

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	David Allen	
Contact Person (if different):		
Address for Service:	14 Aranui Rd, Mapua	
Postcode:	7005	
Phone:	0272610031	E-mail: davekallen900@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp in Mapua. There are multiple related consents being sought, to occupy the Coastal Marine Area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs, as detailed on a separate page

Tasman District Council Application Number (if known): RM (230)253,388,254,255,256,257,258,259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit
 RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)
 RM230388: Land use consent for carparking
 RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in the Soil to Protect Human Health from soil disturbance
 RM230255: Land Disturbance within the CEA for construction of the boat ramp, seascout building, and associated infrastructure including carparking areas
 RM230256: Disturbance of the Coastal Marine Area (CMA) in association with construction of the boat ramp.
 RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.
 RM230258: Discharge of Sediment to the CMA during construction of the boat ramp.
 RM230259: Discharge of Stormwater into the CMA

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

There is already a useable boat ramp at Grossis Point that has served the Mapua community well. This is an ideal opportunity to invest a smaller amount and develop that area to provide better access. If this is not a viable option, a full scale Marina at Motueka is a far better solution. This proposal sees a halfway measure that is too big for the Mapua community but not big enough to be truly useful. This is taking away from the wharf - not adding to it. We lose the green space beneath a building, waterfront to a boat ramp that has no safe way to single handedly launch a vessel, carparking will become a bigger problem than it already is due to dedicated ramp parking and the wharf will not maintain the character of the family friendly, tourist friendly place that it is known for. MBC seems to gain a lot from this development while not actually adding anything that is truly community advantageous from the proposal. Additionally it is questionable as to the efficacy of the risk assessment. Having watched the methodology I do not believe it to be sound in assessing adverse weather events that bring masses of debris down the estuary creating significant boating hazards.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Maximum 20 car and trailer parks with the existing "kite park" to remain unsealed
 No additional building construction
 Single lane ramp
 Strictly imposed and monitored speed limits for all boat users
 Clearly defined boat lanes for recreational boat users

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
 (Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: david allen <davekallen900@gmail.com>
Sent: Monday, 26 February 2024 8:11 am
To: nelson@do.nz; Resource Consent Admin
Subject: Proposed Boat Ramp Mapua Submission
Attachments: [Form for submission on resource consent application David Allen.pdf](#)

Categories: Maree Dealing With

Please find attached my submission re the proposed Mapua Boat Ramp.

Kind regards,

David Allen



Virus-free. www.avg.com

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

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Submission on Resource Consent Application

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Submitter Details

Full Name:	Patrick Thomas Gelling	
Contact Person (if different):		
Address for Service:	72 Suncrest Drive, RD1 Upper Moutere	
Postcode:	7173	
Phone:	0272460953	E-mail: pat.wendy@xtra.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

The application seeks approval for the construction and operation of a new boat ramp within the coastal marine area and foreshore, with access from the Mpua Waterfront Park and associated consents for access and parking on the western side of Tahī Street, signage, stormwater discharge and earthworks.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

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.

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Since moving to the Mapua district we have enjoyed using all the amenities provided except being able to launch our boat. The size of our boat makes launching at grossi point impossible. We have to travel to Motueka to launch which uses more fuel for vehicles and boats. The fact that the council said many years ago that they would replace the existing boat ramp and have not yet done this makes more for a case for a new boat ramp to be provided.

Having also had children attend Sea scouts at Mapua they need a better facility that does not clash with the general public. When launching and retrieving boats from the Scout shed it can become dangerous with public getting in the road.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Pat & Wendy <pat.wendy@xtra.co.nz>
Sent: Monday, 26 February 2024 8:28 am
To: Resource Consent Admin
Subject: Mapua Boat Ramp
Attachments: [Form for submission on resource consent application \(1\).pdf](#)

Categories: Maree Dealing With

Attached my submission

Gelling Contracting Ltd
72 Suncrest Drive
RD1
Upper Moutere 7173
Cell: 0272460953

To: The Resource Consent Administration Officer
Tasman District Council
Private Bag 4 Richmond 7050
Email: resourceconsentadmin@tasman.govt.nz

Submitter Details

Full Name: Gillian Pollock
Phone: 021380310
E-mail: nelsontasman.branch@forestandbird.org.nz

Submission Details This is a submission on the following application for resource consent lodged with the Council: RM230253: Land use consent to construct boat ramp and signage in the Open Space Zone and Coastal Environment Area RM230388, RM230254, RM230255, RM230256, RM230257, RM230258, RM230259

This is a submission on an application from:
(Name of Applicant): Mapua Community Boat Ramp Trust
For a resource consent to:

RMA Sections 9 Land Use and **12** Coastal Permits

RM230253: Land Use Consent to Construct a boat ramp and signage in the open space zone and Coastal Environment Area (CMA)

RM230254 Land use consent under the NESCS for soil disturbance.

RM230256 Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230258 Discharge of sediment to the Coastal Marine Area during construction of the boat ramp

RM230259 discharge of stormwater to the Coastal Marine Area.

Address for Service: 23C Devon Street, Stoke

Contact Person (if different):

Postcode: 7011

EP-RC040D 08/19 Tasman District Council Application Number (if known):

1. The specific part(s) of the application that my submission relates to is/are (Give details*)

RM230253: Land Use Consent to Construct a boat ramp and signage in the open space zone and Coastal Environment Area (CMA)

RM230254 Land use consent under the NESCS for soil disturbance.

RM230256 Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230258 Discharge of sediment to the Coastal Marine Area during construction of the boat ramp

RM230259 discharge of stormwater to the Coastal Marine Area.

2) The reasons for my submission are (Give details*):

- A. Chemical contamination into the estuary from soil disturbance in the former Fruitgrowers' Chemical Company site.
- B. Increased bird disturbance on the Inlet from more boats and jet skis using the boat ramp.
- C. Loss of grassed open space in Kite Park, a site for roosting and feeding waders including variable oystercatchers.

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application

I oppose the application - tick

I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent

To refuse/decline consent - tick

*Note: Any additional information should be submitted on a separate sheet(s). report if a hearing is held.

Separate sheet attached

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission - tick

I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing To grant consent To refuse/decline consent

Print Full Name: Gillian Pollock

Date: 26.02.2024

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Royal Forest and Bird Protection Society of New Zealand Inc.

email: Nelsontasman.branch@forestandbird.org.nz

February 2024

Submission on – Mapua Community Boat Ramp Trust application to develop Lot 6 DP11502, Lot 1 & 5 DP11502, Lot 2 DP11106, Sections 13,14,15,16,24,25,26,27,28,29 SO496194

Resource Consent Application No. RM230253- RM230259 & RM230388 – Mapua Boat Ramp

RMA Sections 9 Land Use and **12** Coastal Permits

RM230253: Land Use Consent to Construct a boat ramp and signage in the open space zone and Coastal Environment Area (CMA)

RM230254 Land use consent under the NESCS for soil disturbance.

RM230256 Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230258 Discharge of sediment to the Coastal Marine Area during construction of the boat ramp

RM230259 discharge of stormwater to the Coastal Marine Area.

Nelson Tasman branch of the national Forest and Bird Protection Society lobbied hard through the nineties for the Fruitgrowers Chemical Company site to be remediated and when in 1997 the Resource Consent Commissioner granted consent for a containment solution the Society appealed the decision to the Environment Court. Subsequently the Government expressed a desire for the site to be remediated rather than contained. The remediation was only partially successful.

Former Fruitgrowers Chemical Company Site

After the highly contaminated site was closed and the decision to remediate was made conditions were drawn up to ensure that continuing contamination of the surrounding land and water would stop. At the conclusion of the clean-up The Ministry for the Environment passed the area over to the Tasman District Council to be managed as a public park for the whole community

In 2012 the Tasman District Council published “Mapua FCC Site Management Plan” for the FCC East and FCC West Landfill Sites

The Plan includes - *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.

It is imperative (our emphasis) *that the 150mm topsoil (cleanfill) layer is maintained within 30m of the FCC East boundary adjacent to the foreshore.*

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. (our emphasis)

Soil deeper than 500mm has:

Contaminant residues (including DDT, Dieldrin and Aldrin) 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.

Groundwater under the site has concentrations 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.

The Waimea Inlet

The Waimea Inlet has suffered over the past 200 years and requires a long term commitment to protect and enhance its environmental values by the community and the council.

The Inlet is of international importance for migratory bird species and is of national significance for other endangered or threatened species. These include migrants such as bar-tailed godwit, and local birds including herons, tern species, variable oystercatcher and banded rail, and plants such as the threatened Coastal Peppergrass. The Inlet is important to life-cycle stages of fish species, which are dependent on the continuity and sequence of habitats from the streams, through the Inlet and to Tasman Bay, being maintained.

The Inlet has been degraded by infilling, loss of its coastal forested margins, discharge of sediment from the land and contaminants from the land and water but remediation is always possible and we need to support this in any way possible.

In 1990 a comprehensive report was undertaken by Davidson and Moffat.

Ian Black, Regional Conservator wrote in the Forward that: *"In estuaries the boundary between land and sea is convoluted into a complex mosaic. These areas are rich in plant and animal life. They are the nurseries for inshore fisheries and their shallow waters are basins of high productivity. In this sense they are the cornerstone of coastal ecology..... Our estuaries are, however, also vulnerable and, in the last century, have been seriously under-valued"*.

Pressures from climate change and continuing development in the catchment will exacerbate the problems unless restorative action is taken.

We collaborate with other environmental groups to restore the margins, eradicate plant and animal pests, and care for the Inlet as a whole so that it becomes: *"A vibrant place, richly appreciated by the community for its open space, natural, cultural, and ecological values"*. Waimea Inlet Vision Statement.

Adverse effects on the Waimea Inlet

- In the 2023 report by NIWA healthy numbers of fish species are found. It states on page 58 - "Direct disturbance to these habitats from infrastructure development, such as the placing of sewer lines, should be actively avoided. Nearby land-based activities that may discharge large sediment and/or nutrient loads into the inlets, such as land development projects, should also be actively managed to minimise such inputs. Human recreational activities that can damage such habitats, such as recreational vessels leaving propeller trails through seagrass meadows, and recreational 4WD vehicles accessing the intertidal and running over seagrass habitat, should also be minimised."

Boat propellers swirl the substrate causing turbidity which affects fish and plant species. <https://www.tasman.govt.nz/document/serve/Fish%20Assemblages%20of%20Waimea%20and%20Moutere%20Inlets%20NIWA%202023-11.pdf?DocID=35052>

- Motorised craft leave a wake of pollution and do nothing to improve the health of the Inlet.
- Jet boats are fast and noisy and unsuitable for use in coastal inlets. Apart from the ferry linking Mapua with Moturoa and possible emergency craft motorised craft in the body of the Inlet should be banned. We will be supporting the registration of jet boats.

With regard to the application:-

- In 2017 the Tasman District Council turned down a similar application by the Boat Club. The same environmental situation occurs now as occurred then. With climate warming, environments such as estuaries, wetlands etc should, if anything, be even better protected.
- The application is proposing an 11m wide ramp extending into the estuary so that it can be used at low tides and allowing for two lanes of traffic. This will interfere with the current extensive view of the Inlet and islands from a purpose-built viewing platform.
- Greater numbers of boat owners will be encouraged to use the ramp exacerbating pollution of the Inlet.
- The planned route of the access ramp will mean a swathe of well grown natives with roots probably penetrating the contaminated level will be bulldozed resulting in loss of habitat, release of greenhouse gases and exposure of contaminated soil.
- It appears from the application that building a new sea scout room will involve digging into the contaminated soil. How would this exposure be managed so that there would be no contamination of the Inlet waters or its benthos.
- The site of the ramp would mean that well grown native trees would have to be removed.
- We ask how people swimming near the wharf or round from Grossis Point will be kept safe from a large number of boats being launched across the swimmer's path.
- There will be the potential for scouring around the ramp structure by strong tidal currents, which then may undermine the clay bund and rock armouring that lines the edge of the inlet channel protecting the former Chemical Company site.

We ask how the release of contaminants during the proposed development will be contained and not released into the air or ground.

We ask how scouring around the ramp and the release of contaminants into the water will be prevented.

Kite Park

- The area to the west of Tahi Street should be left in grass as this is an important resting and feeding area for oystercatchers and other waders particularly during wetter weather. There can be up to 100 birds here, particularly during high tides. Birds in general have been pushed out of traditional feeding/roosting places and we should accommodate them wherever possible.

Grossis Point

- We agree that Grossis Point should be landscaped for picnicking, swimming and used by smaller non-motorised craft. In recent years the area has been degraded by the excess use of trailers and large craft being launched there.
- Davidson and Moffat 1990 state that the Island – *“also supports a diverse community of salt flat vegetation including a small population of the endangered peppergrass plant (Lepidium banks). This represents approximately 80% of the total known population of this plant (Davidson et.al., 1990). The intertidal flats surrounding No-mans Island support large cockle beds and rich invertebrate faunas. These flats represent an important No-mans Island source of food for fish and birds. The island is also an important high tide roost for many wading birds.*
- We will ask for notices to be placed on both Grossie Point on No Man’s Island advising that it is a nature reserve and landing is prohibited. Visitors to the area have been landing on or swimming to the island resulting in disturbance to nesting and roosting birds. It should be made clear through notices that the area is for passive activity and that no one should visit No Man’s Island.

Mapua wharf has always played an important role in the lives of Mapua people and the wider community, whether as an exit point for local produce, providing access to fishing or a fun place for families and young people. We ask that this enjoyable, relaxed state will continue.

Signed:

Gillian Pollock

Branch secretary

From: Gillian Pollock <g.pollock@scorch.co.nz>
Sent: Monday, 26 February 2024 8:32 am
To: Resource Consent Admin
Subject: submission
Attachments: [F^OB subm on Boat Club applic.pdf](#); [Council form Feb 2024.pdf](#)

Categories: Maree Dealing With

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



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Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known):

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Please see attached reasons for submission below.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

There are no conditions that I think would mitigate the impacts of a boat ramp of this scale in this location.

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

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Print Full Name:

Signature*: 
(Person making submission or authorised agent)

Date:

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Appendix to Submission – Reasons for Opposition

I oppose the Application to construct a large scale boat ramp on reserve land at Māpua Waterfront park. 6 years ago I decided to make Māpua the home for my family of 5 because it is a quiet safe area and I place high value on the natural surroundings. We are a family of boaties, my husband works on boats and we enjoy fishing, the kids “biscuiting”, my daughter is an avid sailor, we all enjoy swimming, wharf jumping, kayaking and generally spending time on or around the ocean and Waimea inlet. However, I strongly oppose the construction of this boat ramp due to the disproportionate size and scale, the location, the environmental risk and the loss of amenity it would result in. We would happily continue to launch our boat at Grossi Point or travel further afield to existing boat ramps in Nelson or Motueka, both of which are good large functional ramps, but neither of which I note are in suburban areas like this proposed boat ramp would be.

I oppose the application because of the loss of the green space on the reserve this would result in, I frequently enjoy this space whilst walking my children and dog, to sit and enjoy the scenery and peacefulness this area provides. The application provides resources for the use of the few whilst taking away the open space for the use of all.

I oppose the application as the size and scale is disproportionate to the character of the surrounding area.

I oppose the application because I am concerned about the additional traffic the ramp would bring and the safety implications for walking and cycling around Māpua for adults and the many children who live and visit here, it is at odds with the recent “Streets for People” improvements, and the scale is not appropriate for a village that does not even have continuously footpaths along one of the main access roads (Higgs Road).

I oppose the application because I believe it is in conflict with other activities in this area such as swimming, the long tradition of wharf jumping, the quiet enjoyment of the reserve and nearby hospitality businesses.

I oppose the application because I am concerned about the environmental impacts of such as large scale construction in the coastal area where previous contamination has been found and birdlife.

I oppose the application because I am concerned about some of the details and research supporting it, I note the calculation of levels does not follow best practise and may have large margins of error, I am also unable to find in the application modelling of the effect on the channel bathymetry and therefore flows and currents post construction which poses a large unknown risk.

Reasons for Submission

I oppose the Application which introduces a massive scale activity in the coastal marine area including:

- a huge boat launching ramp built of concrete, 11 metres wide and 48 metres long, to be used by two boats simultaneously; which would be built over the coastal marine area, including the foreshore and tidal area currently used by the public, and over public reserve and open space land; adjacent to the Māpua wharf;
- a concrete accessway 11mx 90m long from Tahī St to the boat ramp, and this involves removing the established trees, shrubs and part of the seating and poem.
- additional car parking on Tahī Street West for 78 vehicles and trailers for launching boats; in addition to existing space already taken up by car parks in this area;
- a significant new building on reserve land and coastal environment area land, of 20 m x 40, with associated car parking – this is a huge building in this space – to be leased by the Māpua Boat

Ramp Trust (who will be able to charge users), which will effectively privatise this reserve land and prevent it being used as public open space (as it currently is, with potential to enhance further in the future);

- new metalled car park of 45 car parks to compensate for loss of parking due to the proposed building on reserve land; and loss of parking on Tahī Street due to vehicle crossing installation;
- barrier arms, large amount of commercial or industrial style signage, other traffic modifications, stormwater discharge and associated consents;
- Introduce a huge number of vehicles, boats and trailers into a high public use area and through Māpua village; and boats and jet skis into the Māpua channel.

The boat ramp, building, and activities are entirely inappropriate at this location, in the heart of Māpua and the high use Māpua wharf and channel area, which has high natural character, amenity and ecological values, and which is used for a wide range of recreational activities, including swimming and jumping off the wharf.

The application should be declined because it will not allow for the sustainable management of the environment, and in particular of the Māpua channel and wharf area, under Section 5 of the Resource Management Act 1991.

More generally, the application is contrary to the RMA, particularly part 2, the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.

In particular, I note the following effects from the activities in the application:

1. **Adverse Effects on Māpua** – as mentioned above increased traffic on main access roads such as Higgs Road that does not have continuously footpaths, therefore reduced safety for walking and cycling. Reduced safety for other marine activities such as sea swimming, kayaking, paddle boarding, wharf jumping and sailing.
2. **Significant Adverse Visual, Amenity, Natural Character Effects** - The boat ramp will be constructed on highly valuable public green space, with two lanes plus at 11 metres wide, constructed of concrete and stretching all the way out across the estuary and below the existing rock wall, to allow for low tide entry, a length of 90 metres in total. It will be highly visible from and obstruct the important viewpoints from the wharf and the waterfront park. I note that applicants landscape architect states that *“the new boat ramp will protrude 35-40 metres beyond the existing rocks and will visually break the existing boundary between the estuary and the park. The protrusion and scale of the ramp at 11 metres wide will make it prominent in this landscape and particularly at low tide”* and *“the scale of the ramp structure at 11 m across and extending out 35-40m out beyond the existing armouring is relatively large when compared to the various scale of structure currently found within this local environment **and will be prominent when viewed from the wharf”**.*

I also object to the placement of buildings on this public green space. These additions of the boat ramp and buildings will be utilised by a small proportion of the community whilst reducing the green space available for the use of all, including visitors.

3. **Noise** – I note that potential noise created by powerboats using the ramp will increase noise overall and is at odds with other uses of the waterfront park such as visiting school groups, visitors to local restaurants. I am also concerned about the impact on birds and other wildlife, it is common to see herons, oyster catchers and shags in this area.

4. **Safety** – The boat ramp is intended to allow for two boats to use the ramp simultaneously; and it is proposed to have space for 78 vehicles and trailers. It is proposed that it essentially operate 24 hours per day¹. The Marshall Day Report assesses noise based on 2 movements per 15 minutes on the boat ramp; and 15 movements per 15 minutes in the boating and sea scout car parks. This introduces a massive volume of vehicles into the Waterfront Park and wharf area, and boats into the Māpua channel. Māpua has never had boating on anything like this kind of scale before. The risk plan prepared is not suitable for the scale of this activity, or the kinds of risks that will result from this volume of boats entering the swift moving channel so close to the high use wharf. This is a high use area with people jumping off the wharf, swimming, kayaking, and paddle boarding off the wharf and around the channel. It will create huge safety risks and be very dangerous for boat users and recreational users alike - expand.
 There is no pontoon to secure to from the boat ramp, while parking car and trailer, so boats will either have to move into the high use wharf area, or try to anchor or beach around the boat ramp. The applicant's risk plan (CO6 Appendix 4) in many places talks about risks but does not have adequate measures to address the risks, for instance talking about using signage to manage risks. Signage is not a risk prevention measure.
 The applicant's risk plan (CO6 Appendix 4) at 21(f) talks about boats interaction with swimmers and proposes the following mitigation measure *"Signage on wharf warning swimmers to take care of northern end of wharf. Installation of buoyed deflection cable will keep boats away from southern end of wharf. Signage at ramp warning boat operators to be aware of possible swimmers at wharf."* The risk mitigation measures are not adequate to prevent the very serious risks that will occur when powerboats and swimmers interact.
5. **Building on Green Space is inappropriate** – The proposed large building and associated parking on Council recreation land is not necessary and is entirely inappropriate in an area which is supposed to be preserved for public use; and which is already subject to high public use. The proposed use of the building for 'community events' is unclear and not necessary given the facilities provided at the existing community hall.
6. **Additional Car and Boat Parking** – The application proposes a new metalled car park for 30 car parks to the west of Tahi Street (to compensate for future loss of car parks due to the Community Building and loss of informal parking on Tahi Street due to vehicle crossing installation); and 78 trailer parks (trailer and vehicle) in the grassed area to the west of Tahi Street. The scale of car parking proposed, and vehicle movements associated with it, will be combined with existing car parking for the recreation reserve and wharf area. This means that there will be a massive number of car parks at the entrance to the wharf, channel and coastal marine area, and consequently further reducing the open space in this area.
7. **Traffic** – I strongly value Māpua as a safe community in which to allow my children freedom to be independent, the significant increase in traffic that this application would result in would irreversibly change that. The size and scale of the application and the resulting traffic is not appropriate for a village with a main access road lacking continuously footpath.
8. **Unknown risks from changes to the environment** - I am concerned about the unknown risks from constructing such a large structure in our coastal area. The level calculations used in the site plan are based on levels valid at Port Nelson which are most likely to be quite different in Māpua, we also note that best practise methodology has not been used to accurately establish tidal levels at the site of the proposed boat ramp and such information it critical to the design and understanding the impacts.

¹ See Marshall Day Updated Noise Assessment D02

I am also unable to find in the application modelling of the effect on the channel bathymetry and therefore flows and currents post construction which poses a large unknown risk both to the environment, boat ramp users and other recreational users of this area.

9. **Risks from Toxic Soil** – The Engineering Report at Appendix 12 says there will be 60-70m³ of contaminated soil that will have to go to landfill, if it can meet their acceptance criteria. I am concerned about the potential for this contaminated soil to enter and contaminate the estuary. The land should be left undisturbed so that no such risks arise from disturbance of this highly contaminated soil.
10. **Community Consultation, survey and support** – I believe the community consultation was biased and the figures being quoted in support of this project are also biased. I was personally approached twice to sign my support for the project. The first at a Boat Club event at which time the scale of the project was not provided and the second time when someone knocked on my door, at both times I found the approach to be very pushy and this experience suggests that people would have signed (1) Not understanding the scale of the project, and (2) Because the people gathering carrying this out were biased and coercive. I personally found it difficult on both occasions to get away from these situations without signing despite my strong feelings of opposition.

END. Kelly Taylor, February 2024.

From: Kelly Taylor <kellytaylor.consulting@gmail.com>
Sent: Monday, 26 February 2024 8:56 am
To: Resource Consent Admin
Subject: Submission on application from Mapua Community Boat Ramp
Attachments: [Boat ramp submission - Feb2024 - KTaylor.pdf](#)

Categories: Maree Dealing With

Please find attached my submission in opposition to this application.

Kind regards,
Kelly Taylor, CEnvP, MEIANZ
Ph +64 21 259 4709

To: The Resource Consent Administration Officer
Tasman District Council
Private Bag 4
Richmond 7050

PLEASE ENSURE THAT ALL SECTIONS OF THIS
FORM, ON BOTH SIDES, ARE COMPLETED.

Email: resourceconsentadmin@tasman.govt.nz

Submission on Resource Consent Application

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:

Contact Person
Hamish Ballantyne

Address for
Service: 18 Tahi Street

Postcode: 7005

Phone: E-mail heymashdad@gmail.com:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *Hamish Ballantyne*

For a resource consent to: The construction and operation of a new boat ramp in Mapua

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RM230253 to RM230388

2) The reasons for my submission are (Give details*):

I support all of the applications because I am a resident living on Tahi Street.

The proposed ramp is using under-utilised public land.

Ample car parking is available in the kite park for boaties and visiting out of towners securing the area for future generations to come.

The proposed building will enhance community facilities for diverse groups including storage for water sports equipment and community groups at minimal cost to the council.

Grossi's point will be free for use by picnickers and swimmers devoid of boat trailers and engines, making it safer for the community.

We are not boaties but we think this whole project will future proof an ever growing Mapua for generations to come.

3) The nature of my submission is that:

I support the application

4) The decision I would like the Council to make is

To grant consent

If consent is granted, I wish the council to impose the following conditions

Investigate green car parking solutions for kite park.

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission

Print Full Name: Hamish Ballantyne

Signature*: Date: 25/2/24

A copy of this submission MUST also be sent to the applicant as soon as reasonably

practicable after serving a copy on the Council. 2/2

From: Hamish Ballantyne <heymashdad@gmail.com>
Sent: Monday, 26 February 2024 8:59 am
To: Resource Consent Admin; nelson@do.nz
Subject: Mapua Community Boat Ramp Trust Submission
Attachments: [Form for submission on resource consent application \(1\).docx](#)

Categories: Maree Dealing With

TDC Resource Consents Admin Officer
Davis Ogilvie - Mark Morris

Attached is my submission

Hamish Ballantyne

18 Tahi Street
Mapua 7005

Mobile: 027 834 9110
Email: heymashdad@gmail.com

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Submitter Details

Full Name:	Rebecca Ann Cameron	
Contact Person (if different):		
Address for Service:	20 Hillary Street Liberton Dunedin	
Postcode:	9010	
Phone:	0274272011	E-mail: beckycameronherself@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mpua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction and operation of a new boat ramp at Mpua

Tasman District Council Application Number (if known): RM RM230253

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

I oppose the Application in its entirety.

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

I consider that the proposed large scale two lane boat ramp, huge numbers of boats proposed to launch from it, large building, parking, traffic generation, and associated activities are entirely inappropriate and incompatible at this location, in the heart of Mpuua and the high use Mpuua wharf and channel area. This is an area with high natural character, amenity and ecological values, and which is used for a wide range of recreational activities, including swimming and jumping off the wharf. The application is contrary to the RMA, the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.

As a conservationist and visitor to the area I am particularly concerned with the environmental effects. The boat ramp construction and use would adversely affect the nationally significant and ecologically vulnerable Waimea Inlet, an inlet that is home to threatened species like kōtuku white heron, Royal Spoonbills, and Southern and Variable oyster-catchers, and fish like snapper, flounder, and kahawai. The community has planted native trees which should be allowed to remain and the polluted ground beneath left undisturbed.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____ Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Becky Cameron <beckycameronherself@gmail.com>
Sent: Monday, 26 February 2024 9:16 am
To: Resource Consent Admin; Resource Consent Admin; nelson@do.nz
Subject: mapua community boat ramp
Attachments: [Form for submission on resource consent application.pdf](#)

Categories: Maree Dealing With

Please accept my submission on the boat ramp at Mapua.

Regards

Becky Cameron

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

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Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Mapua Boat Club	
Contact Person (if different):	Katrina Ballantyne	
Address for Service:	c/- Unit 5, 6 Aranui Rd, Mapua 7005	
Postcode:		
Phone:	0211393945	E-mail: mapuabcsecretary@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Boat Ramp Community Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

.The construction and operation of a new boat ramp at Mapua.

Tasman District Council Application Number (if known): RM230388, 230253-259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

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.

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Please see attached document supporting the submission and the Events Calendar of Mapua Boat Club

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.



Mapua Boat Club

Mapua Boat Club submission to RC230253

Our submission **supports** this application

The Mapua Boat Club (MBC) was founded in 1987 and its principal purpose then was to save and protect the wharf from demolition by the Nelson Harbour Board.

The club has a strong affinity with the water, its ecology and habitats.

It is located on Māpua Wharf and has enjoyed many events in and around the Waimea Inlet.

Currently the club membership is 125 family, 29 single and 9 life memberships representing 169 people, who reside locally.

Approximately 50% of the members have a boat of some kind, either power or sail.

