo

3.3 Site Layout

It is not evident in the current drawings on how pedestrians would move between the car park for vehicles with trailers and the boat ramp. There is a possible pedestrian route which would take pedestrians around the car park to the east of Tahi Street, however, this is not direct and therefore unlikely to be used. A defined pedestrian route should be provided along the boat ramp for pedestrians to use.

As part of the Response to Peer Review a series of vehicle swept paths were provided in C08 Appendix 7. These included a vehicle and trailer entering the boat ramp access, turning at the turning head at the top of the boat ramp and entering the car park. However, these only show a single vehicle movement and do not demonstrate if there is sufficient space for a vehicle and trailer to access / egress either the boat ramp access, the proposed car park, or turn in the turning head if another vehicle with trailer is present. These are required to demonstrate that there is sufficient space for movements to occur simultaneously and therefore not result in increased delay etc.

The proposed parking for vehicles with trailers has also been reviewed using swept paths. However, while access to two parking spaces have been shown, the bays which may not be usable have not reviewed, these are shown below:



Without appropriate swept paths to demonstrate that access and egress is possible without multiple movements to spaces 1,2,3,4 and 10, when surrounding spaces are occupied, then it is highly likely these spaces would not be used and therefore the overall parking provision would be reduced by five spaces.

The ability to egress spaces such as 5,6,7,8 and 9 without multiple movements and when surrounding spaces are occupied has not been demonstrated.



Memo

3.4 Parking Demand

The proposals will provide 40 car parking spaces to the east of Tahi Street and potentially 62 vehicle and trailer parking spaces to the west, subject to swept paths confirming ability to use all spaces.

3.4.1 Vehicle and Trailer Parking

On page 2 of the Response to Peer Review the report clearly states:

"the average number of daily users could be around 40 with a maximum of 70."

Based on the suggested maximum, which as set out above is not evidenced and as such could be significantly higher, there is likely to be an under provision of circa 8 to 13 parking spaces for vehicles and trailers.

A parking accumulation study, using evidenced data, should be presented to demonstrate what the actual parking demand will be and that sufficient parking can be provided to accommodate the maximum demand. To avoid vehicles having to circulate around to find the last remaining space it is suggested that an additional 5-10% of the maximum parking demand be provided, as this will also help to minimise the impact of delays and queuing.

3.4.2 Car Parking

The existing 37 space car park on the eastern side of Tahi Street is to be replaced with a 40-space car park, although the additional three spaces created replaces the spaces lost to provide access to the new vehicle and trailer parking. Given the parking demand in the area, the opportunity to provide additional parking for the wider public in the area for peak times, and not just parking for the boat club users, seems to have been ignored.

4. Impact on Local Roads

4.1 Tahi Street

As indicated previously, the impact of the likely increase in traffic and also the impact of any queuing on the free flow of traffic along Tahi Street, and therefore the impact on local residents, has not been considered.

While additional parking is proposed on the western side of Tahi Street, the safety implications of additional pedestrians crossing Tahi Street has not been considered. In addition, the potential conflict between those using the existing car parking along Tahi Street and the increase in vehicle movements has not been reviewed or considered.

4.2 Aranui Road

Aranui Road forms the main road into Māpua, providing frontage access to residential properties as well as numerous local services and facilities, which include but are not limited to cafe, kindergarten/pre-school, playground, sports facilities and food retail outlets.

Approximately 45 on-street parking spaces are provided immediately to the north of the Higgs Road / Toru Street crossroads, serving the local facilities provided in this area. Additional on-street car parking is provided to the east and west of the Tahi Street junction, serving the Mapau Wharf area.

Aranui Road formed part of the *Streets for People* projects, delivered between 2021 and 2024. The project created a safe cycling and walking corridor along the entire length of Aranui Road, which is the main route





Memo

through the Māpua village, connecting Māpua Primary School at the northern end with Māpua Wharf Precinct at the southern end. The work included several new pedestrian crossings, new wide shared paths, a safer slow vehicle zone, community street art, new cycle stands and plantings to improve the streetscape.¹

While some changes have occurred since the implementation of the *Streets for People* project, the main principle of promoting walking and cycling remain. However, no account has been made on the implications of additional traffic, made up of vehicles with trailers of which some could have boats wider than the towing vehicle, will have on the now narrower Aranui Road nor the potential safety implications this could have particularly on cyclists using the cycleways.

4.3 Local Junctions

The Māpua Drive / Higgs Road junction is a four-arm roundabout, approximately 1.6km west of the site, and the Māpua Drive / Aranui Road junction is a ghost island priority junction, with Aranui Road forming the minor arm, located approximately 1.4km northwest of the site. The development proposals make no reference to the likely impact of the proposals on these junctions, which provide the two access routes to Tahī Street, via Aranui Road.

Closer to the site, is the Tahī Street / Aranui Road junction, which is a roundabout. No consideration has been given to the potential effect an increase in turning movements between Tahī Street and Aranui Road will have on the overall capacity of the junction, nor if there could be an increased safety concern given the length and width of the additional vehicles and trailers.

Stantec New Zealand

Chris Rossiter
Principal Transportation Engineer

¹ www.nzta.govt.nz/roads-and-rail/streets-for-people/streets-for-people-projects-2021-2024



Attachment 11
Boffa Miskell Landscape Review
RM230253 and Ors

LANDSCAPE ARCHITECTURE PEER REVIEW

RM230253-RM230259_BM240306_MAPUA BOAT RAMP

Prepared for Tasman District Council, Attn Victoria Woodbridge


1 October 2024

Applicant:	Mapua Boat Ramp Community Trust
Application:	To establish a new Boat Ramp and associated Carparking.
Location:	Lot 1 DP 450728, Lot 3 DP 450728, RT 573241 and Section 34 Survey Office Plan 440217, RT 600148
Zoning:	TRMP Recreation and Open Space.
Activity Status:	Discretionary



Boffa Miskell is proudly a
 Toitū carbonzero® consultancy

Document Quality Assurance

<p>Bibliographic reference for citation: Boffa Miskell Limited 2024. <i>Landscape Architecture Peer Review. RM230253-RM230259_BM240306_Mapua Boat Ramp</i>. Report prepared by Boffa Miskell Limited for Tasman District Council.</p>		
<p>Prepared by:</p>	<p>Liz Gavin Landscape Planner / Senior Principal Boffa Miskell Limited</p>	
<p>Status: Final</p>	<p>Revision / version: [0] Issue date: 1 October 2024</p>	
<p>Use and Reliance This report has been prepared by Boffa Miskell Limited on the specific instructions of our client. It is solely for our client's use for the purpose for which it is intended in accordance with the agreed scope of work. Boffa Miskell does not accept any liability or responsibility in relation to the use of this report contrary to the above, or to any person other than the Client. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate, without independent verification, unless otherwise indicated. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.</p>		

CONTENTS

1.0	Introduction	1
2.0	Purpose and Method of Review	1
3.0	Methodology	2
4.0	Existing Landscape	4
5.0	The Proposal	5
6.0	Statutory Context	7
7.0	Assessment of Effects	8
8.0	Review of Mitigation Measures	10
9.0	Conclusion	10
	10.0 Recommendations	11
	Appendix 1	1

1.0 Introduction

Boffa Miskell Limited (BML) have been engaged by Tasman District Council (**TDC**) to undertake a peer review of the landscape assessment prepared by Rough Milne Mitchell (RMM) for the construction of a new Boat Ramp at the Mapua waterfront in Tasman. The site of the boat ramp is located partly at 11 Aranui Road, extending past the eastern boundary into the CMA. This is referred to as the 'Boat Ramp Site.' Within this report with the car parking at 8-16 Tahī Street – referred to as the 'West Carpark'¹. The Boat Ramp site is 1.0256ha and is located between Tahī Street and the Mapua Waterfront, located to the south of the main Mapua jetty and associated buildings. The Boat Ramp Site is contained within the Recreation Zone and Open Space Zone of the Tasman Resource Management Plan (TRMP) and is subject to Mapua Special Development Area Rules. The eastern end of the boat ramp extends past the cadastral boundaries of 11 Aranui Road into the Coastal Marine Area (CMA). The site is not part of an Outstanding Natural Landscape (ONL) or an Outstanding Natural Feature (ONF) or an area of high, very high or outstanding natural character (ONC), however is within the Coastal Environment Area (CEA) and the eastern extent of the Boat Ramp is the Coastal Marine Area (CMA).

I have reviewed the application documents and have discussed the proposal with the processing Council planner. I have been asked to provide the following information as part of the peer review:

- *Provide a peer review of the landscape findings of the landscape assessment and its attachments.*
- *Identify any gaps in the Landscape Assessment or Viewpoints that have not been considered.*
- *Review the efficacy of the mitigation measures and recommend additional measures if required.*

2.0 Purpose and Method of Review

The purpose of the peer review is not the preparation of an independent assessment of the proposal but rather a review of the Landscape Assessment undertaken by RMM (referred to as the Landscape Assessment in this report). The following landscape peer review follows the concepts and principles outlined in *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*² (TTATM).

The focus of this peer review is to confirm (or not) that the Landscape Assessment undertaken:

- follows a sound methodology and method for the purpose,
- considers the relevant statutory provisions and any relevant 'other matters',

¹ Davis Ogilvie Engineering Design Car and Informal Boat Parking sheet P4-3 Carp Rev. 7

² 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

- accurately describes, interprets, and evaluates the relevant landscape character and values,
- analyses the effects on landscape values in a balanced and reasoned way,
- reaches credible findings supported by reasons, and
- makes appropriate recommendations with respect to findings³.

The documents of the AEE that have been provided to me in the preparation of this peer review, to form the basis of the review are:

- a. A06 Appendix 5 – Landscape Graphic Attachment (**GA**).
- b. A07 Appendix 6- Landscape Assessment Report.
- c. A09 Appendix 8 – Ecological Report.
- d. F01 Amended Plans July 2024.
- e. F03- Amended Landscape Master Plan July 2024.
- f. An email dated 19th September from Victoria Woodbridge, including email correspondence from Mark Morris. This included information on the safety barrier that is now part of the application.

