

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:	Neil Clifton	
Contact Person (if different):		
Address for Service:	58 Mapua Drive RD 1 Upper Moutere	
Postcode:	7173	
Phone:	0274497219	E-mail: neilclifton43@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 at Mapua

Tasman District Council Application Number (if known): RM230255

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

Management of car and trailer parking and traffic congestion in the Aranui and Tahī St environs.

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

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

## Appendix 9 Mapua Traffic Assessment.

This assessment provides an unrealistic account of the impact that the provision of a new improved ramp and associated car and trailer parking facilities will have in generating more traffic on Aranui Rd/Tahi St and the potential influence on wider public use and enjoyment of the area.

The assessment uses one week's traffic data from 10 Dec 2019 and concludes that relative to existing use of Grossi Point, " net increase in overall vehicular activity expected to arise from the use of the boat ramp will be modest " over existing use, that payment of a ramp fee will deter use and ramp users will spread their arrival times to avoid congestion.

The traffic assessment does not take into account that existing boat users who currently use other ramps in the vicinity will be attracted to Mapua by a new improved facility, nor does it account for growth in boating activity overall.

\*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):

Traffic congestion mitigation conditions need to be put in place that recognise that Mapua wharf is a growing visitor destination and that traffic flows will significantly increase at peak times if a new ramp added as a further attraction at a relatively small visitor site.

A possible way of easing congestion at the Aranui /Tahi St roundabout could be to make the carpark entry on Tahi St as planned, but have the carpark exit on Aranui Rd.

Another possibility would be to discourage ramp use over periods of high visitor use, by variable ramp fees. Greater restrictions on the times of ramp use could also be considered, although the difficulty of this is acknowledged.

\*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)

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**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 from Neil Clifton**

**26 Feb 2024**

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

Appendix 9 Mapua Traffic Assessment.

This assessment provides an unrealistic account of the impact that the provision of a new improved ramp and associated car and trailer parking facilities will have in generating more traffic on Aranui Rd/Tahi St and the potential influence on wider public use and enjoyment of the area.

The assessment uses one week's traffic data from 10 Dec 2019 and concludes that relative to existing use of Grossi Point, *"net increase in overall vehicular activity expected to arise from the use of the boat ramp will be modest"* over existing use, that payment of a ramp fee will deter use and ramp users will spread their arrival times to avoid congestion.

The traffic assessment does not take into account that existing boat users who currently use other ramps in the vicinity will be attracted to Mapua by a new improved facility, nor does it account for growth in boating activity overall.

Existing ramps at Kaiteriteri, Motueka and Nelson currently all experience overflowing trailer parks and congestion at peak use despite ramp fees and neither the Nelson nor Motueka ramps use the same access road as other visitor destinations. I have not observed that trailer boat use by fishers at Port Motueka necessarily coincides with low visitor use as suggested elsewhere in the application.

I would suggest it would be useful for decision makers to visit other sealed ramps in the area at periods of high use if they have not already done so.

Trailerpark.

The consent application provides for retention of the existing grassed surface.

Unfortunately this is not a realistic option for the level of use the park will receive.

Over a short period of time parking sites and particularly areas around the exit entrance will be bare earth. This has already happening at current low levels of parking and is also evident as Grossi Point. Planning should provide for all carparks to be properly sealed and landscaped as soon as possible.

**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):**

Traffic congestion mitigation conditions need to be put in place that recognise that Mapua wharf is a growing visitor destination and that traffic flows will significantly increase at peak times if a new ramp added as a further attraction at a relatively small visitor site.

A possible way of easing congestion at the Aranui /Tahi St roundabout could be to make the carpark entry on Tahi St as planned, but have the carpark exit on Aranui Rd.

Another possibility would be to discourage ramp use over periods of high visitor use, by variable ramp fees. Greater restrictions on the times of ramp use could also be considered, although the difficulty of this is acknowledged.

## Pushpa Gounder

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**From:** Hilary Clifton <h.clifton@icloud.com>  
**Sent:** Monday, 26 February 2024 2:32 pm  
**To:** Resource Consent Admin  
**Cc:** Neil Clifton  
**Subject:** Submission from Neil Clifton - Mapua Boat Ramp  
**Attachments:** Submission on resource consent application (2).pdf; Submission from Neil Clifton - Notes.docx

**Categories:** Maree Dealing With

Please find attached a submission to the Mapua Boat Ramp application. I have attached an additional page containing the full text which I was unsure is included in the submission format.

Neil Clifton

To: The Resource Consent Administration Officer

Tasman District Council  
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### Submitter Details

Full Name:	Barrie Robyn Mandival Moran	
Contact Person (if different):	Dana Carter	
Address for Service:	19 Tahi Street Mapua	
Postcode:		
Phone:	021 915 414	E-mail: b.moran@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 Boatramp Trust

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

Build and operate a boat ramp and community building with associated access and parking at Tahi Street, 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\*):

1. The construction of a boat ramp in this location is inappropriate, results in loss of open space, has not taken into account health and safety risks, and has not considered alternative locations.
2. The provision of boat and trailer parking in the residential zoned land will result in unacceptable traffic and amenity effects
3. The pedestrian access across the boat ramp is not safe and will impede access along the coastline.
4. The proposed sea scout building is out of scale, and will detract from the amenity of the Mapua wharf area and surrounding residential 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\*):**

1. There will be high risk of injury or death to swimmers / wharf jumpers from the operation of the boat ramp and insufficient mitigation is proposed
2. There will be medium risk to pedestrians crossing the boat ramp, and loss of public access along the coastline.
3. There will be a loss of publicly accessible open space which contravenes the open space policies of Tasman Resource Management Plan.
4. There will be unacceptable noise impacts to residences and insufficient consideration to best practicable option has been provided.
5. There will be loss of amenity as a result of the sea scout building and the large area of trailer parking that will detract from the recreational, relaxed feel of the wharf area and surrounding residential area.

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- 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

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

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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.

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## Supplementary information to submission of Barrie Robyn Mandival Moran

### Submission point 1 – noise effects

The Marshall Day noise report indicates notable adverse noise effects on 13 Tahi Street, stating that night time noise (including Sundays, public holidays and Saturdays after 6pm, along with noise outside 7am – 10pm) will exceed the residential noise limits by 10dBA at 50dBA.

The report notes: “*We consider that use of the boat ramp between 0700 and 2200hrs on any day will allow for an appropriate residential noise amenity that is consistent with the guidance published in NZS6802 and WHO.*”

These are not the hours the boat ramp is proposed to operate. The boat ramp is proposed to be open from 4.30am, and will be used potentially heavily on Saturdays after 6, Sundays and public holidays.

Although the owner of 13 Tahi Street has given their written approval, I also consider the boat ramp would need to apply Section 16 – duty to avoid unreasonably noise. I don’t feel that the application has sufficiently addressed best practicable option for significantly increasing the noise mitigation controls to avoid people at this property being significantly adversely affected. Part of best practicable option would be limiting the hours of use to within the hours set out in the residential zone, or adopting the Marshal Day assesment between 7am and 10pm.

It is also concerning that despite the findings of the Marshall Day noise assessment, that the original resource consent application argued that there were no adverse effects on 13 Tahi Street due to the recreational zoning of the boat ramp site despite a 10dBA noise exceedence.

As stated on the quality planning website:

*if a person complies with a national environmental standard, rule or applicable resource consent condition, the duty in s16 of the RMA is not necessarily met. The occupier may still need to do more if the noise is unreasonable and a practicable option is available to reduce it.*

In addition, the application has not assessed the impacts on 17 Tahi Street or 19 Tahi Street. With a 10dBA exceedence, there could easily be an exceedence to these properties. This is particularly the case with the loud, sharp noises at a boat ramp such as revving 2 stroke boat engines and shouting. Even though there’s no wash down, it is often required for boats to rev their engines in the water and this can be very loud. In particular noise could easily travel to the upper story of 17 Tahi Street.

This would have an adverse impact on sleep and amenity of these residents.

### Relief sought

- Decline the resource consent application for a boat ramp OR
- Reduce the operation hours of the boat ramp to between 7am and 10pm on any day

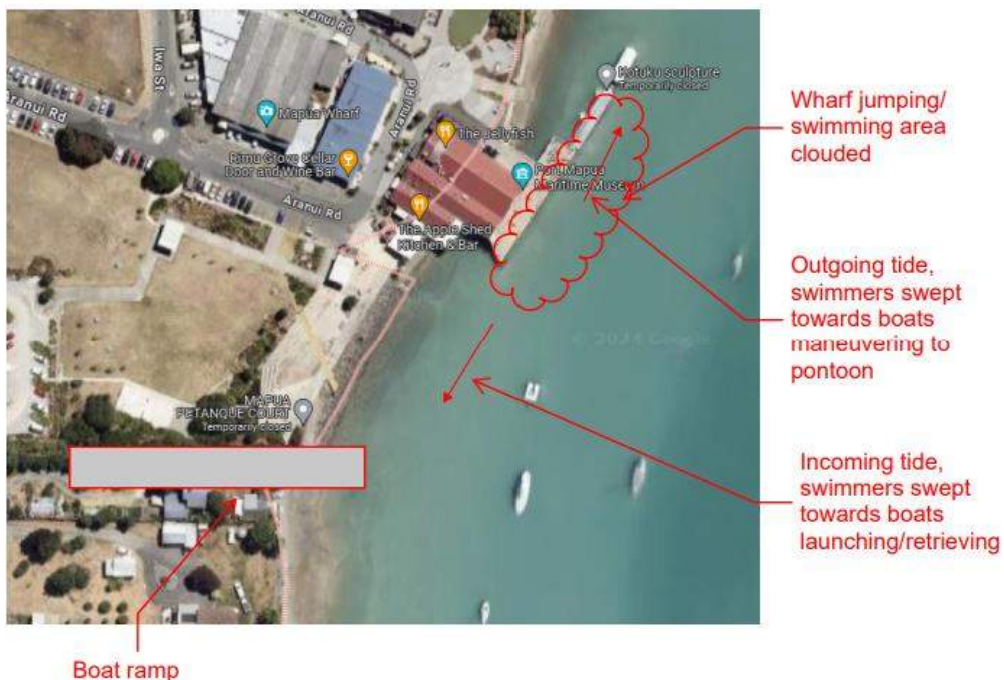


## Submission point 2 - Risks to the safety of wharf jumpers

Jumping off the wharf has been a favourite pastime for children and adults alike for decades. It draws many people from outside the area and is a right of passage for children who live in the Māpua / Tasman area. Dozens of people can often be seen jumping all day throughout the summer. This activity contributes considerably to community wellbeing.

Enabling safe wharf jumping should be something that the Tasman District Council would wish to ensure for the long term, and is an activity that should be given high priority when considering new activities around the wharf. In addition, the long term use for wharf jumping means that people are not going to stop jumping or change their behaviour because of a new activity. On the other hand, the boat ramp could seriously curtail the use of the wharf for jumping which would reduce overall social and mental wellbeing of the community.

The proposal includes boats launching at the boat ramp to the south of the wharf, and boats waiting at the pontoon at the northern end of the current Māpua wharf until the ramp is free (see below diagram). This means both ends of the wharf will have boat traffic. When jumping people float either way depending on the tide, and can often float past the pontoon proposed for the boat waiting area. The current here can be quite strong, preventing a child from catching a ladder before reaching the lower pontoon. This summer an incident occurred where a child floated past the pontoon and went underneath the Māpua ferry which was stationary at the time.