The Club is very active in the community, holding a number of community events on land and sea as detailed in the attached event calendar for 2024.

The existing boat ramp, next to the wharf, was built by club members in 1987 and functioned extremely well until the development of Shed 4 (for commercial, retail and hospitality uses) in 2011. The extra pressure this presented led Tasman District Council (TDC) to limit access to the ramp effectively to night time movements.

Grossi Point has become, by default, the only launching area in Māpua.

An area once able to accommodate boats launching, people swimming and picnicking and enjoying a special place

Today it is hardly used for swimming, the BBQ facilities have been removed and the area is not what it once was.

Removing powered boats from launching will go a long way to returning Grossi Point to its former glory.

The Māpua Masterplan includes Grossi Point in its “Options and Actions” document

MĀPUA MASTERPLAN OPTIONS AND ACTIONS

ISSUE / OPPORTUNITY	OPTION / ACTION	AREA	DETAIL
<p>Grossi Point is a site of high cultural significance and enhancement is required</p> <p><i>Relating principle: P1</i></p>	<p>● Action – Medium/long term</p>	<p>Grossi Point</p>	<p>Development of a Cultural Heritage Management Plan to identified management requirements for the reserve. This may include zoning changes, inclusion of pou sculptures and signage, no eating facilities or vehicle access and changing the name to former Māori name.</p> <p><i>Implementation method: Department funding</i></p>

Currently the land on the corner of the Waterfront Park, the north eastern corner of Aranui Road and Tahī Street, is zoned for commercial use and the land at Kite Park, on the north western corner of Aranui Road and Tahī Street is zoned residential and commercial.

The proposed boat ramp has made TDC aware of the possibility of changing the zoning to reserve land, thus saving it for community use

<p>More family-friendly green space required</p> <p><i>Relating principle: P6</i></p>	<p>● Option 2 – Waterfront / Grossi Point</p>	<p>Waterfront</p>	<p>Council owned land (Kite Park). Open space on full eastern block with parking on the rest of the western side. Continue open space area on western side by removing commercial zone. Remove commercial and residential zoning on western side and rezone entire area open space with parking.</p> <p><i>Implementation method: Plan change</i></p>
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Kite Park is currently a green space that is extensively used by dog walkers, kite flyers and vehicles parking to be able to visit the wharf shops and cafes. Especially campervans and RV's that are too large to park easily elsewhere.

This land borders the upper Waimea Estuary and provides a safe haven for many seabirds that live and visit the area.

A TDC zoning change will allow this land to remain as open green space.

MBC has spent many years investigating and preparing reports for alternative boat ramps locally. The conclusion reached was that Waterfront Park has the least impact environmentally and culturally. It provides direct access to the channel safely in all tides via sheltered eddy. The Māpua Leisure Park was discounted due to the cultural and environmental impact as written in the TDC and Nelson City Council (NCC) commissioned report; Tasman Boat Ramp Indicative Business Plan.

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.

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:

- **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.

In addition to the above, this application is good for the community youth

It allows Tamaha Sea Scouts (TSS) to flourish and provide a source of maturing and water safety. Currently Māpua School has approx. 200 students, this is projected to increase to approx. 600 students (MoE) in the next 10 years. The Māpua School is the main source of entrants to TSS. The Sea Scouts current location on the wharf is diabolical to operate in, with high numbers of pedestrians on the wharf making moving boats impossible.

There is no dedicated facility for the Sea Scouts to change clothing, be educated or to play. Should TDC decide to not approve this consent, the Tamaha Sea Scouts would be greatly impeded and in all probability slowly degenerate into recession.

We also believe that the sighting of the boat ramp will in no way change the current enjoyment the local youth have of wharf jumping, which is considered a “right of passage” by many locals.

In conclusion :

- Time and experience by MBC has shown Waterfront Park to be the best location for a new boat ramp
- TSS need the new facility to be able to function well and accommodate future growth
- Kite Park is retained as an open space for all
- Should you decide not to approve this consent would be the death knell of our club. What is a boat club without a boat ramp?
- This resource consent application provides long term sustainability of the MBC and provides a pathway for Iwi aspirations. By having a boat ramp in Waterfront Park, negates the need for the existing boat ramp at Grossi Point and Māpua Wharf.

The Māpua Boat Club supports this resource consent.

We would like the opportunity to speak to this submission.

Katrina Ballantyne
Māpua Boat Club Secretary

2024 Events Calendar

January 2024

S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February 2024

S	M	T	W	Th	F	S
				1	2	3
4				8	9	10
11				15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

March 2024

S	M	T	W	Th	F	S
					1	2
3					8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

April 2024

S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

May 2024

S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

June 2024

S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July 2024

S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

August 2024

S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

September 2024

S	M	T	W	Th	F	S
1	2	3	4	5	6	
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October 2024

S	M	T	W	Th	F	S
						1
						8
						15
						22
						29

November 2024

S	M	T	W	Th	F	S
						1
						8
						15
						22
						29

December 2024

S	M	T	W	Th	F	S
	1	2	3	4	5	6
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Regatta

Loyal Grossi

Lake Rotoiti

Durville

Wharf races

Duck Races

AGM

Kids Fishing Comp

Xmas Dinner

From: The Secretary Mapua Boat Club <mapuabcsecretary@gmail.com>
Sent: Monday, 26 February 2024 9:36 am
To: Resource Consent Admin; nelson@do.nz
Subject: Resource Consent 230253 submission
Attachments: [MBC submission form for RC230252 MBRCT Boat Ramp.pdf](#); [Mapua Boat Club submission to RC230253 .pdf](#); [2024 Events Calendar.pdf](#)

Categories: Maree Dealing With

Tasman District Council – Resource Consents Administration Officer

Davis Ogilvie – attention Mark Morris

Please find attached the submission form to the Māpua Boat Ramp Trust resource consent application.

Also attached, an additional submission document and the Mapua Boat Club events calendar for 2024

Thank you

Katrina Ballantyne

Secretary



To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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Submitter Details

Full Name:	Peter Clinton-Baker	
Contact Person (if different):		
Address for Service:	130 Aranui Rd P O Box 28 Mapua	
Postcode:	7048	
Phone:	027 229 4050	E-mail: pcb@funpigs.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Māpua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

The application seeks approval for 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 Tahi Street, signage, stormwater discharge and earthworks.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

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

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

Since the closure of the original boat ramp (that we used on a regular basis during the fishing season) we have occasionally used Grossi Point but it is challenging to use because of tide and slope profile hence we usually prefer the longer drive to the Motueka ramp facility. We live in Mapua and access to the sea and Tasman Bay is another of the big pluses of living here.

The proposed boat ramp, parking and new facility for the Sea Scouts adds another positive dimension to the Wharf area and to the wider community. Currently the proposed area of the new ramp is under utilised. I would like to see that TDC embrace the concept that is proposed as it will further enhance the fact that Mapua is a great place to live with a wide range of recreational facilities available to a broad range of interested parties.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

N/A

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Peter Clinton-Baker <pcb@funpigs.co.nz>
Sent: Monday, 26 February 2024 9:52 am
To: Resource Consent Admin
Subject: Submission on Mapua Boat Ramp Trust application to build new Boat Ramp.
Attachments: [TDC Form for submission on resource consent application - Mapua Boat Ramp.pdf](#)
Categories: Maree Dealing With

Submission attached.

Yours sincerely,

Peter Clinton-Baker
PO Box 28
130 Aranui Rd
Mapua
Tasman 7048

Email: pcb@funpigs.co.nz
Ph 027 229 4050

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz



tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Rene Kampman	
Contact Person (if different):		
Address for Service:	29 Tahī Street Mapua	
Postcode:	7005	
Phone:	0274422131	E-mail: renekampman@xtra.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Boat Ramp Community Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

For the construction and operation of a new boat ramp in and adjacent to the Mapua Waterfront Park together with any ancillary facilities such as parking to the western side of Tahī Street, the construction of new and additional buildings on community land

Tasman District Council Application Number (if known): RM230253

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

My submission relates to the entire application.

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

See attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

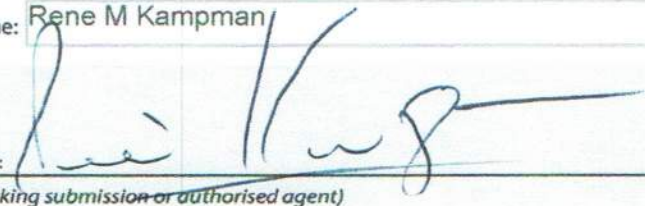
*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: 

Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

SUBMISSION TO MAPUA BOAT RAMP COMMUNITY TRUST

Best Use of Land on Tahi Street

The application is essentially a very public land grab with the applicant, proposing to not only utilise a significant portion of public reserve space for the direct benefit of a few and at the same time seeking to covert the community's freehold land, on the western side of Tahi Street which is currently zoned Residential, for the benefit of largely one group within the wider community. The applicant is doing this without having any regard to other potential uses for the land such as residential development or the community's opportunity through the Council to utilise the land to offset the costs/rates on other potential projects within the community.

Further, whilst a portion of the land west of Tahi Street is currently utilized for overflow parking for visitors to Mapua including campervan parking this application effectively locks up a larger portion of the land into trailer parking and severely restricts other opportunities for the use of the land.

Overflow Parking

The land to the west of Tahi Street which forms part of this application is both formally and informally utilized for visitor car and campervan parking with the Council marking out several carparking spaces on the grass at the beginning of each summer.

The application is essentially silent on the real parking impacts of both, relocating the permanent carparking from the eastern side of Tahi Street to the western side plus the development of a boat trailer park onto the land currently used for visitor overflow parking. Further, there is no overall assessment made wrt parking demand given the fact that both visitor parking and boat trailer parking peaks over the summer period and long weekends. The application does state that it expects up to a 100 boats to be launched within a typical maximum of between 6am and 1pm, a time at which the visitor parking demand to the wharf is at or near its peak.

The applicant also anticipates the proposed boat ramp will divert activity from other boat ramps, such as from Motueka to Mapua further challenging the parking situation.

The numbers of vehicle movements anticipated is significantly more than the current Grossi Point usage however, the applicant suggests vehicle activity increase will only be modest??

The applicant also suggests that after relocating the permanent parking and introducing an additional 100 vehicles with boats trailers attached into the area, which is currently used for overflow parking, the effects will be reasonable neutral??

Change of Use for Mapua Waterfront Park

The applicant's proposal will change the dominant character/use of the Mapua Waterfront Park from one of relatively open and passive recreation to an area dominated by a building largely for boat storage and select functions plus a significant area will be taken by a boat ramp. Whilst across the road it will become dominated by boat trailer parking.

Free Access for Launching and Retrieving Boats

Currently a feature of Mapua is that it provides *free* all tide access for the launching and retrieving of boats at both the concrete boat ramp by the wharf (between the hours of 10pm to 7am) and at Grossi Point 24/7. The application seeks to encourage the Council to close off the free 24/7 boat launching and retrieving access to the water at Grossi Point. The applicant, however, is silent as to how much they will charge for the use of the applicants proposed facility or whether those wishing to utilize the boat ramp will be coerced into joining the Mapua Boat Club. The application does state that a fee will be charged for access to the boat ramp – effectively possibly a congestion charge??

The applicant fails to recognize wrt 'Social and Economic Effects' that the charging for the use of boat ramp facilities may be beyond the finances of some families' budgets.

Further, the applicant also fails to acknowledge that if boat users wish to use a fully developed modern boat launching and retrieval facility it is just up the road at Motueka.

Survey

The survey that the applicants conducted to enlist support for the proposal identified that 55 Households did not provide support. The applicant is silent as to the location of and reasons for households not supporting the proposal (it is a simple mapping exercise to graphically show households of support and nonsupport which may be of benefit to the hearing??)

Further the applicants survey missed the opportunity to identify if households would be affected by the proposal or in fact if households would utilise the facilities proposed.

Amenity and Safety

Pedestrians

The application proposes to create a foreshore pedestrian pathway immediately west of the vehicle and trailer turnaround area where vehicles begin to reverse down the boat ramp – is this a traffic engineering solution to pedestrian/cycle access safety along the estuary??

To create a pathway behind reversing vehicles with boat trailers attached on the face of it is just potentially dangerous.

Walkers come in all shapes and ages including families with young children and elderly people with little dogs walking along the estuary. They are being directed to walk behind a reversing vehicle, vehicles whose drivers have significant blind spots when reversing??

Other Estuary Users – Swimmers/Channel Drifter Canoes and Kayakers

The application is silent on other users of the estuary immediately adjacent to the proposed boat ramp. Such as swimmers - some who drift and/or swim the channels currents and smaller human powered watercraft such as kayaks and canoes. Observations of the general pattern of behaviour is that swimmers/channel drifters (who may be family groups, individuals or groups of adults and or children) and kayakers generally use the west side of the channel between the row of moored boats and Tahī Street side of the estuary and the transiting boats use the Transit Lane on the Rabbit Island side of the moored boats in the estuary. The moored boats essentially create an informal medium strip effectively separating the different types of users in the estuary.

This natural separation between motorized boats and swimmers has worked successfully for years. The application will direct motorized boats into direct conflict with the other users of the area, namely swimmers.

The combination of **Motorboats + Strong Currents + People Swimming** in the same area has the very real and significant potential consequence for life changing injuries including fatalities.

Even if the event is considered a moderate risk, the outcomes are still potentially severe in so far, they can be life changing or result in the death of the person in the water.

It should be noted that the swimmers/channel drifters have very little control over the velocity of their drift due to both the volume of water and strength of tide that is flowing. Swimmers/channel drifters cannot just stop/park when a boat comes along!!

Further people are very difficult to see in the estuary, more so, especially if the skipper is focused on getting to the boat ramp.

Most of the walking activity, swimming activity and boating activity occurs when the weather is warmer increasing the potential risk for injury.

Wharf Jumping

Wharf Jumping is seen as a **Rite of Passage** for the children of Mapua and visitors alike. Observations are that many of the children are on the wharf without close adult supervision. Even with the existing signage on the wharf and the very occasional docking of a boat at the wharf, docking is more often than not problematic when swimmers in the water. Whilst it could be argued the wharf is for boats the use of the wharf, with the passage of time, has changed from loading apples in the past, to today, being a place predominantly for children and adults using the wharf for; Wharf Jumping, swimming, fishing, relaxing or just generally sight seeing or hanging out with the very occasional docking of a boat.

Whilst the application plays down the interaction between the boat ramp and wharf it is just a fact, that given the location of the proposed ramp vis-a-vie wharf, boat usage of the wharf will increase. Further, the transiting of a boat from the wharf to the proposed boat ramp and vis versa will increase the exposure of boats to swimmers in the water. Once more creating the equation:

The combination of **Motorboats + Strong Currents + People Swimming** in the same area has the very real and significant potential consequence for life changing injuries including fatalities.

What we know from the existing situation is that signage on the wharf does not really work – raising the question - *Is this the end of Wharf Jumping in Mapua??*

Noise/Interruption of Sleep Patterns

A Google Search identifies noise generated by boats is generally in the 65 to 75dBA range whilst a boats at full throttle can be between 75 to 85dBA with some boats exceeding 100dBA whilst personalized watercraft (jet skis) can be as high as 95dBA.

To identify whether the noise may be offensive it is necessary to consider:

Character of noise – its tone, impulse and fluctuation (the starting and accelerating of outboards/personalized watercraft, especially two strokes is highly intrusive into the receiving environment)

Noise quality – whether it could be considered annoying (the starting of a motor may be music to the skipper's ear but annoying and intrusive to a person not involved with the activity, even more so if the person is trying to sleep in close proximity at 4.30 am in summer and 5.30am in winter)

Volume – how loud the noise is and whether it is louder than the background (the estuary normally in the hours of darkness, plus early morning and evening, and even during the hours of daylight is often relatively quiet with seagulls etc. generally not squawking until humans invade their habitat – to introduce additional noise up to potentially 100dBA+ is both disruptive and intrusive to other users, including residents, in the vicinity)

The effect noise has on surrounding activities – noises from motorboats and personalized watercraft being launched and retrieved is both disruptive and intrusive especially if someone is endeavoring to sleep, (it is simply not an answer to say the residents must have their windows closed, as the noise is potentially exceeding the requirements set by both the TRMP and WHO recommendations). Further the noise is intrusive to those just seeking to enjoy the ambience of the estuary and bird life.

Time of day – noise travels further when it is calm or quiet (the application is silent on this aspect in discussing noise other than the applicant tending to suggest that most of the boating activity will occur early in the morning from 4.30am whilst the noise report is based on the assumption it will occur after 7am??)

Whether boating activity is near a residential area – (the application for the proposed boat ramp is abutting a residential property with further residential properties having close and direct proximity to the proposal. The application states that the point sources of the noise from boats and personalized watercraft will move along the shore towards the residential properties as boats will be parked on the beach awaiting access to the boat ramp).

Which direction the wind is blowing – noise can and does travel further with the wind. (Predominant winds in the estuary are generally north to south in direction. Hence the noise from the operations at the proposed boat ramp will blow directly onto the dwellings, located to the South of the proposed boat ramp, along estuary on Tahiti Street).

The application is confusing/misleading in that it identifies the activity of 'parking' a car and/or car and trailer to be noisier than the activity of launching/retrieving a boat for example, the reversing, giving of directions to the driver, getting in and out of the vehicle, the sliding of the boat off the trailer, the starting of the engine and hopefully embarking??

Further the applicants noise assessment is based on 2 boat launches in 15 minutes?? From observation boat launching does not occur in such an ordered manner (2 boats every 15 minutes) with multiple boats turning up to be launched and or retrieved at the same time depending on the time of day, weather conditions, and tide.

The applicant proposes noise management and mitigation for the effects of noise emanating from the proposed building. However, is silent on the real management of noise for 365 days of the year emanating from the operations of the proposed boat ramp, other than to state it will be accessible for use from 4.30am, a time that has the potential to cause both annoyance and sleep interruption to residents in the vicinity.

The application is silent whether motorboats/personalized watercraft will have to meet any noise restriction requirements to protect the amenity of the immediate area and surrounding residential properties or in fact meet the requirements of the TRMP.

The noise effects of the application are significantly more than minor beyond the immediate site and exceed both the TRMP and the WHO recommendations and as such the application should be declined.

Coastal Aggregation/Degradation

The application is effectively for the construction of a 40m groyne (boat ramp) to be constructed at 90 degrees to the movement of the tidal flow within the channel.

The applicant states:

The coastline either side of the ramp has light armour, heavier toward the wharf as is evident in photograph nos.2 & 3, and will not erode in response to the construction of the ramp. The construction of the ramp will not significantly change the tidal circulation in the area of the ramp, the effects will be localised to the waterline as the tide rises and falls.

The application whilst stating that the ramp "will not significantly change the tidal circulation" it effectively acknowledges it will change the tidal circulation at the waterline as the tide rises and falls. The application is silent on the long term consequences of this minor tidal flow change due to the construction of a groyne (boat ramp) and whether it will cause incremental coastline aggregation or degradation at some point in the future affecting other properties abutting the estuary.

Experience elsewhere shows that groynes do affect the coastline over time.

Boat Safety

OCEL in the application has recognized that the proposed boat ramp can be used as an all tide launching ramp for experienced boat operators aware of strong flow conditions once the boat is off the trailer.

The applicant states that there will be no induction/vetting process to those who seek to obtain access to the proposed boat ramp other than the ability to pay??

Wrt boats possibly drifting under the wharf the applicants solution is to provide a 'fixed buoyed deflection cable' this seems on the face of it to be at odds with OCEL advice which is recommending no structures in the form of pontoons etc where a boat could become pinned against.

From: Rene Kampman <renekampman@xtra.co.nz>
Sent: Monday, 26 February 2024 10:46 am
To: Resource Consent Admin
Cc: markm@do.nz
Subject: Submission RM230253
Attachments: [Mapua Boat Ramp Submission.pdf](#)

Categories: Maree Dealing With

Attached is submission to Mapua Boat Ramp Community Trust Application

>

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050



tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

Email: resourceconsentadmin@tasman.govt.nz

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Submitter Details

Full Name:	Michael Ashby		
Contact Person (if different):			
Address for Service:	21 Langford Dr Mapua		
Postcode:	7005		
Phone:	021 999 414	E-mail:	drmsashby@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): **Mapua Community Boat Ramp Trust**

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp in Mapua. There are multiple related consents being sought, to occupy the Coastal Marine Area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs, as detailed on a separate page.

Tasman District Council Application Number (if known): RM **(230) 253, 388, 254, 255, 256, 257, 258, 259**

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit
RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)
RM230388: Land use consent for carparking
RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in the Soil to Protect Human Health from soil disturbance
RM230255: Land Disturbance within the CEA for construction of the boat ramp, sea scout building, and associated infrastructure including carparking areas
RM230256: Disturbance of the Coastal Marine Area (CMA) in association with construction of the boat ramp.
RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.
RM230258: Discharge of Sediment to the CMA during construction of the boat ramp.
RM230259: Discharge of Stormwater into the CMA

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

I oppose this application because it is flawed, irresponsible and dangerous. It poses serious risks to the environment, safety and the essential character of the Mapua Waterfront.

The application itself, despite being of a volume more appropriate for a large shopping mall, is generally of poor quality. See the submission from Tim Manning for a sober review of the many contradictions and inconsistencies in the application, and in my own supplementary submission I highlight the flaws in the underpinning logic as well as the weakness of many of the arguments.

The status quo (Grossi Point) is imperfect, but carries none of the risks and more of the benefits. The proposed ramp benefits only a small section of the community but the community carries all the risks.

It is unthinkable to take any risks with an area described as the most contaminated site in NZ. Mapua's sad history is a reason to leave it unchanged, not tamper with it on the basis of optimistic predictions. The only zero risk option is what we have now.

Build it and they will come: this will attract more and bigger boats, posing comparatively more risks to waterfront swimmers, other inlet users and road users on the newly-narrowed Aranui Road.

This is an accident waiting to happen, and the safety measures described in the report are simply lame. If the measures are successful, wharf jumping will quickly become a thing of the past. Like most of the measures, members of MBC will have to become effectively a voluntary enforcement agency in the community – something they should be very wary of.

The building is an aesthetic nightmare, a blot on the Waterfront landscape. It will be lightly used and exceeds Mapua's needs.

The proposal is bereft of benefits to the community because it mistakes the narrow self-interest of power boat operators with the wider interest of the community. It will be perfect for 'trawlers on trailers', but impractical for most other water vessels

It is simply out of keeping with the village scale of Mapua - it takes a third of the open space of the Waterfront Park in ramp and building, and 70 car/trailer parks suggests delusions of regional grandeur. It is bigger than Motueka and bigger than many ramps in Auckland, yet it can only be used by power boat operators – and it will lie unused for most of the year.

This is not in any sense 'reinstatement', it is betterment on a grandiose scale. But it's only better for the applicants – the rest of us will be much worse off if this ill-conceived and ill-considered project goes ahead.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

[Redacted area]

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

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Print Full Name:

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Signature*: Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

Separate Submission

Executive Summary

The Applicants contend that the locale's pre-existing compromise renders the proposed project's impact as 'minor'. However, the pertinent baseline for assessment should be the current state, not a pre-settlement condition. When evaluated against the contemporary environmental and communal backdrop, the project's impact emerges as substantial. Contrary to assertions of merely replacing the extant wharf, the proposed structure is markedly larger, encompassing one-third of the waterfront and Kite park, thereby exacerbating spatial encroachments.

Further, the project's impact should be considered cumulative rather than merely additive. The locale's ecological sensitivity underscores that disturbances can precipitate unforeseen and potentially irreversible consequences. This is particularly salient in delicate systems such as the Waimea Inlet, where minor perturbations can induce systemic ramifications. For instance, a singular toxic discharge might escalate into significant downstream effects, underscoring the preferability of Grossi Point's current status and Motueka as a more suitable site for development.

Disproportionate risk distribution is evident, with Maritime Boat Club (MBC) members and Tamahana Sea Scouts (TSS) poised to reap the project's benefits devoid of its associated risks. The adverse impacts on the community or individuals, should untoward incidents occur (e.g., toxin release, injuries), are significant and serious. An examination of the risk mitigation strategies proposed within the application reveals their inadequacy, with reliance on signage as a primary safety measure being notably insufficient. The application's inability to confront hypothetical scenarios of error reflects a denial of potential risks, an approach that does not align with prudent risk management.

The application's framing of the wider community as a 'special interest' group, juxtaposed with the actuality of the Boat Club's status as such, evidences a misalignment with the equitable principles of waterfront access. It proposes a reallocation of open space for the benefit of MBC, to the detriment of communal access, thereby contravening foundational waterfront principles. The

demographic composition of the MBC, as detailed in the Regional Ramp Review, further illustrates the narrow representation within the decision-making process.

Moreover, the proposed benefits of the ramp complex, such as enhanced access and ancillary fishing opportunities, fail to surpass the existing benefits provided by Grossi Point, while introducing substantial costs and risks. The application also falls short of adhering to the 'fit for purpose' design principle, presenting an oversized structure for the purported user base. This not only amplifies the potential for increased traffic and accident risks on newly narrowed Aranui Rd but also imposes unwarranted burdens on the community.

In essence, Grossi Point remains suitable for the needs of local small boat owners, rendering the proposed project an unwarranted concession to a minority with vested interests. The historical pattern of expert and community opposition to this proposal underscores the misplaced priorities evidenced by the expenditure on this application. Funds would be more judiciously allocated towards enhancing other boat ramps that more aptly serve regional needs, rather than catering to a faction with disproportionate influence over the Council's decisions.

Introduction

The proposed ramp is completely out of proportion to Mapua Wharf and the Waterfront Park.

It is of a scale more suited to a town of 10,000 people, not a popular seaside village of just 2,000. It will literally dwarf the wharf.

The essential character of Mapua - a small but lively and diverse gathering spot for tourists and locals who buy our artists' works and our farmers' produce at the shops and restaurants - will be swamped by a massively disproportionate edifice:

- 11m wide means two boats can be active at the same time. It's not in any sense a simple ramp. Build it and they will come - here instead of Motueka or even Nelson.
- An 800sq m building will dominate the Waterfront Park and the view from the wharf - imagine a quarter of a rugby field. It will be largely empty most of the time. It's going to be an expensive and imposing monument that our community does not need. And it's ugly - the view from Waterfront Park will be of enormous roller doors (apart from the Boat Club's new clubhouse).
- The large number of car parks designated for this complex will be bigger than any other car parking in Mapua. Kite Park isn't pretty, but it's a more

natural thing than a huge car park. And it will be bigger than Motueka boat ramp, so it's clearly not just for locals (in fact it will be bigger than a lot of ramps in Auckland).

- Over a hectare of earthworks in an area that is by any measure likely to contain toxins which will have unpredictable implications for all the species around it
- If it's built according to the application, it will contradict every principle and purpose that's been stated for the Waterfront Park and the wharf. It's just too big.

And it will all be for the benefit of a tiny number of people. Compare that number to the thousands who live in or come to Mapua to enjoy our beautiful inlet and seaside village, where the summer serenity is broken only by the sound of kids shrieking for joy as they jump off the wharf and the happy sounds of bands at The Bear on a Sunday afternoon. Imagine trying to enjoy that over the howl of jetskis. Or will the jumpers disappear because of the perceived risk of injury from errant boaties?

The main argument advanced by the tiny number of people who will benefit is that it won't damage the waterfront area any more than it already is. This is referenced throughout the report.

Nowhere do they dare suggest that it will be of benefit to the wider community, just that it won't affect the wharf area or visitors looking for car parks or the safety of swimmers/kayakers/paddle boarders, or the estuary or the residents who frequent the wharf or the businesses on the wharf or the birdlife or the soil or...

But what if they're wrong? What if they're wrong about any one of those things, let alone several? What if all the signs at the ramp and out on the water don't stop a visiting or inexperienced boatie from falling foul of the currents and tides and running into another water user? The applicants told the Harbourmaster that the chance of a boat losing power and drifting into or under the wharf "is so small that the project is unable to stop this happening". This confuses two different things: the possibility is so small, and the project is unable to stop it. The second does not follow from the first – in fact, given the suggested rarity, they should be able to do something about it.

What they're really saying is that the possibility is so small there's no point in allowing for it. But the point is that even a known (eg) 0.1% risk of injury or death is a very high impact – big enough for Waka Kotahi to lower road speeds. In that example, for every 1,000 launches, someone loses control and causes damage or injury. That is not an acceptable level or risk.

And the principle that the applicants have established is that it doesn't matter whether the level of risk of 0.1 or 0.0001, they take no responsibility for it. That is not acceptable.