This peer review undertook an initial desktop review of the above documents to identify any outstanding questions. A Site visit was undertaken on 05 September 2024, by the author of this report: Liz Gavin, landscape architect at BML, during clear and sunny conditions. During the Site visit, the wider area surrounding the Site was visited to understand the existing landscape character of the immediate context and public/private viewing audiences.

The Landscape Assessment includes a description and assessment of A Sea Scout Community Building. This has been removed from the application and no longer forms part of the proposed development. The Sea Scout Community building is not considered further in this peer review.

The proposal has been amended to include a safety barrier in the form of floating buoys that extend from the southernmost point of the Mapua Wharf (at sea level) and extend across the sea to the shore, attached to a moveable concrete base. This is to provide safety to boats against engine failure that may cause them to drift under the wharf. This amendment occurred on 19th September 2024, well after the Landscape Assessment was submitted and therefore does not form part of the assessment.

I understand that the Landscape Master Plan dated 21 April 2023 included in the GA has been superseded by F03 Amended Landscape Plan.

3.0 Methodology

The Landscape Assessment does not include a direct methodology statement however references the 7-point effects scale contained within TTATM in section 1.1 Introduction, describes the values under 4.3 and applies the three broad categories of landscape attributes under 4.3.1. This largely

³ Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, paragraph 6.61

follows the expected assessment process. The TTATM guidelines are sanctioned by the New Zealand Institute of Landscape Architects (NZILA) and are appropriate to apply to a landscape assessment.

The assessment process has been outlined in section 1.1 of the report. This includes:

- a description of the proposal,
- a description of the receiving environment including the site.
- Identification of existing landscape and visual amenity values.
- Some of the relevant statutory provisions.

The Site Analysis has been carried out under Section 4 which includes consideration at a regional and local scale, which is appropriate. The description of the site includes the site history as far back as the 1920s when the site was used by the FCC as a Factory site producing chemicals for orchard use.



Figure 1 and 2: The 11 Aranui Road site showing the 1940s (left) and 1980 (right) aerial photos.

The Landscape Assessment states that the factory buildings were removed, and the site remediated in the early 2000s. From this point on, as described, the site has been utilised as a recreation reserve for passive and active recreation.

Landscape values of the site have been identified through consideration of physical, perceptual, and associative landscape attributes, which is appropriate.

Mana whenua values and use of the site prior to the FCC factory use do not form part of the assessment. I consider that to be a gap in the Landscape Assessment, with past land associations having cultural and associative values that may be relevant to the proposal. Te Ātiawa o Te Taihū and Ngāti Tama Ki Te Waipounamu both have mana whenua status and have submitted on the application.

While the TRMP policies are referenced - including landscape policies relevant to the site, there are other parts of the TRMP relating to the CMA that have not been considered and an assessment of the landscape and natural character policies in the NZCPS is not mentioned.

For this reason, I consider that while the process follows appropriate methodology that is fit for the purpose of the development, there are gaps to the information and methodology provided.

4.0 Existing Landscape

The boat ramp site is located between Tahiti Street and the Mapua Waterfront, located to the south of the main Mapua jetty and associated buildings.

The existing landscape character is described in section 4, with the values outlined in 4.3. These identified values include the following:

Physical

- The interface between a manmade urban coastal development and the extensive natural environment of the Waimea Inlet.
- The highly modified nature of the coastal interface characterised by extensive rock revetment, wharfs, buildings, and a stylistic urban park development.
- Introduced coastal planting to soften built forms and patterns – which have been slow to develop due to soil and climate.
- The sites proximity to the natural and dynamic environment of the Waimea Inlet, which contributes a high natural character to the landscape setting.

Perceptual

- The patterns associated with the dynamic and expansive landscape of the estuary.
- Views enjoyed of the estuary, Rabbit Island, the boats moored close to shore and of the strong currents and rips resulting from the changing tides.

Associative

- Past association with Mapua as a boat launching area and continued boat launching at Grossi Point Reserve.
- Valued as restored (previously contaminated) site, with reserve campaigned for by the Mapua Community.
- Part of the site- the tiered amphitheatre including a local poets poem describing the sense of place. (This is included on the cover of The Assessment).

I agree these are relevant landscape values associated with the site and local landscape character.

Key Values Not included:

Mapua as a tourist destination is discussed within the body of the Assessment⁴ but not included as a key value. This is a key associative value for this area. Mapua as a local and tourist destination offers restaurants, art and craft, gigs, produce, holiday bed and breakfast/Bach stays; and recreation activities such as ferry rides (to and from Rabbit Island), and Wharf Jumping, and exploration of the coastline around Grossi Point and north to the Mapua Leisure Park.

A description of the landscape character or the area within Waimea inlet (abiotic and biotic values) that are affected by the proposed activity within the Waimea Estuary. I have included a description from the natural character study (tables 1 and 2 of Appendix 1) that lists the attributes relevant to the local area.

⁴ See section 4.1 of the Landscape Assessment

The assessment has not covered past cultural and historic associative values that relate to mana whenua and other iwi which is outlined in submissions.

Ngāti Tama claim tangata whenua holding mana whenua under the statutory acknowledgement through Te Tauihu in Tasman. Their submission states the area has value as a culturally significant area and a wahi tapu area due to historical events. Similar to the Mapua Waterfront there is the potential for human remains to be found in the area due to past cultural activity in this area.

Te Ātiawa claim tangata whenua holding mana whenua and statutory acknowledgement of the area including Tasman and view this area as a historic and culturally significant area.

Ngāti Rārua claim The Waimea estuary and surrounds as an area of significance that was traditionally highly important as for mahinga kai, with seasonal camps historically located in the area.

5.0 The Proposal

A Description of the Proposal is included under Section 2. I found that additional information regarding the proposal would have been beneficial. A useful figure to understand the project area is figure 1.1 of the Ecological report, which shows the extent of the Boat Ramp in the Waimea Inlet and the relation to cadastral boundaries. As stated in the Landscape Assessment⁵, a landscape effect is a consequence of change, including physical change. The boat ramp is built into the CMA and will involve both excavation and then deposition onto the seabed⁶.

The method of construction and the extent of earthworks and change is not clearly described in the proposal, however, is covered in the assessment of effects. A proposal description in the Ecological report provides a description:

*"Based on the preliminary concept drawings, the method of construction would involve removal of some existing ground material and most vegetation and excavation of the foreshore to form a base upon which the access way and boat ramp can be built. Excavation would proceed as tidal conditions allowed and will predominantly occur from the foreshore. The toe of the boat ramp includes a rock mattress that would extend approximately 0.5m into the estuary bed face to provide some protection from wave scour and long-term erosion effects."*⁷

Within Waterfront Park, options for pergola or sunshades for picnic tables are shown on the Landscape plan, and BBQ areas are discussed in the body of the Landscape Assessment. These amenity features are consistent with the Mapua Waterfront Area Masterplan⁸ which is a non-statutory document commissioned by the TDC to set out strategic direction for the Mapua Waterfront.

The Landscape plan does not show the MHWS, site boundary (of 11 Aranui Road) or dimensions of the boat ramp. The Landscape plan is best read in consideration with the Davis Ogilvie Plan, and figures 1.1 and 3.3 of the Robertson Ecological Report.

I note that the proposal has been changed to include floating buoys as an additional method for boat safety. It is unclear whether the buoys will be orange or another colour. Figure 1 below is the image circulated to me to show the buoys that are to be used:

⁵ Section 5.3

⁶ RM 230353 notification/ non notification report.

⁷ Appendix 8 Ecological Report section 1.2 page 2

⁸ Tasman District Council Mapua Waterfront Area Masterplan 2018-2028, Page 10



Figure 1: Example of Floating barrier at Whakatane.

Figure 2 below show the location of this barrier in Mapua, which will be located to the south of the Mapua Wharf



Figure 2: location of safety barrier (provided by the applicant).

6.0 Statutory Context

The Landscape Assessment has provided an assessment against Chapter 5, Site Amenity, Chapter 6, Urban environment effects, Chapter 8 – Margins of the Coast, Chapter 9: Landscape and Chapter 18.11 Coastal Environment Area – all of which are appropriate to canvass. The assessment within the CEA related to the land-based sea scout building, which is now not part of the application. The only assessment relating to the boat ramp in terms of Chapter 18 is the statement that:

“The arrangement of the site and the design of its critical elements in particular the new building, boat ramp and access road are arranged optimally to minimise the disruption they could have on this coastal site. Furthermore, the balance of the park area has been rearranged in a way that accommodates all the well-used facilities that will be affected by the new development, in particular the pétanque court and associated facilities.”⁹

The lack of a description of the construction activity and extent of works within the CMA, is a gap in the Landscape Assessment however this information is available by reading the Davis Ogilvie Plan and Ecological Report.

The Boat ramp extends past the site boundary of 11 Aranui Road into the CMA of Waimea Inlet, with all of the Mapua Waterfront Park located in the CMA.

The Landscape Assessment considers some of the relevant statutory provisions – such as amenity effects under Chapter 5, but have not considered coastal effects of extending into the CMA, whether there are any landscape, amenity, or habitat effects on changes to the following¹⁰:

- (i) the foreshore or seabed.
- (ii) the natural movement of water, sediment, biota or air; or
- (iii) natural ecosystems.

There is no assessment against the NZCPS or Chapter 21 of the TRMP, which is a gap in the landscape assessment.

The Landscape Assessment states that the activity status is controlled, with the activity primarily located in the open space zone¹¹. This does not appear to be the case. The boat ramp is located primarily in the CMA, with the land-based changes primarily within the recreation zone of Waterfront Park. I have been advised by the TRMP Planner that the activity status is discretionary. It would be useful to have an assessment of the boat ramp effects in terms of the above and the NZCPS Policy 13 and 15 at the hearing to help inform the decision.

⁹ The Landscape Assessment page 16

¹⁰ Chapter 21/4

¹¹ The Landscape Assessment page 17

7.0 Assessment of Effects

Visual Catchment

The viewing audience has not been described; however, the affected viewers are discussed in relation to each viewpoint that has been represented. There are three different viewing audiences as I see it:

- Residents that live in the visual catchment and can view the activity from their property.
- Tourists and visitors to the Mapua Waterfront and Rabbit Island. These include pedestrians, to a lesser extent cyclists and drivers and those using the ferry.
- Boaties using the inlet including the boat ramp and the Mapua Ferry (that crosses from Rabbit Island to Mapua Wharf).