The risk assessment undertaken by Messers Tim Robinson and John Leydon (indicates that there is a high risk of swimmers coming into contact with manoeuvring boats and that this “high” risk will be mitigated by signage on the wharf, and some boatees ‘keeping an eye out’ and that the risk then becomes “low”.

In my view, the risk assessment lacks validity both in terms of the skills and experience of those who've undertaken it, and the method used to assess risk. No credentials have been provided as to the professional capability in risk assessment of those who've undertaken this assessment. In addition, the methodology used to undertake the assessment does not appear to have taken into account probability and consequence of the risk.

James Carter, who is a Principal Structural Engineer and experienced in assessing risk has undertaken a risk assessment using a more commonly accepted methodology.

**Typical hazard matrix for health and safety risk assessment:**

		Severity			
		Minor	First Aid Treatment	Medical Treatment	Serious or Fatal
Likelihood	Almost Certain	4	8	12	16
	Probable	3	6	9	12
	Possible	2	4	6	8
	Unlikely	1	2	3	4

	Low Risk
	Medium Risk
	High Risk

Minor	An incident likely to result in minor injury which is unlikely to require any treatment, or minor damage to property and equipment.
First Aid Treatment	An incident likely to result in an injury requiring first aid treatment, or damage to property and equipment
Medical Treatment	An incident likely to result in an injury requiring treatment from a medical professional, or significant damage to property & equipment
Serious or Fatal	An incident likely to result in a notifiable* incident, injury, illness or death, or extreme damage to property and equipment

Unlikely	The likelihood of an incident is very low to non-existent
Possible	The likelihood of an incident occurring is possible but not likely to occur
Probable	The likelihood of an incident occurring is high
Almost Certain	The Incident will likely occur

\*Definition of a Notifiable Incident defined in the Health & Safety at Work Act 2015 can be found here: - <http://www.worksafe.govt.nz/worksafe/notifications-forms/notifiable-events/notifiable-incident>

\*Definition of a Notifiable Injury defined in the Health & Safety at Work Act 2015 can be found here: - <http://www.worksafe.govt.nz/worksafe/notifications-forms/notifiable-events/notifiable-injury>

\*Definition of a Notifiable Illness defined in the Health & Safety at Work Act 2015 can be found here: - <http://www.worksafe.govt.nz/worksafe/notifications-forms/notifiable-events/notifiable-illness>

**RISK ASSESSMENT****Hazard 1: motor boats striking swimmers around the wharf.**

Contributing factors:

- number of swimmers can be very high
  - tidal flow is fast
  - varying level of skill of boat operators (there is no way to control this)
  - number of boats is anticipated to be high
- Likelihood: Probable
  - Consequence: Serious or fatal
  - Risk rating: High

Mitigation proposed – Signage. The provision of signage to combat a high risk is not considered sufficient to mitigate the risk of the possible death or injury of a child or children on numerous occasions. Some people will not see or read the signage. Some people will ignore the signage. Parents may stop their children from jumping when boats are present, which is an effective risk mitigation, but also a loss of amenity to the community. However, experience at the Days Bay Wharf in Wellington Harbour showed that rangatahi will continue to wharf jump even with 6 foot high fencing across the wharf. The only effective way of stopping jumping was the use of security guards. Rangatahi can often make poor risk based decisions.

Mitigation 2 - MBC members 'watching out' for boaties and conflicts. There is not any way this can be effective unless MBC members are going to act as 'police' on the wharf overseeing all boats and swimmers.

**RISK LEVEL POST MITIGATION: High RISK**

This puts the risk level at high post mitigation. This means that there is a high chance that swimmers and boats will run into each other. The consequence of swimmers and boats coming into contact with each other is potentially catastrophic, causing death or serious injury.

The application document (letter from OCEL - OFFSHORE & COASTAL ENGINEERING LIMITED) refers to this level of risk and this quote sums it all up very well:

*“...the proposed launching ramp can be used as an all tide launching ramp for experienced boat operators aware of the strong flow conditions once the boat is off the trailer. The skippers need to be situationally aware of how the flow is moving their boat, a situation can deteriorate rapidly in these conditions.”*

No one has control over the level of experience of boat operators of the boat ramp, and this would be very difficult to police or assess. In addition, the risk of a situation deteriorating rapidly when there is so much activity around the wharf is completely unsatisfactory.

Under the Health and Safety at Work Act a PCBU who has overall responsibility / accountability to ensure appropriate risk assessments have been done and take all reasonably practicable steps to ensure that space is hazard/risk free. This has not been done based on the information

provided in the resource consent application, and as Tasman District Council is the landowner the accountability would fall on the Council.

In addition, sustainable management as in Part II of the RMA states “managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being **and for their health and safety**”.

Because of the high risks to health and safety it is considered that the application should have considered alternative locations as required by Schedule 4, Section 6 of the RMA.

Relief sought:

- Decline the application

### **Submission point 3: Health and safety impacts on pedestrians and loss of access along the coastline**

The application proposes a boat ramp with an 11 m width with a gradient of 1V:8H with a pedestrian crossing on the flat area immediately to west of the ramp to accessway transition point. A boardwalk to the accessway crossing point will be provided from the foreshore to the south to ensure continuity of the existing access along the foreshore.

Again the risk assessment has rated the risk as “low” with no mitigation proposed to address health and safety risks. An alternative risk assessment is provided below undertaken by James Carter, structural engineer, which assesses the risk as medium.

#### **RISK ASSESSMENT**

Hazard 2: reversing trailers striking pedestrians crossing the boat ramp

Contributing factors:

- existing use of beach pathway
  - people will continue to want to access the wharf from the beach
  - alternative route is convoluted and gives priority to boats
  - people will ignore and walk over the ramp
  - expected peak use of the boat ramp is the same as peak summer visitor numbers
- Likelihood: Possible
  - Consequence: Serious or fatal
  - Risk rating: Medium

Mitigation: None proposed

RISK LEVEL POST MITIGATION: Medium

It is unusual for a boat ramp to purposely provide pedestrian access across it. The crossing point is at a point of vehicles turning to reverse. In addition, it does not naturally follow pedestrian desire lines so there will likely be pedestrians crossing further down too. The medium level of risk is not considered acceptable and could result in people being hit by a reversing boat. This results in contravention of policy as public safety is not mitigated satisfactorily while enabling continued access.

*8.1.3.1 To maintain and enhance public access to and along the margins of water bodies and the coast while avoiding, remedying or mitigating adverse effects on other resources or values, including: indigenous vegetation and habitat; public health, safety, security and infrastructure; cultural values; and use of adjoining private land.*

In addition, the application is considered to contravene policy 8.1.3.3 of the Tasman Resource Management Plan as despite the pedestrian crossing being provided, people's access will be inhibited by the boat ramp:

*8.1.3.3 To avoid, remedy, or mitigate the adverse effects on public access caused by structures, buildings, and activities in or adjoining water bodies or the coastal marine area.*

#### Relief sought

- Decline the resource consent application for a boat ramp

#### **Submission point 4: Traffic impacts**

A total of 78 trailer parks (trailer & vehicle) are proposed to be provided in the grassed area to the west of Tahi west along with 36 metalled recreational carparks on the other side of Tahi Street with existing vehicle entrance off Tahi Street.

This number of trailer parks will result in many more large vehicle movements not envisaged by the residential zoning of the land. Residential zoning does not anticipate this sort of activity occurring as it is akin to a commercial activity. Residential vehicle movements are generally low and much less intensive than what is proposed. My view is that the traffic effects are more than minor given the residential zoning.

#### Relief sought

- Decline the resource consent application for a boat ramp

#### **Submission point 5: Amenity impacts and loss of open space**

The application requests land use consent to construct a 20 m x 40 m building in the Coastal Environment Area to be used by the Tamaha Sea Scouts and Community Groups leased for functions and used for boat storage. In addition, the boat ramp will be paved along with the car parking areas.

It is considered the addition of a large building of this scale in the location proposed would reduce the amenity of visitors to the wharf and surrounding residential properties.

The application is considered to contravene policy 14.2.3.1 which seeks to maintain public open space as it will result in a loss of public open space. The boat ramp is essentially privatising this large area of land to specific uses and removing an area currently used as open space for the general public:

*14.2.3.1 To maintain and where necessary improve the quality of reserves, open space and public recreational facilities.*

Relief sought

- Decline the resource consent application for a boat ramp

**From:** Dana Carter <danaraecarter@gmail.com>  
**Sent:** Monday, 26 February 2024 2:46 pm  
**To:** Resource Consent Admin  
**Cc:** nelson@do.nz; b.moran  
**Subject:** Submission - Māpua Boat Ramp  
**Attachments:** [Barrie Moran Mapua boat ramp submission.pdf](#); [Proposed boat ramp at Māpua submission - Barrie Moran.pdf](#)

**Categories:** Maree Dealing With

Kia ora,

Please find attached a submission to the Māpua Boat Ramp resource consent application - it is in two documents - the form and the supplementary information to support the submission. This is also cc'd to the applicant as required.

Ngā mihi, Dana  
021 526 053

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



**tasman**  
 district council

Te Kaunihera o  
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### Submitter Details

Full Name:	Mitchell-Devereux and Cheva-Isarakul Family Group		
Contact Person (if different):	Katerina Mitchell		
Address for Service:	179 Ilam Road, Ilam, Christchurch		
Postcode:	8041		
Phone:	027 222 5421	E-mail:	katerina.mitchell@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)

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 A 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
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Print Full Name:

Signature\*:  Date:

*(Person making submission or authorised agent)*

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## Appendix A

### **A Introduction**

This submission is a combined submission for the Mitchell-Devereux and Cheva-Isarakul families. More details on the submitters are set out at section C.

We are opposed to the application by the Māpua Boat Ramp Community Trust in its entirety and urge that it must be declined.

### **B Key Grounds**

The key grounds for our opposition are:

1. That the application has been presented to the Māpua community as an application for a 'community boat ramp' to replace the existing wooden ramp at the wharf; and to provide a 'facility for the sea scouts; with an associated storage shed'; and as being something that has already been agreed to by the Council. The reality, as set out in the detailed application, is far from this. The way the application has been couched and presented to the community, means that members of the Māpua community and wider public have not been able to appreciate the scale and extent of the application, which is in the nature of a large regional boat ramp to facilitate huge numbers of boats, with the construction of a significant building and carparking on public land. It is of an entirely different scale and scope to the way it was presented to the community.
2. That a grant of the application is contrary to Council's decision to decline to include boat ramp at this locality in 2017 in the Māpua Waterfront Area Masterplan; and that all the reasons for that decline in the report remain relevant today.
3. The proposed ramp, traffic generated by it and the associated car park, and launching of large number of boats into the Māpua wharf environment, will create unacceptable and significant health and safety risks for both boat operators; people accessing the wharf area; and people using the channel and wharf for other recreational activities such as swimming, wharf jumping, kayaking, paddle boarding, moorings, ferry crossing, fishing, and so on. A significant number of these users are children. The location and use of the boat ramp so close to the wharf area is dangerous and entirely incompatible with other uses from the wharf. It is likely that if it is granted, other recreational uses will not be able to continue. The Health and Safety Plan is completely inadequate to address these significant risks.
4. The scale of craft to be launched from the boat ramp will cause adverse navigation and safety risks; disturbance to wildlife or marine mammals, and disruption of amenity values.