It comes down to this: the infrastructure will be so dominant that it will turn the Mapua Waterfront Park into the Mapua Boat Ramp – and we will all suffer material losses of enjoyment and the character of our waterfront will be changed forever.

How does the application justify this? By sophistry and legalese:

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

From the outset I reject the foundation point of the applicants: I and my neighbours and the residents of Mapua, Tasman and the visitors to this region do constitute parties adversely affected by the proposed activity, we are not merely "interested parties".

And "it is considered" by who?

In these additional submissions we will take issue with:

- The asymmetry of benefits and risks
- The nature of some of those risks, and the flaws in the applicants' narrow perspective
- Lack of consistency on the part of Council
- Their mitigations for the TRMP
- The shallow reasoning in the impact assessment

Perspective: Cost-Benefit

From an economic and social perspective, all the benefits of the proposed ramp and building accrue to boat users (and to a lesser extent TSS). But all the risks and potential costs fall on the community. Essentially this boat ramp is a private good which will have a negative effect on the value of the public space.

Outside of the very expensive justification for the application, the arguments from the Mapua Boat Club for the waterfront ramp complex are well-expressed in this letter from MBC to Stantec, protesting at having their proposal rejected and rejecting the Regional Boat Ramp review as lacking objectivity and process integrity:

- *It is important to understand that the Mapua Community, the Mapua Boat and the Tamaha Sea Scouts have effectively lost the use of the existing boat ramp at the wharf as a result of TDC oversight and errors in its commercial developments at the Port Mapua wharf. Grossi Point is now perceived by most as being Mapua's only launching location and over 50 boats and trailers a day can be seen using this site through the summer fishing season.*
- *Whilst the building of a ramp at the Waterfront park will redress this loss to Mapua resulting from the TDC's actions Mapua was never seeking a regional boat ramp at Mapua simply the reinstatement of the boat ramp capacity it already had.*

The first thing to note is the narrow focus of the ramp: they simply want reinstatement of their access (you are unlikely to see this anywhere in the application but it is everywhere else, suggesting that the rest of the application is a hugely expensive rationalisation). But it's not as if they don't have access – 50 boats a day access the water in summer. One might then ask a few questions:

- why does MBC want 62 dedicated car & trailer parks if only 50 use it at the height of summer?
- How many parks did it have before TDC's oversights and errors?
- How many miss out on access now?

Reinstatement is a concept well understood, but this is not that: it's betterment.

MBC's motives are clear. Trying to wrap the Mapua Community into the 'loss' is simply absurd: time after time the community has expressed a strong preference for the Waterfront Park as it is now over a ramp for boat users, most recently in the Shape of Mapua consultations.

A similar gambit is used in the application, which ascribes social and economic benefits to enabling boating, having more sea scouts, boating again and 'harvesting kai moana' which used to be known as fishing. I will return to that particular hilarity when I look in detail at the Assessment of Environmental Impacts, but for now let's just say that these are not community benefits, they are

benefits to a special interest group, 77% of whom are European males. Not especially representative.

The applicants mention that the construction of the building will be an economic benefit (unclear how), though they do acknowledge that might be offset by the costs and stress of heavy traffic, major earthworks, construction noise for an unknown period.

MBC members talk about it as a community asset, but there is no evidence presented that the community needs such an asset over and above the current community facilities. It is silent on the effects of the new building on patronage of the existing community hall. The only 'community' beneficiaries identified are the TSS who will now be responsible for the upkeep of the building – be careful what you wish for. Fundraising for maintaining a building many people will object is going to be harder than raising money for a new cutter.

This whole cost benefit is skewed: 100% of the benefits and 0% of the risks accrue to ramp and building users. 100% of the risks fall on the community. Those risks are asymmetric: if they play out, the ramp users will face no costs as they'll simply launch their boat elsewhere, but the community will face an irreversible and substantial cost to their enjoyment of the waterfront area – and they received no consideration for carrying that risk. And the community here includes the wider Tasman community, including and especially Motueka.

The applicants strategy is to lump all those stakeholders in the “special interests” group.

After 10 years of loud and wide debate and losing the last two major efforts to revive their project, it is unimaginable that they think that the community that has resisted their attempts come under the heading “interested parties” as opposed to parties adversely affected. This conveniently lowers the bar for their evidence, but it also indicates that they are not remotely interested in people who have no activities associated with the area other than walking down to the wharf, sitting where the boat ramp will be, wandering through the park where the boat club will be, looking out over a pristine, quiet estuary where a 50m long, two lane boat ramp will penetrate the foreshore, listening to music at the Golden Bear over the whine of jetskis, standing at the wharf half way through my daily walk imagining where the kids used to jump off the wharf before it got too dangerous and then walking home wondering again why there are more car and trailer parks here than in Motueka and what happened to the idea of a small local ramp for locals.

It comes down to this: the infrastructure will be so dominant that it will turn the Mapua Waterfront Park into the Mapua Boat Ramp – and we will all suffer material losses of enjoyment and the character of our village will be changed forever.

From the outset I reject the foundation point of the applicants: I and my neighbours and the residents of Mapua, Tasman and the visitors to this region do constitute parties adversely affected by the proposed activity, we are not merely “interested parties”.

Risks

The second area to consider is risks to the environment and risks in general, and again their approach to nature and treatment of risk is self-serving and facile.

The applicants argue that there will be minimal impact, and they repeatedly say that MBC will “manage” whatever risks arise (see Consultation report). As a side note, by volunteering to do so much to manage the risks, they are taking on a role well beyond a community trust or a private organisation. They will get involved in enforcement of safety provisions which is the proper role of the state. And as volunteers, if they don’t turn up for duty there is no redress, unlike with public sector entities.

But their fundamental argument for “minimal impact” is that whatever impact occurs shouldn’t be taken into account because Mapua is already a degraded environment. Their repeated argument is that it won’t make the area any worse.

While RMA is not zero effects based, nonetheless in economic terms the status quo always has an incumbency advantage because we know the effects of what’s there now. We can only speculate about what will happen in an imagined future. There are no risks with maintaining Grossi Point as the access point for local boats. Its costs and benefit are a matter of empirical record.

However, with the proposed ramp, nothing is known with 100% certainty. The applicants have put forward their best predictions and estimates, but they are all probabilities, not certainties.

For example, Boat Club members often assert on Facebook that there will be no impact – zero – on the wharf (I know the application is much more sophisticated, but it’s indicative of the underlying thinking).

The statistical likelihood of zero impact is nil. It is just not statistically possible for there to be no impact.

There are 14 areas of non-compliance that have been notified, each carrying non-zero risk. The application seeks to demonstrate that they are either not as significant or can be mitigated away. The most significant in the applicant's list are:

10. Soil disturbance and change of use of contaminated land.
11. Land disturbance within the Coastal Environment where there is the potential for material to enter the coastal marine area.
12. Disturbance and occupation of the seabed and foreshore associated with construction and use of the boat ramp.
13. Discharge of sediment during construction to the coastal marine area.

Others will write about these risks in more detail, but I want to highlight an anecdote from a resident. In 2018 when workers were doing a project involving working with the soil at the wharf, they disappeared one day and came back in full hazmat suits an hour later. It's not only the known risks that have to be considered, it's the unknown and unprepared for.

Attachment A19 refers to feedback from the TDC Harbourmasters. According to the report, their concerns and MBC assurances were as follows:

Boaties unfamiliar with Māpua channel currents and bar put themselves and others at risk. By careful placement of signage, this could be overcome. Trust offered to seek support from MBC members to provide "honorary ramp wardens" during peak summer periods, to provide advice to boaties using the ramp

Whilst launching and retrieval was located in a current eddy, boats that lost power at this location could drift onto and under wharf. Agreed that this may happen, but possibility of this occurring is so small that the project is unable to stop this happening. It's more an issue with boat maintenance and safety.

Māpua bar keeps moving and can be dangerous to unknown users. Agreed to provide signage warnings boaties of this risk and identify safe crossing points by navigational aids.

This is a great example of magical thinking replacing risk management. The Harbour master highlights some risks of injury at the wharf, and the applicant "agrees that this may happen". Then they mix two different things: the possibility is so small, and the project is unable to stop it. The second does not follow from the first – in fact, given the suggested rarity, they should be able to do something about it.

What they're really saying is that the possibility is so small there's no point in allowing for it. But the point is that even a known (eg) 0.1% risk of injury or death is a very high impact – big enough for Waka Kotahi to lower road speeds. For every 1,000 launches, someone loses control and causes damage or injury. That is not an acceptable level or risk.

And the principle that the applicants have established is that it doesn't matter whether the level of risk of 0.1 or 0.0001, they take no responsibility for it. That is not acceptable.

The applicant got a couple of well-qualified local boat users to do their own assessment on the risks and mitigation (C06). They hardly meet the criteria of disinterested professional because they will be using the new ramp.

This bias is seen in their use of a framework that allows them to characterise swimmers being injured as "possible" likelihood and "moderate" impact which gives an adjusted risk of high rather than Extreme.

Most of the mitigation measures involve a great deal of signage and hoping that people abide by the instructions (eg signage on the wharf warning swimmers to keep clear of the Northern End of the wharf). Again, their lack of detachment is revealed in reducing that to a low risk – just like that.

But what about second order risks? What if people ignore the signs, or can't read them because they're launching before dawn? The sign might get MBC off the hook, but the person who experiences the injury won't get away so lightly. What if people overestimate their ability or have not maintained their boat?

The essential point is the one made by the regional boat ramp study:

*"The recent (May 2021) announcement of funding to progress the Mapua 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 boat users** based in Mapua (emphasis original). The analysis undertaken in this study **does not support use as a general public access ramp** due to navigational safety issues (emphasis added)."*

The best way to avoid these risks to deny the application. In contrast, the Review was right to opt for enhancing Motueka as the regional recreational hub because it is the safest, most effective solution "without the extent of the environmental and safety risks" that Mapua carries. The benefits to the Mapua community are

utterly insufficient to justify the risks, and the needs of the Mapua community are best met by the continued use of Grossi Point.

And this holds for the rest of the mitigations in CO6 and everywhere else in the report: all the signs in the harbour and on the wharf and around the carpark are not going to eliminate the risk, they will just make the Waterfront Park and the estuary ugly. No action is needed on Grossi Point.

On that point, the risk assessments in the application take no account of the enjoyment of the aesthetics of the waterfront. In fact a search on the word in the application reveals no mentions (and only a few mentions of enjoyment, usually a quote from a legal requirement).

This will change the character of the Waterfront in an irreversible and unacceptable way. Every morning I walk to the wharf, look at the view across Waterfront Park, down the inlet and out to sea. And I feel good. I feel grateful to live here, I cherish the serenity and the unspoiled nature of the inlet. The current wharf and waterfront park are a perfect human complement to the low-key nature of the estuary.

I do not want to look across to a huge ramp with double-axled trailers launching big noisy boats or howling jetskis. I do not want to look at a storage building that is characterised by massive industrial roller doors. I do not want to look at a plethora of signs warning me of this or that risk which is only there because a small number of big boating enthusiasts had the money and power to foist their vision of the waterfront on all the other people like me who love Mapua Waterfront Park exactly as it is. And I will fight it all the way.

Consistency with Policy

As a Council, you are legally obliged to comply with your own by-laws and policies as well as the laws and policies of the country. By even entertaining this application, let alone funding it, Councillors are sailing very close to the wind.

TDC has made two very clear policy statements regarding the waterfront boat ramp proposal, and this application, despite all the cost and effort from the Mapua Boat Ramp Trust, remains outside those policies.

Mapua Structure Plan 2010

Those statements are in the context of the Tasman Resource Management Plan and the Mapua Structure Plan which is being updated now. There are two key

provisions in that structure plan that Councillors should be operating within. The very first principle is that

The character of Mapua is maintained and enhanced by accommodating growth within specified limits and in such a way that it retains its village scale, heritage, some horticultural land and natural features

The defining feature of this application is its scale: 50m ramp, 11m wide, dual lane, more boat parks than Motueka, nearly as many as Nelson and more than a number of ramps in Auckland, an 800sqm building that will be largely unoccupied and involve no one from the community except boat club members in their new clubhouse and the Sea Scouts. Provision has been cleverly made for iwi to use the space, but how will the Trust deliver on the funds required to build it?

The other guidelines of relevance here are as follows:

Provision of a high-quality network of public open spaces both at the open coast, estuary and channel edge and within Mapua and connecting to the rural hinterland.

Maintenance of the Mapua wharf and its historic buildings as a vibrant and active visitor and community focal point and incorporating the waterfront park to provide for a limited extension of visitor attractions that complements the historic low-key atmosphere and enhances public access to the foreshore.

The structure plan does not envisage boating activities of any scale, and the scale of the application is completely at odds with the objective of a low-key maritime atmosphere and enhancing public access.

Waterfront Area Masterplan 2018

As part of the work to give effect to the structure plan, the Mapua Waterfront Area Master plan was signed off by Councillors in 2018, and I quote from the Executive Summary:

“The strategic future direction of the Mapua Waterfront Area encompasses:

- preservation of the area between Golden Bear Brewery and the estuary as an open space reserve with minor improvements*
- retention of Council ownership, and preservation of the vibrancy of the Mapua wharf area as a ‘visitor destination’*
- retention of the reserve space in Waterfront Park and explore improvements to enhance community facilities and usage*

- *retention of Council ownership of the remediated land area at Tahi Street as a strategic asset for the future*
- *improvement, preservation and maintenance of the Grossi Point Recreation Reserve*
- *improvement and management of parking, lighting, and accessibility and safety of walking areas"*

Despite the fervent efforts of the Mapua Boat Club, the Council once again rejected the construction of a boat ramp in the waterfront park area:

"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."

This is not just a rejection – though the Council did naively promise a review in 5 years when it had completed a boat ramp review. It is also an affirmation of the 2010 structure plan and a statement of policy and principles that binds the Council and the Community in terms of how the Waterfront will be managed.

Let's consider those policies and principles as headings for my concerns about the effects of the waterfront boat ramp:

- preservation of the area between Golden Bear Brewery and the estuary as an open space reserve with minor improvements: while the space will not be affected, its use will because people who would have parked in Kite Park to go to the Bear or the wharf will find those parks taken up at the margin by 62 boats and trailers. In other words, those parks will not be available, nor will those taken by the proposed new clubhouse/sea scout base
- retention of Council ownership, and preservation of the vibrancy of the Mapua wharf area as a 'visitor destination': there is a risk that visitor numbers will be reduced because they won't be able to get a park due to the proliferation of boat trailers. Some people respond that it's congested now, but as far as we know those cars are parked by people spending time and money enjoying themselves at the wharf, not by people who are out on Tasman Bay. There is a distinct risk that given the size of the ramp and its facilities, the area will become known Mapua Boat Park instead of Mapua

Waterfront (indeed, the nine signs proposed will dwarf the number of wharf signs, just as the ramp will dwarf the wharf

- retention of the reserve space in Waterfront Park and explore improvements to enhance community facilities and usage. The ramp is right in the middle of the park. Not only does the boat activity bisect Waterfront Park with moving traffic, even when there is no activity it will be the dominant object in the near view from the park. It will also completely preclude any other usage by the community. Despite assertions to the contrary, it is not a community facility. It is a highly use-specific asset, used by a tiny proportion of the local community. It has no other use.
- retention of Council ownership of the remediated land area at Tahi Street as a strategic asset for the future. Again, this will be locked up for the long term under the clubhouse on one side and car and trailer parks on the other. On that point, the application tries to have it both ways: it will be purely for local use but the number of car parks exceeds that of Motueka (and some ramps in Auckland). It is impossible to believe that this ramp will only be used by locals, which will give rise to even more traffic and safety issues. If the ramp does proceed, I would want to see parking restricted to the waterfront side of Tahi St – no trailers in Kite Park.
- improvement, preservation and maintenance of the Grossi Point Recreation Reserve. This is the right place for locals to launch their boats. It's not for big boats, but Motueka – 15 minutes up the road – is fully-equipped (and perhaps Kina will eventually be suitable as well)
- improvement and management of parking, lighting, and accessibility and safety of walking areas – the ramp would make this redundant.

Tasman Regional Boat Ramp

While they decided to review the Waterfront Master plan in 5 years, nothing has changed, except that the Council completed a Boat Ramp Review, which was decided in 2022. And again the idea of a boat ramp at the Mapua Waterfront attracts no support in the short term and only achieves a distant second ranking to upgrading Motueka in the long term.

The Strategy and Policy Committee:

- 1 receive(d) the Tasman Regional Boat Ramp Study Indicative Business Case (Attachment 1) RSPC22-03-3; and
- 2 endorse(d) the following recommended actions from the Boat Ramp Study:

- undertake minor parking and safety improvements at Mārahau, Kaiteriteri, Motueka and Nelson; and
- improve water access site at Kina Peninsula for smaller craft; and
- improve water access site at Moturoa/Rabbit Island (South) for smaller craft; and
- (longer term) consolidate and improve the boat ramp, wash down facility, and parking area at the Motueka Wharf.

But the report also noted that while the short term costs were expected to be in the range of \$300k, the cupboard was bare because *as part of the Long Term Plan deliberations, this funding was allocated to supporting development of a boat ramp at Māpua Waterfront park being pursued by the Māpua Boat Club.*

Reading between the lines, officials are saying that they can't undertake these recommendations because the Council gave the money set aside for the long term study to the Mapua Boat Club, which used the money to develop this gold-plated facility for themselves. In itself this is a serious issue of equity and integrity: something that should have been used for the wider community has gone straight to the biggest vested interest in the game. And this is a gold-plated application, more akin to something you would see for a large housing development than a simple boat ramp. Is that because the applicants hope to deter lay people from reading it and participating in the process? Or because they know their proposal is so utterly flawed that they seek to cover it in a litany of paid apologies?

In relation to the proposed Waterfront ramp, the report said:

"The recent (May 2021) announcement of funding to progress the Mapua 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 boat users** based in Mapua (emphasis original). The analysis undertaken in this study **does not support use as a general public access ramp** due to navigational safety issues (emphasis added)."

How many times does this idea have to be rejected before it goes away and the drain on valuable Council and community time can be devoted to bigger questions like the future shape of Mapua and the wider Tasman area?

Governance

In terms of the Council's constitutional role, not to mention its leadership brand in the community, members cannot sign off on a clear, unambiguous direction and then make an exception for an application which is well outside the parameters they have established. It is little short of negligence, and Councillors can be sure of legal action from the community if they don't do their job properly. That is the rule of law – Council is as bound by its own laws (including how those laws require it to set policy) as anyone else.

And of course it's bound by the law of the land. This application is non-compliant in a huge number of areas, and the application seeks to prove that these don't matter because no party is directly adversely affected and any degradation is to an already degraded environment so it doesn't matter.

Such arrogance and sophistry might get the applicants an arguable case legally, but it means the Council will have to agree that the many people objecting on the grounds of being adversely affected are merely "special interests". Their political position would be safer if they reversed that perspective and saw the community as directly affected and the Mapua Boat Club as a special interest group.

They might also reflect on how it will look to have to defend the ramp as not really a degradation because the Waterfront Park, far from being a vibrant 'visitor destination', is actually so environmentally compromised that adding a two lane boat ramp and 62 dedicated car parks plus extensive land works isn't going to have a "significant" impact. Good luck with that.

And good luck with trying to sell the ramp as an "improvement to enhance community facilities and usage". It looks like a gold-plated boatie's dream – Motueka has 1000 members and fewer car parks. A lovely facility for the Sea Scouts and just quietly a brand new boat clubhouse for the Boat Club (I note that the building is always referred to as the Sea Scout Building rather than the MBC club-house, which will be its primary use in terms of time occupied).

All this in the context of taking ratepayer funds that were slotted to go to a regional review and instead went into the pockets of the Mapua Boat Club to promote their pet project over the wishes of the community.

TDC has an issue with a segment of this population that is prepared to believe the worst about any politician. It won't be only the tin-hatters who get the whiff of corruption.

Future Policy

Council members would also be acting negligently if they sign off this application now. TDC acknowledges that several critical areas of resource management policy are now being reviewed with some significant changes likely under a new government. It would be absurd to sign this off only to find that it was in breach of the new policy.

More to the point, TDC is at this very moment engaging in a consultation/dialogue about the Future Shape of Mapua. It's already clear that "there is a mix of support and opposition for a new boat ramp in Māpua. While many residents are in favour of a new boat ramp, others express concerns about the impact of a boat ramp at the waterfront on families and public spaces." (p4, Mapua Masterplan, Summary of Feedback 2023). If TDC goes ahead with this proposal before completing the Masterplan process, it will disenfranchise all of us who oppose the application on the grounds that it will fundamentally be at odds with the feedback.

The more I have researched this application, the more disturbed I am by the outsized influence of the Mapua Boat Club. It has been resourced by the Council to continue a battle it lost long ago, and while I admire their tenacity, I am disturbed by two things. First, I fear they will become a marginalised and somewhat ostracised group in Mapua if they are successful in foisting their ramp on the rest of us. I would have joined the Boat Club myself, but their arrogance and insularity in pursuing this has deterred me. And it's a shame that it's clear from the belligerent tone of members on Facebook (count the number of references to awesome asset) I wouldn't be welcome as an objector, but as the old song says, I didn't light the fire.

The second thing I find even more disturbing is how the Council has enabled MBC to continue their fight to the detriment of focus on other things that are much more important to the whole community, including the money that went into this outsized application instead of tidying up the region's boat ramps.

And of course it is simply good governance that any Councillors who are members of the Mapua Boat Club or the trust or who have had anything to do with promoting the ramp should recuse themselves from this decision. The conflict of interest is glaringly obvious, but I point it out anyway because a lot of obvious things seem to have escaped Council's attention in this matter.

TRMP

In this part I review the applicant's commentary on the requirements of the Tasman Resource Management Plan.

16.1 Signage does not comply. Detailed plans for mitigation take it well beyond TRMP standards with additional signs on the wharf, on the waterfront, the ramp, in the estuary, on the roads. We will be the most well-instructed community in the country, which will impose their own aesthetic pollution on the landscape. Whether that will affect behaviours in the way MBC predicts is another matter.

In C06 Appendix 4- Mapua Boat Ramp Risk Assessment, Risk 21(h), two very experienced sailors who are life members of Mapua Boat Club described the risk of Swimmers being injured by impact with boat at the wharf as "Possible" and the impact as "Moderate" [which will be no comfort to people who get hit by boats - I would have thought Extreme would be a better judgement]. Their solution:

"Signage on the wharf warning swimmers to keep clear of the Northern end of the wharf..."

The installation of a buoyed deflection cable will keep boats away from the Southern end of the wharf

Signage at the ramp warning boat operators to be aware of possible swimmers at the wharf"

These signs are not listed in the application at 2.8.5 so does that mean they are non-compliant and non-notified?

More importantly, the experts attest that they believe this will change the adjusted risk from 'high' to 'low'.

This is typical of the magical thinking throughout this document. Do they seriously believe this will deter teenage boys from jumping into danger? Do they realise or care that safety-conscious parents in the community will decide not to let their kids jump off the wharf? Why should the MBC's convenience interfere - possibly terminally - with one of the loveliest traditions of the Mapua Wharf? I'm sure that's not their intention, but that is a conceivable outcome for which they will be responsible.

How does the application get round it? By citing it as a restricted discretionary activity where no standards apply. The application is fully consistent with every activity that has no standards. Perfectly legal, just like the fifth amendment in the US. And just as honourable.

16.2 Parking does not comply because it's over two sites. I don't know about restricted discretion and all the other legal manoeuvrings that the paid advisers have availed themselves of, but I do know that the boat ramp activity takes up a disproportionate amount of the waterfront and associated area – more than any other activity.

The 62 parks for vehicles and trailers is an unacceptable land grab. It is more than Motueka Boat Club which has 1000 members. It far outweighs the application's own count of 40 ramp users. It can only be assumed that the Mapua Boat Club is trying to attract members from other parts of the region or that members want their own park.

Either way, 62 parks are not consistent with a small ramp for local users. Build it and they will come – with their jetskis, their double-axel trailers, their trawlers on trailers. Some, perhaps most, will be locals who understand the nuances of the harbour, but some will not. A small number of inexperienced over-powered visitors will make mistakes, and one of those mistakes is going to have a massive impact on someone else's life.

It is simply not possible for applicants or their supporters to say that will never happen. The only way for it to never happen is not to build the ramp. And of course it's still possible from Grossi Point, but the risk is comparatively much less.

17.9 Open Space – does not comply. That's all it legally has to say, along with getting it reframed as a discretionary activity, but that silence says so much about the unwillingness of the applicants to confront the real cost of this project: the loss of open space enjoyed by thousands of people every year.

It's not only our ability to sit where the boat ramp will be, it's our ability to walk from the wharf around Grossi Point unimpeded, to walk our dogs without worrying about boats and utes which can't stop easily, it's the view we get from where the ramp will be that we can't get anywhere else, it's the eyesore of a big shaft of concrete 8m wide and 50m disturbing the natural line of the harbour, it's the 3 big storage units that will dominate the skyline from the Rimu bar. These are the discretionary activities of the Mapua community that will be compromised by this oversized facility for a tiny minority.

17.10 (b) and (c) Noise does not comply. Again, that's all they wrote.

In the risk management section, the applicants document their belief that the 5kmh speed limit 'should keep the noise low'. The tide is so strong that in order to make progress against it boats have to throttle up far in excess of what would

normally generate 5 knots. The noise impact doesn't matter at the moment, but it will when there are four times the number of boats.

I could find no mention of jetskis, so presumably they will be able to use the waterfront ramp. The large number of parks indicates that boat traffic is expected to increase, so the cumulative noise level of boat and jetski operators will increase. This will have a significant impact on the amenity of the waterfront park, especially the jetskis, which are more likely to use the estuary than head out to the bay.