The visual catchment extends west to Coutts Place, which is located above Tahī Street; the section of Tahī Street parallel to the site and the residential properties along the eastern coastline of Tahī Street to the south of Mapua Waterfront Park, as well as east across the Waimea Inlet to the western shores of Rabbit Island. This visual catchment is largely captured by the representative photo locations.

Visual Effects

Visual effects have been considered from public viewing areas. Residential views that may be affected include those from residential dwellings at Coutts Place, Aranui Road properties that front the Trailor Park area, and residential dwellings (odd numbers) along the eastern coastline of Grossi Point including the residence of 13 Tahī Street that adjoins the proposed boat ramp.

The Coutts Place view is similar to the view from the commercial area in Aranui road, in terms of distance, (see **Viewpoints 3-5**), however is an elevated view, with similar visual effects (however more of the site visible due to the angle of view). Adjoining residents along the east coast is a view that is missing from the Landscape Assessment. Pedestrians also walk along this section of the coast either to or from Grossi Point. I consider that to be a gap in the visual effects assessment.

The site is also visible from the Mapua Wharf- a popular area for both photos, passive recreation/ enjoyment of the views and as a place to jump off the wharf see Graphic Attachment Cover¹². This viewpoint is covered in **Viewpoint 2** of The Landscape Assessment.

Boaties using the Waimea Inlet, and those travelling on the Ferry have a view that is represented in **Viewpoint 1** – which shows the view from the ferry landing on Rabbit Island.

Landscape Effects

A gap in the assessment has been raised in terms of a lack of clear description of the activity, and sufficient detail relating to the physical attributes (abiotic and biotic) of the Waimea Inlet affected by the landscape change associated with the ramp location. Both of these topics are covered in the Robertson ecological report but would have provided a better understanding of the landscape effects if included in The Landscape Assessment. I have provided a comparison table between the landscape effects in Appendix 1 as Table 4.

Natural Character Effects

Under section 1.1 of The Landscape Assessment, the purpose of The Landscape Assessment is to assess *“the actual and potential landscape and visual effects of a new boat ramp....and associated*

¹² see A06 Appendix 5

carparking”. Natural character is not explicitly part of the scope and has not been covered in great depth, with natural character values not listed. I consider this to be a gap in the assessment.

Natural character within the site is touched on under physical attributes (section 4.3.1). An assessment within coastal waters of natural character effects normally refers to the Policy 13 and 15 of the NZCPS. From a consenting and effects perspective, understanding whether an activity has a significant adverse effect under the NZCPS Policy 15(b) and 13(b) (if an area is not outstanding) is important to the decision-making process. Policy 15(c) provides the attributes to be identified and assessed in a coastal environment:

- (i) *natural science factors, including geological, topographical, ecological and dynamic components;*
- (ii) *the presence of water including in seas, lakes, rivers and streams;*
- (iii) *legibility or expressiveness—how obviously the feature or landscape demonstrates its formative processes;*
- (iv) *aesthetic values including memorability and naturalness;*
- (v) *vegetation (native and exotic);*
- (vi) *transient values, including presence of wildlife or other values at certain times of the day or year;*
- (vii) *whether the values are shared and recognised;*
- (viii) *cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori; including their expression as cultural landscapes and features;*
- (ix) *historical and heritage associations; and*
- (x) *wild or scenic values;*

The Tasman District Council have commissioned a report on natural coastal character, which was completed in 2022. I have included the natural character attributes that relate to the site in Appendix 1 and have provided a brief comparison of natural character effects in Table 1 & 2.

The Landscape Assessment Report has not provided an assessment of the biophysical effects on natural character in the marine environment, however, has a general statement that one of the site values is the natural and dynamic environment of the Waimea inlet, which contributes a high natural character to the landscape setting¹³, and that the site is located within an area that is highly modified with natural character values being relatively low¹⁴. Later within the assessment section under 6.1.3 Margins of the Coast the Landscape Assessment states that:

“Any impact on natural character is mitigated to the extent that the development is co-located with the existing Mapua Development and the existing natural character values are currently viewed in the context of moored boats, extensive rock armouring and other wharf related development.”¹⁵

This paragraph is referring to the perceptual/ experiential attributes that relate to natural character rather than any change to the biophysical environment and the effects of this on the attributes present. The following paragraph states that the boat ramp extends 35-40m into the estuary, however, does not provide a description of the attributes/values of the natural character of the area or the effect of change on those attributes, instead jumping straight to a degree of impact on (unlisted) natural character values.

¹³ The Landscape Assessment 4.3.1

¹⁴ The Landscape Assessment 6.1.1 page 14

¹⁵ Ibid 6.1.3 page 16

This again is covered in the Robertson Ecological Report. From an ecological (biophysical) perspective, the Robertson Environmental Report has considered the habitats, flora, and fauna present in the terrestrial environment and within the marine environment which does help to fill this gap. Table 4.1 that outlines the adverse ecological based effects during the construction phase on Terrestrial Habitat/species and Table 4.2 outlines effects on Aquatic Habitat/Species, with conclusions that there no adverse effects greater than **low or very low**. I consider that the landscape effect on natural character to be **low-moderate** due to the visual change to the natural line of the coastline, changes to patterns and processes and associative and perceptual values associated with naturalness.

8.0 Review of Mitigation Measures

Mitigation measures relate to the landscape plan, which introduces some additional planting into Waterfront Park along the northern length of the boat ramp access route, through relocating the pétanque grounds. Options for pergola or sunshades for picnic tables are shown on the plan, and BBQ areas are discussed in the body of the report – these would create options for additional amenity areas. The landscape planting will provide some screening and improved safety through separation of the boat ramp activity when viewed from the Waterfront Park.

It would be good to understand who is responsible for the implementation, maintenance of these amenity features, and which of these items are now part of the application, as the information differs between plans and report.

9.0 Conclusion

Having considered the proposed development, I reach the conclusion that The Landscape Assessment has generally followed an appropriate methodology, with the report set out in a format anticipated by a Landscape assessment with reference to the TTATM, which is the assessment guidelines that are supported by the NZILA.

I consider that the proposed development is partly consistent with the relevant statutory documents.

There are some gaps in the assessment. These relate to:

- A description of mana whenua values and how these relate to associative and perceptual values.
- An assessment of effects under the NZCPS 2010/Chapter 21 of the TRMP.
- An assessment of visual and amenity effects on the neighbouring residential properties adjoining the development to the south, on the eastern side of Tahī Street.
- An assessment of a discretionary activity within the CMA.

There are some landscape related effects that have adverse effects. These have been outlined in the table at the end of this report, with a comparison of effects.

10.0 Recommendations

- Consider using black buoys for the safety barrier to reduce visual effects. This would only be an appropriate response if bright coloured buoys are not required as a safety measure. Safety outcomes are more important than reducing visual effects.
- If consent is granted, opportunities for saltmarsh planting to re-establish rare or vulnerable communities could be a way that off sets some of the loss of habitat that is occupied by the boat ramp. I also support the potential positive effects proposed by the ecological report. These include:

"Opportunities for a net increase in green infrastructure and habitats within the Site.

Landscape planting that enhances existing retained habitat (e.g. under-plant retained native and exotic shrubs and trees with native understorey vegetation and replace exotic vegetation with native species).

Connecting wetland restoration/enhancement and landscape planting with adjacent reaches of the Waimea Inlet in accordance with the Waimea Inlet Management Strategy⁶."

SIGNED



.....

Liz Gavin

Senior Principal Landscape Planner
Boffa Miskell Ltd.

Appendix 1

NATURAL CHARACTER

Natural Character Effects

The Site and enabling areas are entirely contained within the coastal environment subject to section 6(a) of the RMA. Natural Character is not defined in either the RMA or the New Zealand Coastal Policy Statement 2010 (NZCPS). Within Te Tangi a te Manu, natural character is defined as:

'Natural character is an area's distinctive combination of natural characteristics and qualities, including degree of naturalness'.¹⁶

The purpose of The Landscape Assessment is to assess *"the actual and potential landscape and visual effects of a new boat ramp....and associated carparking"*. Natural character is not explicitly part of the scope and has not been covered in great depth. I consider this to be a gap in the assessment.

Natural character within the site is touched on under physical attributes (section 4.3.1). An assessment within coastal waters of natural character effects normally refers to the Policy 13 and 15 of the NZCPS. From a consenting and effects perspective, understanding whether an activity has a significant adverse effect under the NZCPS Policy 15(b) and 13(b) (if an area is not outstanding) is important to the decision-making process. Policy 15(c) provides the attributes to be identified and assessed in a coastal environment:

- (xi) *natural science factors, including geological, topographical, ecological and dynamic components;*
- (xii) *the presence of water including in seas, lakes, rivers and streams;*
- (xiii) *legibility or expressiveness—how obviously the feature or landscape demonstrates its formative processes;*
- (xiv) *aesthetic values including memorability and naturalness;*
- (xv) *vegetation (native and exotic);*
- (xvi) *transient values, including presence of wildlife or other values at certain times of the day or year;*
- (xvii) *whether the values are shared and recognised;*
- (xviii) *cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori; including their expression as cultural landscapes and features;*
- (xix) *historical and heritage associations; and*
- (xx) *wild or scenic values;*

The Tasman District Council have commissioned a report on natural coastal character, which was completed in 2022.

Four Coastal Marine Areas were identified within the Tasman District:

- Coastal Marine Area A: North-West Coast.
- Coastal Marine Area B: Golden Bay.

¹⁶ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022 paragraph 9.04

- Coastal Marine Area C: Tasman Bay.
- Coastal Marine Area D: Abel Tasman.

The site is located within Coastal Marine Area C, which spans the coastal marine area from Separation Point in Abel Tasman National Park to the Nelson/Tasman Boundary to the east. The area is typified by wide and open views of the Tasman Sea, sandy beaches, and two major estuaries – the Waimea and the Moutere. The Waimea Estuary is the largest estuary in the South Island, considered nationally important. A description of the properties that occur at or near the site are included in Appendix 1 Table 2. The summary of attributes and the overall natural character rating for Coastal Marine Area C is included below.