5. The boat ramp and car parking will unacceptably restrict or prevent public access and use, both within the Māpua channel area for other activities; over the Waterfront Park area, and around the coastal marine area from the wharf to Grossi Point.
6. That the proposed huge building on Council reserve land will effectively privatise, commercialise, and adversely affect that is supposed to be for the benefit of the Māpua community, and is entirely inappropriate at this location.
7. That the application is contrary to the purpose and principles in Part 2 of the RMA; the New Zealand Coastal Policy Statement; the Tasman Regional Policy Statement; and the relevant rules and provisions in the Tasman Resource Management Plan.
8. In particular:

*Resource Management Act 1991*

- a. It does not promote the sustainable management of the Māpua wharf, channel, and Waterfront Park under s 5 RMA.
- b. It will have significant adverse effects on the high natural character and outstanding landscape of the coastal marine area at Māpua; and is an inappropriate use and development in this area, contrary to sections 6(a) and (b) RMA.
- c. It will not protect, and will have significant adverse effects on significant habitats of indigenous fauna under s 6(c) RMA; and adversely affect the intrinsic values of ecosystems under section 7(d) RMA.
- d. It will not provide for the maintenance and enhancement of public access to and along the coastal marine area under section 6(d) RMA.
- e. It will does not provide for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga under s 6(e) RMA; and is contrary to the principles of Te Tiriti under s 8 RMA.
- f. It does not protect the historic heritage of this area from inappropriate subdivision, use and development under section 6(f) RMA.
- g. It is contrary to the ethic of stewardship in respect of this important area under section 7(aa) RMA.
- h. It will have significant adverse effects on the high amenity values in this area, contrary to section 7(c) RMA; and will detrimentally affect the quality of the environment under section 7(f) RMA.
- i. The introduction of more motorised boats, and the development of a large concrete ramp, and associated car parking, will have adverse effects in terms of climate change, contrary to section 7(i) RMA.

*New Zealand Coastal Policy Statement 2010*

- j. The application is contrary to the relevant policies and provisions in the NZCPS, including Policy 2 (the Treaty of Waitangi, tangata whenua and Māori), Policy 3 (precautionary approach); Policy 6 (activities in the coastal environment), Policy 11 (indigenous biological diversity); Policy 13 (preservation of natural character); Policy 14 (restoration of natural character); Policy 15 (natural features and landscapes); Policy 17 (historic heritage); Policy 18 (public open space); Policy 19 (walking access); Policy 20 (vehicle access); Policy 21 (enhancement of water quality); Policy 23 (discharge of contaminants).

*Tasman Regional Policy Statement and Tasman Resource Management Plan*

- k. The application is contrary to relevant policies and provisions in the Tasman Regional Policy Statement, in particular under Part 3 (Significant Resource Management Issues in the Tasman District). In particular, in respect of Tangata Whenua Interests (4.0); the Coastal Environment (9.0) and Contamination and Waste Issues (10.2).
9. The application is contrary to the relevant objectives, policies and rules in the Tasman Resource Management Plan in general. Noting in particular:
- a. Part II of the TRMP, including in particular Chapter 9, Landscapes; Chapter 8, Margins of Rivers, Lakes, Wetlands and the Coast, Chapter 10 Significant Natural Values and Cultural Heritage; Chapter 11 – Land Transport Effects; Chapter 14 Reserves and Open Space; Part III of the TRMP as it relates to the CMA.
  - b. Part III of the TRMP as it relates to the Coastal Marine Area, including in particular particular chapter 20 (Effects of craft using the surface of coastal waters); Chapter 24 (noise emissions); Chapter 25 Coastal Marine Area. In respect of the proposed boat ramp, rule 25.1.2.3 is noted in particular in terms of the matters that must be considered with respect to the effects of the boat ramp and its use – many of these matters are discussed in more detail in part D of this submission.

e. More detail on these and associated grounds for our opposition are set out **part D** of this submission.

**C Submitters**

10. This submission is made on as a group submission on behalf of siblings Kate, Sonja and Jamie Mitchell, Kate's husband Carl Devereux and daughters Māia (18), Sophia (16) and Ariana (12), and Jamie's wife Janepicha Cheva-Isarakul.

11. We submit in our personal capacity. Kate, Sonja, and Jamie, and their children, whakapapa to Ngāti Toa ki Wairau. We grew up in Māpua, spending our summers doing things like kayaking, swimming and fishing at Māpua wharf, and floating down with the tide from Grossi Point. Like all locals, we avoided the fenced off land that marked the old chemical works site. It was marked with skull and bones signs warning people to keep away due to it being a toxic site.
12. Our grandfather, Len Beere, worked as a builder at the old chemical 'works' (ie the Fruitgrowers Chemical Company, the site of the proposal), and our grandmother, Agnes Beere, was the district nurse for Māpua, and had concerns about the health effects of the chemicals. Our parents joined others in protesting and raising public awareness about the dangers of the chemicals at the works, eventually helping to shut it down.
13. Since leaving the family home, we regularly return, together with our partners and children, to stay with our parents in our family home in Māpua. Kate is a trustee, and we and our children are beneficiaries of the Trust that owns our family land at 107 Aranui Road, in Māpua. We all spend a lot of time down at the wharf, with all generations of our family enjoying things like jumping off the wharf, riding bikes, eating ice creams or fish n chips on the wharf or in Māpua waterfront park, sitting at a café and looking out for birds like Kōtuku white heron and spoonbills. We also regularly bring friends and visitors to the wharf, as it is the hub and centre of community life in Māpua. We have contributed to native planting, weeding, and other restoration work at the nearby Māpua wetland and Tane's Ark – both native wetland projects that our father, David Mitchell, played a major role in getting established, with assistance from our mother Judy and from others in the Māpua community, including children from Māpua school, and groups like DOC and the Tasman District Council.
14. Like others in the community, it was a momentous day for our whole family when, after years of struggle by people within the Māpua community, the former chemical company land was remediated and returned to the public. We were glad to see the creation of Māpua waterfront park, next to the wharf, including the beautiful amphitheatre that faces out to the sea, and to see native bush planted on the site. We would like to see more made of the ecological significance and history, including Māori history.
15. We give this background so that decision-makers are aware of our lived, personal, and family connection with Māpua, Māpua wharf and Māpua Waterfront Park, our understanding of and personal connection to some of the site's history, our enjoyment of peaceful recreation in the area, and our commitment to environmental preservation and restoration and to community issues.

## D More Detailed Grounds

### ***Adverse Effects on Historic Heritage, Landscape, Seascape, Natural Character, and Amenity Values***

16. The Māpua wharf and Māpua channel is a very special place, both within Māpua and in the Nelson region as a whole. So too is the nationally recognised Waimea Inlet that the proposal cuts into.
17. The Māpua channel is an outstanding natural landscape and natural character area. The associated wharf, Waterfront Park, and environment has significant historic heritage, community and amenity values associated with it. The channel, wharf and Waterfront Park areas are an integral part of the Māpua community and have been developed in consultation with the community. It is an iconic area for visitors and locals alike.
18. Māpua children grow up jumping off the wharf. In summer this is a major part of the tourist experience. Cyclists and visitors come to the wharf area to enjoy the shops, galleries, cafes, Māpua museum, fishing, take the small ferry to Rabbit Island, scenery, beauty and tranquillity, picnicking, birdlife (the bird statue next to the wharf is of a white heron who used to frequent there). There are cards, artwork and images that depict this scenery and people jumping from the wharf. It forms part of the Great Taste Cycling Trail. The wharf environment is hugely popular with people of a wide range of ages and interests, and its varied uses are complementary with one another.
19. The boat ramp application is massive in scale and industrial in its nature. It proposes to introduce significant numbers of boats into the Māpua channel environment; a huge boat launching ramp built of concrete, with an access way from Tahī Street to the ramp 11m x 90m long (removing established trees, shrubs, and part of the seating and poem); and a two lane launching ramp 11m x 45 m long; significant large car and trailer parking; metalled car park; barrier arm; and a huge building on reserve land, among other things. In contrast to the existing complementary activities in this area; this is completely out of keeping with the outstanding landscape, natural character, amenity and historic heritage values in the area.
20. The boat ramp will physically modify and change forever the foreshore and seabed of the Māpua channel. It is to be constructed of concrete and stretch all the way out over the estuary and below the existing rock wall, to allow for low tide entry, a length of 45 metres in total. The applicant's own landscape architect says that the visual impact of the boat ramp will be moderate/high. He 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*** (emphasis added)

21. The boat ramp will highly visible from and obstruct the important viewpoints from the wharf. It will be a huge non-natural concrete structure in a highly natural environment. It will be even more prominent at low tide, as the estuary is highly tidal. It will enclose the sweeping vista out over the channel to the mountains, and destroy the outstanding seascape and natural character of the area.
22. There will also be adverse effects from having the proposed building on reserve land, which is part of the Waterfront Park. The applicant's landscape report says that *"the scale of the building will be seen in the context of the Māpua wharf development and will appear as part of the wider cluster or hub of 'non-domestic' buildings"*. However, this is Council reserve and Waterfront Park area, **not** part of the commercial development in the Māpua wharf area, which reinforces how inappropriate it is in this location.
23. Waterfront Park is supposed to be reserve land for public use, and provides important public green space adjacent to the channel. Added to these effects are to be a large number of signs, car parking, a barrier arm, and a large number of cars, trailers and boats. These features will destroy the landscape, natural character, and amenity values of these important community spaces adjacent to the coastal marine area; and the relationship of these areas with the channel.
24. The land adjacent to the wharf where the proposed boat ramp, car parking, and other buildings would go is on land that belongs to the community as a whole, and should be preserved as such.
25. Māpua and wider Tasman district residents and New Zealand citizens have paid a high price to have this land eventually cleaned up and returned to the public, and the restoration of this once toxic site and the public's relationship with it continues to develop. There were years of protest by locals to close the toxic chemical works – including by a member of our family - and then years of campaigning by locals to have it remediated and turned into a public, waterfront park.
26. There were serious health conditions associated with the site and its air-borne pollutants; and there was a huge, multi million dollar financial cost of the remediation of this toxic land that was born by Tasman district residents and all New Zealand citizens. The history of the community's struggle to get the chemical works closed and the site turned into a public park, the Waterfront Park, is detailed in Jill Harris's Ministry for the Environment report '*Cleaning up Māpua*', which records that the then Minister for the Environment, the Right Hon <sup>1</sup>

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<sup>1</sup> Jill Harris, *Cleaning up Māpua: the Story of the Fruitgrowers' Chemical Company Site* (Wellington: Ministry for the Environment, 2011), p 35 (<https://environment.govt.nz/assets/Publications/Files/cleaning-up-mapua-fcc-story.pdf>, accessed on 16/02/2024)

Marion Hobbs, said that the land had to be used for ‘the public good’. A condition of the remediation of the site was that 40% of it must be retained for the public. Following powerful advocacy by locals, the TDC, in consultation with the local community, developed the waterfront park, with local residents (and others) being involved with the park’s design.<sup>2</sup> It is only since the FCC works was remediated and the contaminated soil capped by a clean 0.5m cap top layer that the public have begun to be able to begin to re-establish a relationship with this piece of land.