18.5 Land disturbance: 100% non-compliant.

In fact, let's review the compliance level:

Area	Level of Non-compliance (%)
Signage	100
Transport	50
Residential zone	0
Open space: 100% non-compliant	100
Recreation zone	40
Land disturbance	100
Coastal environment	66
Coastal marine structures	25
Coastal marine disturbance	66
Discharges to freshwater	100
Discharge of stormwater	100

The core of the application comes down to this assertion:

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

We disagree with the fluid comparators the application uses:

- It is a sizable part of the waterfront area
- The occupation has not been kept to a minimum: a single lane is minimal
- Comparing to the status quo, this is not a minimal effect
- The cumulative increase in traffic invoked by the outsized parking and ramp facility will adversely affect the current character of the inlet and in particular the waterfront

Assessment of Environmental impacts

Item	Application claim	Comment
Social and economic benefits	Enabling boating A building project More Sea Scouts Fishing Boating	<p>These benefits accrue to power boat users and sea scouts. These people are a special interest group in the context of the vastly larger number of residents and visitors whose enjoyment of the waterfront park wildly outnumber ramp users.</p> <p>Kai moana? Seriously? What if you don't catch any?</p> <p>The benefit of building is offset by the noise and disruption.</p>
Landscape	<p><i>I consider the scale of both developments, while large, they will be accommodated within the redesign of the park while at the same time rearranging the balance of the park in a way that preserves the popular functions and features of the existing park.</i></p>	<p>I do not even know what this means.</p> <p>What is apparent is that the Sea Scout/Community building will be subject to an application for building consent "later".</p> <p>Obviously the priority is the ramp, so what is to prevent the applicants from building the ramp then giving up on the building as too expensive/risky/divisive etc. It is hard to escape the impression that the Sea Scouts are being used as stalking horses for the boat club. The TSS proposal came late in the piece and one suspects the applicants were advised to incorporate the building by</p>

		<p>Councillors who know a good cause when they see one.</p>
	<p><i>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.</i></p>	<p>The same trick as above: the environment is already corrupted so this is only a little bit worse. It is certainly corrupted compared to pre-settlement times, but so is everything.</p> <p>In my view, the test should be comparing the project to the status quo, and on that basis it represents a high negative impact. It has a major impact on the aesthetic of the waterfront park – how could it not when it will dominate the open space? Cynically, the landscape architect expects that sense to diminish with familiarity. I can assure them that the resentment at having Streets for People foisted on them has not reduced one iota with familiarity.</p> <p>But then, it probably won't get built, which is reflected in the report's causal approach: solar farm anyone?</p>
<p>Coastal Environment Amenity Effects</p>	<p>In the context of the wharf and waterfront modified landscape amenity "the adverse effects will be <i>less than minor</i>"</p>	<p>Back to the problem of false comparator: the context should be the stable environment that exists now, not some past utopia.</p> <p>Put it this way: if the waterfront park represents a 50% negative impact on the amenity and the ramp adds 10% to that, it's not 10% worse, it's 20% (the delta of 50 to 60%). This sophistry lies at the</p>

		<p>heart of the applicants' attempt to defend the indefensible.</p> <p>It also ignores the concept of tipping point: how do we know that the next incident won't be a final straw for some part of the coastal amenity? What we do know is that we don't build the ramp, we'll never have to ask that question.</p>
Use of public space and public access	Designed to occupy a small area of coastal marine are	False comparator again: it occupies a large area of the main public access known as the Waterfront Park
	Reduction in motor boat launching from Grossi that adversely affects the natural character of Gross Point	Their concern for Grossi Point is noble but implausible. The reduction in traffic and boat trailers at Gross Point (around 15 at any one time) will be offset fivefold by the 70+ boats launched from the ramp and their car and trailer park
	Public access for well-controlled boat access, vehicle use kept to a minimum	By whom? On whose authority? What if maverick boaties don't comply? What powers do these 'controllers' have? What if they don't turn up? What if they exceed their powers? Who do they report to?
Effects on flora, fauna	Assuming integration of impact mitigation and management measures, impact will be minor	<p>In other words, if everything works as planned and nothing goes wrong, impact will be minor.</p> <p>There is a helpful section in the report on potential effects without mitigation, but basically as the area is of low ecological value, it doesn't matter.</p>

		<p>The Robertson report adopts the same approach as the other advisors – the area is already ruined so you won't make it much worse. And that's the consultants and the trust off the hook – it was like that when we broke it!</p> <p>You would struggle to convince the community that their precious inlet is of low value and therefore doesn't merit extreme care.</p> <p>My fear is that the logical extension of this argument is going to be reduced care taken in construction, resulting in increased risk. Why should they take extra care when the environment is already broken?</p>
<p>Transport</p>	<p>The applicants told the consultant that 60 to 100 boats launch on any given day between April and October, hence his finding that the volume of additional traffic expected to be minor</p>	<p>Grossi Point can cope with 15 boat trailers at the most. This figure was provided to conveniently tally with the proposal rather than reality.</p> <p>Having said, that, if this is built, it is likely to what we experience – a fourfold increase in boat and trailer traffic on the roads and the water.</p>
	<p>Effects on wider road network will be minor</p>	<p>This report was prepared before the Streets for People project which has narrowed Aranui Rd, the main road for access. There have already been numerous accounts of people being forced into the</p>

		<p>safety blisters as they tried to pass big boats.</p> <p>The false volume information and the changes wrought on Aranui Rd make this report pretty much invalid.</p>
Noise	<p>Given the inshore speed limit of 5 knots "the noise should be low"</p>	<p>See above</p>
	<p>The consultants recommend a noise management plan</p>	<p>But they don't have one now, so how can we be sure the plan is robust? Who will enforce the plan? Who will monitor the enforcers?</p>
Waste	<p>More bins, prohibited from dumping fish waste</p>	<p>Who will stop them?</p>
Cultural Effects	<p>The assessment has not been included</p>	<p>Why not? What deal has been done without the community being informed?</p> <p>My training was in political science which cautions me against conspiracy theories. But there is a phenomenon called constellation of interests, and when I have tried to work out why TDC would push this on to a resistant community, all I could come up with was this:</p> <p>Iwi would like Grossi Point returned or at least have current use reduced. TDC would like to oblige them and perhaps has already made an agreement.</p>

		<p>The Boat Club are noisy, wealthy and very well organised with a stronger sense of grievance than anyone else in the community.</p> <p>TDC 'promised' them a ramp in exchange for the waterfront park. Building this ramp would allow TDC to close Grossi as redundant (other than non-power boat users and swimmers). Everyone wins other than the community.</p>
Recreational Effects	Does not bear capturing	<p>Once again they have confused power boat operators with the community. The ramp is only of benefit to them. The other recreational effects (pétanque and walking) are there already, and would exist without interruption if it were not for this ramp and building. The waka will not be launching from the ramp</p>
Signage	9 new signs	<p>That's not even the half of it when you go through all the risk mitigation plans.</p>
Natural Hazards		<p>No issue</p>
Hazardous substances	Robust Environmental Plan	<p>I have only one requirement if this application is granted: that the Mapua Community Boat Ramp Trust and any of its contracted parties are required to take out clean-up cover.</p>
Land Disturbance	Gareth Oddy report	<p>And the same applies to Gareth Oddy</p>
Discharge effects	Gary Stevenson report	<p>It seems this has not been finalised yet. Is it possible to consent the application when</p>

		such a fundamental aspect is incomplete?
Effects on CMA	It's really small, already highly modified, won't affect the inlet or the water quality	Same responses: small compared to what? The delta of modification
Hazards from operation	The MBC has a good number of members who live nearby who will help enforce this rule (and others).	I have a real concern about the powers the Boat Club is taking on as a consequence of this project. They risk alienating themselves from their community, but it's not clear to me that they care very much about that. I am very concerned about how much unelected power they are taking unto themselves.
Assessment of Alternatives	Grossi Point – high cultural significance	
	Conflict with swimmers	Not as much as there will be with wharf swimmers.
	Not an all-tide access	Waimea Inlet is extremely tidal so it's a high tide recreation area. Live with it! Swimmers and kayakers do.
	Lack of trailer parking	At least 15 and more on Tahī Rd – the perfect number for the number of power boats we want in the inlet

Conclusion

I have never made a submission on an application for resource consent before. I am a full time business owner with a busy life. But as you can see I have taken many hours to prepare a submission and to help others as well. I have taken a

public stance and sought to organize others to resist this. I have made myself unpopular with some people in a new place (I have lived here only two years).

I really resent having to do this. The Mapua Boat Club has had it's grievance turned down by the community time and time again, but they never go away. It's their obduracy and arrogance that has sparked my involvement.

The Council is complicit in this. I am grateful that we have a legal framework that takes the decision out of the hands of local politicians because quite frankly I don't trust them.

I would be enormously disappointed if this application was granted. I just keep thinking how incomprehensible it is that anyone should entertain building a huge ramp and building in the middle of a waterfront park that has only recently been remediated to something close to safe. If consent was granted, I would reluctantly but unreservedly commit to a path of objection until the very last avenue is closed to me.

Pushpa Gounder

From: Mike Ashby <drmsashby@gmail.com>
Sent: Monday, 26 February 2024 10:51 am
To: Resource Consent Admin
Subject: Mapua Boat Ramp Submission
Attachments: Michael Ashby Submission Form.docx; Michael Ashby Separate submission.docx
Categories: Maree Dealing With

Attached please find my formal submission and a separate document with a more detailed submission.

I wish to be heard.

Yours

Dr Michael Ashby
021 999 414

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource
Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Michael Crehan	
Contact Person (if different):		
Address for Service:	91 Aranui Road Mapua 7005	
Postcode:		
Phone:	0210303316	E-mail: mikecrehan@hotmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: *(Name of Applicant)*: Mapua Community Boat Ramp TrustFor a resource consent to: *(details can be found on the notice in the letter from Council, newspaper, website or on-site)*

construct and operate a new boat ramp at Mapua

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

Factors supporting the exercise of the TDC discrction to permit the proposed activity

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

See additional information

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

None

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

I ask that the Council approve the construction of the proposed boat ramp.

Mapua is a seaside town with many recreational boat users. The community constructed a boat ramp many years ago of which the community has since been deprived because of the redevelopment of the wharf to benefit the entire region.

By default, many users have used Grossi Point to launch their boats but for many reasons this is unsatisfactory both for boat owners and other users. It is also inconsistent with recognition of the cultural and historical use of Grossi Point. Other both users, including myself, have been compelled to drive to either Motueka or Nelson to launch since the loss of the ramp at the wharf. This is undesirable because it adds to congestion at both of those facilities and involves significant additional mileage by the towing vehicles which is detrimental to the environment, roading and takes away local business from Mapua.

I support the position of the proposed boat ramp for the following reasons:

1. The land is not a reserve or park within the legal meanings of those words under the Reserves legislation. It is not open land held in perpetuity but is land that has been earmarked for future development.
2. The proposed use retains much of the character of open space in that it has little vertical visual impact. It does not detract from views across the estuary / inlet and other than a change in surface to the boat ramp is not significantly different from what is there now. The alternative uses in the current Masterplan proposal all involve building on substantial parts of the land which is a dramatic change to how the land is used and its appearance.
3. The earthworks for the ramp are subject to proper management plans by expert engineers. The ramp does not involve interfering with the potentially contaminated ground below. If anything, the finished ramp offers greater protection against future disturbance than what is currently in place or the alternative proposed developments. If consent is given for the club house, then there will be some disturbance for underground services, however I consider that this can be adequately mitigated by the imposition of proper process requirements in the granting of any consent.
4. The coastal area where the boat ramp is to be located is already an area of significant human modification. The effect on flora and fauna will be negligible. The seabed in this area is a mix of mud and stone with little resident (as opposed to transient) sea life. It is far less sensitive than the unmodified inter tidal zones at Grossi Point.
5. Navigational difficulties. The old boat ramp was in an eddy behind the wharf. The proposed boat ramp is in a similar eddy inland of the wharf. It is relatively simple to position a boat so that it is virtually stationary where the end of the boat ramp is. Further out there are strong flows just as there are at the old ramp site. This is no different from many launch sites into rivers or river mouths / estuaries around NZ. Whilst this can catch a novice boatie out it is something that must be learned by them. It really is no different to someone learning to drive a car. At some point they need to get behind the wheel and drive on the road. What is much more hazardous is to launch at Grossi Point where, except for the turn of the high tide, launching is directly into the full current across the direction of launching.

6. Swimmers / Wharf Jumping. Much emotional comment has been made in the community regarding this wharf jumping and whether the proposed ramp will cause it to be banned. Jumping from the wharf is a high-risk activity which already goes on around boats moored to the wharf and pontoon and at times sees swimmers hanging onto or swimming around the Rabbit Island Ferry. That will not change because of the proposed boat ramp. Depending on the tide and degree of control a boat owner has in adverse conditions there can also be risky interactions between swimmers at Grossi Point and boats trying to navigate the current and channel to and from the launching area there. The proposed new boat ramp gives separation between Grossi Point swimming areas, boat launching and the wharf. This separation is far greater than the activity seen at say Kaiteriteri where small craft, kayaks etc are launching from the ramp, large boats are mooring close to shore and big commercial boats are running in and out to the beach all day loading and unloading passengers, yet this all manages to operate smoothly in and out of hundreds of swimmers and beach users.
7. Parking. The proposed parking areas are already parking areas. The proposal simply formalizes this and gives it a more organized structure to prevent chaos. Visually this will have little impact. It may at peak usage be full however this would be exceptional just as it is now for things like the Mapua Fair or when there is a major musical event at the wharf. On most days, just like now at Kite Park or Grossi Point, there will hardly be anyone there. Even when there is a good run of snapper and dozens of fishermen are out, most of the boats and trailers arrive early in the morning and are gone again before lunch when the sea breeze and choppy water starts to get up.

In summary the decision to be made is not whether Mapua should have a new all tide boat ramp to replace that which was taken away without consultation or thought but whether the proposed boat ramp should be permitted under the council's discretionary powers. In making that decision the council should consider only the real and likely adverse consequences and benefits and should ignore those which are purely speculative or improbable. I urge the Council to approve the consent as sought in respect of the boat ramp and associated parking facilities.

Pushpa Gounder

From: Mike Crehan <mikecrehan@hotmail.com>
Sent: Monday, 26 February 2024 11:06 am
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Boat Ramp Resource Application (CC FAO Mark Morris)
Attachments: Mapua Submission.docx; Form for submission on resource consent application.pdf

Categories: Maree Dealing With

Please see attached submission and extra pages.

Regards

Mike Crehan

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource
Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Paul Morel Bensemann	
Contact Person (if different):		
Address for Service:		
Postcode:		
Phone:	021 2142665	E-mail: story@actrix.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Tasman District Council Application Number (if known): RM See below

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

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.

According to the Council, these resource consents required are all inter-related and are considered collectively (bundled) as a discretionary activity.

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

Please see my accompanying six pages. There is not enough room in this box.

Also please note that I oppose the application and would like the Council to refuse/decline consent. The boxes in (3) and (4) below are confusing. The form asks people to tick the boxes of their choice but won't allow ticks (only crosses) for opposing the application or for asking the Council to refuse/decline consent.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Paul Bensemman's submission (continued from form)
Māpua Community Boat Ramp Trust resource consent application

1. Complexity has denied people a say

Simplicity is the ultimate sophistication: Leonardo da Vinci.

Many I have talked to have found the application impenetrable because of the way it has been presented, with more than 40 documents and no clear explanation of the proposals. Most get no further than the confusing main page “Māpua Community Boat Ramp Trust” and its long list of links.

The Council, with a stake in the project as a funder, and the Trust, have neglected to include any map on this key page showing the extent of public area to be lost. They have also omitted listing on this page the most important information, which includes serious safety and environmental risks, the size of the building, the fact it includes a new boat club/community meeting room, the extensive boat trailer park and the ramp size.

All the documents have to be searched to find the most crucial information. For example, the “high” “raw risk rating” that swimmers (who are mostly children) will be injured by the increase in boat traffic at the wharf is buried inside one of the links at the end of the main page’s list ie 21h in the document “C06 Appendix 4 – Mapua Boat Ramp Risk Assessment”. Other links are sometimes contradictory and confusing. The obvious place to find the building plan is near the top of the list of links, “A04 Appendix 2 – Sea Scout Community Building Plan’, but on careful reading it appears this is an old plan. There is no dedicated link to the final building plan and it is found only on p71 of “B03 Full Revised Application 15.11.23”. The link to this final application was highlighted by Council during the consultation process, because of confusion, but remained halfway down the list despite its importance. This is not pedantic - it has meant that the inclusion of a new “Boat Club/Community Meeting Room” ie a new boat club venue was unknown to many boat club members, including me, until the way to find the plan in the application was pointed out.

Under the Plain Language Act 2022, a document must use plain language if it “provides information to the public... that may affect their rights or interests.” Generally, the application uses plain English, but in a few important areas lapses into in-house jargon. “B03 Full Revised Application 15.11.23” under “2.9 National Environmental Standard Requirements & National Policy Statements” says: “Initially when the NPS & NES Freshwater came out in 2020, there was uncertainty over whether the NPS & NES Freshwater covered saltmarsh inter

tidal wetland. To this end the intertidal saltmarsh area around the Waimea Inlet is classified as wetland no 6. In 2021 a High Court direction in *Minister of Conservation v Mangawhai Harbour Restoration Society* [2021] NZHC 3133 found that inter tidal areas such as around the Waimea Inlet were covered by the NPS-FW & NPS-FW [sic] despite being saltwater areas, because the definition of “*natural wetland*” did not exclude Coastal Marine Area wetlands. This meant that you had an overlapping situation whereby both the NPS-FW and NZCPS could apply to the same area.

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

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

It is difficult to decipher if there is any environmental issue with wetlands, or even what the writer is trying to say.

Although the application is in the name of the Māpua Community Boat Ramp Trust, the Council is a party to it, and has an official role also in presenting it to the public in an understandable way. On its webpage “About this website”, the TDC says its website is “Human friendly”, “...uncluttered and clear...”, “Everything should be easier to understand...” and “Information from us should also be accessible to all citizens”. The way the application is presented fails these promises.

2. The public area taken is too big

They paved paradise and put up a parking lot: Joni Mitchell.

Somehow the desire to have a local boat ramp and small sea scout clubrooms has been upscaled by developers/designers and a few MCBRT trustees into a plan to take over much of Māpua’s waterfront and coastal green-space. It comes at the same time as consultation over the Council’s *Māpua Masterplan* and contradicts one of the three key options the Council is giving people for this area. “Option 2” for the “Waterfront/Grossi Point” is to “recognise Council-owned land as open space through a change to zoning”. It includes a map of this green space on the waterfront and Kite Park. Inadvertently, the Council is giving the appearance of duplicity by providing this option at the time it is also giving

support, including funding, for the MCBRT application. The impression is that because influential people are behind this application, it is the “real” plan. Meanwhile, the *Māpua Masterplan* appears a box-ticking public relations exercise.

The difference between “Option 2” ie green space and the application proposal is enormous, in effect turning the waterfront into a semi-industrial enclave and destroying the village atmosphere at this end of town. It seems to include (although hard to find in simple detail) a 90m long x 11m wide concrete strip including a 48m long boat ramp and 140-plus trailer and carparks, which would do much more than “have a low degree of adverse effects on the landscape values of the site and its receiving environment...” (7. Conclusion). A third of Waterfront Park will be lost and about two thirds of Kite Park (Tahi Street West).

Remaining public space around it will be affected by noise and traffic. As one resident has posted on *Facebook*, “This is not reinstating the boat ramp of yesteryear, this is big. So much for enjoying fish and chips in the tranquillity of the open reserve.”

In its campaign for supportive submissions, the MCBRT has used photographs showing a false, down-sized application. This one is on its Givealittle page:



This one is on the Trust’s website as well as outside Māpua’s Sprig & Fern Tavern and Restaurant:



In both cases, the extra trailer- and car-parks and large new building have been omitted.

The 800sqm structure raises more questions than answers. Its industrial-zone appearance, matching a new building behind the wharf, implies a plan to use it partly for businesses if need be. It seems too big for the small sea scout group and will become one of the largest buildings in Māpua. If the boat club is going to be forced off the wharf into the “Boat Club/Community Room”, this should be spelt out, including to boat club members. Who else will use the community room when we have a large community hall in the town centre? Likewise, “Proposed Waka Storage and Display Area” needs more detail. Who exactly is behind this? Will it replace the wharf’s Māpua Museum and if the museum and boat club are to lose their wharf venues, will the wharf be commercialised?

As a boat club member, I am surprised and disturbed that a new venue for the club is included in this application. The Māpua Boat Club deserves significant praise for saving the wharf from demolition in 1987, its wharf venue is probably the most prime site in Māpua and it has never voted to shift.

3. Danger to children greatly increased

The true character of a society is in how it treats its children: Nelson Mandela.

Appendix 9, p5 of the full revised application says: “Estimates supplied by the MBRT [sic] suggest that during the fishing season (October – April), up to 60 boats would be expected to be launched on any day during a period between 6am and 1pm (a ‘typical maximum’). Exceptionally, up to 100 boats may be launched associated with a specific event (an ‘extreme maximum’).”

This will have a huge impact on the nearby wharf and the water around it and is by far my main concern. The risk of children being killed or injured with this increase in boats, especially faster boats, should have been more fully assessed, and compared with the current situation. Occasional use of the wharf by a few slower yachts over a year does not appear to present a serious issue.

The application neglects to acknowledge that the main users of the wharf, especially in summer, are children, young people and their families. It also fails to include an independent survey of the numbers of children jumping off the wharf and swimming around it on a daily basis in summer.

The Tamaha Sea Scouts is a praise-worthy group, but its membership in any year is less than the number of children using the wharf on one busy day. During the school holidays this summer I could usually count 10 to 50 people around midday on the wharf. The most common activities were picnicking and/or fishing, jumping off the wharf and swimming. Swimmers were almost always children.

The final application all but denies this, for example in 4.17 on p56, after the heading “Hazards from boats waiting to come ashore”, the application says, “Comments: The trust don’t see this should be an issue. Boat users can wait at the Mapua Wharf pontoon until the ramp space becomes available or wait beside the Apple Shed end of the wharf.” Children are not mentioned.

On p55, “4.17 Hazards from the operation of the proposed boat ramp,” children appear to be regarded as a danger to boats rather than the other way around. Under the heading, “Wharf jumpers/swimmers swimming to the boat ramp during an incoming tide and being hazard to boat users using the boat ramp,” it says, “Comment: Wharf jumpers have been interacting with boat users for many years, so it is nothing new. Signage can be used asking swimmers to keep away from the boat ramp area and restrict access to the ramp to boat ramp users only. The MBC has a good number of members who live nearby who will help enforce this rule.”

As mentioned under a previous heading, the only place I have found mention of risk of injury is 21h “Boats interaction with swimmers at the wharf” in “C06 Appendix 4 – Mapua Boat Ramp Risk Assessment”. The solution given is: “Signage on the wharf warning swimmers to keep clear of the Northern end of the wharf. The installation of a buoyed deflection cable will keep boats away from the Southern end of the wharf.” This contradicts p56 which says boats can use the Apple Shed (southern) end of the wharf.

In any case, most boat club members, like me, are of pensioner age and retired or semi-retired. The fact the Māpua Community Boat Ramp Trust is offering to police the wharf and surrounds on behalf of the Council suggests a significant power imbalance, considering the main users are children.

The wharf is Māpua's alternative to Facebook, Instagram and Tik Tok. People come from all around the province to use this priceless community asset. It provides "old style" free fun in an increasingly online, urbanised and expensive world. As well as picnicking and fishing with their families, young people learn to swim and socialise. There is no better way for us to invest, at very little cost, in our community than to preserve the wharf as a place for children.

4. Conclusion

Poipoiā te kākano kia puāwai (nurture the seed and it will blossom): Traditional Māori whakataukī or proverb about children.

In April 1913 the first ever shipment of apples was loaded at Māpua Wharf, some three-and-three-quarter tons, by two local growers, F.I. Ledger and my grandfather E.C. Bensemman. The current town centre was my grandparents' hay-paddock. Nearly 111 years since, as the bustling port has gradually died and the village flourished, with farm fields lost, the waterfront has become the main green zone. The community needs a much more user-friendly, comprehensible, open and un-rushed debate before giving up this space.

Progress today, as we try to address issues of pollution and climate change, is retaining and expanding these natural, peaceful and publicly-accessible areas, and less development, not more. This application risks the opportunity my grandchildren and my grandchildren's grandchildren have to fish, jump off the wharf, swim and picnic in the park. Let's not lose this, the "Magic of Māpua".



Paul Bensemman
13 Tahi Street
Māpua
021 2142665, story@actrix.co.nz

Pushpa Gounder

From: story@actrix.co.nz
Sent: Monday, 26 February 2024 11:57 am
To: Resource Consent Admin; Resource Consent Admin
Cc: nelson@do.nz; Reception Richmond
Subject: Māpua Community Boat Ramp Trust application - Submission from Paul Bensemann
Attachments: Paul Bensemann submission on MCBRT waterfront development.pdf; Paul Bensemann submission.docx

Categories: Maree Dealing With

Tēnā koutou,

Please find attached my submission ie the required filled-in form plus accompanying sheets (6).

I would be grateful if you could please acknowledge that you have received this submission.

With kind regards,

Paul Bensemann
13 Tahi Street
Māpua 7005
Nelson

021 2142665

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Hamish Wilson	
Contact Person (if different):		
Address for Service:	96 Aranui Road Mapua 7005	
Postcode:		
Phone:		E-mail: phatpow76@icloud.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp within the CMA and access from Mapua Waterfront Park, associated consents for access, parking, signage, storm water and earthworks. Construction of a Community building within the Mapua Waterfront Park.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

See Appendix attached

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Appendix to Submission – Reasons for Opposition

I oppose the application in full.

The application should be declined as it is contrary to Part 2 of the Resource Management Act, Objective 2 and Policy 13 of the New Zealand Coastal Policy Statement, the Tasman Regional Policy Statement, and the relevant Tasman Resource Management Plan rules.

In general, the application does not allow for the sustainable management of natural and physical resources within the Māpua wharf area, Māpua channel and the Waimea Inlet. The boat ramp, building, and activities are entirely inappropriate at this location. The Māpua wharf and channel area has high amenity, natural character and ecological values and is used for a wide range of recreational activities, including swimming and jumping off the wharf.

The application does not adequately avoid, remedy, or mitigate the following effects of the activity:

1. **Risks from Toxic Soil** – disturbing and movement of contaminated soil will result in contaminated soil entering the estuary creating adverse effects on the water column and benthic environment. These effects will not stop once the boat ramp is constructed. Churn from boat propellers will resuspend material, creating a risk to swimmers and other recreational users as well as estuary bird and sea life. The land should be left undisturbed so that no such risks arise from disturbance of this highly contaminated soil.
2. **Significant Adverse Amenity and Natural Character Effects** - The proposed boat ramp, building, and activities are entirely inappropriate at this location in the heart of Māpua. The boat ramp and facilities will inhibit public access to and along the coastal marine area, which is currently open space and able to be enjoyed by the public.

The proposed all-tides boat ramp will increase the number and size of boats moving in and around the Māpua Wharf and, when combined with swift tidal flows will create an increased and undue risk to members of the public swimming and using unpowered watercraft at the Māpua Wharf.

The proposed boat ramp is located within the same tidal lagoon as an area of High Natural Character (Waimea Inlet). The construction of the ramp will disturb contaminated soil below the sea floor. Use of the ramp by power boats and churn from boat propellers will disturb contaminated soil on the sea floor. These contaminants through tidal movements could adversely affect the area of the Waimea Inlet designated as an area of High Natural Character.

I **wish to be heard** at any council hearing.

Hamish Wilson

26 February 2024

Pushpa Gounder

From: Hamish Wilson <phatpow76@icloud.com>
Sent: Monday, 26 February 2024 12:32 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Submission Mapua Boat Ramp
Attachments: Mapua Community Boat Ramp Form for submission on resource consent application Feb2024.pdf; Mapua Boat Ramp Submission Appendix Feb2024.docx

Categories: Maree Dealing With

Kia ora,

Please find attached my submission for the Mapua boat ramp resource consent

Nga mihi,
Hamish

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Emily Roper	
Contact Person (if different):		
Address for Service:	11 van Beek Place, Ruby Bay, Mapua	
Postcode:	7005	
Phone:	02040993934	E-mail: emilyroper@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp within the coastal marine area and foreshore, with access from the Mapua Waterfront Park; construct a community building within the Waterfront Park.

Tasman District Council Application Number (if known): RM230253; RM230388; RM230254; RM230255

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

Section 4.0 Assessment of Environmental Effects: 4.17 Hazards from the operation of the proposed boat ramp.

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

The assessment of the hazards is incomplete and the mitigation proposed is inadequate.

- Signs are unlikely to prevent wharf jumpers/ swimmers from swimming towards the boat ramp and around boats.
- There is no assessment of the hazard of boats drifting towards the wharf, and therefore swimmers, on an out-going tide if they experience engine failure or other problem causing loss of control of the boat.
- Not all users of the boat ramp will be an "experienced boat operator" which is who the Mapua Boat Ramp Current report by OCEL suggests the ramp will be suitable for.
- The wharf is a significant community resource that is used by residents and visitors for fishing, jumping and swimming from. Increased boat traffic in proximity to the wharf is not compatible with its current use. A far more stringent and effective hazard mitigation plan is required to reduce the chance of fatal accidents.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____
(Person making submission or authorised agent)

Date:

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Emily Roper <emilyjroper@gmail.com>
Sent: Monday, 26 February 2024 12:51 pm
To: Resource Consent Admin
Subject: Mapua Community Boat Ramp submission
Attachments: [TDC Submission Form - Mapua Boat Ramp - Emily Roper.pdf](#)

Categories: Maree Dealing With

Kia ora,

Please find my submission on the Mapua Community Boat Ramp attached.

Regards,

--

Emily Roper
020 4099 3934

To: The Resource Consent Administration Officer

Tasman District Council

Private Bag 4 Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

Submission on Māpua Boat Ramp application

Submitter Details

Full Name: Geoffrey Henry James Vause

109 Seaton Valley Road, RD1 Upper Moutere

Phone: 021301649 E-mail: vauses@gmail.com

Submission Details

This is a submission on an application from the Māpua Community Boat Ramp Trust for a resource consent for 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 Tahi Street, signage, stormwater discharge and earthworks.

The proposal also includes the construction of a Sea Scout / Community building within the Māpua Waterfront Park.

The specific part(s) of the application that my submission relates to are the Resource Consents sought, namely

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.

Grounds for opposition

The nature of my submission is that I oppose the proposed boat ramp on the following grounds:

1. There is a lack of a monitoring plan for FGC contaminants in the Waimea Estuary and containment and clean up should a release of contaminants be detected.
2. The design and operation of the ramp is not fit for the intended purpose to replace Grossi Point as a boat launching site.
3. The parking and ramp operation will adversely impact the amenity of the area as the scale (numbers and frequency of launching) will greatly exceed that of the current wharf and Grossi Point launch sites and the facility also permit substantially larger trailer vessels to launch, further impacting on the amenity of the area.

Introduction

Reading of the application documentation reveals a pervading anchoring bias (no pun intended) in a significant volume of the evidence presented, resultant from the applicant's focus on powerboating for the purpose of fishing. This results in several of the considerations in the application being unbalanced, for they fail to consider not only the other sectors of the boating and marine use sector who need access to the estuary in Māpua, but also the other users of the spaces that will be taken by this proposal. Nowhere is there documentation of the applicant's consultation with the kite fliers that use the kite park!