Level 3 Rating: Coastal Marine Area C: Tasman Bay			
DEGREE OF NATURAL CHARACTER	NATURAL CHARACTER ATTRIBUTES		
	ABIOTIC	BIOTIC	EXPERIENTIAL
VERY HIGH			
HIGH			
MODERATE TO HIGH		✓	✓
MODERATE	✓		
MODERATE TO LOW			
LOW			
VERY LOW			
OVERALL NATURAL CHARACTER RATING		MODERATE-HIGH	

The site sits within Coastal Area 10: Waimea. This area extends from Moutere bluff to the Tasman and Nelson District Boundary. Key coastal characteristics include the low-lying islands of Rabbit, Rough, Bests and Bells Island, numerous tributaries and streams providing whitebait spawning sites, and areas of saltmarsh vegetation. A summary of the attributes found near the site in Coastal Terrestrial Area 10 are included as Table 1.

The overall rating as found in the Tasman Natural Character Study of the Terrestrial Area (10: Waimea) is included below.

Coastal Marine Area C: Tasman

The following relate to the area attributes that occur on or near the site within Coastal Marine Area C: Tasman. The attributes were measured at Level 3 scale where the areas mapped share collective characteristics that are broadly homogeneous and generally share a natural character rating, with base information sourced from broad land typology.

TABLE 1
MARINE AREA C: TASMAN
Natural Character excerpts relating to relevant marine area attributes

ABIOTIC	<p>An analysis of this Coastal Marine Area's habitat type comprises 7.1% sand; 0% reef; 92.6% mud; 0% gravel; 0.3% biogenic and 0% rocky shores¹. The approximate size of this Coastal Marine Area is 101,667 hectares.</p> <p>Tasman Bay Coastal Marine Area is a gradually sloping bay which is less than 50 metres in depth at the 12 nautical mile mark. During the summer months surface sea temperature in Tasman Bay is approximately 19°C while in winter this drops to approximately 12.5°C (Macara, 2016). Tasman Bay is sheltered from large oceanic swells, is generally warmer than the nearby waters of Cook Strait, and with many freshwater tributaries is not as saline as waters in Cook Strait. The Motueka River plume can extend across much of the western side Tasman Bay (Tuckley et al 2006).</p> <p>The Tasman Bay coastline is relatively flat, with moderately wide sandy beaches and expansive intertidal mud/sand flats in the estuaries and inlets. The Waimea Inlet, found in the south-east of the Coastal Marine Area, is the largest estuary in the South Island and is considered nationally important. It is approximately 2 metres deep at high tide and sheltered from Tasman Bay by Rabbit Island, a barrier island separating the western and eastern openings to the estuary. The inlet is comprised of predominantly sand substrate and soft mud cover due to fine sediment inputs from natural and human induced land disturbance (Stevens & Robertson, 2014). Deep incised channels within the estuary are also present and are well flushed at low tide.</p> <p>Modifications to the abiotic values of this Coastal Marine Area include trawling, shellfish dredging, sedimentation and development along the coastal edge. While the estuaries provide a helpful barrier between the open ocean and land, absorbing and trapping any nutrients and sediments, large areas have been reclaimed through stop-banking, changing the original patterns and processes found along the Tasman Bay coastline (Newcombe et al., 2015).</p>
BIOTIC	<p>The inlets and estuaries of the Tasman Bay Coastal Marine Area provide important shelter, food and habitat for numerous invertebrate, fish and marine bird species.</p> <p>Further south, the Waimea Inlet shares similar characteristics to the Moutere Inlet in terms of habitat types though is significantly larger. There has been an estimated 40% reduction of seagrass between 1990 and 1999 and 15% reduction in native saltmarsh between 1946 and 2006 (Stevens & Robertson, 2014). Nevertheless, the inlet still supports good saltmarsh habitat around parts of the inlet with species such as <i>Juncus kraussii australiensis</i>, <i>Leptocarpus similis</i> and <i>Sarcocornia quinqueflora</i> present.</p>

¹ October 2024 | Landscape Architecture Peer Review | RM2310253-RM2310259_BM241006_Marqua Boat Ramp

	<p>The inlet also supports around forty marine and freshwater fish species, including whitebait spawning sites, over one-hundred invertebrate species, and over fifty water bird species including the eastern bar-tailed godwit (<i>Limosa lapponica</i>) and South Island pied oystercatcher (<i>Haematopus finschi</i>) (Davidson & Moffat, 1990). The inlet also supports 50% of the regional breeding population of Caspian Terns (McArthur et al., 2022).</p> <p>Modifications to biotic values within the Tasman Bay Coastal Marine Area are largely associated with offshore trawling and dredging, marine farms off the coast of the Moutere Inlet (Tasman District Council, n.d.), and development within the terrestrial areas reducing saltmarsh habitat. Trawling and recreational and commercial fishing have also had great impacts on the biotic values, with the snapper, scallops, red cod and flatfish all being popular catches (Newcombe et al., 2015). Dredging for oysters and mussels also occurs in the bay. Due to the modification to benthic habitats, perra beds (green lipped mussels) are now extinct in Tasman Bay (Anderson et al., 2019).</p>
<p>EXPERIENTIAL</p>	<p>The Tasman Coastal Marine Area is the most developed and heavily fished area within the Tasman District. Experiential aspects within this Coastal Marine Area vary from semi enclosed tidal estuaries to expansive views of Tasman Bay, Abel Tasman National Park and Cook Strait.</p> <p>Historically this Coastal Marine Area has been heavily influenced by people due to the nearby settlements of Mouteka, Mapua and Nelson (which sits outside of the study area). Structures such as roads, causeways, jetties, and wharves are found throughout this Coastal Marine Area and boat access is predominantly within the Waimaea and Moutere Inlets.</p> <p>Recreational opportunities within this Coastal Marine Area include beach-related activities, swimming, birdwatching and fishing. Fishing can be carried out from the shoreline or within the bay. Commercial operators also offer fishing tours within Tasman Bay.</p>
<p>OVERALL RATING</p>	<p>Low natural character associated with the shoreline due to the rock armour and reclaimed unnatural shoreline. Moderate-High overall at a local level, due to the perceived levels of naturalness, the experiential values associated with the strong tidal currents, the naturalness of the seascape and the presence of wildlife that contribute to the overall values.</p>

Coastal Terrestrial Area 10: Waimaea

The site sites within Coastal Area 10: Waimea. This area extends from Moutere bluff to the Tasman and Nelson District Boundary. Key coastal characteristics include the low-lying islands of Rabbit, Rough, Bess and Bell's Island, numerous tributaries and streams providing whitebait spawning sites, and areas of saltmarsh vegetation. A summary of the attributes found near the site in Coastal Terrestrial Area 10 are included as Table 1.

The overall rating as found in the Tasman Natural Character Study of the Terrestrial Area (10: Waimea) is included below.

Level 3 Rating: Coastal Terrestrial Area 10: Waimea		
DEGREE OF NATURAL CHARACTER	NATURAL CHARACTER ATTRIBUTES	
	ABIOTIC	BIOTIC
VERY HIGH		
HIGH		
MODERATE TO HIGH		
MODERATE	✓	✓
MODERATE TO LOW		
LOW		
VERY LOW		
OVERALL NATURAL CHARACTER RATING		MODERATE LOW

The following relate to the area attributes that occur on or near the site within Coastal Terrestrial Area 10: Waimea. These are copied directly from the Tasman Natural Character Study; however, only relevant values have been included.

TABLE 2 COASTAL TERRESTRIAL AREA 10: WAIMEA	
Natural Character <u>excerpts relating to relevant terrestrial area attributes</u>	
ABIOTIC	Nationally significant Geopreservation site of Moutera/Rabbit Island. Coastal protection measures located along the shoreline from Grossi Point to Moutere Bluff. Installation of coastal protection structures to manage beach erosion between Mapua and Grossi Point.

	<p>Climate within this coastal Terrestrial area is much warmer and drier than other parts of the Tasman district due to the Coastal Terrestrial Area being sheltered by Wharepapa/Arthur Range from rain-bearing systems.</p>
<p>BIOTIC</p>	<p>Total area within Waimaea Coastal Terrestrial area is 2,672ha. 42.1% is exotic forest, 31.4% is pasture, 14.4 is artificial surfaces, 4% is water bodies, 3.6% is cropland or horticulture, 1.8% is native forest, 1.7% is bare or lightly-vegetated surfaces, 1.2% is native wetland and 0.02% is exotic scrub.</p> <p>Only a very small proportion of the Waimaea Coastal Terrestrial Area is formally protected – including No Mans Island Nature Reserve in the Waimaea Inlet south of Mapua.</p> <p>The Waimaea Coastal Terrestrial Area is mostly within the Motueka Ecological District. Prior to human arrival almost all of the Ecological District and Coastal Terrestrial Area would have been forested. Ngāio (<i>Myoporum laetum</i>), cabbage tree (<i>Cordyline australis</i>), kowhai and totara (<i>Podocarpus totara</i>) would have been common along the coastal bluffs and fringing estuaries.</p> <p>The larger coastal (barrier) islands in the Coastal Terrestrial Area were probably originally dominated by lowland totara (<i>Podocarpus totara</i>) forest. This vegetation type is now very rare and the only example that remains is a tiny, modified secondary remnant on Rough Island.</p> <p>The only remaining fen wetland on a barrier island in the Ecological District is on Rough Island.</p> <p>No Mans Island, a small island in the Waimaea Inlet that is a Nature Reserve is used by DOC as a 'marooning island' for the recovery of rare coastal plant species such as coastal peppergrass (S. Courtney pers. comm. 2020).</p> <p>The Waimaea River mouth has a coastal estuary that provides significant shorebird habitat. Waimaea Inlet East and Waimaea Inlet West are two of eight areas of international importance along the Tasman District coast as roost sites for resident and/or migratory shorebirds. The inlet as a whole is of international importance for variable oystercatcher. The inlet as a whole is of international importance for variable oystercatcher. Waimaea Inlet East is also of international importance for South Island pied oystercatcher and wrybill, and of national importance for red knot and bar-tailed godwit (Schuckard & Melville, 2013).</p> <p>Waimaea Inlet East has three subsites (Bell Island, Sand Island and the eastern end of Rabbit Island) used by the same population of birds depending on weather, levels of disturbance and tide levels. Besides providing roosting habitat, Bell Island and Rabbit Island are important nesting site for variable oystercatcher. Bell Island also provides nesting habitat for Caspian tern and general habitat for black-fronted tern (it regularly supports 1% of the population). Rabbit Island and Rough Island provide breeding habitat for pied shag (Schuckard & Melville, 2019). White-faced heron and royal spoonbill are regular visitors to the Coastal Terrestrial Area; reef heron are also occasionally observed along the rocky coastal areas of Waimaea (Schuckard & Melville, 2019).</p>