27. After the council and central government funds spent many millions of public funds on the clean-up of the land, the council is then reported to have spent \$450,000 on its landscaping. The architectural design of the site was explained in these terms:

*‘Materials and forms evocative of the coastal and estuary landscape and orchard industrial heritage were used to form a diverse series of spaces with custom furnishings, lighting and public art installations. Sense of place was critical to the success of this landscape design, with the grid form of orchard tress pulled through into the park space. The amphitheatre is formed by tiered park steps that flow down to the sea...A boardwalk provides pedestrian access along the waterfront’s edge with a viewing platform over the water providing views across the Mapua wharf to Kina Peninsula and Rabbit Island. The amphitheatre creates a multi-use area used as both steps and seats that allow tourists and locals alike the opportunity of sitting, picnicking and enjoying watching the ebb and flow of the Mapua tide past the village...’*

28. Part of the park (the area proposed for the car park ramp) was planted up in native plants and trees –including threatened species – and these have become established and are creating a habitat for native land-based species. More native plantings would help to clean the soil and amenities like shade sails and picnic tables would make this a more attractive area for the entire community to use.
29. Paying tribute to the remediation of the pesticide factory site and its history, including the rich history of Māori in this area, would be hugely valuable. This long fought for Māpua Waterfront Park belongs to the public as a whole and the public as a whole has a responsibility for restoring its health and our relationship with it; it should not be sealed over; or be for the exclusive use of any one group (ie boat-owners) nor privatised (ie the for hire ‘community’ building). The proposed exclusionary use of a public park by boat-owners is contrary to who and what the park was set up for and the history of this lan.
30. The highest bench at the back row includes a poem sandblasted into the concrete. This poem was written especially for the new park by Tasman resident Cliff Fell. The words from this poem are copied below:

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<sup>2</sup> Jill Harris, *Cleaning up Māpua: the Story of the Fruitgrowers’ Chemical Company Site* (Wellington: Ministry for the Environment, 2011), p 58 (<https://environment.govt.nz/assets/Publications/Files/cleaning-up-mapua-fcc-story.pdf>, accessed on 16/02/2024)



*Quietude of the inlet: 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*

31. This poem beautifully illustrates the landscape, ecological, natural character and amenity values associated with the Waterfront Park area. There will be no quietude, watching of birds and tides, and picnicking if a busy two lane boat-ramp is installed on the land! The boat ramp application would override the very qualities of the reserve and channel that the poem is highlighting.
32. If granted, this development will destroy this sensitive and special location forever.

### ***Adverse Effects on Ecology and Indigenous Biological Diversity***

33. The area immediately affected by the proposal, and the Waimea estuary marine ecosystem it is an integral part of, is environmentally nationally significant, rare, rich, and fragile.
34. The proposal is likely to result in significant, permanent, and potentially wide-spread effects on the health of indigenous species and potentially on human health as well. A large number of nationally significant and threatened (ie facing risk of extinction) and at risk species are likely to be affected by the proposals and resulting increased motor-boat activities. For example, potentially affected birds include those birds observed in the area and classified in the NZ threat classification system as being at the highest levels of 'nationally critical' (ie 'the most severely threatened, facing an immediate high risk of extinction') such as kōtuku white heron,<sup>3</sup> birds classified as 'nationally endangered;' (ie 'facing high risk of extinction in the short term') such as the Tarapirohe (Black-fronted Tern) and the Kārearea (NZ Falcoln), and birds classified as 'nationally vulnerable' (ie facing 'facing high risk of extinction in the medium term'), such as the kawau tikitiki (Spotted Shag), Taranui (Caspian Tern), the Black-billed Gull, and the Pārera (Grey duck); birds classified as Nationally increasing'(ie 'small but increasing population still facing a risk of extinction in the medium term'), such as the , and many more 'at risk-declining' bird species such as Tōrea (South island oyster catchers), Pohowea (Banded Dotterel), Kuaka (Bar-tailed godwits), Tara (White-fronted Tern), Pīhoihoi (New Zealand Pipit), and Mātāta (South Island fern bird), and 'at risk- recovering' birds such as the Variable Oyster catcher and the kāruhiruhi (pied shag); and 'at risk-relict' birds such as Pakahā (Fluttering S

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<sup>3</sup> The Roberston Coastal Ecological Impact Assessment attached to the application does not include kōtuku white heron in the examples of 'Indigenous bird sightings' listed in its report on page 16, despite the kōtuku being at the highest level of the NZ threat classification system. It also left out of the page 16 list other threatened bird species (one instead has to refer to their Appendix D to see the full list of threatened and at risk birds sighted in the area).

hearwater) and the Māpunga (black shag); and ‘at risk-naturally uncommon’ birds such as the kawau tūi (little black shag);<sup>4</sup> and freshwater fish from the Waimea inlet and catchment areas such as the internationally threatened and nationally designated ‘at risk-declining’ Giant Kokopū, and other designated ‘at risk-declining’ species such as the the Koaro, long fin eel, inanga, and Torrent fish.<sup>5</sup> The Inlet is also a nursery and feeding ground for marine fish species. A DOC report (1990) recorded 31 marine fish species being in the inlet,<sup>6</sup> which form an important part of the ecosystem, and 18 of which are commercially fished in Tasman Bay, Northern Grass Skinks; and rare estuarine plants, the endangered peppergrass plant, and ‘threatened-nationally vulnerable’ native plantings established on the site itself such as kānuka and southern rātā.

35. Adverse effects on these and other species will be created by increased noise from motor boats, increased human activity accessing areas by boats, on significant feeding or nesting areas, such as at Bird Island; increased risks of exotic pest species being introduced to the marine environment ; potential chemical and siltation contamination of the wider estuary; erosion and sediment contamination, and risks of contamination from disturbance and removal of highly contaminated soil.

36. The noise pollution from 80 power boats, let alone how many jet skis, will have a serious impact on fish and bird life. The range of bird life and the number of birds will likely diminish. Noise raises stress levels and their response is to vacate the area:

‘Most herons changed their behaviour in response to boat-related disturbance, with the most common response being to fly away, irrespective of boat type ... .

The study site was also home to a number of other species, such as royal spoonbills (*Platalea leucorodia*) and little shags (*Phalacrocorax melanoleucos*) and boat traffic was found to significantly reduce the presence of a number of these species.’

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<sup>4</sup> The bird species listed here and their threat classification are sourced from the table titled ‘Summary the threat classification of bird species recently sighted within grid BY52 (eBird-New Zealand Atlas 2022; with further information about species and the NZ threat classification system is sourced from Department of Conservation, ‘NZ Threat Classification System’, <https://www.doc.govt.nz/about-us/science-publications/conservation-publications/nz-threat-classification-system/>, downloaded on 18/02/2024.

<sup>5</sup> RJ and Moffat CR, 1990 ‘A report on the ecology of Waimea Inlet, nelson’, (Nelson/Malborough: Department of Conservation, 1990, Table 11, p 58. Robertson omitted from its list on page 18 of examples of freshwater fish present the Giant Kokopu, Koaro, despite their ‘At Risk’ designation.

<sup>6</sup> The marine species recorded from Waimea Inlet listed in the report are : Blue Shark, Bronze whaler, Hammerhead shark, Spiny dogfish, Rig. Eagle Ray, Pilchard, Anchovy, Red Cod, Garfish, Seahorse, Gurnard, Rockfish, Trevally, Kahawai, Kingfish, Snapper, Tarakihi, Yellow-eyed mullet, Grey mullet, Barracouta, Spotty, Stargazer, Cockabully, Jack mackerel, Blue mackerel, Yellow bellied flounder, Sand Flounder, Common sole, Witch, and Pufferfish. See RJ and Moffat CR, 1990 ‘A report on the ecology of Waimea Inlet, nelson’, (Nelson/Malborough: Department of Conservation, 1990, Table 10, p 55.

*- The impact of noise on recreationists and wildlife in New Zealand's natural areas, Science for Conservation, p 314*

37. Fishlife is also damaged by boat noise:

'Sound pollution from small boats can interfere with the hearing of fish in shallow coastal waters, threatening to disrupt routines necessary for survival ...'

-Faculty of Science, 'Sound pollution from small boats interferes with fish hearing',  
<https://www.auckland.ac.nz/en/news/2023/05/24/sound-pollution.html>,

38. We are also concerned about the strong likelihood of exotic pest species being introduced to Māpua channel and the Waimea Inlet via boats and jet skis.

39. We are also concerned by the proposed removal of native regenerating bush on from the site. This native bush is well established and provides a habitat for native birds.

40. We are concerned that the application will result in re-contamination of the estuary and the life it supports. We do not support the resource consent application for a Land Use consent under the NESCS because it involves excavation of contaminated soil below the 0.5m cap of this remediated site.

41. We understand that although the boat ramp itself sits over the top of the contaminated land, the stormwater drainage system does not, and this placement creates significant risks for a contaminated site containing water soluble pesticide residue. In addition, the services trenches and sumps for the building require excavation of highly contaminated soil. Wind and rain can carry this material into the estuary. 200 ppm DDX soil can easily contaminate the estuary as it is 20,000 times too toxic for marine life. We support the position of retired TDC Resource Scientist and Contaminated Site Officer Jenny Easton, who was involved in the remediation of the FCC factory site, that 'there should be no excavation of any of the contaminated soil because it is a high risk activity, and the remediated site was designed to be a Waterfront Park with the cap protecting the estuary from pesticide residue'. We also do not support the discharges to the Coastal Marine Area because the information provided for the discharge consent is inadequate. We note Jenny Easton's point that 'An unintended consequence will be that SW enters the contaminated soil and carries soluble pesticides into the groundwater'.

42. Given the history of contamination of this site and the adjacent estuary, and the long and costly exercise to remediate, the proposed activities which risk recontamination of the estuary must not be allowed.

### ***Restrictions on Access***

43. Currently there is walking access around the coast from the Māpua wharf to Grossi Point Reserve. The boat ramp will block this walking access around the coast. Walkers will have to wait while boats are loaded onto the ramp.
44. The Māpua community have in the past been failed by the council not providing for walkway access around the coastline from Talley's property to the Leisure park. Cutting off another area of coastal access further limits the options for people wishing to walk around the coast. Currently people can in all but the highest tide walk from the Leisure Park to the wharf to Grossis Point. The boat ramp and the vehicles servicing it severs that walking access connection.
45. The proposal would furthermore mean that swimmers, kayakers and other users are restricted in what areas of the water they can access. Given the health and safety risks of the location of the boat ramp; we think that it is likely that swimming and jumping in the area of the wharf and boat ramp will be prevented entirely in future.
46. All of the public will also be restricted from accessing the full land area of the current Māpua Waterfront Park.
47. Regarding NZCPS statement 19 on Access, we entirely disagree with the applicant's statement that: *'This policy recognises the public expectation of walking access to and along the coast and need to maintain and enhance walking access to and along the coast. The construction of the boat ramp and access will provide for public access to and along the coast adjoining the site.'* In fact, their proposal will boat ramp will provide access for one select group, boat-owners, at the expense of all other users of the coast.