Thus, any person critically appraising this application must be cognisant of this significant bias in the presentation of the applicant's evidence.

1. A lack of monitoring of FGC contaminants in the Waimea Estuary in the proposal

The proposal demonstrates:

1. Inadequate planning for monitoring to detect release of contaminants from the contaminated FGC site into ground water, coastal sediment and aquatic marine life.
2. A lack of trigger points for action and resultant actions should a significant release of FGC contaminants be detected.
3. A lack of provision for containment and clean-up of contaminants should a significant release be detected, including no provision of funding for this, either as insurance or a bond independent of the financial position of the consent holder.

It is acknowledged in the application that there will be disturbance of contaminated soil from the FGC during the construction of the proposed ramp and building.

There is a history of annual monitoring of the former FGC site contaminants in the site groundwater, superficial and deep sediments and aquatic invertebrates in the adjacent estuary. This data provides an excellent baseline of contaminant concentrations. ¹

The application states:

“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 runoff” ²

The TDC Summary of Contamination Monitoring 2022 states

3.1.2 DDX

Shallow sediments

The SAC for DDX was exceeded at all but two surface impact sites in 2022, however, contaminant levels declined at all, but one East FGC site and one FGC stream surface site compared to 2015 (Table 1). A small increase occurred at East FGC New2 rising from 0.06 to 0.077 mg/kg. (Table 1). This increase was likely within the range of environmental variability. ³

There is a known movement of groundwater from the site eastwards into the Waimea estuary.

“Groundwater has been recorded by PDP at the site in numerous monitoring wells to be at a depth of between 2-3 m bgl and inferred to flow east across the site towards the Waimea inlet” ⁴

Thus, should there be release in the construction zone of contaminants that the proposed measures in the application cannot contain, those contaminants are most likely to end up in the Waimea estuary to the east of the ramp. It is also acknowledged that disturbance of the seabed from the ramp construction will also disturb the existing sediment that contains DDT levels in excess of the SAC.

¹ (Davidson, R.J.; Rayes, C.; T. Scott-Simmonds 2022. Summary of post-remediation contaminant monitoring of sediment and shellfish from estuarine areas adjacent to the former Fruitgrowers Chemical Company (FGC) site, Māpua, Nelson (2022). Prepared by Davidson Environmental Ltd. for Tasman District Council. Survey and monitoring report no. 1125.)

² Māpua Boat Club DSI.V2 8.1 pg 29

³ ibid

⁴ Detailed Site Investigation 11 Aranui Road, Māpua 7005 August 2022, B03 Māpua Boat Ramp Application.v2.Final pg 19

Therefore, there needs to be a program of monitoring of the ground water, estuary sediment and aquatic invertebrates to assure that there is no wider environment contamination resultant from the ramp construction. Such monitoring is essential to assure that the containment steps in the application actually are effective.

That monitoring needs to have trigger points based on the monitoring results with specific actions that will stop any further release and contain already released contaminants.

The Former FGC Site: Site Management Plan referenced in the application states on pg 12

*“To reduce the potential for sediment discharges off-site, sediment and erosion control measures should include, but are not limited to: regularly inspecting, **monitoring**, maintaining and repairing all sediment and erosion control measures.”⁵ (my bold)*

The Davis Oglivie DSI contains a recommendation for monitoring:

“A robust site management plan (SMP) including erosion and sediment controls should be produced by a contaminated land SQEP for the project once final designs are produced. This should be produced in conjunction with Tasman District Council to ensure the controls are acceptable to the landowner.”

The proposal recommends a monitoring program but does not outline what will be monitored, how, by whom and does not mention either trigger points for action or the actions themselves that will be needed to prevent spread of contaminants. Additionally, there is no mention of the financing of clean up should a release be detected. Furthermore, considering the significant financial risk of a clean-up, there is no discussion of steps the applicant will take, such as insurance or bond, to assure that, irrespective of their or the constructor’s financial position, a clean-up will occur.

2. The design and operation of the ramp is not fit for the intended purpose to replace Grossi Point as a boat launching site.

The ramp design, the history and much of the content of the application focuses on powerboats used for fishing. There is little recognition, except for the Sea Scouts, of the wants and needs of other sectors of the boating community who use boat ramps in Māpua such as Grossi Point.

The application justifies the proposed ramp based on it being a replacement for launching boats at Grossi Point.

⁵ Former Fruitgrowers Chemical Company Site, Māpua FGC East and FGC Landfill Sites Site Management Plan Version 2.0 8 March 2012. Available online at <https://www.tasman.govt.nz/document/serve/Māpua%20FGC%20Site%20Management%20Plan.pdf?DocID=24450>

Under applicants Policy 20 – Vehicle Access the applicant states:

*“The proposed site is an appropriate location for vehicle access to allow for boat launching for the Māpua area. The boat ramp design will ensure **that vehicle access to the coast is restricted to the ramp itself and its construction will help protect Grossi Point foreshore and reserve area from potential damage from vehicles that can occur at present because of the unrestricted access to the foreshore at Grossi Point**, though it is acknowledged that any decision on controlling access to Grossi Point can only be made by Council”⁶ (my bold)*

A statement from the Sea Scouts in A13 Appendix 11 states

*“Grossi Point powerboat trailer traffic can then be diverted to a purpose-built boat ramp and boat trailer parking on the former FGC sites **eliminating road trailer traffic in the southern end of Tahi Street** and allowing Grossi Point to be transformed to a unique reserve and another attraction locals and day visitors.”⁷ (my bold)*

The applicant response to Iwi consultation states

*“**The removal of the trailer parking from Grossi Point** will significantly benefit the area as an important passive recreation area.”⁸ (my bold)*

Thus, throughout the application is a clear intent that the proposed ramp will permit the prohibition of vehicle and boat trailer parking at Grossi Point. The applicant recognises that this is a decision for the Tasman District Council. To this end the council, in the Māpua Masterplan currently undergoing consultation in the Māpua Community, puts forward a prohibition of vehicles at Grossi Point as one of two options for the future development of Māpua.

*“This may include zoning changes, inclusion of pou sculptures and signage, no eating facilities **or vehicle access** and changing the name to former Māori name.”⁹ (my bold)*

No vehicle access will mean that Grossi Point will not be able to be used for launching any watercraft unless it can be carried by a person from the kite down Tahi St to the Grossi Point launching spot, a distance of half a kilometre. If the Council decided, according to the application, to prohibit parking, that would prohibit not only powerboats of all shape and size, right down to 3 HP tinnies, but also all yachts, kayaks, row boats, SUPS and windsurfers from launching at Grossi Point.

6 B03 page 21

7 (Amanda Brett Tamaha Sea Scouts Group Leader pg224 Appendix 11 B03 Full Revised Application 15-11-23.pdf

8 “ APPENDIX 16: TAPPLICANT RESPONSE TO IWI CONSULTATION FEEDBACK..

9 Māpua_Masterplan_Options_and_Actions.pdf pg 4. Available online at https://hdp-au-prod-app-tasman-shape-files.s3.ap-southeast-2.amazonaws.com/2717/0742/7992/Māpua_Masterplan_Options_and_Actions.pdf

In 2012, according to the application, the Council banned vehicles from the wharf area, much to the chagrin of the Māpua Boating Club¹⁰. Thus, there is a good chance, based on historical precedence, that the council could prohibit vehicles from Grossi Point because of the existence of this new ramp.

That would leave the proposed ramp as the only place to launch any vessel irrespective of whether it was motor powered or not , right down to wind surfers, kayaks and SUPs.

This places emphasis on the ramp's design for a very wide range of vessels. The boat ramp design is clearly intended for power boats of all sizes up to 8 metres and possibly more, but not for non-powered boats.

Trailer yachts.

The lack of a wharf or pontoon means that most yachts will be confronted by significant hazards in launching at this ramp.

1. Consider a 7.8m trailer yacht operating with the NZ Yachting criteria 8 HP outboard:

At anything but the short duration of slack water at low and high tides, launching will require considerable skill, more so if windage becomes a problem because:

- a. On launching from the trailer, the yacht will drift off its trailer and into the eddy current prior to starting its small outboard. It would then be rudderless until the depth of water was sufficient to lower its rudder, (otherwise the rudder will ground on the ramp as I have done a few times elsewhere in NZ). With the stern in a current and the bow in an opposite eddy current and no effective steerage, manoeuvring is very difficult at low velocity.
- b. Retrieval will similarly be a problem. A trailer yacht in the main current will then enter the eddy while trying to line up for the trailer, all the while raising the rudder and manoeuvring on its outboard (assuming it is steerable) will be next to impossible. Queuing for ramp retrieval will also be difficult.
- c. The key to launching and retrieving such a yacht at ramps is to use bow and stern lines from wharf or side pontoon to manoeuvre onto the trailer. On this ramp with no wharf or pontoon such control will be impossible.

2. The lack of a wharf or pontoon means:

- a. Climbing on and off a larger trailer yacht from the ramp (assuming that the proposed H5 SED poles will be the method of tying off a vessel while returning trailer/vehicle combos to the parking area) will be very difficult as most trailer yachts have stern ladders for boarding and backing the stern of such a vessel on to the beach to the south of the ramp is, because of the rudder, incredibly difficult in any current.
- b. Unattended vessels tied to the posts (or the stainless lashing points that are referred to in the reply document but are not on the design plan), will swing

10 B04 RFI Response - APPENDIX 1 - 7 15-11-23 2.1 Bullet point 6 pg 9

and ground either on the ramp surface or on the side boulders dependent upon current and length of rope.

- c. Launching a small yacht (e.g. Laser, Paper Tiger) will be difficult as, after launching off its beach dingy, the vessel would have to either be tied to the lashing point or taken off the ramp and run up on the beach to the south of the ramp. There will be a significant drop off the ramp over boulders for the launching skipper to negotiate while controlling his/her sailing dinghy and preventing the beach trolley from drifting off in the current. This would be substantially more difficult than launching at Grossi Point even in a current, because at Grossi a beach trailer can be oriented with the current due to the abundance of beach. This ramp does not provide this. Add in current and it will be interesting to see how the Tamati Sea Scouts manage their cutters, let alone their proposed RS Fevers.

This proposed ramp will not be safe for non-motor powered boats or trailer yachts and thus the various claims by the applicant that the ramp will permit vehicles and trailers to be excluded from Grossi Point are disingenuous.

In this, it should be considered that the Tasman District Council has funded this application. In doing so, the proposal serves to address the TDC's previous promise to the Māpua Boating Club on a replacement ramp and, should the application be successful, it will also allow a relatively easy pathway to address the TDC's long term planning problems for Grossie Point, particularly the need to reflect Te Tau Ihu o Te Waka a Maui iwi desire to address matters of wahi tapu, by mechanisms such as excluding vehicles.

It is also important to note that the origin of the need for another ramp in Māpua, as the applicant articulates in its rendition of the history of this application, explaining how

"In 2012 TDC bans vehicles on the wharf¹¹"

This sets an historical precedence for the behaviour of the Tasman District Council.

Thus, I oppose this application on the grounds that the design is not suitable for the purpose of allowing Grossie Point to be closed to vehicles and trailer parking.

¹¹ " B04 RFI Response - APPENDIX 1 - 7 15-11-23 2.1 Bullet point 6 pg 9

3. Amenity impact from the significantly increased scale of parking and ramp operation

The application indicated that the reason for this ramp is

“.....the urgent need for a replacement boat ramp and Sea Scout facility”

along with the, as I have iterated above, the closure of Grossie Point to vehicles and trailers.¹²

This proposal will accommodate 72 boats and trailers in the informal parking area. Currently, at a push, 20 boats and trailers can be accommodated at Grossi Point although I have only seen 15 maxima even when I was launching during the Christmas Holidays. Access to the parking area at Grossi when there is more than 10 car/trailer combos is tricky as one has to driving and back a trailer around the trees.

This application is a very significant increase in the capacity in terms of parking for boat trailers and their tow vehicles over the current situation at Grossi Point, let alone the original wharf ramp.

The ramp design will allow the launching and retrieval of trailer boats significantly larger than what was possible at the old wharf ramp or at the unsealed rough launching ramp at Grossi Point. In fact, given that 7.9 metre is roughly the maximum boat length possible on a light trailer under light trailer road rules, these significantly larger vessels could become a common site at the proposed hard surfaced ramp. Furthermore, even larger vessels could be launched if the skipper/driver had appropriate COF and driving qualifications. There is no indication in that vessel sizes will be limited or policed.

This application is not for a replacement boat ramp, but rather a significantly more grandiose ramp and parking area, with a resultant magnification of the number of launches and retrievals along with an increase in vessel and tow vehicle size.

While the applicant has indicated they intend in principle to limit numbers using the ramp, the exact mechanism of such is not clear and does not cover the issue of small dinghies, be they powered or otherwise.

Thus, if the ramp is permitted, it will need to be limited to vessels under a certain size e.g. 5.5m and power e.g. 100HP consistent with what could have been launched at the wharf and at Grossi Point. Additionally, the applicant needs to be more explicit about their proposals to limit numbers.

12 Application For Resource Consents For Māpua Boat Ramp & Sea Scout / Community Building
Māpua Community Boat Ramp Trust November 2023 Pg 9

Examples of how the bias inherent in this application:

a. The Survey

On the matter of amenity impact, the applicant claims that a survey they performed of 1042 persons in Māpua showed

*“overwhelming community support for this proposal”*¹³

They also claim that their house to house survey established that

*“The public want this ramp. See the house to house survey. Over 90% of people surveyed wanted the ramp.”*¹⁴

The applicant has not presented any documentation to allow validation of this survey. They have not even provided very basic data such as the date on which the survey was undertaken. There are no demographics of the population surveyed, no description of the information presented to those surveyed, no description of the methodology used, no description of the analysis methodology and no statistical analysis. The lack of these basic survey characteristics makes the survey meaningless.

As an example, according to the Māpua Boat Ramp Trust’s website <https://Māpuaboatramp.org/> the survey was conducted in January 2023. At that stage the Trust was using a graphic of the ramp area that was substantially different from that which is presented in this proposal¹⁵. I recall seeing, on 10 October at a Māpua District and Community Association meeting at the Māpua Hall, a PowerPoint presentation from advocates for the ramp. The presentation had some very pleasant mock-ups of a band rotunda, plantings and public space development of the Waterfront Park that was warmly received by the audience. This was significantly different from the information presented in this application.

This invalidity of the survey means it remains for the Māpua Boat Ramp Trust to establish that it has indeed consulted appropriately with the community.

¹³ Ibid pg 24

¹⁴ . Appendix 5 B04 RFI Response - APPENDIX 1 - 7 15-11-23) pg 35

¹⁵ Available on line at https://Māpuaboatramp.files.wordpress.com/2022/12/Māpua-boat-ramp_landscape-proposal-06.06.22.pdf

b. Assessment of alternatives

4.18 on page 48 of B03 considers the alternative sites for a boat ramp and paints a very favourable picture of the waterfront park while largely ignoring the negatives of this site, but for the FGC contamination. It is not an impartial assessment of the alternatives.

It states, of the 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”

This site has a number of factors that make it more suitable than the Waterfront Park

1. There is no soil contamination with toxic herbicides, pesticides and the by-products of their production.
2. It has an existing ramp similar in width to the existing wharf ramp that is well protected by a very substantial natural bank from the ebb and incoming tides. It also has a nice benign eddie current at this point.
3. The ramp is well clear of the wharf area and its crowds.
4. The ramp is substantially closer to the sea than the Waterfront Park
5. The beach for loading and unloading is substantially bigger than the waterfront park.
6. There are existing unused building immediately adjacent to the ramp
7. The property is for sale
8. Vehicular traffic would avoid the congested wharf area.
9. There is a large area of the camp that could be used for parking.

There are negatives in using the Leisure Park,

1. Conflict with campers in summer, at the same time of year there is crowding at the wharf area.
2. The ramp is currently covered with sand and it is only the same width as the wharf ramp. That will not appeal to owners of boats larger than those which were launched at the wharf site.

This list highlights a failure of the applicant to have balanced view on alternative ramp sites thus reflecting the applicant’s bias in favour of the Waterfront Park and power boat fishing.

The Leisure Park site needs significantly greater consideration, particularly as this site is not contaminated with toxins.

If consent is granted, I wish the council to impose the following conditions

1. A properly designed program that
 - a. monitors ground water, estuary sediment and aquatic invertebrates for contaminants overseen by an SQEP
 - b. establishes contaminant level trigger points that result in actions to stop the release of contaminants from the construction site.
 - c. Provision of financing to assure an appropriate contaminant clean up should they leech from the site into the estuary.
 - d. Insurance or bond to assure c. is carried out irrespective of the financial status of the construction contractor or the consent holders.
2. A ramp design that makes it safe and suitable for trailer yachts and non-motor powered vessels, sailing and rowed dinghies and other similar water craft, **unless** a cast iron assurance can be obtained from the Tasman District Council and Te Hau Ihu Iwi (except Ngāti Rangitāne) that launching non-powered vessels and parking of their tow vehicles and trailers will continue to be permitted at Grossi Point.
3. The applicant commissions, from an independent impartial provider, a reliable peer reviewed survey of community opinion on this ramp.
4. An independent review is conducted, by the TDC, of the alternative sites highlighted in this application.

Conclusion

Ultimately the proposed ramp is a significant increase in size and capacity from the current ramp access in Māpua, a magnification driven by the, over time, progressive increase in size of powerboats driven in turn by a need motor further out into Tasman Bay for fishing due to fish stock depletion. That this is resultant from commercial and recreational over fishing, combined with pollution and silting from human development, is paradoxical and flags the diminishing return, in terms of recreational fishing, that this ramp, through magnification, will facilitate.

This, along with the hazard of construction work on the site of New Zealand's worst on-land ecological disaster, the application's disregard for many of the other users of the Waterfront Park and Grossi Point and the anchoring bias evident in the application means this application should be rejected and the applicant sent back to addresses the deficits I have demonstrated.

The decision I would like the Council to make is to refuse/decline the application.

I wish to be heard in support of my submission.

Yours faithfully

GHJ Vause

Send to rcadmin@tasman.govt.nz;

Copy to Māpua Community Boat Ramp Trust

C/- Davis Ogilvie Ltd, FAO Mark Morris

via email: nelson@do.nz

Pushpa Gounder

From: Jim Vause <vauses@gmail.com>
Sent: Monday, 26 February 2024 1:07 pm
To: Resource Consent Admin; nelson@do.nz
Subject: Submission on Māpua Boat Ramp application
Attachments: Submission on boat ramp.docx

Categories: Maree Dealing With

To

The Resource Consent Administration Officer

Tasman District Council

Private Bag 4 Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

Copy to

Māpua Community Boat Ramp Trust

C/- Davis Ogilvie Ltd, FAO Mark Morris

via email: nelson@do.nz

Submission attached

GHJ Vause

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	Goedele Van Cauteren	
Contact Person (if different):		
Address for Service:	29 Higgs Road Mapua 7005	
Postcode:		
Phone:		E-mail: goedelevc@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp in Mapua. There are multiple related consents being sought, to occupy the Coastal Marine Area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs, as detailed on a separate page.

Tasman District Council Application Number (if known): RM (230) 253, 388, 254, 255, 256, 257, 258, 259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit
 RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)
 RM230388: Land use consent for carparking
 RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in the Soil to Protect Human Health from soil disturbance
 RM230255: Land Disturbance within the CEA for construction of the boat ramp, sea scout building, and associated infrastructure including carparking areas
 RM230256: Disturbance of the Coastal Marine Area (CMA) in association with construction of the boat ramp.
 RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.
 RM230258: Discharge of Sediment to the CMA during construction of the boat ramp. RM230259: Discharge of Stormwater into the CMA

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

I oppose this application because I believe scale and operations of the boat ramp doesn't represent the needs of a whole of community and will negatively impact the wider community for the enjoyment of the minority who own boats. The additional risk of developing on the contaminated site where higher than acceptable levels of OCP are still present is to me irresponsible and rushed - does TDC / applicant really understand the risk it still carries? I note in the DSI Soil Contamination Report that "it is possible conditions exist which were not detected" I do not oppose growth where growth is done responsibly. The current proposal and design for the boat ramp on contaminated land does not meet criteria for responsible growth, nor sustainable community development. The scale of the proposed boat ramp and would hamper with the safety and village feel of the current wharf environment - a reason we chose to live here. Could there be other solutions found for the community groups

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Mapua Boat Club and any contractors are required to take out clean-up cover

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: *vancauteren* Date:
 (Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Goedele Van Cauteren <goedele.vancauteren@outlook.com>
Sent: Monday, 26 February 2024 1:13 pm
To: Resource Consent Admin; nelson@do.nz
Subject: Submission on Resource Consent Application
Attachments: [Goedele Van Cauteren - Form for submission on resource consent application.pdf](#)

Categories: Maree Dealing With

Kia ora,
Please find my submission opposing the Resource Consent Application regarding Mapua Boat Ramp attached.
Thanks,
Goedele

To: The Resource Consent Administration Officer
 Tasman District Council
 Private Bag 4
 Richmond 7050
 Email: resourceconsentadmin@tasman.govt.nz



Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:

Contact Person (if different):

Address for Service:

Postcode:

Phone: E-mail:

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant):

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

BUILD A COMMUNITY LAUNCHING RAMP IN MAPUA

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

THIS APPLICATION FOR A REPLACEMENT LAUNCHING RAMP IN MAPUA HAS MY FULL SUPPORT

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

1/2

2) The reasons for my submission are (Give details*):

GROSSI POINT IS A BEACH, NOT A LAUNCHING RAMP. IT SHOULD NOT BE USED FOR VEHICLE LAUNCHING OF MARINE CRAFT. SWIMMERS AND SMALL BOATS NEED THEIR SPACE BACK. 10 YEARS AGO THERE WERE NO POWERBOATS LAUNCHING FROM GROSSI POINT, AND THEN THE COMMERCIALISATION AT THE WHARF CHANGED EVERYTHING. A RAMP REPLACING THE ONE AT THE WHARF IS LONG OVERDUE. THE PROPOSED SITE IS THE ONLY AVAILABLE ONE THAT MEETS THE CONDITIONS SET OUT BY THE TASMAN DISTRICT COUNCIL ; IT IS COUNCIL OWNED LAND, IT HAS AMPLE PARKING. IT HAS ALL TIDE LAUNCHING. TESTS HAVE SHOWN THAT THE TIDAL INFLUENCE IS MINIMAL, ESPECIALLY WHEN COMPARED TO GROSSI POINT, OR THE MAPUA WHARF RAMP. PROVIDING AN ALL TIDE LAUNCHING RAMP IS A SAFETY ISSUE, AND IS ALSO NEEDED TO SERVE THE RAPIDLY EXPANDING BOATING COMMUNITY IN MAPUA. 15 VEHICLES AND BOAT TRAILERS PARKED IN TAHI ST, PLUS 50 MORE IN THE RESERVE AT GROSSI POINT IS NOT AN UNUSUAL SIGHT.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

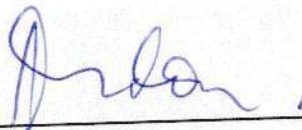
5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name: KERRY JOHN LEYDON

Signature*:



Date: 26/2/2024

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

Pushpa Gounder

From: john leydon <johnjetty49@gmail.com>
Sent: Monday, 26 February 2024 1:25 pm
To: Resource Consent Admin
Subject: Re: Mapua Boat Ramp
Attachments: RESOURCE.jpeg; resource2.jpeg

Categories: Completed, Following up, Maree Dealing With

Mapua Boat Ramp RC

second try!
J Leydon
5402543

On Mon, 26 Feb 2024 at 13:20, john leydon <johnjetty49@gmail.com> wrote:

FYI
Forms attached, hopefully.

Good Sailing
John Leydon
5402543

Pushpa Gounder

From: john leydon <johnjetty49@gmail.com>
Sent: Tuesday, 27 February 2024 9:42 am
To: Resource Consent Admin
Subject: Re: Submission - RM230253 Mapua Boat Ramp Community Trust

Categories: Completed

Hi Maree.
Sorry about that.
Yes please. I would like to be heard. Can I speak to something that is not in my submission?
Many thanks.
Good Sailing
John

On Tue, 27 Feb 2024 at 08:19, Resource Consent Admin <Resourceconsentadmin@tasman.govt.nz> wrote:

Good Morning John

Thank you for your submission.

Question five, does not appear to have been checked. Do you wish to be heard in support of your submission? Or not?

Kind regards

Maree

Resource Consent Admin
Call +64 3 543 8400 | Resourceconsentadmin@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



This e-mail message and any attached files may contain confidential information, and may be subject to legal professional privilege. If you are not the intended recipient, please delete

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

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Submitter Details

Full Name:	David Christopher Young		
Contact Person (if different):			
Address for Service:	10 Aporo Rd Ruby Bay Upper Moutere		
Postcode:	7173 71		
Phone:	0225402324	E-mail:	davidyoungwriter@xtra.co.nz

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construction of a boat ramp within the CMA and access from Mapua Waterfront Park, associated consents for access, parking, signage, storm water and earthworks. Construction of a community building within the Mapua Waterfront Park.

Tasman District Council Application Number (if known): RM

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

All of the Application

* Note: Any additional information should be submitted on a separate sheet(s).

2) The reasons for my submission are (Give details*):

David Young: summary of submission and reasons for opposing the application.
 The Māpua community is divided on the plans for a large two-way boat ramp and an extensive building to accommodate, primarily, the Māpua Community Boat Trust, space for boats and trailers and provision for the Sea Scouts on the former FCC toxic land remediated site; a green recreational space for all citizens, as yet unfit for disturbance of the top layer of soil.
 Referring to 'The Māpua Waterfront Plan 2018-2028', and the council tabled report for rejecting the clubs proposal for a new boat ramp has been overturned by a determined interest group. The concerns given have not diminished in the latest proposal and further concerns can be added:

- A conflict of interest between certain types of boat users with locals and tourists visiting the Mapua waterfront; a heritage waterfront site where quietness, reflection and solitude needs to prevail particularly abutting a nature area and a residential community.
- Marine health and safety issues, especially a conflict of launching boats near recreational swimmers
- Elevated traffic congestion into and around Māpua, associated noise and parking issues
- The need to protection of coastal bird and marine life in the Waimea estuary

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____ Date:
 (Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

David Young submission

Introduction:

I have worked as a professional writer in the field of history, and the environment, particularly issues pertaining to freshwater and te ao Māori, I have published widely in essays, articles, books as well as editing an environmental magazine. I am a former journalist, feature writer and editor. I have lectured on sustainability and environmental management and its history. www.davidyoungwriter.com

I have a **strong association with this area** growing from days as a student worker from 1969 and family holidays. For 25 years my wife and I have been ratepayers on the Moutere Bluffs. We now have 3 adult children and five grandchildren who visit us regularly, continuing to enjoy the **amenity values** associated with this area. Family activities include visits to the wharf, cafes, picnics, fish and chips and the waterfront where I have attended yoga at sunrise with a group of like-minded local friends; wharf-jumping, swimming, tide-rides down to the wharf (with life-jacketed youngsters under strict adult supervision), and in my kayak paddling in the estuary from Grossi Point Reserve. We remember the white heron Hamish's visits in the winter months from Okarito. We love to watch the white-faced grey heron, the huddles of oyster catchers, godwits, a variety of gulls and the occasional unexpected species, both bird and marine.

I am familiar with the history beneath the green space abutting the Māpua estuary and the south end of Aranui Road, including the **history of the toxic site's remediation**.

The reasons for my submission are: [on remediated land](#)

In Māpua we find ourselves to be a community divided on the location of a large two-way boat ramp and an extensive building to accommodate, primarily, the Māpua Community Boat Trust, space for boats and trailers and provision for the Sea Scouts.

It's the second time in seven years submissions have been presented to council, firstly for the 'Māpua Masterplan' and now the 'Long term Council community plan', yet most of **the issues identified the first time still remain**. Apart from the plan's imposition and its limitations, then, I am also objecting strongly to the process, which seems unnecessary, repetitive, expensive and time-wasting.

Summary of Key Points

1. The 'Māpua Waterfront Plan 2018-2028'

The council's original decision to not have a ramp on the Māpua site, was made more than six years ago after extensive, wide-ranging evidence given at a hearing committee which considered reports and submissions over five weeks of public consultation with 366 submissions by residents. We now face another hearing.

In principle, the TDC's willingness to change a policy in light of facts is no bad thing. But I am perplexed that, despite agreement by a unanimous council to endorse **the 'Māpua Waterfront Plan 2018-2028'** to not have a ramp on the site, it has undergone an about-face.