<p>EXPERIENTIAL</p>	<p>The Wairnea Coastal Terrestrial Area is one of the most developed areas within the Tasman Coastal Environment. The edges of the Wairnea Inlet largely contain areas of residential housing, while the islands have mixed land uses including sewerage treatment ponds and a golf course.</p> <p>While the Coastal Terrestrial Area is highly modified it does retain its high recreational value. Moturoa/ Rabbit Island caters to many sports and recreational hobbies providing walking biking and horse-riding tracks as well as opportunities for swimming, bickarting, kite surfing and picnicking.</p> <p>The Great Taste Trail, a mountain bike trail which connects Nelson to the wider parts of Tasman District, passes through this Coastal Terrestrial Area. This allows riders views of the Wairnea Inlet and passes through Moturoa/Rabbit Island where riders then catch the ferry to Mapua.</p>
<p>OVERALL RATING COASTAL TERRESTRIAL AREA 10</p>	<p>low-moderate natural character rating due to the modification of the shoreline and low representation of biotic and abiotic attributes.</p>

TABLE 3: Visual Effects Comparison.

Public Locations			
Viewpoint Location (RMM Graphic Assessment)	Location (RMM description)	RMM Landscape Assessment	BML Peer Review
Photograph 1 (GA pg. 5)	Looking towards the site from the ferry landing on Rabbit Island. (Distance of 330-410m).	From this distance the effect of both the new building and boat ramp will be low . ⁴¹	Note there is now no new building. Agree.
Photograph 2 (GA pg. 06)	Viewing the site from the end of the wharf (distance of 90m from the boat ramp and 160m from the Scout building)	the initial effect of the proposal to be moderate/high but reducing as both the altered layout becomes familiar and valued and the planting slowly matures.	Agree – this assessment includes the floating barrier; however, I note planting will not address visual effect of ramp or safety barrier from this viewpoint.
Photograph 3 (GA pg. 07)	Viewing the site from the end of the Iwa Street (Refer GA pg7) (Distance of 85m from Building)	Given the baseline effect that can be anticipated from the zoning of the land, the effect of the proposal on this view will be low .	Agree
Photograph 4 (GA pg. 08)	Viewing the site from Aranui Road (Distance approx. 150m) (Refer GA pg8)	The 'wharf like' character of the building is appropriate to this location and the design and scale of the building will not attract undue attention, rather it will fit within the developing fabric of this precinct. Due to this, the effect of the proposal on this landscape will be low .	Agree

<p>Photograph 5 (pg20)</p>	<p>Viewing the site from Aranui Road and Tahiti Street (Refer GA pg9) (Distance of 60-70m)</p>	<p>The effect of the proposal on this landscape will be moderate-low until such time as the corner site is developed as per its zoning.</p>	<p>Photograph 6 (pg21)</p>	<p>Viewing the proposal from within Waterfront Park (Refer GA pg10) (Distance of 50m)</p>	<p>The effect of the proposal on this landscape will initially be moderate until such time as the landscaping matures and the corner site is developed as per its zoning.</p>	<p>Summary of Visual Effects</p>	<p>RMM Landscape Assessment</p> <p>The greatest effect will be that resulting from the construction of the boat ramp and associated access road, the effect primarily stemming from the required scale of the structure. These effects are mitigated by the ramps location along the southern edge of the site and the Sea Scout/Community Building forming part of the Mapua Wharf precinct. The development will re-establish a boat launching facility in this area.</p> <p>Due to the scale of the coastal development that is required, the effect of the proposal on the foreshore will be moderate and that of the Sea Scout/Community Building will be low. Due to the complementary nature of the development and its location, the overall development will have a low degree of effect on the current visual amenity that people experience within this area.</p>	<p>BML Peer Review</p> <p>I agree that the greatest effect will result in the construction of the boat ramp and associated access road, with moderate-high adverse visual effects experienced from the Mapua Wharf and the coastal foreshore adjoining and including the boat ramp site. Visual effects of the physical change associated with the boat ramp is largely restricted to the Waterfront Park and the foreshore/ coastal area.</p> <p>Adverse visual effects further away from the activity (west of Tahiti Street and from Aranui Road) will be low due to the low visibility from these areas of the boat ramp, and the similarity of activity with the West Carpark site with its current use as an overflow carpark.</p> <p>Views along the coastline south of the boat ramp will experience adverse visual effects that range from moderate-high (adjoining the site) to moderate at a greater distance.</p>
--------------------------------	--	--	--------------------------------	---	--	---	--	--

TABLE 4 Landscape and Natural Character Effects		
	RMM	BML
Landscape values	<p>Moderate to high effect (temporary) on pedestrian flow along the coastal edge.</p> <p>Moderate to high effect due to perceptual change of the park and regular users adjusting to such change. This will reduce to low degree as people adapt to the change and positive as new layout and design generates positive use of the park.</p> <p>Moderate to high positive effect that stems from the increase in use and activities that would stem from the new development.</p>	<p>Moderate to high physical effect associated with pedestrian amenity and change to the landscape character.</p> <p>I agree that the impact of this change will soften over time as the change in use becomes established, as long as there is no ongoing conflict between amenity users (i.e. between the active recreational use of the wharf as a place to jump into the sea, the pedestrian access to and along the foreshore for exploration and the potential tension between increased boat activity which may impact on landscape amenity values of some users. I consider this extends on to Tahiti Street and across to the West Carpark due to the location of the carpark across Tahiti Street. Safety issues relating to the potential conflict sit outside my area of expertise.</p> <p>High adverse effect on associative and perceptual values by mana whenua, due to their past use of the site and the potential for human remains to be interred within the site.</p> <p>Low to moderate adverse visual effects associated with change in landscape character associated with the reduced passive recreation open space within Mapua Waterfront Park, and</p>

		views of the Mapua Boat ramp from public and private areas. This relates to some members of the public. Overall Moderate adverse effects.
Natural character effects	with a low degree of impact on natural character values.	Overall low adverse effect on terrestrial Natural Character, and low-moderate adverse effect on marine natural character due to changes to tidal patterns and processes, the perceived naturalness of the shoreline, the loss of marine benthic habitat in the area occupied by the boat ramp.

Attachment 12
Styles Group Acoustic Review
RM230253 and Ors



4 October 2024

Victoria Woodbridge
Principal Planner
The Property Group

By email: vwoodbridge@propertygroup.co.nz

P. 09 308 9015
E. info@stylesgroup.co.nz
W. www.stylesgroup.co.nz
Saatchi & Saatchi Building,
L2, 125 The Strand, Parnell
PO Box 37857, Parnell,
Auckland 1151

Dear Victoria,

Mapua Boat Ramp - acoustic review

Tasman District Council (TDC) has engaged Styles Group to review the acoustic assessment prepared by Marshall Day Acoustics dated 15 January 2024 (the **MDA Report**). The MDA Report provides an assessment of the operational noise effects arising from a new recreational boat ramp in Mapua (the **proposal**). We understand the boat ramp facility will be available 24-hours per day.

This review is focussed on the operational noise effects associated with the proposal, particularly during the early morning period before 0700 hours and during the day on Sunday and Public Holidays when the lower night time noise limits apply.

We have visited the site and surrounds and we are familiar with the surrounding area.

This advice sets out our review of the MDA Report and the application

1.0 The MDA Report

1.1 Tasman Resource Management Plan noise standards

The MDA Report correctly identifies the operational noise standards applying to Mapua Wharf under the Tasman Resource Management Plan (**TRMP**).

The TRMP noise standards require compliance with the following noise limits at or within the Residential Zone site boundary:

- 55 dB L_{Aeq} between 0700 and 2100, Monday to Friday
- 55 dB L_{Aeq} between 0700 and 1800, Saturday
- 40 dB L_{Aeq} and 70 dB L_{AFMax} between 2100 and 0700, Monday to Friday
- 40 dB L_{Aeq} and 70 dB L_{AFMax} between 1800 and 0700, Saturday
- 40 dB L_{Aeq} and 70 dB L_{AFMax} all day Sunday and public holidays

MDA predict the daytime noise levels from the use of the boat ramp will be up to 53 dB L_{Aeq} at 13 Tahī Street. This is 13 dB L_{Aeq} higher than the noise limit of 40 dB L_{Aeq} that the TRMP applies at night time and on Sunday and Public Holidays. The application does not include the exceedance of the TRMP noise limits as a reason for consent.



We understand that written approval has been provided by Annette Walker, the landowner of 13 Tahī Street.

With respect to compliance with daytime TRMP noise limits, MDA state that:

Our analysis indicates that all activities can occur on site during the day and comply with the TRMP permitted daytime activity standards at all locations.

We consider that this is incorrect. The predicted daytime noise levels on Sundays and Public Holidays are 13 dB higher than the TRMP daytime noise limit of 40 dB L_{Aeq} .

MDA recommend a noise limit of 55 dB L_{Aeq} on Sunday and Public Holidays, which is 15 dB higher than the TRMP daytime noise limit of 40 dB L_{Aeq} . The predicted noise levels and proposed noise limits are discussed further in Section 2.0 of this review.

1.2 Proposed operating times

We understand that the proposed operational times of the boat ramp will be variable according to the time of year. The application states:

"Due to daylight hours being variable, and possible confusion, the easiest for boaties is to have fixed hours, which in this case will be 4.30am to 10pm (Summer- Daylight Saving Time) and 5.30-9pm (Winter- Non-Daylight-Saving Time) This gives surety to the boaties using the ramp at night."

Section 4.1 of the MDA Report describes the timing of operations, including that the boat ramp will be used 'occasionally' during the night time period.