### ***Traffic Effects***

48. There are significant adverse effects including from the location and design of the vehicle crossings; the effects of the access by the number of users; the effects of trip generation and demand for and supply of parking; the scale and form of the parking area proposed; and the traffic effects of the activity.
49. The proposal will introduce a large number of boats and trailers along Arānui Road and into Tahī Street, creating health and safety and traffic effects in an already very busy traffic area; with large numbers of children and cyclists, among other users, particularly at peak times and high tides.
50. Cars and trailers attempting to load, and then unload on the jetty while holding boats in the water will form queues on the boat ramp that will extend to Tahī Street and Aranui Road, creating significant traffic effects and blocking access for other users.

### ***Health and Safety Effects***

51. The launching of boats on this scale at this location conflict with Objectives and Policies under Chapter 20 of the TRMP and create significant health and safety risks.
52. Boats launching from the boat ramp will create navigational safety risks, particularly due the high number of competing other uses in close proximity, being other craft, wharf structures, existing moorings, people, wharf jumpers, swimmers, kayakers and so on.
53. 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 day. 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.
54. The risk plan prepared is completely inadequate for the scale of this activity, or the kinds of risks that will result from this volume of boats entering the swift moving channel (up to 5 knots at peak tide) so close to the 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 significant safety risks and be very dangerous for boat users and recreational users alike.
55. The applicant's risk plan (CO6 Appendix 4) in many places talks about risks but is does not have adequate measures to address the very high risks, for instance talking about using signage to manage risks. Signage is not a risk prevention measure – particularly when so many of the recreational users around the wharf area are children.
56. The risks are exacerbated by the fact that 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 or at the rock revetment area. There is no appropriate beach area for this activity, particularly at high tide.
57. Because of the degree of conflict and safety risks between boats launching in close proximity to existing users of the channel, and particularly recreational use of the Māpua wharf; in an environment subject to high and significant tidal flows; the proposal will not result in the maintenance of an acceptable level of navigational safety between craft, people and structures in the CMA or the maintenance of amenity and natural values in the CMA under 20.50 of the TRMP (Environmental Results Anticipated).

58. There are high risks of boats coming into conflict with swimmers and other users. At worst, this could result in a fatality. It will only take one incident for jumping and swimming to be banned from the wharf area, because once the boat ramp is in place, boat use will take priority.

### ***Privatisation and Commercialisation of Public Reserve Land***

59. The proposed tall, huge building (40 x 20 m) 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 could lead to it being hired out for functions such as weddings, 21sts, conferences, and other private events for a fee. It is effectively privatisation of public land.

60. The building is referred to at times as the 'sea scout' building, but the proposed use is much wider than that and at other times it is called a 'Maritime Facility'<sup>7</sup>, and 'a new community facility'<sup>8</sup> and at other times a 'community centre'. Overall, what the building will actually be used for, who will have control of it, and who will profit from it is not clear from the proposal – but from the Māpua Boat Ramp Community Trust's website we see the Trust will own the assets,<sup>9</sup> so presumably they will be setting the fees. Presumably uses of the 'scout building'/'Maritime Facility'/'Community facility' could be extremely broad and include hire of the space for functions; birthdays; weddings; liquor licensed events; music and so on. These would have the effect of privatising what is recreationally zoned land owned by the Council and intended for broader public use.

61. The Sea Scouts Group Leader in their letter in appendix 11 identifies such issues as size, maintenance, and lighting issues with the current Scouts den located at Māpua domain. The maintenance and lighting issues identified appear fairly straightforward ones that can and should be addressed as part of standard maintenance. In terms of size, have the Scouts investigated leasing space at the Māpua Community Hall or the local church buildings, or at the leisure park (eg the old leisure park café), or other alternative sites? The Scouts also identify loss of space at the wharf due to the Ngaio Park upgrade in 2021 and the earlier expansion of decking at the Jellyfish restaurant. Were the Scouts needs

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<sup>7</sup> 'Māpua Community Boat Ramp and Maritime Facility', Give a Little, <https://givealittle.co.nz/cause/mapua-boat-ramp>, downloaded on 25 Feb 2024

<sup>8</sup> The Māpua Boat Ramp Community Trust state 'a new community facility has been added to provide a base for community groups to operate from, such as the Tamaha Sea Scouts and other sporting and cultural groups. The 800m<sup>2</sup> building will comprise four bays that are capable of being multi-function for the community. See Māpua Boat Ramp Community Trust, 'Māpua Boat Ramp Dream in Sight', 16 May 2023, <https://mapuaboatramp.org/2023/05/16/mapua-boat-ramp-dream-in-sight/>, downloaded on 25/02/2024

<sup>9</sup> Sarah Francis, Māpua Boat Ramp Community Trust, 'Two weeks remaining on public submissions', 11 February 2024, downloaded on 25/02/24

communicated and assessed at the time? According to the Sea Scouts Letter, their current group size is 84. We don't believe this in any way justifies construction of a boat ramp and building on the large scale; nor does it justify the loss of public land to one group; and nor does it justify the risks of disturbing a contaminated site. Car parking is also to be included alongside the building and on the Tahi Street West site —contributing to the privatisation of publicly owned land.

62. The proposal is not in keeping with the Recreation Zone objectives, policies and rules under the TRMP. It is not an appropriate use of this space, and the Council needs to retain open reserve space for general public use, particularly given the growing Māpua and surrounding districts populations. Reserve space like this in the Māpua area adjacent to the coastal marine area is limited, and should be preserved.

### ***Additional Car and Boat Parking***

63. 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, commercialising this public space and creating significant adverse amenity effects.

### ***No Need for Boat***

64. Māpua is already well serviced by existing ramps, with it being a 15 minute drive either to Mōtueka or the Hunter Brown/Roughs Island/Rabbit island ramp, and with limited motor boat access at Grossi Point.
65. The provision of a boat ramp will induce increased demand, and much of this is likely to come from people outside of Māpua, including visitors in summer, putting intense pressure on the facilities, roads, community, and wildlife of the small Māpua village. Further, what is proposed here is not a small community boat ramp; but a large scale regional point ramp similar to those at places like Motueka wharf. It is entirely inappropriate at this location.

### ***Climate Change***

66. We oppose this Resource Consent Application because the carbon emissions arising from this proposal will contribute to Climate Change, and a carbon budget has not been calculated and considered by the Tasman District Council



67. Sections 5 and 7(i) of the Resource Management Act are relevant to this consent application.

***Lack of Full Picture to the Māpua Community***

68. The true scale, extent and nature of what is proposed appears to have been significantly understated in much of the community ‘consultation’ on the project. There has been pressure on the community relating to this project, particularly following the council advancing cash towards it at an early stage. The applicants themselves recently publicly admitted to ‘confusion’ and ‘misunderstanding’ over the application.<sup>10</sup>

69. The Māpua Boat Ramp Community Trust appears to have attempted to position themselves as representing ‘the voice’ of the Māpua community<sup>11</sup> In doing so they appear to (1) overlook or seek to silence the genuine and reasonable concerns that so many people in Māpua and wider Tasman community have; (2) provide information and surveys about so-called ‘support’ from the community without providing the necessary information, context, and methodology that would lend any credibility to that information; (3) overlook that the democratically constituted Māpua Community Association has taken a publicly declared neutral position on this consent application; (4) forget that it was members of the Māpua community that fought to get the land and estuary remediated and turned into Māpua Waterfront Park in the first place; and (5) overlook or seek to silence the voices of people who don’t live in Māpua, yet what happens to the land and estuary affects not only Māpua residents, but also former and future residents, family members, visitors, and the wider public:<sup>12</sup>

70. We consider that we need informed, contextualised public debate. The messaging provided to the Māpua public has not provided full information on what is proposed, and has presented the boat ramp as a fait accompli.

71. The application is very complex, which limits the ability of the public to engage with and respond to it. The application itself is 320 pages long and there are 42 other lengthy documents accompanying the application, many of which are written in highly technical language. Some of the key information is contained in appendices. For example, the first time a map showing the sheer scale of what is

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<sup>10</sup> See Sarah Francis, Māpua Boat Ramp Community Trust, ‘Two weeks remaining on public submissions’, 11 February 2024, downloaded on 25/02/24

<sup>11</sup> For example, the on its website the Trust declares ‘Māpua community’s dream of having a replacement boat ramp is finally on its way to being realised after more than a decade of being in the works’. See Māpua Boat Ramp Community Trust, ‘Māpua Boat Ramp Dream In Sight’, 16 May 2023, <https://mapuaboatramp.org/2023/05/16/mapua-boat-ramp-dream-in-sight/>, downloaded on 22/02/2024

<sup>12</sup> For example there are many non-residents who have a strong connection with Māpua, including former and future Māpua residents, the thousands of visitors who come to the wharf each year, as well the wider NZ public who paid the bulk of money, via Government funds, to have the land remediated from it’s formerly toxic state. The fact that the proposal relates to the marine area, and the national significance of Waimea Inlet and the nationally threatened and at risk animal and plant species its supports, and to the health and safety of kids visiting the wharf, also means the wider public must have a say.



proposed appears is in the 'General Arrangement Plan' on page 3 of Attachment C09, called 'Landscape Graphic'. Similarly, the 'high' risk that swimmers will be injured is only shown in document C06 Appendix 4, yet this is crucial information the public should be made aware of.

72. The applicants appear to say that the boat ramp will divert boatie traffic at Grossi Point,<sup>13</sup> (or, in the applicant's consultation letter to iwi groups, it is suggested that launching at Grossi point will cease as a result of the application). However, this appears to be a red herring: there is nothing in the application that guarantees that and, in fact, adding a large boat ramp is likely to attract more boaties to the area, which may result in Grossi Point becoming even busier with boat traffic than it is currently (for example if there are long queues at the proposed ramp). Any decision re controlling access to Grossi Point is entirely up to the Council, not the applicants. Both Grossi Point and the Māpua Waterfront Park are public reserves that deserve council protection.
73. If the boat club members will be required move from their current building on the wharf to the 'maritime facility' building, this should have been made clear to the community from the outset, as it opens up potential for privatisation this space on the wharf.

## **E Conclusion**

74. If this application is granted, it will fundamentally change this special part of Māpua to its significant detriment. It will result in significant adverse effects for the Māpua channel and wharf area, for the environment, and for the community at whole, and it must be declined.

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<sup>13</sup> Māpua Boat Ramp Community Trust state in their application that 'he 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'. See document B3, Amended Application, p 21

## Pushpa Gounder

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**From:** Katerina Mitchell <katerina.mitchell@outlook.com>  
**Sent:** Monday, 26 February 2024 2:48 pm  
**To:** Resource Consent Admin  
**Cc:** Sonja Lani; 'Janepicha Cheva-Isarakul'  
**Subject:** Submission on Māpua Boat Ramp from Mitchell-Devereux, Cheva-Isarakul Family Group  
**Attachments:** Mapua Community Boat Ramp Form submission by Mitchell-Devereux and Cheva-Isarakul Family Group.pdf; Final Appendix A Mitchell-Devereux Submission 26 Feb.doc  
**Categories:** Pushpa, Maree Dealing With, [SharePoint] This message was saved in 'Intranet > Resource Consents 2023 > Resource Consents > 230253 > 04 Notifications and Submissions'

Please see submission **attached** for the Mitchell-Devereux and Cheva-Isarakul Family Group (note submission includes submission form and **attached** Appendix A, which forms part of the submission).