The decision has been overturned by one determined interest group, who, with an initial grant of \$700,000 (then almost the equivalent of the estimated cost of the entire project according to the 2017 report, although engineering consultants raised that) are now challenging this. (Money allocated by the council for this volte face totals \$1.4m, half from the Reserve Financial Contributions account.)

1. The money was allocated for a plan for a new boat ramp facility at the Waterfront Park rather than finding an alternative **regional solution**. i.e. somewhere more suitable.
2. Tabling the Māpua Waterfront Report, TDC strategic manager Sharon Flood said councillors were sympathetic to the needs of the Māpua boating community for a ramp. But their "**over-riding reasons for rejection of the club proposal** were:
 - The location of the council's high pressure sewer main near the proposed ramp site;
 - Marine health and safety issues;
 - High estimated project costs;
 - Parking issues and traffic congestion and
 - The fact that nearly half the public submissions [366 delivered during five weeks of hearings] were strongly against the ramp plan."

None of these concerns has diminished, indeed some now loom.

- To the above list I wish to add:
3. '**Protection of coastal bird life**', for which the Waimea estuary, of which Grossi Reserve, No Man Island and West Waimea estuary are all identified important sites for roosting, nesting and fishing by the birds. Some of these species are

nationally not thriving. Given how much has been taken away from these creatures in the past 180 years, any effects on bird life here must be carefully considered. 14 of the 28 birds identified in the estuary (remember that a number once living here are already extinct) are under a category that designates endangerment, or diminution of previous numbers. (Rob Shuckard and David S. Melville, Coastal Birds of the Tasman United Council/Nelson C.C. 2018, pp. 3-4)

The difficulty in evaluating risk here is that despite the capital outlay, we have no idea how much boat activity will be largely contained within the estuary, and how many of these craft are jet skis or ski-tows with their risks and potential disruption to users less fleet and noisy. How big are these craft? How many will come from outside the district?

'Recognising the growing impact of climate change, and in particular sea level rise, consideration should be given to undertaking trial coastal realignment activities as a matter of priority for biodiversity conservation', write Shuckard and Melville of the estuary.

So again, I join with them in asking for exercise of the '**precautionary principle**'.

4. Many of the grounds for objection are well-covered by Jenny Easton's submission. Rather than re-canvas all those points, I herewith express my full support.

I do wish to add that the land on which the ramp and the consent applicant's plans for the Māpua Boat Club, is massive. It includes an 800 square metre building accompanying the ramp which seems grandiose, expensive and a formidable intrusion upon a landscape that never ceases to awe me.

One expensive club headquarters and heritage display, another building for Sea Scouts, presumably a wash-down area and parking across Tahī St means that the total site now becomes very much the domain of effectively one group.

Section A: DEALING WITH THE LAW

In 2002 lawyer Royden Sommerville commented that in order to have development **and** protect the environment, 'You must deal with the environment in a strategic way rather than an ad hoc and episodic way as is happening at the moment. And regional councils need to get together and work out how to address this.

'The Act needs to be amended to ensure that assessment of effects, environmental effects if you like, that there is a real focus put on the hazards, the risks if you like.' (David Young '*Values as Law*', Institute of Policy Studies, 2001, pp.1, 72). Unfortunately, over 20 years later, nothing has changed.

My philosophical objections to this consent application are based fundamentally on **the** previously mentioned **precautionary principle**, as defined in Wikipedia:

The **precautionary principle** (or **precautionary approach**) is a broad epistemological, philosophical and legal approach to innovations with potential for causing harm when extensive scientific knowledge on the matter is lacking. It emphasizes caution, pausing and review before leaping into new innovations that may prove disastrous.

[In engineering it is often used as way of anticipating and minimising harm, while ensuring reliability, especially in civil engineering, i.e. in undertakings such as the boat ramp].

The diligent application of this principle is required in relation to the site, the estuary and the village of Māpua; to be RMA-specific, the cumulative effects, Section 3 (d) RMA of such a proposal. Had the precautionary concept existed at the time of the Resource Bill's passing into law, it is reasonably certain that it would have been written into the Act. (See Severinsen, Greg – “Letting our standards slip? Precaution and the standard of proof under the Resource Management Act [2014] NZJIENVLaw 7;(2014), 18 NZJEL 173).

Instead, the much-trumpeted ‘environmental bottom line’ (used to ‘sell’ the Bill) became an appealing, but legally unachieved expression of what are the Bill’s ‘cumulative effects’. As we know, ‘cumulative effects’ has not always given us ‘sustainable development’ as was the Act’s stated over-arching intention.

Clearly, a lack of such a defined requirement, underpinned by a serious absence of National Policy Statements from successive Ministers for the Environment, has, in my observation, constrained if not bedevilled the original intent of the RMA. But there are many factors at play in this omnibus legislation set up to replace 150 previous laws. (David Young ‘*Values as Law*’, Institute of Policy Studies, 2001, pp.36-39, 40-77).

My conclusion for this section is then, that we are dealing with a law that was often unfit for purpose, a United Council that has too few legal constraints upon it, too little respect for ratepayers and a project that, as currently defined, is unfit for the site, the village or the region as defined by the Waimea Estuary.

Section B: THE LEGALITY OF THE SITE’S INTENDED USE

The TDC, it is fair to say, was always an unwilling financial partner to the toxic site clean-up of the old Fruitgrowers’ Chemical Company site. **Government contribution to the total cost was over \$14m. This was for the remediation of the residues of a works the council had licenced for decades. TDC’s contribution was \$2m. More than 85 percent of the remediation was met by the taxpayer through the Ministry for the Environment, which not only initiated the project, but - uncharacteristically for a policy agency – drove it. (Subsequent costs of \$2.4m were incurred, gradually, by the TDC as it reshaped and monitored the site.)**

There is an agreement that stands forever: ‘A condition of the Government’s funding was that at least 40 per cent of the FCC site would remain as public land. This has led

TDC, in consultation with the local community to develop a waterfront park on part of the eastern part of the site,' (Ministry for the Environment 2011. Cleaning up Māpua: The story of the Fruitgrowers' Chemical Company site. Wellington p.57). The Minister for the Environment Marian Hobbs oversaw that agreement. She made it clear that since the taxpayers had contributed such a large proportion of costs, it was, 'a gift to New Zealand'. (Marian Hobbs media release Feb 2004 recorded the 40% commitment and Marian Hobbs 6 May 2004 recording the funding agreement between TDC and MfE).

The legal clause below is from the original 24 March 2004 contract between MfE and TDC for the remediation of the Māpua site by Theiss Services:

'15 After the Remediation the Recipient may sell or otherwise dispose that part of the Māpua site owned by the recipient at the date of this deed as it sees fit; except that it must ensure at least 40% of that part of the Māpua site owned by the recipient at the date of this deed is retained in council ownership for use as public space. Public space for the purpose of this deed is defined as land used for community, recreational, environmental, cultural, or spiritual purposes and includes roads and carparks. Contract between MfE and TDC for the remediation of the Māpua site by Theiss Services, (24 March 2004).'

When Theiss pulled out of their contract with TDC, a new contract was established between TDC and MfE which continued to limit TDC's financial contribution to \$2m+GST (in addition to an estimated \$2.4m spent characterising the site, trialling technologies, monitoring and reporting over the prior 10-15 years).

By anyone's estimation, a 40 percent share from a (let's be generous) 20 percent investment is an excellent deal. I believe I speak for most ratepayers when I remind the TDC that it must ensure – just 15 years after the clean-up – it vigorously upholds the spirit of this agreement. In the event that a boat ramp were to be built there, the remaining land cannot be consigned to what will be effectively a boaties' gathering place and, largely if not exclusively, their parking. Given that the TDC's back-tracking, the lack of detail around it, the plan's promise to build accommodation for a scout hall, regrettably, as a Trojan horse. Most certainly until we have considerably more information. But clearly, they too have lost a small launch ramp. But is this proposal what they need?

The traffic generated both through the village, the noise of delivery vehicles and of launching and returning will almost certainly diminish the very attractions that draw us to the village and its waterfront. In looking at the RMA as it exists, no one part of it does justice to what draws us there. And to all that it is, amazingly, so close to where we live. Together, awkwardly now it seems to me, S7 of the RMA's 'intrinsic values', its 'kaitiakitanga' provision, and the rather ambiguous 'amenity value', were a then bold attempt to do so. It is helpful that the then newly-minted 'kaitiakitanga' makes it in there, but the words to express the inspiration of quiet, undisturbed and glorious nature, both close-by and distant, and the myriad pieces that make up the gestalt that touches the deepest parts of ourselves (Māori and Pakeha), these values are inadequately represented. And therefore poorly recognised and too often compromised.

Conflicts of interest: The 'Māpua waterfront area Masterplan 2018-2028' identified the conflicts of interest and the increasing pressures on this seaside area for recreation. Increasing the volume of large boats-cars and trailers, motor boat activity with associated noise and congestion not only at the wharf but the main thoroughfare of a small village will change the nature of Māpua. We see the effects of too many boats and boat trailers on Little Kaiteriteri at the height of summer.

It is not that any of us are opposed to boating and who does not enjoy its many benefits? Nor are we unsympathetic to a club whose original launching area beside the wharf was denied them by the council's commercial development of the wharf. But the scale of plans contained in this application is not about kayaking, packrafting, dinghies with outboards or in the end, even sail boats. It is about power boats and their imposition, in numbers, with noise, and disruption to the ambiance, to natural and daily life here.

It appears that seven years back a community-led, evidence-based decision by the council, based on cumulative effects and wider community considerations, triggered a concerted push-back by the club. Willingness to consult and to be flexible are fine qualities. However, for the council to now re-visit such a deliberate, inclusive decision made seven years ago in the way it has seems questionable. The advance of such a large sum to one group in the community was understandable in the circumstances. Apart from the evidence adduced earlier in this submission, today's extraordinary relitigation affects people's willingness to re-engage with council. As a result, the precautionary principle is lost sight of. The risk is to intrinsic values of this district with its possibility of more compromised biodiversity.

'Council's preferred option was to take a long term view and a more regional and strategic approach for the whole District. Council are [is] 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.'

I would like to ask the TDC, what happened to this agreement?

Section C: THE ESTUARY AND INLET

There are so few intact estuaries now in populated Aotearoa-New Zealand that still retain the quiet grandeur that the Waimea estuary offers from this vantage point. With its broad sweep of tidal water, remnant and regenerating coastal edge and still productive mud flats, ringed east, south and west by the mountains it is simply breath-taking. Ironically, what has 'protected' it from this kind of development was the Māpua Chemical Works. And its legacy of indifference to consequences.

David Melville and Rob Shuckard's 2022 report (p.9) suggests that between 1996 and 2018 visits by white heron to the estuary, though still continuing, may – like so much in

our natural world – be in decline. Let us hope that this trend is not irreversible, both for the birds and for their admirers in and of the district. It would be another in the ‘death by a thousand cuts’ that nature suffers daily from human impact. Fine though it is, a fibreglass replication of the late ‘Hamish’ will never deliver the thrill that these living taonga of our whenua do when visiting our neighbourhood.

An industrial-strength boat ramp, with all its promised additions, its bustle and activity is not an enhancement to the vista I describe, nor any kind of inducement to either wildlife nor those whose presence on the waterfront is simply to refresh themselves. In ‘passive’ recreation, walking or connecting into the mystery of being. Local poet, Cliff Fell, has aptly described this in his award-winning poem, *Quietude*, which is stand-blasted into the steps down to the estuary edge, described as ‘the amphitheatre’:

*To feel the breeze and lapping of a wave
In the springtime they will come,
Wandering out of the sun: the birds
The smell of salt (and vinegar), a pied
stilt picking at a shell: as I will wait and
watch for you: spoonbill and godwit,
heron on the foreshore, don't be shy.
Turn me tides, into this again: the light
that leads to the sea.*

The poem is inscribed there, however, without its title. Who knows why, we can only speculate. But it is the ardent hope of those of us concerned about this application and our seeking of protection for the values that its absence from the rest of the poem is in no way prophetic. *Quietude* is far too often the first casualty in nature's loss.

Pushpa Gounder

From: David <davidyoungwriter@xtra.co.nz>
Sent: Monday, 26 February 2024 1:22 pm
To: Resource Consent Admin
Subject: Mapua Community Boat Ramp Trust proposal
Attachments: David Young submission re Ramp hearing.docx; Form for submission on resource consent application.pdf

Categories: Maree Dealing With

Submission on Resource Consent Application:
Mapua Community Boat Ramp Trust proposal

To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource
Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

Personal information will also be used for administration purposes, including notifying submitters of hearings and decisions. All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submitter Details

Full Name:	NAIRN WEBB	
Contact Person (if different):		
Address for Service:	29 HIGGS ROAD MAPUA 7005	
Postcode:		
Phone:		E-mail: NAIRNWEBB@OUTLOOK.COM

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

Construct and operate a new boat ramp in Mapua. There are multiple related consents being sought, to occupy the Coastal Marine Area (CMA), to conduct earthworks, land use to construct a 20mx40m building, to discharge stormwater, to erect 9 signs, as detailed on a separate page.

Tasman District Council Application Number (if known): RM (230) 253, 388, 254, 255, 256, 257, 258, 259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land Use & 12 Coastal Permit

RM230253: Land use consent to construct a boat ramp and signage in the Open Space Zone and Coastal Environment Area (CEA)

RM230388: Land use consent for carparking

RM230254: Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in the Soil to Protect Human Health from soil disturbance

RM230255: Land Disturbance within the CEA for construction of the boat ramp, sea scout building, and associated infrastructure including carparking areas

RM230256: Disturbance of the Coastal Marine Area (CMA) in association with construction of the boat ramp.

RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.

RM230258: Discharge of Sediment to the CMA during construction of the boat ramp. RM230259: Discharge of Stormwater into the CMA

* Note: Any additional information should be submitted on a separate sheet(s).

EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

I oppose this application because I believe scale and operations of the boat ramp doesn't represent the needs of a whole of community and will negatively impact the wider community for the enjoyment of the minority who own boats. The additional risk of developing on the contaminated site where higher than acceptable levels of OCP are still present is to me irresponsible and rushed - does TDC / applicant really understand the risk it still carries? I note in the DSI Soil Contamination Report that "it is possible conditions exist which were not detected" I do not oppose growth where growth is done responsibly. The current proposal and design for the boat ramp on contaminated land does not meet criteria for responsible growth, nor sustainable community development. The scale of the proposed boat ramp would hamper the safety and village feel of the current wharf environment - a reason we chose to live here. Could there be other solutions found for the community groups?

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

- I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

- To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

Mapua Boat Club and any contractors are required to take out clean-up cover


*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

- I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: 

Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.

From: Nairn Webb <Nairnwebb@outlook.com>
Sent: Monday, 26 February 2024 1:50 pm
To: Resource Consent Admin; nelson@do.nz
Subject: Mapua Boat ramp submission
Attachments: [Nairn Webb - Form for submission on resource consent application.pdf](#)

Categories: Maree Dealing With

Please find attached my submission regarding the Mapua Boat Ramp.

Thanks

Nairn Webb

Sent from [Outlook for Android](#)



SUBMISSION ON NOTIFIED RESOURCE CONSENT APPLICATION
Proposed Construction and Operation of a New Boat Ramp & Sea Scout /
Community Building at 5, 11 and 6-16 Tahī Street, Māpua

- 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.

TO: Resource Consents Team
Tasman District Council
Private Bag 4
Richmond 7050
Submitted via email: rcadmin@tasman.govt.nz

Copy to: Māpua Community Boat Ramp Trust
C/- Davis Ogilvie Limited
Attn: Mark Morris
Email: nelson@do.nz

Introduction

1. Ngāti Rārua tūpuna came to Te Taihū o te Waka-a-Māui (Te Taihū) in the 1820s and 1830s as part of the great southward migration of Kawhia and Taranaki iwi. Ngāti Rārua were participants in the series of war parties, or tauā, that came to Te Taihū followed by heke of occupation.
2. By 1840, Ngāti Rārua maintained permanent and seasonal kāinga at Whakatū, Motueka, Waimea, Moutere, Aorere and Whanganui Inlet/Taitapu. In eastern Te Taihū, Ngāti Rārua were resident in the Wairau district.
3. Ngāti Rārua marae today are:
 - Hauhunga Marae (Parerārua), Blenheim
 - Wairau Pā (Wairau), Blenheim
 - Whakatū Marae (Kākāti), Nelson
 - Te Āwhina Marae (Tūrangāpeke), Motueka
 - Onetahua (Te Ao Mārama), Tākaka.
4. The Ngāti Rārua Iwi Trust was established in 1992 and in 1996 the historical Treaty of Waitangi claim WAI 594 was lodged with the Waitangi Tribunal. The claim settlement was signed and celebrated at Hauhunga in 2013. Te Rūnanga o Ngāti Rārua was established as the overarching identity for the Ngāti Rārua Iwi Trust, Ngāti Rārua Settlement Trust and all other Ngāti Rārua iwi entities.
5. Te Rūnanga o Ngāti Rārua is active today working for the wellbeing, prosperity, and sustainability of whānau, hapū, iwi and rohe. Te Rūnanga o Ngāti Rārua is the mandated iwi authority for Ngāti Rārua for the purposes of Resource Management Act processes.



Figure 1: Ngāti Rārua Area of Interest

Solid line = Ngāti Rārua rohe

Dotted lines = historic associations

Ngāti Rārua associations with the Māpua area

6. The coastal marine environment in Te Taihū has sustained Ngāti Rārua for generations. The livelihood and wellbeing of tūpuna depended on their ability to hunt and gather food and other natural resources. Te Taihū is steeped in history – abundant wāhi tapu and other taonga link present day iwi, hapū and whānau physically and spiritually to their tūpuna. Therefore, the maintenance of customs and traditions associated with the coast is of high importance to Ngāti Rārua.
7. Māpua is situated on the shores of the Waimea Estuary. Waimea is the second largest estuary in the South Island and covers the area between Nelson-Richmond and Māpua.
8. The Waimea catchment, including the Waimea estuary coastal area, has a long and rich Māori history, reaching back to the earliest iwi known to have lived in the South Island.
9. Since first coming to Te Taihū, Ngāti Rārua made seasonal journeys to harvest from 'food baskets' across the rohe. Whānau and hapū would settle or relocate their villages to harvest from these areas. Such harvests were also an opportunity to renew social and familial ties. Kai and other materials were processed on site and transported back to coastal papakāinga for later use or elsewhere for trading.
10. The Waimea estuary was one of the seasonal harvest areas highly valued by tūpuna for its mahinga kai, rongoā and other natural materials. The Waimea catchment is a rich and fertile area, providing resources including fish, marine mammals, shellfish, birds, timber, pakohe (argillite), harakeke and edible and medicinal plants. Mātauranga associated with the collection of resources was central to the lives of tūpuna and remains a significant part of the cultural identity of Ngāti Rārua today.
11. Ngāti Rārua tūpuna built whare at the mouth of the Waimea River in order to harvest the plentiful supply of harakeke growing there. Goods produced from the four varieties of harakeke at this location included nets, ropes and cords, kete, kākahu (cloaks) and tāniko (boarders and decorative work). Kiekie fruits were a local delicacy, as were hināu berries and other fruit trees. Long straight stands of hināu and lancewood provided exceptionally strong shafts for fishing spears, spars and poles.
12. The Waimeha area was part of the wider coastal ara connecting Te Taihū whānau, hapu and iwi; as well as being a gateway to the trading route between Whakatū (Nelson) and Te Tai Poutini (West Coast).

Ngāti Rārua Environmental Strategy

13. The Ngāti Rārua environmental strategy, [Poipoia Te Ao Tūroa](#), sets out Ngāti Rārua values, priorities and aspirations for environmental management. Poipoia Te Ao Tūroa is an 'iwi management plan' prepared and mandated by Te Rūnanga o Ngāti Rārua o Ngāti Rārua and it was lodged with Tasman District Council in December 2021.

14. There are a number of objectives and policies in Poipoi Te Ao Tūroa that are relevant to this application. These include objectives related to the exercise and/or protection of rangatiratanga, mauri, wai, ngā wāhi taonga tuku iho, mahinga kai, mātauranga and coastal areas. These provisions are detailed at Appendix II.

Submission

15. The application seeks resource consent for the construction and operation of a new boat ramp within the coastal marine area and foreshore. The boat ramp will be accessed from the Māpua Waterfront Park and associated activities include access and parking on the western side of Tahī Street, signage, stormwater discharge and earthworks. The proposal also includes the construction of a Sea Scout /Community building within the Māpua Waterfront Park. The subject site includes 5, 11 and 6-16 Tahī Street, Māpua.
16. The Waimea estuary and surrounds, including the subject site, is an area of significance for Ngāti Rārua. Traditionally, this area was highly important for its mahinga kai¹ and Ngāti Rārua maintained seasonal camps in the area.
17. Ngāti Rārua are kaitiaki with responsibilities to take care of places, natural resources and other taonga within their rohe. It is an obligation of Ngāti Rārua iwi, hapū and whānau to make decisions about how to look after and protect the physical and spiritual well-being of the whenua, of taonga, of wāhi tapu and all places and sites of significance.
18. The Crown has issued a statutory acknowledgement of the Ngāti Rārua statement of association with the Te Taihu Coastal Marine Area (Ngāti Kōata, Ngāti Rārua, Ngāti Tama ki Te Tau Ihu, and Te Ātiawa o Te Waka-a-Māui Claims Settlement Act 2014). A map of this area is included at Appendix I. Statutory acknowledgements may be cited as evidence of the associations that iwi have with an area in submissions to consent authorities.
19. The application site is located adjacent to and partly within the Te Taihu Coastal Marine Statutory Acknowledgement Area. The proposed activity will involve a new structure in the CMA with disturbance of the seabed, and stormwater discharge to the CMA.
20. The site is located in a Cultural Heritage Precinct under the Tasman Resource Management Plan (TRMP). The proposal will involve earthworks that may disturb contaminated soils and introduce a new activity to an area currently used as a public recreation area.
21. It is noted that the activity complies with TRMP Cultural Heritage Site Permitted Activity Rule 16.13.6.1. Subsection (d) of this rule states that:

¹ Mahinga kai refers to species and materials that have traditionally been used as food, tools, or other resources that are culturally significant to Ngāti Rārua. It can include fish, shellfish, birds and plants used for kai; stones used for tools, cooking and fire making; natural materials used for dyes; and rongoā (medicinal plants and materials). It also refers to the places those species and resources are found, and to the act of harvesting them.

Any land use activity in any zone in the District is a permitted activity that may be undertaken without a resource consent if it complies with the following conditions:

...

(d) An authority from Heritage New Zealand Pouhere Taonga has been obtained under the Heritage New Zealand Pouhere Taonga Act 2014 to modify, damage or destroy a cultural heritage site; or, written evidence from Heritage New Zealand Pouhere Taonga has been obtained to show that such an authority is not considered necessary ...

22. Because Heritage New Zealand Pouhere Taonga has provided written advice that an archaeological authority is not considered necessary, the conditions of this rule are deemed to be met.
23. This situation – where the interests of tangata whenua iwi have no bearing on the determination that works in a cultural heritage site are a permitted activity – arises from the fact that TRMP ‘cultural heritage sites’ are based on archaeological information, rather than information on the cultural, historical, spiritual and traditional associations of tangata whenua iwi. Ngāti Rārua consider this to be a major impediment to protection of cultural heritage within the Tasman District. Notwithstanding this, we are pleased to note that both the the application documents and Heritage New Zealand Pouhere Taonga correspondence acknowledge the cultural significance of this area for tangata whenua iwi.
24. Ngāti Rārua submits that it would not be appropriate for the consent authority to disregard adverse effects of the activity on cultural values on the basis that the TRMP permits the activity under Rule 16.13.6.1(d)(i). The application is for a Discretionary Activity, and therefore all actual and potential effects on the environment can be considered.
25. Ngāti Rārua recognise that the boat ramp activity may improve access to mahinga kai and have a beneficial effect on the wellbeing of boat ramp users as it affords increased recreational access to the moana.
26. Ngāti Rārua considers that the following activities must be managed carefully to ensure there are no adverse effects on the mauri of the environment, including the wellbeing of people:
 - Earthworks
 - Discharges of contaminants and/or sedimentation
 - Stormwater management
 - Maintenance of public access
 - Restoration planting
 - Observance of appropriate tikanga

Relief sought

27. Overall, this submission is **neutral** to the grant of the application.
28. Should the application be granted, Ngāti Rārua seeks the imposition of conditions relating to the following matters:
- A cultural safety induction to be carried prior to the commencement of works. The cultural safety induction must be carried out by a mandated representative of Ngāti Rārua, or the written approval of Ngāti Rārua obtained for any alternative representative.
 - A Ngāti Rārua mandated iwi monitor must be onsite for all earthworks.
 - An Accidental Discovery Protocol must be in place and be strictly adhered to during earthworks activity.
 - Avoidance of discharge of contaminants (including sedimentation) to water.
 - The use of native, site-suitable and locally sourced plant species in all restoration planting. Tangata whenua iwi should be consulted for species that may be suitable for customary use (for example, rongoā, raranga).
 - The use of low impact design approaches to stormwater management including, where possible, the use of existing drainage characteristics, the minimisation of impervious surface cover, enhancement of natural ecosystems and the use of vegetation to absorb water and filter contaminants.
 - The maintenance of free public access to the boat ramp.
 - The maintenance of unimpeded public access to the Māpua Waterfront Park and along the coastline.
 - Ngāti Rārua must be represented in any form of cultural interpretation on the site, including but not limited to, information panels, signage, cultural design on buildings or structures, and pou whenua.
29. Ngāti Rārua wish to be heard in support of this submission.

DATED 26 February 2024

Shane Graham



Pou Whakahaere | CEO

Te Rūnanga o Ngāti Rārua

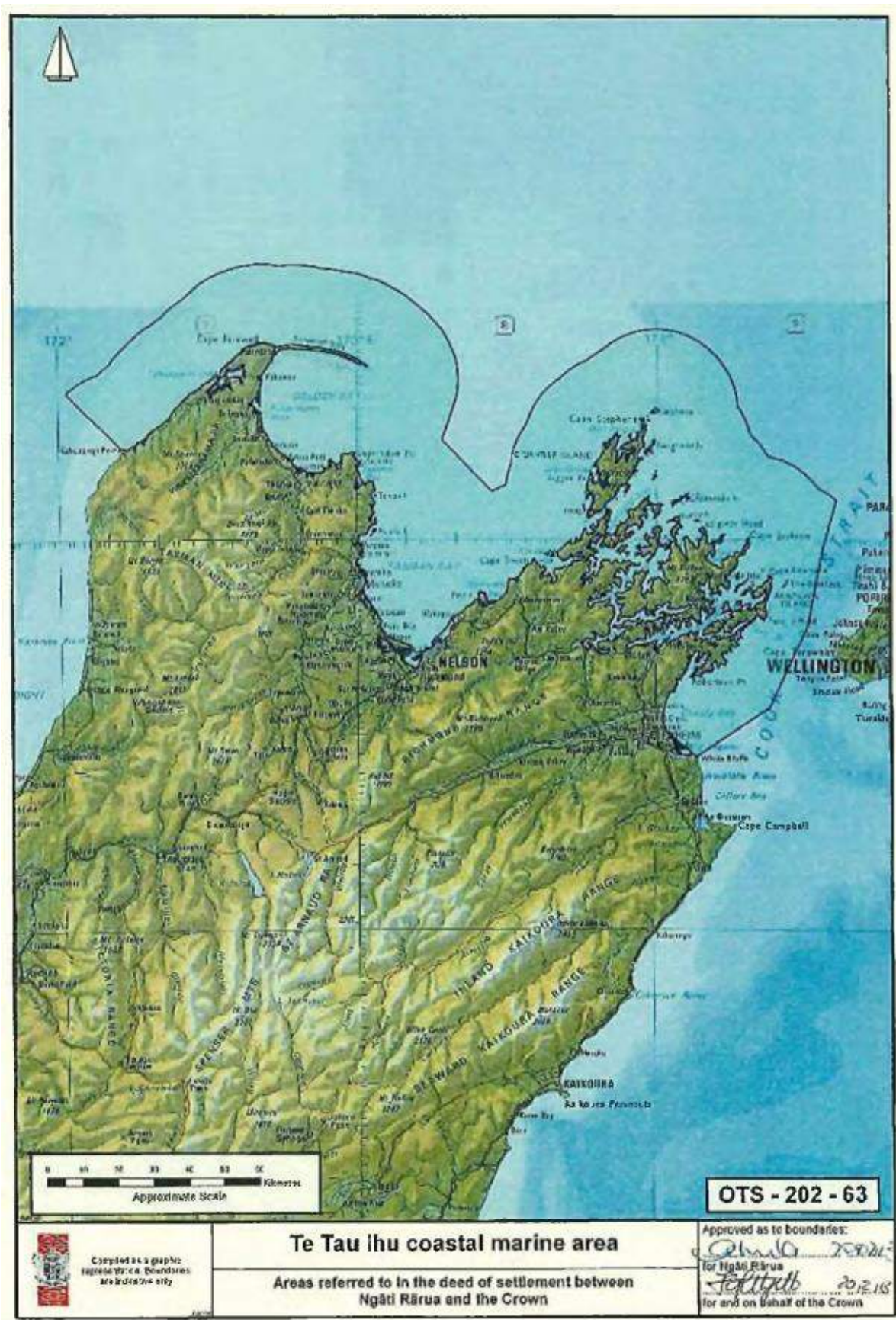
ADDRESS FOR SERVICE:

Rowena Cudby

Te Rūnanga o Ngāti Rārua

rowena.cudby@ngatirarua.iwi.nz; 027 234 4246

Appendix I – Te Tauihu Coastal Marine Statutory Acknowledgement Area



Appendix II – Excerpts from Poipoia Te Ao Tūroa | The Ngāti Rārua Environmental Strategy

The Ngāti Rārua Environmental Strategy, Poipoia Te Ao Tūroa, is an expression of rangatiratanga and kaitiakitanga from ngā uri² o Ngāti Rārua. It is informed by customary traditions and practices and responds to contemporary environmental management systems. It highlights Ngāti Rārua values, priorities, and aspirations for environmental management. It contains high level operational policy that guides Te Rūnanga o Ngāti Rārua trustees and staff to ensure their mahi is consistent with iwi priorities.