We do not agree that the use of the boat ramp between 0430 – 0700 should be limited to being "occasional". We could only support a noise assessment for "occasional" use if there was a high degree of certainty that the proposal will never be popular or well used. We understand that this is unlikely.

Based on our personal experience and experience from other projects, we consider it likely that the boat ramp will be busy during the early-morning period between 0430 and 0700, in particular at the weekend during daylight saving summer months "night time" period according to the TRMP. Our experience is that boat ramps can be very busy in the early morning hours and that queues of cars and boats launching and retrieving (in the morning and afternoon respectively) should be provided for.

1.3 Receivers

Section 4.1 of the MDA Report correctly identifies the zoning of the site and surrounding environment.

Table 6 of the MDA Report only provides noise level predictions for the following receivers:

- 13 Tahī Street
- 27C Aranui Road

- 8 Aranui Road
- 3/1 Aranui Road

This is a small number of receivers, and ignores a considerable number of receivers that are close to parts of the proposal that will be likely to generate noise.

We recommend that the noise assessment should also include a number of other receivers adjacent to the proposed boat ramp and vehicle parking areas. This is discussed further in Section 2.0 of this review.

Figure 1 below shows the site location and the closest receivers:



Figure 1: The Site and receivers

1.4 The background noise environment

MDA have not provided any noise measurements of the existing noise environment of the proposed boat ramp and car parks. Background noise measurements can be very useful as part of the assessment of noise effects, in particular where an application is seeking to exceed the applicable noise limits and at times when the ambient noise levels can be very low (particularly in the early mornings).

We suggest that the applicant either provide a set of representative ambient noise measurements from the area and in calm meteorological conditions, or we can make some reasonable assumptions that the area will be relatively quiet in the early morning periods. We suggest that



the following noise levels would be a reasonable representation of the noise environment at the nearest houses that have not provided written approval in calm meteorological conditions and in the absence of the proposal:

- 25-35 dB L_{A90} and 30-35 dB L_{Aeq} between 5am and 7am, and
- 30-35 dB L_{A90} and 35-45 dB L_{Aeq} from 7am to late evening.

2.0 Review of MDA noise level predictions

The MDA predicted noise levels for the boat ramp and car parks are reproduced in Tables 1 and 2 below.

Table 1: Predicted daytime noise levels from the proposed boat ramp and car park

Address	TRMP Zone	TRMP daytime noise limit	Predicted noise level	Compliance
13 Tahi Street*	Residential	55 dB L_{Aeq}	53 dB L_{Aeq}	Yes
27C Aranui Road	Residential	55 dB L_{Aeq}	36 dB L_{Aeq}	Yes
8 Aranui Road	Residential	55 dB L_{Aeq}	40 dB L_{Aeq}	Yes
3/1 Aranui Road	Commercial	55 dB L_{Aeq}	42 dB L_{Aeq}	Yes

*Written approval obtained

Table 2: Predicted night-time noise levels from the proposed boat ramp and car park

Address	TRMP Zone	TRMP night-time noise limit	Predicted noise level	Compliance
13 Tahi Road*	Residential	40 dB L_{Aeq}	50 dB L_{Aeq}	No
27C Aranui Road	Residential	40 dB L_{Aeq}	36 dB L_{Aeq}	Yes
8 Aranui Road	Residential	40 dB L_{Aeq}	40 dB L_{Aeq}	Yes
3/1 Aranui Road	Commercial	55 dB L_{Aeq}	42 dB L_{Aeq}	Yes

*Written approval obtained

Predicted noise levels have not been provided for any other receivers, including a number of receivers that abut noise-generating aspects of the proposal. We recommend that predicted noise rating levels are provided for all the receivers surrounding the proposed boat ramp and car park areas, including all the residential sites we have identified in Figure 1. This is discussed further in Sections 2.1 and 2.2 below.

Noise contour maps have not been provided. Noise contour maps are a useful tool to demonstrate the propagation of noise across the wider site and should be provided.

MDA have not provided the predicted L_{Amax} maximum noise levels but do state that the activity complies with the applicable night-time limit of 70 dB L_{Amax} at all assessment locations. We consider that this needs to be demonstrated.

2.1 Review of MDA predicted vehicle and car park noise levels

The site plan on p.9 of the MDA report does not include the proposed boat parking area. The MDA noise level calculations appear to be based on 38 car parks but the AEE states that a total of 62 car and trailer parks will also be provided in the grassed area to the west of Tahī Street. Drawing P4-2 is reproduced below in Figure 2.

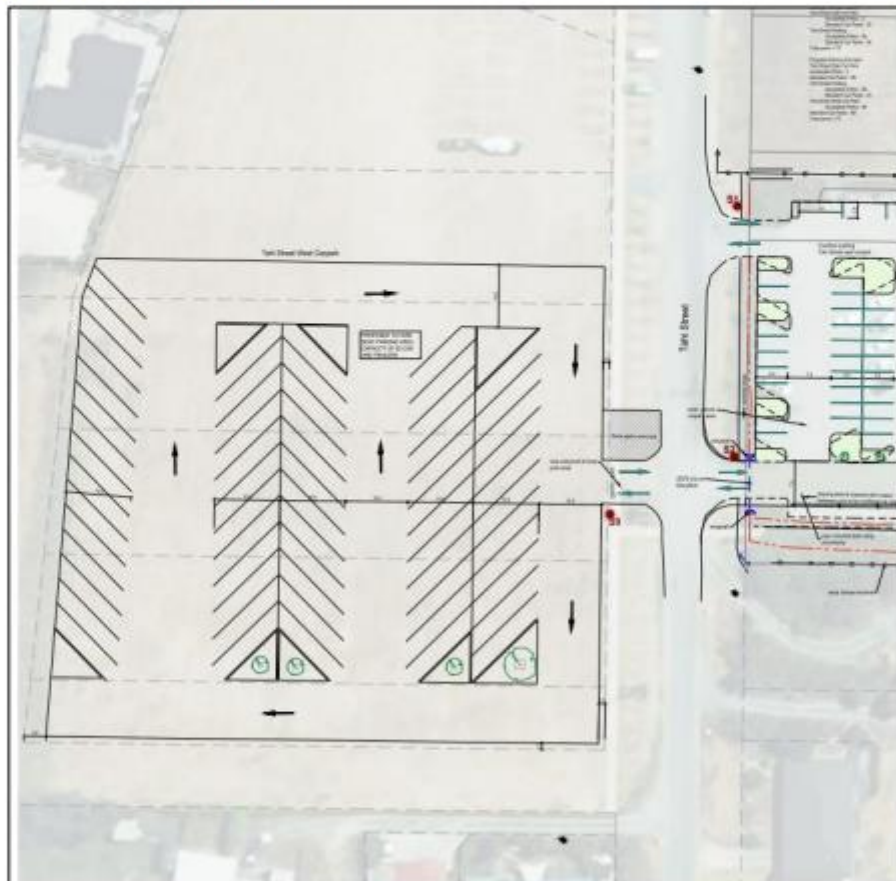


Figure 2: Drawing P4-2 in the AEE

The extent of the proposed trailer park extends further south than has been assumed in the MDA report. We recommend that predicted noise levels are calculated based on the vehicle parking



plans submitted in the AEE. Noise level calculations should be provided for the dwellings immediately surrounding the car park areas, including:

- 18 Tahi Street
- 20 Tahi Street
- 20B Tahi Street
- 27B Aruni Road
- 27E Aruni Road

We consider that the predictions should be based on predominantly diesel vehicles and SUV's that are common for towing boats. We recommend that MDA confirm that the sound power level of 70 dB L_{AE} at 3 metres used in the noise model for vehicle noise predictions is based on diesel vehicles and SUV's.

2.2 Review of MDA predicted boat ramp noise levels

The AEE states that the boat ramp access will accommodate two-way vehicle movement and include a turn-around area. The ramp itself will enable two vehicles with boat-trailers at a time to access the water.

MDA have only provided predicted boat ramp noise levels at 13 Tahi Street. The noise levels from the boat ramp will be audible at the other residentially zoned sites to the south of Tahi Street, especially in the early morning periods.

We recommend that additional noise level predictions are provided for at least 15 Tahi Street and 17A Tahi Street.

We recommend that the noise level predictions also include the noise of people and crews talking to each other and the occasional raised voice as crews communicate during the launching and retrieval process. These effects could be observed and measured at other boat ramps if necessary.

MDA have calculated the noise of the boat ramp based on an assumption of one boat launch per 15 minutes before 0700 hours and two boat launches per 15 minutes after 0700 hours. It is our opinion that this assumption is too low during the night-time period between 0430 – 0700 hours. We consider that the predictions should be based on at least four or six launches in any 15 minute period before 7am, along with a queue of several vehicles waiting, unless it can be robustly demonstrated that this will not occur.

Relevant data could easily be obtained by reviewing boat launch frequencies at other boat ramps in the Nelson/Tasman area with appropriate scaling for likely future demand and ramp facilities and size.

3.0 Preliminary assessment of noise effects

This section provides a preliminary assessment of the noise effects from the use of the boat ramp and car park areas. We will be able to confirm if we can support the application once these matters raised in our review have been addressed by the applicant.

The applicant is proposing to increase the noise levels on Sunday and Public Holidays from 40 dB L_{Aeq} to 55 dB L_{Aeq} .

MDA consider the proposed 55 dB L_{Aeq} noise limit on Sunday and Public Holidays to be reasonable taking into account the guideline noise limits in NZS6802 and the WHO Guidelines. Section 3.2 of the MDA Report states:

Whilst these limits represent the permitted activity standards for the zone, reference to WHO and NZS6802 indicates that a more stringent noise limit is not required during the day on Sundays in order to provide appropriate residential amenity. In other words, a limit of 55 dB L_{Aeq} between 0700 and 2200 hrs each day, including Sundays and Public Holidays would provide an acceptable residential amenity in line with this guidance.

Both WHO and NZS6802 also suggest that up to 45 dB L_{Aeq} at night provides a reasonable standard for the protection of sleep which is 5 dB more lenient than the TRMP permitted activity standard of 40 dB L_{Aeq} .

We consider that the WHO guidelines are irrelevant in this case. We consider that the MDA Report has considered them out of the context that they were designed for.