Ngā mihi  
Kate Mitchell

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:	David Martin	
Contact Person (if different):		
Address for Service:	118 Bronte Road East Upper Moutere	
Postcode:	7173	
Phone:	027 459 1011	E-mail: svgalatea@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): 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)

Application for resource consents for the Māpua boat ramp & sea scout/copmmunity building Feb 2024Ma

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

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

The entire application

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

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

Please see submssion on separate sheet

\*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.**

Submission from David Martin concerning the “Application for Resource Consents for the Māpua Boat Ramp & Sea Scout/Community Buildings”

Introduction:

I was for three years Chair of the TDC Māpua Waterfront Masterplan group.  
My home is adjacent to the Māpua Inlet and I am an active sailor and kayaker  
I have been a local resident for over five years and am an experienced ocean yachtsman having sailed to New Zealand from Florida arriving here in 2003

Pre-amble:

I have sympathy for the Māpua Boat Club case that access to the existing boat launching facility was removed when TDC developed the Waterfront area. I accept the case for its replacement and the need for such a facility in the area. However I have grave misgivings about the present proposal which seems out of all proportion to the previous facility. Its scale will adversely dominate the Waterfront Park and the whole waterfront area.

General Objections:

Opposition to the scheme has been well aired locally and I endorse the following concerns

- There has been no audit of emissions from the construction of the ramp and buildings
- This is a very large project for a private club to fund – what if they fail to meet the very ambitious target?
- The three huge sheds and imposing ramp will adversely effect the quiet and solitude of an especially beautiful part of the coast
- There is always going to be risk of the clay cap sealing contaminated soil being broken (in fact it is planned to do when constructing one of the buildings)
- It is almost inevitable that there will be fuel spillages and other discharges into the Estuary
- Noise from boat and vehicles in the early morning and late evenings and at weekends
- The effect on wildlife of the very significant increase in boat traffic

Specific Concerns

- The other two launching regional ramps (at Nelson and at Motueka) both involve lengthy and speed restricted passages to open water. The proposed ramp by contrast affords a relatively easy and short passage to the sea. As a result it would be very attractive to boat users from a wide area. The resulting traffic would, at peak times, be out of all proportion to the ability of the village to absorb it.
- The speed of the current in the area off the Wharf is a challenge even for an experienced boatsman. The proximity of other craft and swimmers (mainly children) using the wharf presents a real and present danger. Few skippers will have encountered these extreme tidal streams – handling an outboard powered boat in a current of six or seven knots requires considerable skill and is not for the inexperienced.
- The area is used extensively by walkers and by children. The proposal aims to maintain walking access along the Inlet – but how can that be? Will cars backing down the ramp with very limited visibility and manoeuvrability give way to pedestrians?

- The three large shed-like buildings are unnecessary and will degrade the amenity value of what is now open park land. I have every sympathy for the sea scout need for additional storage – but that accounts for only one of the three buildings. Re-housing the Museum is hardly high priority and why yet another bar? The present club rooms are a very short stroll from the site of the proposed ramp.
- I would have more, but very limited, sympathy for the proposal if it were linked to a scheme to improve facilities for leisure users of Grossi Point. Boat launching and trailer parking at Grossi Point at peak periods when many swimmers, kayakers and small dinghies are using the same area is a recipe for disaster. The area needs a plan which would enable motorised boat launching and trailer parking at Grossi Point to be forbidden.
- There is controversy about the independence of local “opinion” polls conducted by the boat club. Before proceeding the Council should ensure that a proper audited and independent survey of residents is taken so as to gauge support or otherwise for such a massive undertaking.

In short my objection is not to the provision of an alternative boat ramp as such, but to the scale of this proposal which is completely out of proportion to the previous facility - which was (and still is) mainly used for launching dinghies to access moored boats. The Leisure Park is public land and should not be made available for a private enterprise of this magnitude.

David Martin

## Pushpa Gounder

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**From:** David Martin <svgalatea@gmail.com>  
**Sent:** Monday, 26 February 2024 2:54 pm  
**To:** Resource Consent Admin  
**Subject:** Submission concerning the "Application for Resource Consents for the Māpua Boat Ramp & Sea Scout/Community Buildings"  
**Attachments:** Form for submission on resource consent application.pdf; Submission from David Martin concerning the.docx  
**Categories:** Maree Dealing With

Please find attached completed form for submission regarding Application for Resource Consents for the Māpua Boat Ramp & Sea Scout/Community Buildings, together with a separate sheet setting out the reasons for the objection to this proposal.

David Martin  
+64 27 459 1011

To: The Resource Consent Administration Officer

Tasman District Council  
Private Bag 4  
Richmond 7050



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**

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)

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\*):**

\* 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: JANE RENWICK

Signature: 

(Person making submission or authorised agent)

Date: 24/2/24

\*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**

**Reasons for Submission**

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.

My husband and I moved to Mapua in 1982 and went on to raise our three children here. They grew up enjoying all that Mapua has to offer including boating, swimming at grossi point, and wharf jumping.

We use to launch our boat and my children still do at either Motueka or Grossie Point depending on tides and what activities we are intending to do i.e water skiing or fishing. We never launched our boat from the one at the Māpua Wharf – it was always contentious when installed in 1988, it was too steep, too narrow, and too close to the wharf given the extreme tidal currents.

*wonderful launching ramp for the scouts + their boats. But it was a*

I oppose the Application which introduces a massive scale industrial type construction and associated 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 Tahi St to the boat ramp, and this involves removing the established trees, shrubs and part of the seating and poem.
- additional car parking 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 Tahi Street due to vehicle crossing installation;
- barrier arms, large amount of commercial or industrial style signage, other traffic modifications, stormwater discharge and associated consents;

*which have been specially designed for our family friendly area.*

• 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. These activities are a right of passage enjoyed by many children growing up in the village.

•

*designed for walkers / cyclists / children - why change it now !!?*

✓✓

*we can hardly fit x2 cars down Aranui Road at the moment. Huge Boats + vehicles would be a disaster.*

*has been*

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

**Adverse Effects on Māpua**

Mapua has changed dramatically and is now extremely busy with existing traffic and narrow streets. My street (Toru) is now one way on a weekday as parking on both sides of the road does not allow cars to pass in both directions at once. The intersection with Aranui is now busy and congested. To think adding in large 4WD vehicles towing large boats from Wakefield, Brightwater, Richmond and in between as it would not just be local boats. The traffic and congestion will be horrendous.

Mixing cyclists enjoying the great taste trail will also cause concerns – they are often elderly and very unstable and they won't mix well with a Ford Ranger towing an 8m boat.

**2. Significant Adverse Visual, Amenity, Natural Character Effects**

The boat ramp will be 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.

The applicant's own landscape architect says that the visual impact of the boat ramp will be moderate/high. He 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 currently really value the spectacular view of the estuary from the waterfront park, the wharf etc and while it would be entertaining to say the least watching the boats launch with the swift tides and limited areas to 'wait' for the person parking the trailer to return – my preference would be for it to remain as it is.

There will also be adverse visual effects from having the proposed building on reserve land which is part of the Waterfront Park. The applicant's landscape report says that

*“the scale of the building will be seen in the context of the Māpua wharf development and will appear as part of the wider cluster or hub of ‘non-domestic’ buildings.”*

But this ignores the fact that Waterfront Park is supposed to be reserve land for public use, and provides important public green space adjacent to the channel. It is not supposed to be part of the commercial development in the Māpua wharf area, which reinforces how inappropriate it is in this location.

**3. Safety**

Most significant point

✓

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 day<sup>1</sup>. 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.

*Imperative that the visitors/families can enjoy wharf 'jumps' /  
No Pontoon – launching and retrieving issues Wharf experience.*

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. Inexperienced boaties with high flow water is recipe for disaster.

Holding boats in the swift current while you line up to retrieve your boat will be very hazardous. The currents and tidal flow will be wildly underestimated by the many inexperienced boaties especially those from out of town. This already happens at Grossi Point in the summer months.

Most boat ramps have floating pontoons. - at this stage this isn't in the plans but in fact makes what is proposed more affordable (arguably) in the short-term but longer term this would be necessary. You would only not do this if you had an adjacent beach you can land on and anchor one for instance at at Kaiteriteri, but that is less of an issue because there is always sand and space available for people to anchor while cars and trailers are parked. All other boat ramps in the district have pontoons for many reasons including safety.

In Māpua we have a rock revetment in front of waterfront park. The peak launching times will be at high tide when you have no beach area to land on or anchor. People will not want their boats being scratched on the shoreline. This will get dangerous and messy as people try to hold boats in the tide while cars and trailers are parked; especially if you are talking about a number of boats - will increase queuing times and safety risks.

When people unload boats there will be queues formed on the ramp, because there is no pontoon, so that while people unload and load their boats, try to anchor them or hold them in the water, and transfer gear, children etc into them, then take vehicles back to car parking area, there will be a queue to exit the ramp as well – I see this will be chaos.

Vehicles will have to join queues of other boats retrieving or launching. The submission has not talked at all about this launching and loading/unloading process but it is very significant. Some

<sup>1</sup> See Marshall Day Updated Noise Assessment D02

experienced operators can do this very quickly; but inexperienced operators can take up to 30 minutes to do this. For instance, an inexperienced boatie may have to load up the boat from the car on the boat ramp; get kids and family into the boat; warm flag out; bungs; warm up engine; bait and rods out etc - this takes time and some users are less courteous than others which we see frequently at Kaiteriteri which attracts many amateur boaties. Then the car and trailer have to be parked while the boat waits in the estuary.

Launching and recovery will be at peak times when tide is high - meaning concentration of use, increasing queues and safety risks. Even 10 boats can create quite a queue.

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."*

Conflict between boat and swimmers/wharf jumpers

There is a high likelihood of conflict between boats and swimmers/jumpers. Mixing boats and swimmers never goes well. The children will not be able to jump off the wharf due to the risk of being run over by a boat trying to drop a person or pick them up after they park their trailers. Many of these boaties will be inexperienced unfamiliar with our tidal current – especially in the summer months. There is a high likelihood that jumpers and swimmers will no longer be able to use the wharf following the first incident which hopefully isn't a fatality but more a near miss.

Once the boat ramp is there, it only takes one incident and swimmers/jumpers will be banned from the wharf. Once the jetty is there the boats will take precedence because of the resource consent and the scale of the investment.

Navigating the Māpua Sand Bar

There are safety concerns at the increased number of boaties unfamiliar with local conditions heading over the Māpua bar from channel to open sea. This can be highly risky, especially as tide lowers. There is a high risk of inexperienced people getting into trouble.

*The Bar will need to be dredged regularly Again.*

4. **Building on Council Reserve Land 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 could lead to it being hired out for functions such as weddings, 21sts, and other events for a fee.

The ramp structure itself and associated parking will also attract activity that is in direct conflict with the existing council investment in the wharf. This significant investment has created a family friendly area where people can safely move about the local wharf area enjoying the eateries and wharf itself. Mixing families and older adults with large boats and trailers moving about the area and trying to find parking is going to be problematic.

5. **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,

*My huge concern  
keep it  
How it is now?*

*VW*

*\**

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.

Our streets are already chalked up especially within all the new changes.