Objectives and policies in Poipoia Te Ao Tūroa are grouped as follows:



Objectives and policies of particular relevance to this submission:

Objective 5.1 Rangatiratanga | Leadership and decision making

Ngāti Rārua kaitiaki role is enhanced, restored and protected through having effective influence over, meaningful involvement in, and priority given to kaitiaki interests in all areas of environmental management where decisions are made by others.

Objective 6.1 Mauri | Protecting the life supporting capacity of the natural world

The mauri of the natural environment is protected, enhanced and restored, in recognition that the natural world nourishes and sustains us, and that we in turn have a duty of care.

² Descendants.

Policy 6.2(V)

Support activities that value and restore people's connection to the natural world, where they do not have an adverse effect on the natural or cultural values of a place or the wellbeing of Ngāti Rārua whānau.

Policy 6.2(VII)

Encourage the use of indigenous, site-suitable and locally sourced plant species in all restoration planting.

Objective 7.1 Wai | Water

The mana, mauri and wairua of water is protected, enhanced and restored.

Policy 7.3(I)

Oppose the discharge of contaminants to aquatic receiving environments.

Policy 7.3(VI)

Support low impact design approaches to stormwater management including, but not limited to, the retention and use of existing catchment drainage characteristics, minimisation of impervious surface cover, enhancement of natural ecosystems and maintenance of vegetation within catchments.

Policy 7.3(VII)

Support the planting of stormwater management systems with site-suitable indigenous species, focusing on their ability to absorb water and filter contaminants.

Policy 7.3(VIII)

Support the design of urban stormwater management systems that provide for multiple uses/outcomes including, but not limited to, recreation and amenity.

Objective 8.1 Ngā Wāhi Taonga Tuku Iho³ | Sites and areas of significance

Ngāti Rārua protect and maintain their cultural and spiritual associations with ngā wāhi taonga tuku iho and exercise their role as kaitiaki of these places, sites and areas.

Policy 8.2(I)

Actively participate in local and central government regulatory policy and consent processes that affect the protection of ngā wāhi taonga tuku iho.

³ Ngā wāhi taonga tuku iho are an essential part of Ngāti Rārua identity and their protection is central to kaitiakitanga. For the purposes of the objectives and policies in *Poipoi Te Ao Tūroa*, 'ngā wāhi taonga tuku iho' encompass many aspects of cultural heritage, including but not limited to, places, sites and areas associated with:

- Traditional pā sites, kāinga and urupā
- Places of birth or death
- Sites used for ritual and ceremonies
- Battle sites
- Places imbued with the mana of Ngāti Rārua rangatira
- Places recorded in pūrākau, waiata, pepeha and whakapapa,
- Ara tāwhito (traditional pathways)
- Traditional mahinga kai

Policy 8.2(V)

Where activities may damage ngā wāhi taonga tuku iho, require that appropriately experienced Ngāti Rārua iwi monitors are present to ensure cultural values are managed according to tikanga and kawa.

Objective 9.1 Mahinga Kai | Protection of customary harvest

Mahinga kai is protected, maintained and managed to enable sustainable use and the exercise of customary practices by present and future generations.

Objective 10.1. Mātauranga | Incorporation of customary practices, principles and techniques in environmental management

Ngāti Rārua tikanga and mātauranga inform and guide environmental management and statutory planning processes within Te Taihū.

Objective 11.1 Tangaroa | Coast and marine area

The mauri of Tangaroa is protected, enhanced and restored.

From: Rowena Cudby | Poururuku Rangahau
<rowena.cudby@ngatirarua.iwi.nz>
Sent: Monday, 26 February 2024 1:57 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Submission - RM230253 Mapua Community Boat Ramp Trust
Attachments: [RM230253 Submission Ngati Rarua 2024.02.26 - signed.pdf](#)

Categories: Maree Dealing With

Kia ora

Please find attached the Ngāti Rārua submission to the above application.

Nāku iti nei, nā
Rowena Cudby

Te Whare Mānuka
187 Bridge Street,
Nelson 7010
rowena.cudby@ngatirarua.iwi.nz
www.ngatirarua.iwi.nz | 



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To: The Resource Consent Administration Officer

Tasman District Council
Private Bag 4
Richmond 7050

Email: resourceconsentadmin@tasman.govt.nz

tasman
district council

Te Kaunihera o

te tai o Aorere

Submission on Resource Consent Application

PLEASE ENSURE THAT ALL SECTIONS OF THIS FORM, ON BOTH SIDES, ARE COMPLETED.

Please note: all submissions become public documents. If the application requires a hearing, your submission may be published on the council's hearings page, including your name and contact details.

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Submitter Details

Full Name:	Waimea Inlet Forum	
Contact Person (if different):	Elsbeth Collier	
Address for Service:	43 Apple Valley East Road Mahana 7173	
Postcode:		
Phone:	021721730	E-mail: elspethcollier@gmail.com

Submission Details

This is a submission on the following application for resource consent lodged with the Council:

This is a submission on an application from: (Name of Applicant): Mapua Community Boat Ramp Trust

For a resource consent to: (details can be found on the notice in the letter from Council, newspaper, website or on-site)

RM230253: Land use consent to construct and operate a new boat ramp and signage in the Open Space Zone and Coastal Environment Area (CMA) to conduct earthworks, land use to construct a 20x400sq m building, to discharge stormwater. RM230388, RM230254, RM230255, RM230256, RM230257, RM230258, RM230259 RM230388: Land use consent for carparking in association with the boat ramp parking area

Tasman District Council Application Number (if known): RM(230) 253,388,254,255,256,267,258,259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

Land use Section 9 RM230253 to construct and operate a new boat ramp and signage.

Activity on the surface of water. (bird and fish disturbance)

RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area

RM230254 Land use consent under the NESCS for soil disturbance.

RM230256 Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230258 Discharge of sediment to the Coastal Marine Area during construction of the boat ramp

RM230259 discharge of stormwater to the Coastal Marine Area.

Note: RM230254 Land use consent for soil disturbance. Wider earthworks are proposed in areas that are likely to not have been remediated thus a consent is required as a Restricted Activity under Regulation 10 of the NESCS."

* Note: Any additional information should be submitted on a separate sheet(s).



EP-RC040D 08/19

2) The reasons for my submission are (Give details*):

The Waimea Inlet Forum working group is submitting in the interests of the ecological health and wellbeing of Waimea Inlet.

The part of the application that we are most concerned about is the “bundle” of resource consents that are required for the construction of the boat ramp and sea scouts building. This would involve digging into the contaminated soil and include disturbance of marine sediments which would have potential for hazardous chemicals (such as DDT and dieldrin) to reach the Inlet and contaminate the waters of the Waimea Inlet and its benthos (life in the estuary floor).

Bird and fish disturbance caused by activity on the surface of water. (c) The activity should not disturb coastal marine species in a manner that prevents animals or plants from occupying their usual habitat within the estuarine on intertidal areas identified in Schedule 25D. (TRMP)

The area to the west of Tahi Street should be left in grass as this is an important resting and feeding area for oystercatchers and other waders particularly during wetter weather.

*Note: Any additional information should be submitted on a separate sheet(s).

3) The nature of my submission is that: (Tick one of the following three boxes):

I support the application I oppose the application I am neutral regarding the application

4) The decision I would like the Council to make is (Tick one of the following two boxes):

To grant consent To refuse/decline consent

If consent is granted, I wish the council to impose the following conditions

(Note: you do not have to suggest conditions, particularly if you want the council to refuse consent):

*Note: Any additional information should be submitted on a separate sheet(s).

5) Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard in support of my submission I do not wish to be heard in support of my submission

Note: If you indicate that you do not wish to be heard, you will still receive a copy of the Council's decision but you will not receive a copy of the hearing report if a hearing is held.

Print Full Name:

Signature*: _____ Date:

(Person making submission or authorised agent)

*Note: A signature is not required if you make your submissions by electronic means.

A copy of this submission MUST also be sent to the applicant as soon as reasonably practicable after serving a copy on the Council.



Waimea Inlet Forum

E waimea.inlet@gmail.com

www.waimeainlet.wordpress.com

Waimea Inlet Forum submission on Māpua Community Boat Ramp Trust application

to develop Lot 6 DP11502, Lot 1 & 5 DP11502, Lot 2 DP11106, Sections 13,14,15,16,24,25,26,27,28,29 SO496194

RMA Sections 9 Land Use and **12** Coastal Permits

RM230253: Land Use Consent to Construct a boat ramp and signage in the open space zone and Coastal Environment Area (CMA)

RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area

RM230254 Land use consent under the NESCS for soil disturbance.

RM230256 Disturbance of the Coastal Marine Area in association with construction of the boat ramp.

RM230258 Discharge of sediment to the Coastal Marine Area during construction of the boat ramp

RM230259 discharge of stormwater to the Coastal Marine Area.

Note: **RM230254** Land use consent for soil disturbance. Wider earthworks are proposed in areas that are likely to not have been remediated thus a consent is required as a Restricted Activity under Regulation 10 of the NESCS."

The Waimea Inlet

The Waimea Inlet is of international importance for migratory bird species and is of national significance for other endangered or threatened species. These include birds such as kuaka/ bar-tailed godwit, kōtuku/white heron, taranui/caspian and black-fronted terns, tōrea and tōrea pango/variable oystercatcher, matuku-hūrepo/Australasian bittern, moho-pererū/banded

rail, and plants such as coastal peppergrass and grey salt bush. The inlet is important to life-cycle stages of fish species, which are dependent on the continuity and sequence of habitats from the streams, through the inlet, and to Tasman Bay, being maintained.

The Waimea Inlet Forum (WIF) was created to support the implementation of actions springing from the Waimea Inlet Management Strategy (WIMS) which was adopted by Nelson and Tasman Councils in 2010. The Strategy has recently been updated and was adopted by Tasman District Council in August 2023.

The Waimea Inlet Forum working group is submitting in the interests of the ecological health and wellbeing of Waimea Inlet, which has been degraded by infilling, loss of its coastal margins and forests and discharge of sediment from the land and contaminants from the land and water.

Members of the Waimea Inlet Forum and other community groups are collaborating on a broad front that involves restoring the margins, eradicating plant and animal pests, and caring for the Inlet as a whole so that it becomes: *"A vibrant place, richly appreciated by the community for its open space, natural, cultural, and ecological values"*. (WI Strategy)

The WIMS Objectives include:-

- Indigenous species and their habitats are protected, enhanced, and increased and are safeguarded from harm and disturbance.
- The healthy natural functioning of ecosystems is ecologically sustained.
- Human activities including land uses in the catchment around the Inlet make a positive contribution to its health and natural values.
- The natural ecosystems of the Inlet can evolve in response to climate change and land subsidence effects.
- The natural ambience of the Inlet is improved by controlling human activities which have potential to disturb its peaceful character. (our emphasis)
- Understanding and appreciation of the natural attributes and functions of the Inlet and their intrinsic characteristics and spiritual significance is increased.

The proposed Boat Ramp.

The Waimea Inlet Forum has three areas of concern with the construction of a boat ramp and building in the Māpua Waterfront Park.

1. Chemical contamination into the estuary from soil disturbance in the former Fruitgrowers' Chemical Company site.

2. Increased bird disturbance on the Inlet from more boats and jet skis using the boat ramp. Turbidity of mud from jet skis and power boats also affects fish habitat.
3. Loss of grassed open space in Kite Park, a well known site for roosting and feeding tōrea pango/variable oystercatchers and other waders.

**Soil disturbance in the Former Fruitgrowers' Chemical Company Site
(RM230254, RM230255, RM230256, RM230257, RM230258, RM230259)**

When the highly contaminated site was closed in 1988, conditions were drawn up to ensure that remediation would stop further longterm contamination of the surrounding land and water.

In 2012 the Tasman District Council published "Mapua FCC Site Management Plan" for the FCC East and FCC West Landfill Sites:-

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.

It is imperative that the 150mm topsoil (cleanfill) layer is maintained within 30m of the FCC East boundary adjacent to the foreshore. (our emphasis)

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. (our emphasis)

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.

Groundwater under the site has concentrations 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.

The part of the application that we are most concerned about is the "bundle" of resource consents that are required for the construction of the boat ramp and sea scouts building. This would involve digging into the contaminated soil and include disturbance of marine sediments which would have potential for hazardous chemicals (such as DDT and dieldrin) to reach the Inlet and contaminate the waters of the Waimea Inlet and its benthos (life in the estuary floor).

Another unknown factor is whether or not the weight of an 11x49 metre concrete ramp could force contaminants to the surface.

There are serious risks to marine life in the Waimea Inlet from excavating this site. The Waimea Inlet Broad -Scale Habitat Mapping 2020 by Salt Ecology says "Zootic reef features were most common near both estuary entrances and around lower estuary channels that have a high degree of flushing. Although relatively scarce, these areas create valuable biogenic habitat for a variety of other organisms". This area is around the site of the proposed ramp, so if any chemical run-off occurred it would be affected.

Bird and fish disturbance caused by activity on the surface of water.

The most adverse and intrusive use of the Inlet is by fast, noisy, motorised (therefore polluting) craft. The Māpua Boat Ramp Community Trust's publicity advertises "safe access to Tasman Bay and the Waimea Inlet". There are already problems caused by too many boats and jet skis on the Inlet. A large new ramp will attract many more users than there are now. Jet skiers and the wake they create disturb the birds that roost at high tide on very small islands in the inlet. (Spoonbills, oystercatchers, godwits and more).

A recent study of fish habitats in the Waimea and Moutere inlets by NIWA 2023 "Fish Assemblages of Moutere and Waimea Inlets", states that "the key biogenic habitat for fish is seagrass, and also sponge gardens (especially at Oyster Island) and the sabellid tube worm moundfields which are found near the entrances to both estuaries.

There are tube worm reefs near the Māpua wharf and the site of the proposed boat ramp. Turbidity of mud from jet skis and power boats affects these fish habitats."

The ability for jet skis to move through very shallow water increases the likelihood of disturbance of the sea floor.

"Direct disturbance to these habitats from infrastructure development, such as the placing of sewer lines, should be actively avoided. Nearby land-based activities that may discharge large sediment and/or nutrient loads into the inlets, such as land development projects, should also be actively managed to minimise such inputs. Human recreational activities that can damage such habitats, such as recreational vessels leaving propeller trails through seagrass meadows should also be minimised." NIWA 2023

The study concludes that:

"It is much harder to restore habitats, versus protecting what still exists. So, the highest priority management action is to pro-actively avoid/limit human activities that adversely impact on existing biogenic habitats".

Power boats on the Waimea Inlet are not a new problem... a Department of Conservation report "A report on the Ecology of Waimea Inlet Nelson (1990)" recommended 'Further

restrictions on the use of power boats in Waimea Inlet and the limits of boat penetration into the inlet and the areas of low impact be assessed'. It also noted that 'power boating at Mapua may threaten the endangered peppergrass plants on No-mans Island. Power-boating also conflicts with other recreational pursuits'.

Apart from the ferry linking Mapua with Moturoa and rescue boats, motorised craft in the body of the Inlet should be controlled so that it is: "A vibrant place, richly appreciated by the community for its open space, natural, cultural, and ecological values". (WI Strategy)



Every year the number of jet skis on the Inlet increases. The Māpua Masterplan anticipates 600+ new dwellings in the near future, and jet ski ownership is sure to increase accordingly. A number of councils including Gisborne District Council, Hawkes Bay Regional Council, Bay of Plenty, Auckland Transport, Waikato Regional Council, Northland Regional Council, Greater Wellington and Horizons, have introduced compulsory registration for jet skis and we will ask Tasman District Council to do the same as a way of controlling and reducing irresponsible use of these craft. In the longer term, the WIF has hopes for a total ban on jet skis in the Waimea Inlet.

In the meantime we will ask for a Launch Warden to be appointed for the Waimea Inlet to ensure that motorised boats and jet skis do not exceed the 5 knot speed limit or disturb wildlife in any other way. Also to ensure that there is no human activity on No -Mans Island.

Oystercatchers at Kite Park (RM230388: Land use consent for carparking in association with the boat ramp plus a public parking area)

The area to the west of Tahi Street should be left in grass as this is an important resting and feeding area for oystercatchers and other waders particularly during wetter weather. There can be up to 100 birds here, particularly during high tides. Birds in general have been pushed out of traditional feeding/roosting places and we should accommodate them wherever possible.

Conclusion

The Waimea Inlet has changed dramatically over the past 200 years and requires a long term commitment by the community and its Councils to protect and restore the natural functioning of the inlet.

The Waimea Inlet Strategy and Action Plan acknowledge that – *“nature comes first ensuring communities, organisations and industries are committed to restoring nature”*. (WIF Strategy).

Thank you for considering this submission. We wish to be heard in support of our submission .

for the Waimea Inlet Forum working group

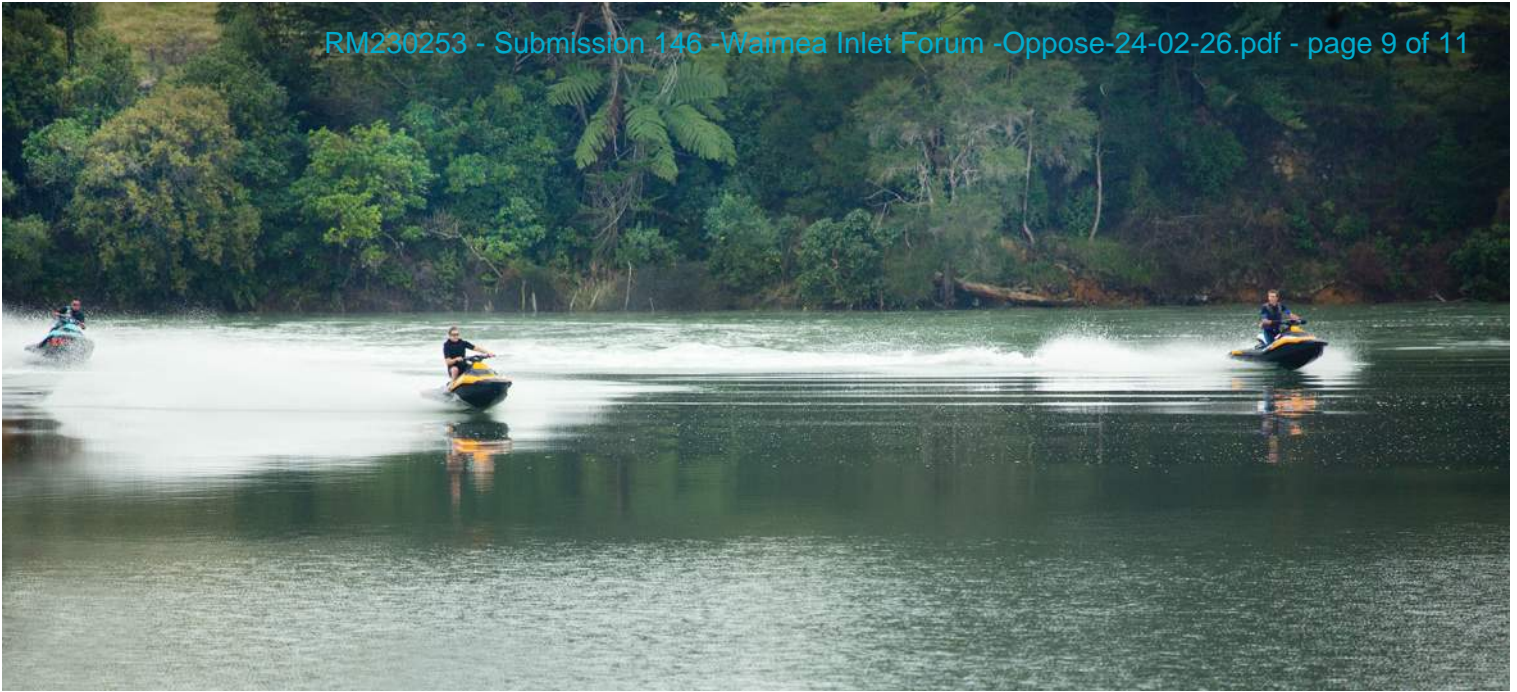
E-mail: waimea.inlet@gmail.com

Contacts:

Elsbeth Collier

E-mail: elsbethcollier@gmail.com







Sabellid tubeworm reef near Māpua wharf.

All photographs (except sabellid tube worm reef) by Elspeth Collier.

From: elspeth collier <elspethcollier@gmail.com>
Sent: Monday, 26 February 2024 2:00 pm
To: Resource Consent Admin
Subject: Waimea Inlet Forum submission on Mapua Community Boat Ramp Trust Application
Attachments: [Form for submission on resource consent application WIF copy.pdf](#); [WIF submission on Māpua Boat Ramp 26_2_24 .pdf](#)
Categories: Maree Dealing With

Submission on Resource Consent Application

To: The Resource Consent Administration Officer
Tasman District Council
Private Bag 4
Richmond 7050
Email: resourceconsentadmin@tasman.govt.nz

Submitter Details

Full Name: Annette Le Cren
Phone: 021 2024814
E-mail: annette.lecren@gmail.com
Address for Service: 109 Seaton Valley Rd, RD1 Upper Moutere 7173

Submission Details

This is a submission on the following application for resource consent lodged with the Council: Tasman District Council

This is a submission on an application from *Mapua Community Boat ramp Trust* for a resource consent to: *Construct and operate a new boat ramp in Mapua. There are multiple related consents being sought to occupy the coastal Marine area (CMA), to conduct earth works, land use to construct a 20mx40m building, to discharge storm water, to erect 9 signs.*

Tasman District Council Application Number (if known): RM (230) 253, 388,254,255,256,257,258,259

1) The specific part(s) of the application that my submission relates to is/are (Give details*):

RMA Sections 9 Land use and 12 Coastal permit

RM230253: land use consent to construct a boat ramp and signage in the Open Space Zone and coastal environment area (CEA)

RM230388: Land use consent for car parking

RM230254: Land use consent under the National Environmental Standard for assessing and managing contaminants in the soil to protect human health from soil disturbance

RM230255: Land disturbance within the CEA for construction of a boat ramp, sea scout building, and associated infrastructure including carparking areas.

RM230256: Disturbance of the Coastal Marine area (CMA) in association with construction of the boat ramp.

RM230257: Occupation of the CMA for the purpose of constructing and operating a boat ramp.

RM230258: Discharge of sediment to the CMA during construction of the boat ramp

RM230259: discharge of stormwater into the CMA

2) The reasons for my submission are (Give details*):

1. The scale of the development, which is substantial. The main reason for this development is to build a 'replacement ramp' as often stated. Keeping in mind that the old ramp by the Mapua wharf is only 4m wide and NOT an 11m wide 49m long ramp, an 800 sq METRE BUILDING, 78 trailer park spaces in the kite park area and an additional 60 parking spaces in the water front open space.

2. Safety issues with launching boats. There is NO jetty to tie your boat onto. The tides and currents in the Waimea Inlet are ferocious at times. As boaties can't pull their boats up on a beach, they will have to idle to wait for crew or cars and trailers launching and on return.

3. Lack of transparency around works as well as ongoing financial obligations by Council.
4. The lack of insight on the impact of the proposal. It is a HUGE new development.
5. Implications of disturbance of the toxic dump and sea bed. Remembering that this dump was the worst toxic waste area in the whole of NZ. Most toxins are in the top layer of the sealed area, so toxins are less likely to end up in the ground water.
6. Please read the article by one of the scientists, Jenny Easton who worked on the toxic dump's cleaning process. WHY THERE SHOULDN'T BE A RAMP.¹
7. It will replicate Port Motueka, which has less car parking than the proposal in Mapua.
8. It is very obvious that the Boat Club wants to attract larger fishing boats. Depleting yet more fish stock with boats needing to venture out further to catch a few fish. From an environmental point of view: huge fuel costs and emissions to catch a few fish.
9. There's no mention made of any sea water or sea bed monitoring of possible disturbance either during or after ramp construction. In fact, I think there's much oversight of environmental consequences of this development. There was mention by the Boatclub: "Mapua is already compromised".
10. If the Grossi Point natural ramp is compromised for access by any boats we need to ask the question: where do kayaks and small sailing boats launch? They will need to pay for the ramp, need to somehow return cars and trailers. How are their boats secured during this time? Launching their boats, scouts will find this access very challenging. Keeping in mind the age of these sea scouts!

The nature of my submission is that I OPPOSE the application and refuse/decline consent.

Assessment of alternatives:

Alternative sites have not been fully investigated. It only states, of the Mapua Leisure Park that it is privately owned with no public access. It is unlikely that TDC would want to purchase access rights to gain access with a site so highly exposed to coastal erosion. BUT

1. The camp is currently for sale by negotiation. Thinking that TDC in combination with the Boat Club and crowd funding can possibly purchase this Park.
2. There is no soil contamination
3. It has an existing concrete ramp (currently under the sand), similar to the 'old' Mapua wharf (indicates a REPLACEMENT ramp)
4. The ramp is well clear of the wharf and crowds
5. It's closer to the sea and is not too steep.
6. The site has a larger beach for landing and unloading
7. There are suitable buildings and toilets for scouts and possibly the boat club in close proximity to the ramp
8. Traffic will not impede on the Waterfront park
9. The availability of land for parking
10. A superb facility for scout camps and school camps
11. The safe estuary offering a safe environment for scouts and school children. (at high tide)

¹ Māpua boat ramp plan risks disturbing contaminated site, says scientist Cherie Sivignon Stuff
March 03, 2022 Available on line at <https://www.stuff.co.nz/life-style/127905653/mpua-boat-ramp-plan-risks-disturbing-contaminated-site-says-scientist> accessed 25 Feb 2024

12. The presence of a large eddy area for safe launching.
13. A commercial area for camping, overwintering of permanent campers, which will offer an income for whoever buys the facility.

Negatives:

1. The camp will need to be reorganised, and move the campers to the higher areas of the camp site
2. The ramp wont appeal to the larger boat users, which to my mind is a large positive as they can use the ramps at Nelson and Motueka if they so desire.
3. The camp is in an inundation zone, but the same applies to the Waterfront area.

My proposal would provide a safe and versatile location for medium sized boats up to 5,6 meters in size as well as dinghies, kayaks and small sailing crafts.

If consent is granted, I wish for the council to impose the following conditions :

A properly designed programme that:

1. Monitors ground water, estuary sediment, and aquatic invertebrates for contaminants. Cost to be covered by the applicant.
2. A smaller ramp design suitable for smaller boats. A REPLACEMENT ramp!
3. An independent review looking into alternative sites (highlighted above) more suitable sites by TDC
4. The provision of a reliable survey of community feedback. Up to date we haven't viewed the previous 'survey' that was presented by the Boat club.

Attendance at any Council Hearing (You must tick one of the following two boxes):

I wish to be heard.