The WHO guidelines were prepared as part of an effort to drive down the exposure to noise levels that are high enough to have an adverse effect on the health of people. This includes through long term annoyance. The guidelines are most relevant in cities and situations where people are exposed to noise from transport infrastructure, industry and other sources.

The preface to the guidelines states:

"The Guidelines for Community Noise have been prepared as a practical response to the need for action on community noise at the local level, as well as the need for improved legislation, management and guidance at the national and regional levels."

The guidelines have a repeated, pervasive theme of reducing noise levels that are dangerous to the health and wellbeing of people.

Section 5 of the WHO guidelines states that:

"In all cases, noise should be reduced to the lowest level achievable in the particular situation."

We are not aware of any part of the WHO guidelines that condone or support raising noise levels. There is no part of the WHO guidelines that are relevant to residential or rural amenity and they do not relate to and are not consistent with any relevant part of the TRMP. Accordingly, we

consider that the reference to the WHO guidelines is inappropriate in this context and should be disregarded.

The guidelines for residential noise limits set out in Table 3 of NZS6802:2008 are the recommendations for the 'upper' noise limits in the standard.

Clause 8.6.1 of NZS6802:2008 states that:

"The guideline limits indicate generally acceptable noise limits, but communities may wish to make these more or less stringent to suit their particular circumstances."

The current TRMP night-time rules apply all day on Sunday and Public Holidays. In our experience, we can advise that daytime noise limits of 40 dB L_{Aeq} and 70 dB L_{Amax} are very low and are not common in district plans. Furthermore, NZS6802 recommends that the L_{Amax} descriptor is used for sleep protection and not ideal for daytime noise limits.

MDA consider that a higher noise limit than 40 dB L_{Aeq} will be acceptable for daytime noise on Sunday and Public Holiday's. It is likely that we will be able to support a higher daytime noise level on Sundays and Public Holidays as well, but it may be too simplistic to simply refer to the upper guideline noise limits in NZS6802:2008 as a measure of acceptability. Our view is that the appropriate references are the permitted standards and the Objectives and Policies in the TRMP.

Providing a more detailed assessment of noise effects, including ambient noise measurements to show the existing noise environment, would further assist in determining whether the noise levels will be reasonable.

The following sections set out the relevant TRMP objectives and policies that we understand relate to noise effects in the zones where the boat ramp and car park areas are proposed to be located.

3.1 Residential Zone

The application states that a total of 78 trailer parks will be provided in the grassed area to the west of Tahi Street, which is located in the Residential Zone. It is our understanding that large vehicle parking areas are not anticipated in the Residential Zone. We understand that the following objectives and policies are relevant to the consideration of noise effects in the Residential Zone (underlining our emphasis):

Objective 5.1.2: *Avoidance, remedying or mitigation of adverse effects from the use of land on the use and enjoyment of other land and on the qualities of natural and physical resources.*

Policy 5.1.3.9: *To avoid, remedy, or mitigate effects of noise and vibration beyond the boundaries of the site generating the effect.*

Objective 5.2.2: *Maintenance and enhancement of amenity values on site and within communities throughout the District.*

Policy 5.2.3.4: *To promote amenity through vegetation, landscaping, street and park furniture, and screening.*



Policy 5.2.3.8: *To avoid, remedy or mitigate the adverse effects of traffic on the amenity of residential, commercial and rural areas.*

Objective 5.4.2: *Accommodation of a wide range of residential activities and accessible community facilities in urban areas.*

Policy 5.4.3.2: *To allow for health care, educational and cultural facilities and other local community activities, including in residential areas, providing these do not compromise the character or amenity of the residential neighbourhood.*

The MDA report does not provide an assessment of the noise effects from the proposed trailer park located in the Residential Zone. As set out in Section 2.1, we recommend that MDA provide the predicted noise levels based on the vehicle parking plans submitted in the application. The assessment of noise effects is required to determine if the level, character, and timing (including duration and frequency) of the noise is consistent with the objectives and policies for the Residential Zone.

We consider that Policy 5.4.3.2 is potentially most relevant to the proposal. We consider that the level, character, and timing of noise from the use of the proposed parking area should be compared to the character and amenity of noise that could reasonably be expected in the residential zone, especially in the early morning hours between 5am and 7am and on Sundays and Public Holidays when the noise standards for permitted activities are very low.

3.2 Recreation and Open Space Zones

The proposed boat ramp is located across both the Recreation Zone and the Open Space Zones. The relevant objectives and policies for these zones are in TRMP Chapter 14: Reserves and Open Space. The following objectives and policies are relevant to the control of noise effects in the Recreation Zone and the Open Space Zones (underlining our emphasis):

Objective 14.4.2: *The avoidance of significant adverse effects of activities and facilities on open space and recreational areas, and on the amenity values of surrounding areas.*

Policy 14.4.3.2: *To ensure that activities associated with open space and reserves do not give rise to adverse environmental effects (such as noise, glare, traffic, pesticide discharge) without adequate mitigation*

We understand that boat ramps are anticipated by the TRMP in the Recreational Zone, but are not anticipated in the Open Space Zone.

As set out in section 2.2, we recommend that an assessment of noise effects is provided based on a realistic level of use of the boat ramp and not be based on occasional use. The assessment must determine if the noise is consistent with the objectives and policies for the Recreation and Open Space Zones, and whether there is adequate mitigation to manage adverse noise effects.

3.3 Boat ramp in the Coastal Marina Area (CMA)

The MDA report does not provide predicted noise levels or any assessment of the noise effects from the use of recreational boats using the proposed boat ramp.



The AEE (p.49) does provide limited reference to boat noise in the coastal marine area, including:

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

There are no TRMP noise limits for the recreational use of boats on the water in the CMA, but the following sections of the TRMP set out clear objectives and policies that are relevant to this application:

- TRMP Chapter 20: Effects of craft using the surface of coastal waters
- TRMP Chapter 24: Noise emissions in the coastal marine area

Chapter 20 specifically relates to amenity effects from boats using coastal waters.

There are a number of relevant policies contained in Chapter 20, including Policy 20.1.3.3:

To avoid, remedy or mitigate adverse effects on amenity values and natural values, including:

(a) disturbance of wildlife or marine mammals;

(b) disruption to natural quiet;

(c) degrading the quality of experience of particular activities;

from the scale, intensity, frequency, duration or mix of activities using craft.

Chapter 24 specifically relates noise emissions in the coastal marine area and includes objective 24.1.2 to provide a coastal marine area in which noise levels do not adversely affect natural character, amenity values or wildlife in the coastal environment.

The following policy is relevant to the control of noise effects in the CMA:

Policy 24.1.3.1 *To avoid, remedy or mitigate adverse effects of noise from activities in the coastal marine area on the natural character of the coastal environment and in places where natural quietness contributes to the amenity value of a coastal locality.*

Figure 3 overleaf shows the location of two existing boat ramps located at Grossi Point reserve and Rough Island in relation to the proposed new boat ramp at Mapua.



Figure 3: Location of the two existing boat ramps at Grossi Point reserve and Rough Island

The recreational boats that use the existing boat ramps at Grossi Point and Rough Island predominately travel north and past the dwellings located close to the waterfront in Tahī Street.

The proposed new boat ramp will access the channel at a point further north of the dwellings located close to the waterfront in Tahī Street. It is our understanding that the majority of the boats using the proposed new boat ramp will therefore not pass in front of the existing waterfront dwellings in Tahī Street.

A reduction in recreational boat noise in the area south of the proposed new boat ramp would be consistent with TRMP coastal marine area policy 24.1.3.1.

4.0 Review of mitigation options and resource consent conditions

MDA do not provide many mitigation options to control the noise from the use the boat ramp and car park areas, other than suggesting signage requesting consideration of neighbours. We consider that there are a number of additional noise mitigation options that could be considered, including:

- Acoustic screening along the residential zone site boundary of the boat ramp
- Acoustic screening along the residential zone site boundary of the car and trailer parks



- Vehicle speed limits
- Noise Management Plan (NMP) that includes methods and procedures for encouraging users to manage noise, a complaints procedure (including for identifying regularly noisy users) and potentially a plan to encourage the earliest morning users to park furthest from the residential receivers.

The draft NMP provided in Appendix B only applies to the Mapua Sea Scout and Community Building, which are no longer included in this application. We recommend that an NMP is implemented that is specific to the activities being applied for in this consent.

There are no recommend conditions provided in the AEE or MDA report.

5.0 Summary and conclusion

We have prepared a review of the MDA Report. Our key findings are summarised below:

1. The MDA assessment of noise effects does not include predicted noise levels at the following potentially affected receivers:
 - 15 Tahi Street
 - 17A Tahi Street
 - 18 Tahi Street
 - 20 Tahi Street
 - 20b Tahi Street
 - 27B Aruni Road
 - 27E Aruni Road

We recommend that the assessment of noise effects is updated to include the above receivers, and using predominantly diesel and SUV vehicles. Noise contour maps and the sound power level assumptions for the vehicle mix should be provided. The noise level predictions should also include the noise of people and crews talking to each other and the occasional raised voice as crews communicate during the launching and retrieval process.

2. The MDA vehicle noise level calculations appear to be based on 38 car parks but the AEE states that a total of 62 car and trailer parks are proposed. We recommend that predicted noise levels are calculated based on the most up to date vehicle parking plans submitted with the application.
3. The MDA noise model of the boat ramp is based on an assumption of one boat launch per 15 minutes before 0700 hours and two boat launches per 15 minutes after 0700 hours. It is our opinion that this assumption is too low during the potentially busy period between 0430 – 0700 hours. We recommend that the noise model should be informed by at least four or six launches in any 15 minute period before 0700 hours and include people noise and the noise from vehicles waiting to use the ramp.



4. MDA have not provided any noise measurements of the existing noise environment. Background noise measurements can be very useful as part of the assessment of noise effects, in particular where an application is seeking to exceed the applicable noise limits. We suggest that measurements are provided or that the assessment of effects is based on the levels we have assumed (in section 1.4).
5. MDA do not provide any noise mitigation options for the use the boat ramp and car park areas, other than suggesting signage requesting consideration of neighbours. We consider that there are a number of additional noise mitigation options that could be considered, including:
 - Acoustic screening along the residential zone site boundary of the boat ramp
 - Acoustic screening along the residential zone site boundary of the car park
 - Vehicle speed limits
 - Noise management plan (NMP)

We are unable draft conditions at this stage of the review due to the number of outstanding issues, which are summarised above. We will be able to provide a conclusion on the noise effects and confirm if we can support the application once these matters raised have been addressed by the applicant.