6. **Traffic** – This is a major safety concern for those of us who live in the village but also those who visit the village to access our sporting facilities, eateries, chemists, etc. The movement of traffic around our narrow streets will be a concern. The cues of boat backing up will gridlock our streets, people trying to enter or exist the village will be unable to do so. I will include photos of the 2km traffic cues created at the Nelson Boat ramp during summer months – except this isn't through a small residential village.

**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. We are 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. I remember the chemical works fire, I remember the clean-up of the contaminated soil paid for by the taxpayer and ratepayers (possibly still paying in our rates). The cost of getting this wrong is huge. **A Huge Risk.**

8. **Community Consultation** – I feel frustrated at the lack of genuine community consultation around this. I feel many in the Boat Club and Sea Scouts are completely unaware what they have allegedly 'signed up' to. The signage around the village is very mis-leading and implies the boat ramp is 'arriving soon...built in 2024' its very misleading. The so-called community survey conducted by the Boat Club was not impartial in anyway – the questions were not impartial, and it referenced a very different structure than is now proposed.

The messaging that the Boat Club lost the use of a valued community asset in the loss of the previous ramp is in my view not accurate – it was never used much at all as it was also in the wrong place...being too narrow, too steep, too close to the wharf, and tidal currents that were too swift.

9. **Climate Change** - is a very real consideration and under section 7(i) of the RMA decision makers have to have particular regard to the effects of climate change. I am particularly concerned about the design specifications of the construction allowing for the expected sea level rise identified in the councils current Long Term Plan for Māpua .

it should be honored BUT NOT at this huge scale -

✓✓

In summary I feel very strongly that a boat ramp in Māpua is not the right location and would have massive unintended (but foreseeable) consequences for our village.

Maybe they can

✓✓

I love that my children got to enjoy many of the feature important to life in Mapua – riding their bikes to school, playing tennis at the tennis courts, jumping off the wharf, fishing in Tasman Bay and water skiing in the channel. Many of these activities are at risk for future generations (my grandchild) if the ramp goes ahead.



**From:** Nicki Aerakis <nickiaerakis@gmail.com>  
**Sent:** Monday, 26 February 2024 3:06 pm  
**To:** Resource Consent Admin  
**Cc:** Bruza@xtra.co.nz; nelson@do.nz  
**Subject:** Submission on Mapua Boat Ramp From Jane Renwick  
**Attachments:** [Submission opposing Mapua Boat Ramp Application Jane Renwick.pdf](#);  
[Jane Renwick Submission form Mapua Boat Ramp.pdf](#)

**Categories:** Maree Dealing With

Attention: Mark Morris

Dear Mr Morris

Please find attached submission for *Jane Renwick* opposing the Mapua Boat Ramp.

Kind regards  
Nicki

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

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:	Sarah and Seamus Van Lent	
Contact Person (if different):		
Address for Service:	85 Aranui Road Mapua	
Postcode:		
Phone:0211442191	E-mail:	sarahvanlent@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 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**  
**B03 15-11-3 Admendment**

\* 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\*):

\*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

We oppose this application. The application is dangerous, irresponsible and has will have irreversible damage to the environment to the area. It takes away the essential character of the Mapua Waterfront. It would take away Mapua being a destination for many holiday, tourists, weekend visitors and community, and will have damaging effects to business in the area.

We have a family and own a family boat. We believe that the current facility located at 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.

This proposed boat ramp will attract more and bigger boats. As residents of Aranui Road, we have seen the impact over the summer with the changes that "Street for people" have had on larger vehicles and towing vehicles, the road is not wide enough and there are very few places for a towing vehicle to pull to the side. This road has already had many 'works' carried out over the past 4 years.

This is an accident waiting to happen, and the safety measures described in the report are simply not enough. It would lead to wharf jumping, kids fishing, foreshore playing.

As a family with primary aged children, we moved to Mapua for the Village. Wharf jumping / fishing is what attracts families to this area (spending money in our local business). The proposed new boat ramp would take this away. People coming to the waterfront to boat would use the facility then go for the day, therefore no money spent in local business. If the proposed boat ramp goes ahead, this would have dire implications on our village.

As boat owners, this is an irresponsible use of money. The proposed boat ramp would only benefit a few. There are fantastic facilities available for use only a short drive away at either Motueka, Nelson, Rough Island.

The proposed boat ramp is out of keeping with the village scale of Mapua. The proposed boat ramp would take away a substantial amount of the open space of the waterfront park. The proposal is bigger than Motueka and bigger than many in Auckland, yet it can only be used by power boat operators.

The proposal is not in any sense 'reinstatement', it is betterment on a massive scale but only for a few using it. It takes away much more from the community than that of benefitting.

Reference to B03 15-11-23

With the conclusion below, the proposed boat ramp would require skippers to be highly skillful. Currently most locals would negotiate the un-maintained bar heading out north as this poses high safety concerns / risks. One can only imagine if the proposed boat ramp goes ahead the number of accidents that would occur with summer holiday makers coming into the area and not knowing the lay of the bar as it is a changing environment.

I have copied and pasted conclusion for your reference below.

Based on the flow measurements and the experience in operating on the location the proposed launching ramp can be used as an all tide launching ramp for experienced boat operators aware of the strong flow conditions once the boat is off the trailer. Skippers need to be situationally aware of how the flow is moving their boat, a situation can deteriorate rapidly in these 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  
Built another wharf facility to tie boat to whilst launching / retrieving boat.  
Contract safety barrier to protect current wharf

\*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: Sarah Jessica Van Lent, Seamus Joe Van Lent

Signature\*:

(Person making submission or authorised agent)

Date:

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

 Locks finished doc as READ ONLY

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:** Sarah Van Lent <sarahvanlent@hotmail.com>  
**Sent:** Monday, 26 February 2024 3:11 pm  
**To:** Resource Consent Admin; nelson@do.nz  
**Subject:** Mapua Boat Submission  
**Attachments:** Boat ramp Submission (1).docx

**Categories:** Maree Dealing With

Good afternoon,

Please find attached our submission for the proposed boat ramp in Mapua.

Warm regards,  
Sarah and Seamus Van Lent  
0211442191

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.

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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): RM

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).



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

\*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

Main concern:

We support this application ONLY if Grossis Point becomes a place where no boats, apart from small non-powered craft, can be launched.

If Grossis Point is retained as a boat ramp then we oppose this application because having the new proposed boat ramp is not going to stop people from still using Grossis Point as a launching place, especially if there is a charge for the use of the new ramp.

Grossi Point is the only suitable swimming site locally. There are real dangers currently with boat launching mixing with swimming. Grossis Point is the 'local's swimming spot.

Other concerns:

We have concerns with the potential disturbance of the contaminated site as this is an area described as the most contaminated site in NZ.

We have concerns over the size of the boat ramp – it is too wide and too dominating of the current open green space. We believe the proposed boat ramp should be small to cater for smaller-sized craft. There are excellent boat launching options at Motueka and Rabbit Island. Larger craft should be encouraged to use these.

We have concerns that the proposed buildings are too large and too dominant on the site and not pleasant visually, looking from the sea – the kite park may be a better option for buildings.

We have concerns with the proposed boat ramp in that swimmers and wharf jumpers may be impacted by boat launching – this must not happen. Māpua is renowned for its wharf jumping and floating adventures. There would need to be designated areas for boats to go straight out to the channel. If swimmers and wharf jumpers are not catered for, then this is an accident waiting to happen – as we see currently at Grossis Point.

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.

(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):

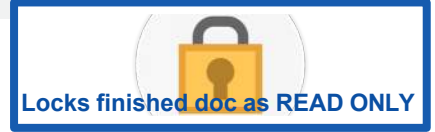
I wish to be heard in support of my submission       I do not wish to be heard in support of my

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.

Signature\*:  26 Feb 2024

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.**

We also represent The Gates Accommodation

**Pushpa Gounder**

---

**From:** Adele & Roger <corru.gate@xtra.co.nz>  
**Sent:** Monday, 26 February 2024 3:15 pm  
**To:** Resource Consent Admin  
**Subject:** Resource consent submission for proposed Māpua Boat Ramp.  
**Attachments:** Boat ramp Submission form 26 Feb 2024.docx

**Categories:** Maree Dealing With

Kia ora

Please find attached our submission on the proposed Māpua Boat Ramp.

Thanks.

Roger Waddell and Adele Smith.



Roger Waddell and Adele Smith  
The Gates Accommodation  
197 Seaton Valley Rd  
Māpua  
NELSON  
Ph +64 3 5402793 or +64 21 167 1246 (Roger on Spark network)  
or +64 27 271 4752 (Adele)

Web: <http://www.thegates.co.nz>  
Facebook: Like us here [The Gates Accommodation](#)  
email: [corru.gate@xtra.co.nz](mailto:corru.gate@xtra.co.nz) or [info@thegates.co.nz](mailto:info@thegates.co.nz)

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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

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### Submitter Details

|                                   |                       |                         |
|-----------------------------------|-----------------------|-------------------------|
| Full Name:                        | William Conway        |                         |
| Contact Person<br>(if different): |                       |                         |
| Address for Service:              | 139 Higgs road, Māpua |                         |
| Postcode:                         | 7005                  |                         |
| Phone:                            | 0272825061            | E-mail: W.conway@me.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): 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 RM230253, RM230388

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

The construction of boat ramp and associated sheds and parking facilities

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



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

Please see attached sheet.

\*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.**

Māpua Community Boat Ramp Trust

RM230253, RM230388

**2) The reasons for my submission are :**

I object to this consent on the following grounds:

- The Mapua Waterfront Area is a well used natural amenity for both residents and visitors to the area. The proposed boat ramp development, including the area outlined as being for the slipway, associated buildings and parking area, are proposed to be built in the location of this key natural amenity space. This will have an adverse effect on the majority of both residents and visitors, as they will no longer be able to enjoy this natural amenity.
- Both during weekends and throughout the week, particularly in the summer, Mapua waterfront is a busy, vibrant area with those of all ages and abilities navigating the various paths and accessways on foot and by bicycle. An increase in the amount of vehicular traffic in this already busy and congested area will have an adverse effect on those who are not using vehicles to navigate the area, making it less safe and creating an increased risk of harm. Given the Council's emphasis on making streets safer for all those using them, allowing infrastructure that clearly proposes to dramatically increase the number of large vehicle movements and wide boat trailers in the area is counterintuitive.
- The process of constructing the boat ramp and associated buildings and parking will involve a large number of heavy vehicle movements in a residential area that will cause ongoing noise pollution and disrupt those who use the waterfront for amenity and business.
- If constructed, the activity of a boat ramp and associated activities of this scale such as: cleaning, flushing engines re filling etc will cause noise, smell and visual pollution which will adversely affect visitors and residents to the waterfront area on an ongoing basis.
- The proposal submitted appears to have made no provision for the queuing of boats on or off the water. This could lead to vehicles queuing on Aranui Road creating safety issues, as well as noise, air and visual pollution.
- Reduction in parking spaces for peak times
- Trailer parking area will cause dust disturbance to residents or to users of the wharf area.
- The scale of the boat ramp is not in keeping with the village character of Mapua. The Mapua Masterplan

## Maree Trainor

---

**From:** Will Conway <w.conway@me.com>  
**Sent:** Monday, 26 February 2024 3:18 pm  
**To:** Resource Consent Admin; Resource Consent Admin  
**Subject:** submission on resource consent application form for RM230253 and associated consents.  
**Attachments:** Form for submission on resource consent application.pdf  
**Categories:** Maree Dealing With

To the resource consent administration officer. Please see attached submission on resource consent application form for RM230253 and associated consents.