**Annette Joan Le Cren
26.02.2024**

Copies of this submission have been sent to rcadmin@tasman.govt.nz and the applicant nelson@do.nz (Davis Ogilvie Ltd FAO Mark Morris)

Pushpa Gounder

From: Annette Le Cren <annette.lecren@gmail.com>
Sent: Monday, 26 February 2024 2:19 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Submission on Mapua Boat ramp proper version
Attachments: BOAT RAMP SUBMISSION (2).docx

Categories: Maree Dealing With

Please find the proper version of my submission. I started using the formal form, but found that too difficult and limiting to use.

Annette Le Cren
Mapua

Submission from: Brian James Thomas

Submission to: Tasman District Council,

Re: Construction and operation of a new boat ramp at Māpua

Date: Saturday, 24 February 2024

Submission:

I oppose strongly the plan to build a two-lane boat ramp in Mapua.

Although I am not a resident of Mapua, I have holidayed regularly in the village since the 1970s and am well acquainted with the area.

My objection to the proposed boat ramp is based on obvious concerns:

- Congestion caused by large vehicles and trailers in the public reserve and the village in general.
- Increase in traffic on access roads from the highway, especially through residential areas of Mapua.
- Noise from power boats and jet-skis in the heart of Mapua.
- Disturbance to diners and walkers at the wharf.
- Safety risks posed by large numbers of power boats in the narrow channel.
- The threat to swimmers and paddle-boarders, especially children, when power boats tie up at the wharf.
- Danger to the Mapua ferry from a high volume of power boats using the channel.
- General disturbance to birds, fish and overall ecology of the area.
- Loss of recreational land caused by large-scale parking in reserve.
- Risk of contamination to the wharf area from fuel leakage, exhaust fumes, and general rubbish.

In conclusion: My fear is that a considerable increase in vehicles and power boats will impact severely on a part of Tasman renowned for its spiritual and scenic character. In Maori terms: he waahi mo te rangimarie wairua.

Families all over the motu have long been drawn to Mapua for its peace and quiet, not noisy activities. My fervent wish is that the Tasman District Council will safeguard this gem in the crown of Te Waipounamu by declining the boat ramp application in its entirety.

Thank you for the opportunity to voice these concerns. I do not wish to speak to my submission.

Pushpa Gounder

From: Brian Thomas <buzzerthomas@gmail.com>
Sent: Monday, 26 February 2024 2:29 pm
To: Resource Consent Admin
Subject: Mapua Boat Ramp
Attachments: Mapua submission.docx

Categories: Completed, Following up, Maree Dealing With

From: Brian Thomas <buzzerthomas@gmail.com>
Sent: Tuesday, 27 February 2024 9:11 am
To: Resource Consent Admin
Subject: Re: Submission - RM230253 - Mapua Boat Ramp Community Trust - Additional information

Categories: Completed

Morena Maree, thank you for your text.

Mailing address: 214 lam Road, Christchurch 8041.

Phone: 021 687636

On 27/02/2024, at 8:58 AM, Resource Consent Admin
<Resourceconsentadmin@tasman.govt.nz> wrote:

Good Morning Brian

Thank you for your submission.

For Council to be able lodge this as a complete submission, could you please provide:

- Your mailing address
- Contact phone number

I look forward to receiving your reply.

Kind regards
Maree

Resource Consent Admin

Call +64 3 543 8400 | Resourceconsentadmin@tasman.govt.nz

Private Bag 4, Richmond 7050, NZ

This e-mail message and any attached files may contain confidential information, and may be subject to legal professional privilege. If you are not the intended recipient, please delete

From: Brian Thomas <buzzerthomas@gmail.com>

Sent: Monday, February 26, 2024 2:29 PM

To: Resource Consent Admin <Resourceconsentadmin@tasman.govt.nz>

Subject: Mapua Boat Ramp

Postal address:

51 Pomona Road, RD1 Upper Moutere,
7173

Email for correspondence:

ian@rfn.co.nz

To Tasman District Council

Name of submitter: Ian Barry Reade

This is a submission on an application from Mapua Boat Ramp Trust for a resource consent to:

- Construct a Boat ramp in a coastal marine area at 5,11 & 6-16 Tahi Street for use by Mapua boat club members and the public.
- Construction of a Sea Scout / Community Building within the Mapua Waterfront Park.

Consents required for these activities include:

- To occupy the coastal marine area for the purposes of operating a boat ramp.
- To construct a boat ramp in the Coastal Marine area and open space with access off Tahi Street.
- Land use.
- Earthworks within the coastal Environment Area.
- Discharge Stormwater into the Coastal Marine Area.
- Erecting signage.
- Conducting earthworks on a Hail site.

I am not a trade competitor for the purposes of [section 308B](#) of the Resource Management Act 1991.

The specific parts of the application that my submission relates to are—

1. To construct a boat ramp in the Coastal Marine area and open space with access off Tahi Street.
2. To occupy the coastal marine area for the purposes of operating a boat ramp.

My submission is—

1. To construct a boat ramp in the Coastal Marine area and open space with access off Tahi Street. I oppose the issuing of Resource Consent.
- In the Transportation Assessment by Tim Kelly Planning Ltd is has assessed that there will be “up to 60 boats” would be expected to launch each day during the months Oct – Apr with an “extreme maximum” of up to 100 boats per day. The report also states that these numbers include a “modest diversion” of boats away from Motueka (assumed to be 25%) that may use the Mapua ramp.

My issues with this analysis are:

- It is based on assumptions by the applicant.
- It does not take into account diversion of boats away from Nelson, given it’s recent advertised congestion problems, those travelling from Brightwater, Wakefield and beyond will likely target the ramp, given it is closer to the snapper fishing grounds. This will increase use significantly more than a 25% diversion from Motueka.
- The analysis seems to be based on “launchings”. There is no mention of retrievals that will occur later in the day during the busy wharf time when there will be conflict with visitors. It states that launchings happen between 6am and 1pm. Having family live on Tahi street, they tell me launchings start at 4:00am and continue through the morning as they hear the trailers rattling up the road. Retrieval’s then go on throughout the afternoon.
- There is no mention of the access issues with Aranui road being narrowed down to accommodate cyclists and pedestrians. Since it’s inception last year there are already instances of boat trailers and road furniture being damaged due to vehicles passing each other on narrow carriage ways. Evidence of this can be seen by the road furniture being damaged and marked with vehicle collision scars.
- The current analysis of boats using the ramp is done on a today / current situation. The growth Mapua and surrounds has experienced in the last 30 years is significant and will continue with the creation of new subdivisions, both planned and as yet to be planned. If current history is anything to go by these subdivisions will be occupied by people who enjoy the ocean and a higher than average number will own a boat. In ten years time the 60 boats a day allowance will be a laughable amount, but unfortunately there will be no way of expanding capability. It will become highly congested. The significant population growth planned for the Tasman, Wakefield and Brightwater areas will also significantly impact the ramps use. None of this is accurately accounted for in the applicants analysis. I see this as a significant flaw in the investigation into the ramp location. Recently I retired as Chief Fire Officer of the Mapua Volunteer Fire Brigade after 30+ years service. Part of my decision to retire from the

Brigade was the difficulty I was having in reaching the Station in an acceptable time when a call occurred, due to the traffic congestion along Aranui Road and Iwa Streets. This problem has only come about in recent years, due to the area becoming more populated and popular. When the Fire Station was sited on 3 Iwa street in 1980, there was no thought that in 30 years time it's location would be totally inappropriate and congested with people and traffic in 2010. I believe the same will occur with the boat ramp.

- The report does not give any inference as to the effect the traffic and launch / retrieval process will have on what is essentially the Mapua CBD. As population increases it seems incredulous that there is a plan to attract more large dimension traffic directly through and into the CBD, when other plans are being implemented to make the area more pedestrian and cycle friendly.

I oppose the construction of a boat ramp next to the busy commercial area of Mapua as the full longer term effects of population growth are not accounted for nor is it in sync with the long term plan for the Mapua township.

2. To occupy the coastal marine area for the purposes of operating a boat ramp. I oppose the issuing of a Resource Consent.
- The Mapua Boat Ramp risk assessment CO6 Appendix 4 carried out by Messers Leydon and Robinson.
 - The analysis is brief, selective and subjective.
 - The risk assessment has been written by two members of the applicant organisation, the Mapua Boat Club.
 - Within the risk analysis, reference is made that the risks when crossing the channel bar are no different than currently experienced when launching at Grossis Point. This is incorrect in that launching at Grossis point is not possible for most trailered boats at low tide and for a time either side. Having an "all tides" boat ramp available will allow access to the channel bar at low tides which will increase the risk of groundings and boat mishaps. Attached is a recent stuff article (26/2/24) covering the overturning of a runabout boat on the Taieri Bar in April 2021 that resulted in the death of a 2 year old. In the coroners report Maritime NZ has highlighted that the crossing was attempted at low / ebb tide which was the most dangerous tide window and directly contributed to the tragedy. The article also highlights the existing placement of warning signs that had gone unheeded in this case.

- Because of the restrictions and knowledge required to launch at Grossis point, it's use by people not familiar with the channel and the bar is low.
- I have been boating in the channel for many decades (4+). I have a very healthy respect for the channel and bar, having had a number of scares and near miss incidents over the years due to shallow water and tide V's wind. I have also been involved in a number of rescues of those who did come to grief. The increase in volume of boats crossing the bar combined with the ability to do it at all tides will unreasonably increase the risk for tragedies to occur, particularly during the busy tourist season when people not familiar with the channel and bar will be using it.

I oppose the construction of an all tide boat ramp in the Mapua channel as it will unreasonably increase the risk to life of users who are unfamiliar with the sea conditions of the channel and bar.

I seek the following decision from the consent authority:

To decline a resource consent for the construction of a boat ramp on Tahi street.

- I wish to be heard in support of my submission.

If others make a similar submission, I will consider presenting a joint case with them at the hearing.

I request pursuant to [section 100A](#) of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

Signed



Ian Reade

Date 26th February 2024

Family boating tragedy, and the heroes who saved lives



Hamish McNeilly

February 26, 2024, • 05:00am

Share



The boat is recovered from Taieri Mouth, south of Dunedin.

SUPPLIED / SUPPLIED

- **A two-year-old girl died when her family's boat flipped while crossing a sandbar at Taieri Mouth.**
- **The rescuers included four surfers/medical professionals who helped save the lives of the other family members.**
- **The girl died after more than two hours of CPR.**

The quick action of four surfers, who were medical professionals, helped prevent more lives being lost in a family boating tragedy.

- There's a new top town in New Zealand

- Three nights in the wilderness: Woman's harrowing survival story

- Bikie gang's Harleys crushed into scrap metal

and spotted the overturned boat and heads bobbing in the water.

[Running down to the beach with their surfboards, three of the surfers were fully qualified doctors, and the other a trainee doctor.](#)

"I note, these four surfers are to be commended for their bravery and rescue skills," Coroner Ruth Thomas said in her findings.

"Their actions saved lives."

Stuff Daily

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The bar

The father of the girl bought the 5.2 metre boat earlier that same year, and while he previously held a skipper's licence, he did not have much boating experience in the Dunedin area, where his family lived.

Before the day of the tragedy, the man had used the boat three times at Taieri Mouth.



The welcome sign to Taieri Mouth.
HAMISH MCNEILLY / STUFF

Meanwhile, fellow surfer James Welchman realised there was still one person missing, and swam to the boat and dived under it.

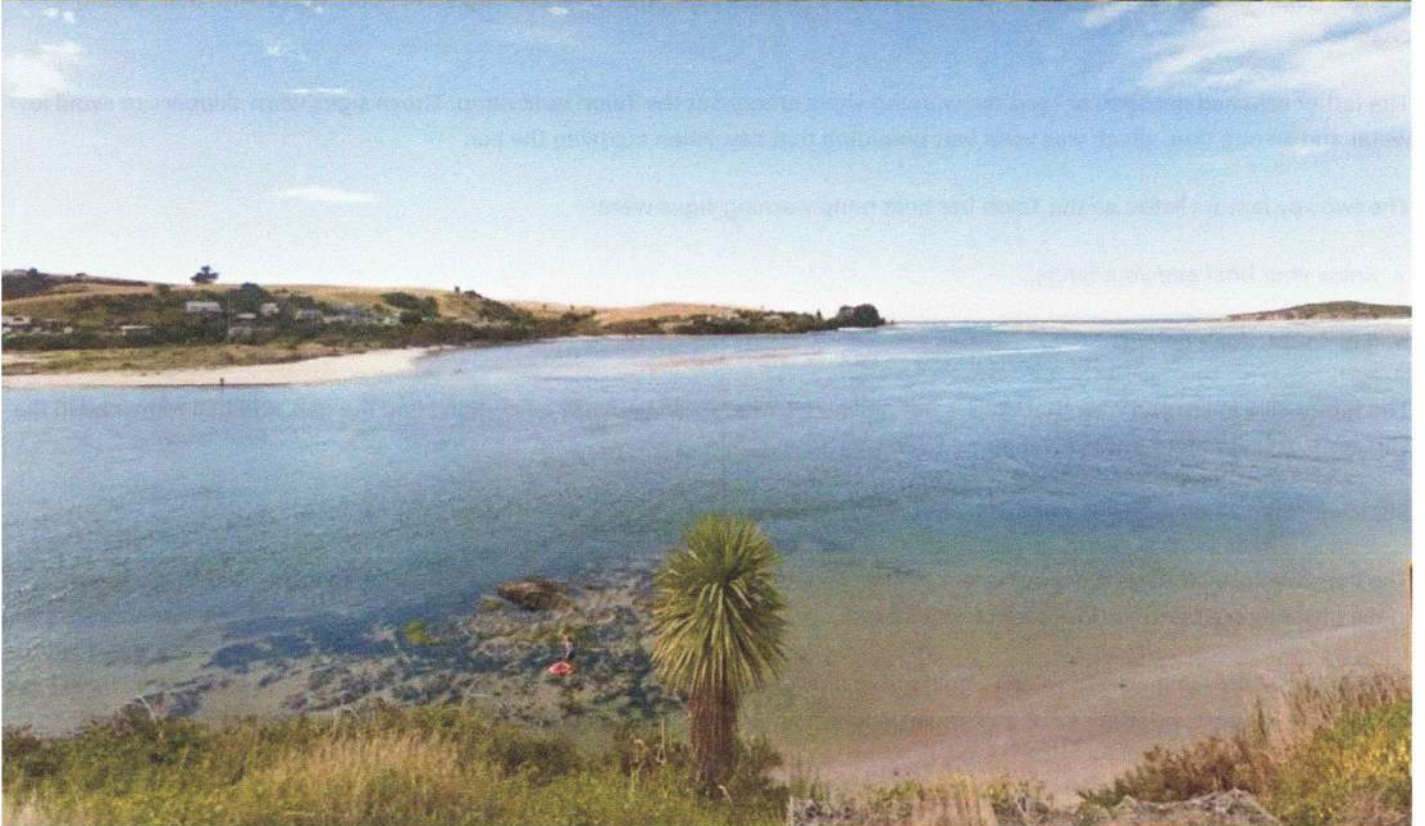
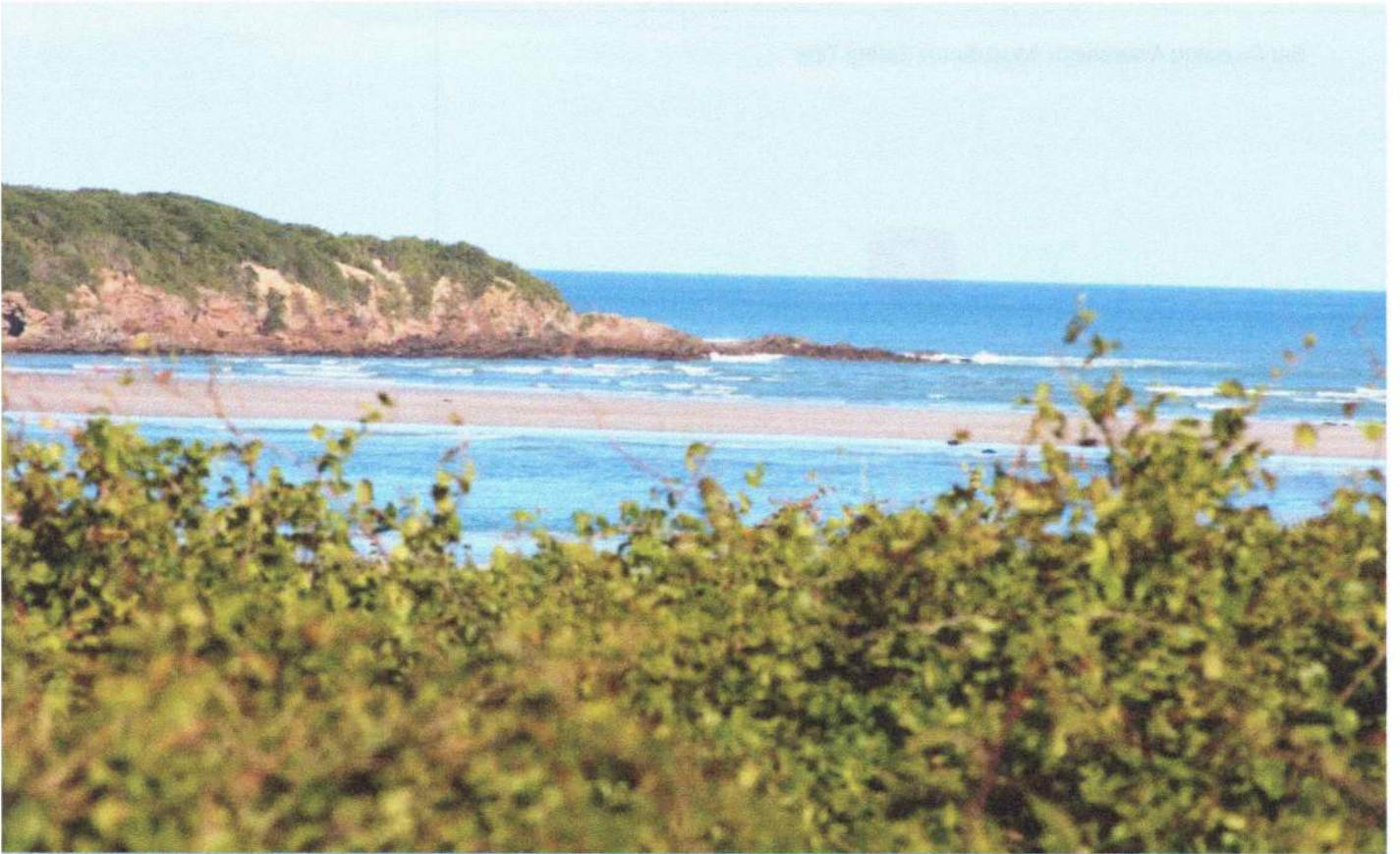
Numerous time he dived underneath but failed to find anyone, but when diving deep into the bow of the upturned board he felt a small foot.

He pulled hard and brought the toddler to the surface.

Welchman and Hall placed the young girl on a surfboard, and started mouth-to-mouth and chest compressions as they headed towards the shore, where they were assisted by a jetski.

She was taken by the rescue helicopter, with Allen, an intensive care registrar, ventilating her on that 30km flight to Dunedin Hospital.

Coroner Thomas noted that the young girl, who had been submerged for more than 15 minutes, presented on arrival at the hospital with cardiopulmonary arrest. Pale, cold to touch and lifeless, she received active warming and further adrenaline.



A view of Taieri Mouth, just south of Dunedin.
GOOGLE MAPS/SUPPLIED

The coroner accepted that the boat was fit for purpose prior to the capsizing.

It was also accepted that crossing river or harbour bars in New Zealand could be dangerous, with Taieri Mouth having a history of vessel capsizes.

That was because the sand moves the channel and skippers needed to reassess the best route to take every time.

Bar Crossing Awareness: Must-Know Safety Tips



In December 2020, the Otago Regional Council erected new bar crossing warning signs at the river boat ramps.

It was unknown whether the father had watched any of the Maritime New Zealand educational videos on the topic, but the coroner urged all skippers of recreational boats at Taieri Mouth to seek out that information.

Coroner Thomas [also urged boat users to watch camera footage online on the Otago Regional Council website](#), which showed the location of the channel.

A coast guard expert said the the conditions on that day were calm, with the breaking waves consistent with there being no channel.

The father said had not seen or read the warning signs erected at the Taieri boat ramp. Those signs warn skippers to avoid low water and an ebb tide, which was what was unfolding that day, when crossing the bar.

The two key factors listed on the Taieri bar boat ramp warning signs were:

- Know your boat and your limits.
- If in doubt, don't go out.

The father said in an interview that he was not quite sure what to do because he couldn't find the gap, and had remained in the surf zone, trying to find deeper water.

But it was then when the boat was struck by a larger wave and capsized.

The coroner noted that on that day he found himself "as the skipper of his boat in sea conditions that exceeded his experience in the challenging Taieri bar crossing environment".

The Taieri bar crossing warning signs also state that prior to crossing any sandbar in New Zealand, skippers were advised log a bar crossing report with their local coastguard radio.

While the father did not log a VHF bar crossing report, that was not a contributing factor to his daughter's death. That was because members of the public witnessed the capsize, called emergency services immediately and the four surfers, brought the members of the family to shore.

A Maritime New Zealand report about recreational fatal accidents in 2021 showed almost a quarter of the fatalities from recreational boating occurred at a river or harbour sandbar.

Warning signs about the dangers of the bar were not read by the skipper.

On four separate occasions, the father did not see, read and therefore did not take heed of the key safety messages at the boat ramp.

signs at Taieri mouth and Henley boat ramps. The council pointed out that all skippers of boats were responsible for educating themselves on boating safety, and their signs were written in clear written language and the placement of the signs is satisfactory.

The coroner offered her condolences to the family and friends over the tragic loss of the young girl.


- Stuff

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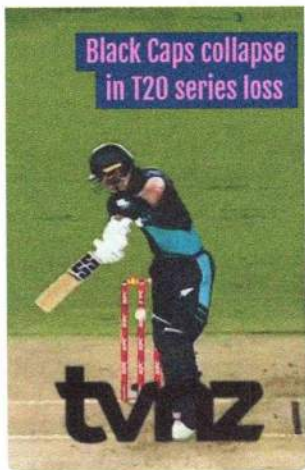
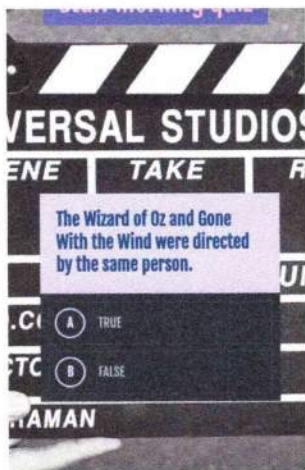
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Campbell Gill

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STUFF SHORTS



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PAID PROMOTED CONTENT

From: Ian Reade <ian@rfn.co.nz>
Sent: Monday, 26 February 2024 2:28 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Mapua Boat Ramp submission
Attachments: [Ian Reade Mapua Boat Ramp Submission.pdf](#)

Categories: Maree Dealing With

Hi,

Attached is my submission to the resource consent application of the Mapua Boat Ramp Trust

Regards
Ian Reade
0274457049

To Tasman District Council

Name of submitter: Barry Goodyer Reade

Postal address: 17 Tahi Street Mapua

Email for correspondence: ian@rfn.co.nz

This is a submission on an application from Mapua Boat Ramp Trust for a resource consent to:

- Construct a Boat ramp in a coastal marine area at 5,11 & 6-16 Tahi Street for use by Mapua boat club members and the public.
- Construction of a Sea Scout / Community Building within the Mapua Waterfront Park.

Consents required for these activities include:

- To occupy the coastal marine area for the purposes of operating a boat ramp.
- To construct a boat ramp in the Coastal Marine area and open space with access off Tahi Street.
- Land use.
- Earthworks within the coastal Environment Area.
- Discharge Stormwater into the Coastal Marine Area.
- Erecting signage.
- Conducting earthworks on a Hail site.

I am not a trade competitor for the purposes of [section 308B](#) of the Resource Management Act 1991.

The specific parts of the application that my submission relates to are—

1. To construct a boat ramp in the Coastal Marine area and open space with access off Tahi Street.
2. To occupy the coastal marine area for the purposes of operating a boat ramp.

My submission is—

1. To construct a boat ramp in the Coastal Marine area and open space with access off Tahi Street. I oppose the issuing of Resource Consent.
- In the Transportation Assessment by Tim Kelly Planning Ltd is has assessed that there will be “up to 60 boats” would be expected to launch each day during the months Oct – Apr with an “extreme maximum” of up to 100 boats per day. The report also states that these numbers include a “modest diversion” of boats away from Motueka (assumed to be 25%) that may use the Mapua ramp.

My issues with this analysis are:

- It is based on assumptions by the applicant.
- It does not take into account diversion of boats away from Nelson, given it’s recent advertised congestion problems, those travelling from Brightwater, Wakefield and beyond will likely target the ramp, given it is closer to the snapper fishing grounds. This will increase use significantly more than a 25% diversion from Motueka.

- The analysis seems to be based on “launchings”. There is no mention of retrievals that will occur later in the day during the busy wharf time when there will be conflict with visitors. It states that launchings happen between 6am and 1pm. Living on Tahi Street I personally know that launchings start at 4:00am and continue through the morning as I hear the trailers rattling up the road. Retrieval’s then go on throughout the afternoon.
- There is no mention of the access issues with Aranui road being narrowed down to accommodate cyclists and pedestrians. Since it’s inception last year there are already instances of boat trailers and road furniture being damaged due to vehicles passing each other on narrow carriage ways. Evidence of this can be seen by the road furniture being damaged and marked with vehicle collision scars.
- The current analysis of boats using the ramp is done on a today / current situation. The growth Mapua and surrounds has experienced in the last 30 years is significant and will continue with the creation of new subdivisions, both planned and as yet to be planned. If current history is anything to go by these subdivisions will be occupied by people who enjoy the ocean and will own a boat. In ten years time the 60 boats a day allowance will be a laughable amount, but unfortunately there will be no way of expanding capability. It will become highly congested. The significant population growth planned for the Tasman, Wakefield and Brightwater areas will also significantly impact the ramps use. None of this is accurately accounted for in the applicants analysis.
- The report does not give any inference as to the effect the traffic and launch / retrieval process will have on what is essentially the Mapua CBD. As population increases it seems incredulous that there is a plan to attract more large dimension traffic into the CBD, when other plans are being implemented to make the area more pedestrian and cycle friendly.

I oppose the construction of a boat ramp next to the busy commercial area of Mapua as the full longer term effects of population growth are not accounted for nor is it in sync with the long term plan for this part of the Mapua township.

2. To occupy the coastal marine area for the purposes of operating a boat ramp. I oppose the issuing of a Resource Consent.
- The Mapua Boat Ramp risk assessment CO6 Appendix 4 carried out by Messers Leydon and Robinson.
 - The analysis is brief, selective and subjective.
 - The risk assessment has been written by two members of the Mapua Boat Club.
 - Within the risk analysis reference is made that the risks when crossing the channel bar are no different than currently experienced when launching at Grossis Point. This is incorrect in that launching at Grossis point is not possible for most trailered boats at low tide and for a time either side. Having an “all tides” boat ramp available will allow access to the channel

bar at low tides which will increase the risk of groundings and boat mishaps.

- Because of the restrictions and knowledge required to launch at Grossis point, it's use by people not familiar with the channel and the bar is low.
- Myself and my family have been living alongside and boating in the channel for many decades. The increase in volume of boats crossing the bar combined with the ability to do it at all tides will increase the risk for tragedies to occur, particularly during the busy tourist season when people not familiar with the channel and bar will be using it.

I oppose the construction of an all tide boat ramp in the Mapua channel as it will unreasonably increase the risk to life of users who are unfamiliar with the sea conditions of the channel and bar.

I seek the following decision from the consent authority:

To decline a resource consent for the construction of a boat ramp on Tahī street.

I wish to be heard in support of my submission.

If others make a similar submission, I will consider presenting a joint case with them at the hearing.

I request pursuant to [section 100A](#) of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

Signed



Barry Reade

Date 23rd February 2024

From: Ian Reade <ian@rfn.co.nz>
Sent: Monday, 26 February 2024 2:30 pm
To: Resource Consent Admin
Cc: nelson@do.nz
Subject: Barry Reade Mapua Boat Ramp submission
Attachments: [Barry Reade Submission.pdf](#)

Categories: Maree Dealing With

Hi,

Attached is a submission from my father Barry Reade to the resource consent application of the Mapua Boat Ramp Trust

Regards

Ian Reade

On Behalf of Barry Reade

0211172444