Please contact me if you require any further information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "D Winter".

Daniel Winter, MASNZ
Senior Consultant

Attachment 13
Reserves Planner Review
RM230253 and Ors



MEMORANDUM

TO: Victoria Woodbridge
FROM: Rosalind Squire, Contract Reserves Planner
DATE: 7 October 2024
FILE NO: RM230253 et al. – Mapua Boat Ramp Community Trust

Introduction

1. The purpose of this report is to provide comment and recommendations from the Reserves Team with respect to the application from the Mapua Boat Ramp Community Trust (the Trust) to construct a boat ramp within Mapua Waterfront Park (the Park). The comments and recommendations below are limited to the proposed activities within the Park.
2. The application (amended in response to a further information request and public submissions), a description of the site and a summary of submissions are outlined in the planners report and are not repeated here.

Background

3. Approval in principle to apply for resource consent to construct the boat ramp was provided by the Council in December 2019 and Council resolved to provide some funding "for the purpose of providing a new ramp facility at Waterfront Park" in the 2021 – 2028 Long Term Plan.

The following is a brief summary of the relevant decisions:

The Māpua Waterfront Area Masterplan (the Masterplan - 2018-2028) set out a strategic direction for the Park and adjacent areas. The Masterplan did not support a new boat ramp for a combination of reasons including the cumulative nature of the issues.

However, in December 2019, the Council, as landowner, agreed to permit the Trust to proceed with a resource consent application for the development of a boat ramp on the Park. The minutes of the meeting noted that the resolution was only granting the Council's permission, as landowner to apply for a resource consent and did not cover landowner consent for a boat ramp to be constructed on the Park.

The Waimea Ward Reserves Management Plan (the Plan) was adopted in June 2022. Section 5.7.29 of the Plan contains the relevant information on the issues and options for the Park.

It states that as part of their deliberations on the Long Term Plan 2021-2031, Council resolved to bring forward some funding "for the purpose of providing a new boat ramp facility at Waterfront Park". The resolution also stated that Council "acknowledges that the necessary statutory processes will need to be followed prior to the project proceeding".

The policies in the Plan provide for the option of constructing a boat ramp at this location, should all requirements and processes be met – including separate public consultation. The policies for the Park include the following:

Provided all relevant processes are completed and all required authorisations are obtained, allow for a community boat ramp to be constructed at Waterfront Park. Use of the boat ramp should be managed to ensure that:

- no contaminants from the land are exposed or able to leach into the coastal environment;

- *vehicle movements to and from the boat ramp minimise impacts on the open space values of Waterfront Park and other users; and*
- *parking for vehicles with boat trailers does not encroach on the open space areas of Waterfront Park and is provided for elsewhere.*

With respect to the Deed with the Ministry for the Environment as part of the remediation of the site, Council committed to retaining at least 40% of the site (which includes the land on the western side of Tahī Street) in public ownership.

Issues raised in submissions

4. With respect to the effects of the proposal on the land within the Park (except for the works within the contaminated site, which are addressed in other specialist reports), the principal concerns raised in submissions are the loss of public open space, the privatisation/limited community benefit arising from the construction of the ramp, the adverse effects on the use and amenity of the Park, public access and concerns over public safety.

Loss of open space, privatisation/limited community benefit and adverse effects on use and amenity

5. It is accepted that the proposal will significantly change the nature and intensity of the use of the southern area of the Park. However, as stated above, subject to gaining resource consents for the works, Council has provided approval in principle as landowner for the use of the southern area of the Park for a community boat ramp.
6. It is noted that the open grassed area within the central and northern area of the Park is not as well used as it could be and the proposal provides an opportunity to enhance the amenity of the balance of the reserve to make it more user friendly, with additional landscaping and planting to provide a more sheltered area with more seating and to provide a visual and noise buffer between the access and ramp and the balance of the reserve.
7. Conditions of consent are recommended to address the adverse effects (as far as practicable) on the use and enjoyment of the balance of the land within the Park and to provide for safe public access across the access to the ramp.

Public access and safety

8. Although public walking/recreational access to the area occupied by the access and ramp will change and be more limited, access to use the ramp will be available for boat users within and outside the region, subject to obtaining a card/app to enable access through the barrier arm.
9. In order to continue to provide for public access from Tahī Street via the parking area and along the coastal margin the applicant has proposed to reform the southern walkway on the northern side of the new landscape planting so public access continues to be provided from the parking area, via the pétanque area and seating to the amphitheatre to the coastal walkway and viewing platform.
10. The application also includes the formation of a new path from the amphitheatre, across the ramp access to the beach to the south of the site. This will hinder public access at times when boats are being launched and retrieved and creates a potential safety issue. However, the recommended conditions of consent below require the approval of a Landscape and Planting Plan (including construction details of safety measures) to ensure that access across the ramp is provided in a manner that does not compromise public safety.
11. It is recommended that a short pathway, embedded into the beach at the base of the rock revetment adjoining the south side of the ramp, is provided rather than extending the walkway parallel to the beach to the south. The ongoing maintenance costs of a path along the beach are likely to outweigh the benefits and public access is already provided within the upper beach area at lower states of the tide.

Recommendations

12. If Council grants the application the following conditions are recommended:

- Prior to undertaking any work on site, the Consent Holder shall submit a Landscape and Planting Plan (LPP) to Council's Team Leader, Reserve Operations for acceptance.

The purpose of the LPP shall be to achieve the following outcomes:

- a) Retain as much of the existing vegetation and trees within the Park as practicable;
 - b) Reuse or repurpose as many/as much of the existing structures, seating, decking and rock revetment material within the Park as practicable;
 - c) Provide a visual and noise buffer between the recreation and open space areas and the access and ramp using bunding and planting, including species that enhance the native biodiversity of the reserve;
 - d) Provide details of the offset/kissing gates and any other measures (such as the consideration of pedestrian marking and a no vehicle stopping area at the crossing point) to protect and provide for pedestrians crossing the access ramp;
 - e) Ensure that the viewing platform continues to provide an accessible connection to the sea and views to the south towards the estuary (This may be achieved by elevating the platform and providing a flat or accessible ramp to replace the existing steps);
 - f) Replace lost shade trees removed by the access and ramp with planting within the balance of the Park and on an elevated bund between the ramp and the balance of the Park; and
 - g) Soften the visual appearance of the rock revetment adjoining the ramp and channel with native planting.
- The LPP shall include, but not be limited to, the following information:
 - a) Details of the landscaping (bunding with a minimum height of 1m and minimum width of 3m) and planting proposed to meet the purposes of the Plan, including the location, size and species of specimen shade trees (Minimum 3m height or 150L container) and the number, spacing and layout of the buffer planting adjoining the ramp access and ramp and the rock revetment;
 - b) Details of the reconfiguration of all existing paths, seating and structures and construction new paths, structures and seating (including seating donated by the community, concrete and other seating under the existing shade trees, adjoining the pétanque court, the amphitheatre);
 - c) Details of the restoration and reconfiguration of the poem within the amphitheatre seating;
 - d) Methodologies proposed to protect existing trees (including the rata tree) during construction;
 - e) Details of offset bars/kissing gates for pedestrian access across ramp – to be submitted for approval by Team leader, Reserves Operations
 - f) Details of the reconfiguration of the pétanque court;
 - g) Details of the reconfiguration of the viewing platform (if required) to maintain estuary views and enhance accessibility; and
 - h) Detail of maintenance of the planting for 2 years period following establishment.
 - If the response from the Team leader, Reserves Operations is that they are not able to accept the LPP they must provide the Consent Holder with reasons and recommendations for changes to the LPP in writing. The consent holder must consider any reasons and recommendations and resubmit an amended LPP for acceptance.

RM230253 et al. – Mapua Boat Ramp Community Trust - Memorandum Rosalind Diana Squire 3

- No Landscaping or planting shall be undertaken until the LPP is accepted.
- The works shall be undertaken in accordance with the approved LPP.
- The Consent Holder shall undertake the planting outlined in the LPP as soon as practicable following completion of the works and no later than the next growing season.
- The Consent Holder shall maintain the planting for 2 years period following establishment.



Rosalind Squire
Contract Reserve Planner
7 October 2024

Attachment 14
Application Documents Links
RM230253 and Ors

The application for resource consents RM230253, RM230388, RM2300254, RM230255, RM230256, RM230257, RM230258 and RM230259 is comprised of a large number of documents many of which are referred to within the s42A report. Particularly relevant documents referred to in the s42A report are available online at the links provided below.

Document	Hyperlink
B03 – Revised Application	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/35034
F01 – Amended Plans	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/35681
F03 - Amended Landscape Master Plan	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/35679
A06 – Landscape Assessment Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34976
C09 – Landscape Graphic Attachment	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34959
A08 – DSI Soil Contamination Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34974
A09 – Ecology Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34987
A10 – Transport Assessment	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34990
A11 – Archaeological Assessment	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34991
A14 – Preliminary Engineering Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34986
A15 – Preliminary Geotechnical Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34982
A16 – Consultation under s62(3) MCA	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34985
A17 – OCEL Coastal Engineering Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34984
B02 – Further Information Response	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34971
B05 – Site Management Plan	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34968
C02 – Additional Information	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34967
C04 – Mooring agreements and map	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34966
C05 – Queueing plan	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34964
C06 – Mapua Boat Ramp Risk Assessment	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34963

C07 – Traffic Assessment Response	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34961
C08 – Vehicle tracking curves	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34960
D02 – Noise Assessment	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/34958
F06 – Safety Assessment Report	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/35749
F07 – Floating Barrier Location Plan	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/35748
F08 – Photo example of floating barrier	https://tasmandc-publicdocs.azurewebsites.net/api/doc/C8F82D29/35747

The following is a link to the Council webpage for the applications which also contains information about the process, an overview of the proposal and links to all application documents including those listed above:

[Māpua Community Boat Ramp Trust | Tasman District Council](#)