Will Conway

NZ +64 0272825061

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:                        | Petra Jacqueline Dekker                 |                             |
| Contact Person<br>(if different): |                                         |                             |
| Address for<br>Service:           | 14 Lionel Place<br>Mapua<br>Tasman 7005 |                             |
| Postcode:                         |                                         |                             |
| Phone:                            | 021 02926209                            | E-mail: pdekkernz@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): 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)

Mapua Boat Ramp &amp; Sea Scout/Community Building

Tasman District Council Application Number (if known): RM RM230253, 54, 55, 56, 57, 58, 59 and RM 230388

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

I am opposed to all of the above Resource Consents Sought. See attachedsheet for 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\*):**

See attached submission details.

\*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):

NA

\*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.**

**SUBMISSION on APPLICATION FOR RESOURCE CONSENTS FOR MĀPUA BOAT RAMP & SEA SCOUT / COMMUNITY BUILDING**

**From:** Petra J. Dekker  
**Adres:** 14 Lionel Place, Māpua, Tasman 7005  
**Phone:** 021 02926209  
**Email:** [pdekkernz@gmail.com](mailto:pdekkernz@gmail.com)

**Name Applicant:** Māpua Community Boat Ramp Trust,  
**TDC Application Numbers nr:** RM230253, 54, 55, 56, 57, 58, 59 and RM 230388

***I oppose the above submission.***

My main objections are:

- 1. The need for a boat ramp in Māpua** – There are good sized boat ramps available in both Motueka and on Rabbit Island, which are only 15 mins away and provide good access and safety. Motueka is a regional boat ramp which is currently being developed with ratepayers' money.  
Although there might be a historical reason to replace the original boat ramp on the Māpua wharf for the use of the Sea Scouts mainly, my understanding is that they only use un-powered dinghies which can easily and safely be launched at Grossi Point as they currently do already. From what I've noticed, there is only a small contingent of Sea Scouts in Māpua anyway.
- 2. The size of the boat ramp** – A boat ramp of this size is not an equal replacement of the modest boat ramp that was there before.  
A boat ramp this size will just create demand from boat users from the wider district. It will attract bigger, powered boats, jet skis and water-skiers that will use an otherwise peaceful, pristine marine environment.  
It will risk pollution to the biodiversity of the estuary.  
It will risk safety to other water users, cyclists, and pedestrians near the wharf.  
It will cause air and noise pollution.  
It will result in much more traffic on roads in and around Māpua, and risk traffic disruption.  
It will risk to the Sea Scouts who would have to share this big-sized boat ramp with the powered boats and other users.  
In addition, any other need for a boat ramp by other members of the community who previously used the old modest boat ramp, surely cannot justify the scale of the currently proposed boat ramp.
- 3. The need for and the size of the building** – The Māpua Boat Club and Sea Scouts have an existing club building on the wharf, which is a perfect spot and serves the club well I understand. The building with its sheds for specific users, will risk creating demand from people from the wider district.

Submission on Application Māpua Boat Ramp and Sea Scout/Community Building  
Petra J. Dekker, Māpua

It appears the proposed buildings will provide for meeting areas, which will compete with the existing community facilities in the village.

The building will provide for non-existing activities/clubs within Māpua, such as rowing,

The huge concrete building platform needs infrastructure, which will disturb the remediated toxic soil underneath and effectively pollute wildlife in the adjacent estuary. The design of the building, the spot, the size, and height will cause a significant visual impact also because the land used is more than a meter higher than the wharf. The building will simply overwhelm the experience of the waterfront.

4. **The size of adjacent car/trailer park** - With room for 78 boat trailers and a public car park, this is a huge loss of public open space and much bigger than originally provided for.

It will cause traffic congestion in an already congested area.

It will compromise safety for other road users i.e. pedestrians and cyclists.

It will be disruptive to visitors of the Māpua wharf and take away a large part of the attraction of this peaceful, pristine waterfront area.

It will add considerable air- and noise pollution.

5. **The area chosen** – This land was gifted to the New Zealand public after remediation of heavily toxic soils. If the proposal goes ahead this will be a huge loss of public, open space and give limited access to boat ramp users, which is unfair.

The infrastructure needed for a building platform this size, will risk disturbing the contaminated soil and consequently risk loss of precious marine wildlife and biodiversity in the adjacent pristine estuary.

The increase of vehicle movements on Aranui road and Tahi Street but also on the water, will cause considerable air- and noise pollution, which will compromise the safety and the experience for visitors of nearby restaurants and neighbouring dwellings.

I question if alternative locations such as the Māpua Leisure Park have genuinely been considered.

6. **The wharf's future** - Moving the boat clubrooms from its wharf site to Waterfront Park risks ceding the heritage wharf and waterfront to commercial interests, which could eventually end the current casual wharf activities such as fishing and jumping and just compromise free accessibility for general enjoyment of locals and visitors.

7. **The effects on climate change and biodiversity loss** – if granted, this application will add more fossil fuels from boat- and car users into our atmosphere and therefore compromise New Zealand's commitment to the 2015 Paris agreement on Climate Change in reducing fossil fuel emissions to net zero by 2030. Also, the big concrete building is not of a sustainable material.

Unless the car/trailer park has allowance for permeable grounds and safety measures, it will allow fast run-off of polluted stormwater in the estuary and bring neighbouring properties in danger.

We have a duty to provide a safe and healthy future for our kids and future generations.

Submission on Application Māpua Boat Ramp and Sea Scout/Community Building  
Petra J. Dekker, Māpua

I live in in Māpua and have chosen to live in this area for its safe, pristine, peaceful, and enjoyable waterfront. Māpua is a seaside village, which is its greatest attraction. I am a keen cyclist and walker, regularly using the ferry to bike the Great Taste Trail towards Richmond , to go swimming or just visiting the Māpua wharf for a reflective moment.

I'm concerned if this proposal goes ahead, we will lose an important drawcard for locals and visitors to this area. It will be lost forever.

***I am happy to talk to my submission if needed.***

Petra J. Dekker  
26 February 2024



## Pushpa Gounder

---

**From:** pdekkernz@gmail.com  
**Sent:** Monday, 26 February 2024 3:28 pm  
**To:** Resource Consent Admin; Resource Consent Admin  
**Cc:** nelson@do.nz  
**Subject:** Submission on Application for Resource Consent for a Mapua Boat Ramp and Sea Scout/Community Building  
**Attachments:** Form for submission on resource consent application Mapua Boat Ramp and Building (2).pdf; Submission APPLICATION FOR RESOURCE CONSENTS FOR MĀPUA BOAT RAMP.docx  
**Categories:** Maree Dealing With

To the Resource Consent Administration at Tasman District Council,

Please find attached my Submission to the Application for Resource Consent for a Mapua Boat Ramp and Sea Scout/Community Building.

I have sent a copy of this email to the applicant; Māpua Boat Ramp Trust, C/- Davis Ogilvie Ltd, FAO Mark Morris, for their information.

Looking forward hearing from you.

Kind regards,  
Petra J. Dekker  
14 Lionel Place  
Māpua, Tasman 7005

Ph. 021 02926209

To: The Resource Consent Administration Officer

Tasman District Council  
Private Bag 4  
Richmond 7050



Email: resourceconsentadmin@tasman.govt.nz

## Submission on Resource Consent Application

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### Submitter Details

Full Name:

Deanna R Douglas

Contact Person  
(if different):

Address for Service:

77 WA ST  
MAPUA 7005 TAS

Postcode:

Phone:

0221678322

E-mail:

n2-mapua@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)

Build a Boat Ramp and associated parking plus a Marine Centre Building for Sea Scouts and other community groups, on the Water Front Park at Mapua.

Tasman District Council Application Number (if known): RM 230253

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

[Empty text box for providing details of the submission]

\* 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\*):

To support the building of a boat ramp in Myponga & associated buildings for Scouts & 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):

Nil

\*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:

DEANNA RONNA DOUGLAS

Signature\*:

(Person making submission or authorised agent)

Date:

21/2/2024

\*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.

**From:** Deanna Douglas <nz.mapua@gmail.com>  
**Sent:** Monday, 26 February 2024 3:38 pm  
**To:** Resource Consent Admin  
**Subject:** Submission on resource consent application Mapua boat ramp  
**Attachments:** [Consent Application.pdf](#)

**Categories:** Maree Dealing With

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.

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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).

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

I do not support the construction of a boat ramp on the Open Space Zone and Coastal Environment Area proposed on the former chemical site either side of Tahī street.

This space is currently used as an open green space by the Mapua Community, wider TDC ratepayers and visitors to the region. Allowing the construction of the boat ramp will decrease the amount of greenspace available to us all. The boat ramp (and the related parking) will only be available for use by a very small number of users (ie those with boats).

I am concerned that the loss of parking will adversely affect businesses in the area.

I am concerned about the conflict between boats being launched close to the wharf and those children (and adults) that currently utilize the wharf for recreational swimming and particularly for jumping off the wharf (a rite of passage for any Mapua youth).

I am concerned about the type of traffic generated by the boat ramp ie cars with boats and trailers. Judging by the number of carparks allocated to parking in the application (70+), there is potential for queues forming at busy launching times. This could cause a conflict with the many cyclists that come from the Rabbit Island on the ferry and will make it difficult for Tahī St residents to get to and from their homes, given that the carparking is on the other side of the road.

I am concerned that the site will be opened up after years of a clean-up process that many residents felt adversely effected their health. While the applicant has stated that the cap will not be breached during construction, I can't see how services will be installed without breaching the cap. I am also concerned that contaminated sediment could be discharged into the estuary during construction.

The wharf is the jewel in the crown of Mapua, I respectfully ask that this application be declined so that it can continue to be enjoyed by the whole community.

\*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.

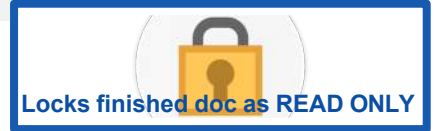
Print Full Name:

Signature\*: Submitted Electronically

Date: 26/02/2024

*(Person making submission or authorised)*

*\*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

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**From:** Angela Fon <angela.fon@xtra.co.nz>  
**Sent:** Monday, 26 February 2024 3:50 pm  
**To:** Resource Consent Admin  
**Subject:** FW: Submission to Mapua Community Boat Ramp Application  
**Attachments:** Mapua Community Boat Ramp Submission - Angela Fon.docx

**Categories:** Maree Dealing With

---

**From:** Angela Fon <angela.fon@xtra.co.nz>  
**Sent:** Monday, 26 February 2024 3:45 p.m.  
**To:** 'resourceconsent.admin@tasman.govt.nz' <resourceconsent.admin@tasman.govt.nz>; 'nelson@do.co.nz' <nelson@do.co.nz>  
**Subject:** Submission to Mapua Community Boat Ramp Application

To whom it may concern

Please find attached my submission against the proposed boat ramp at Mapua.

Kind regards  
Angela Fon  
027 461 8704  
19 Dawson Road  
Mapua



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: Flenney Gamble

Contact Person  
(if different):

Address for Service: 77 Iwa St, Mapua

Postcode: 7005

Phone: 028 434 9304 E-mail: gamblefd@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)

The application seeks approval for the construction and operation of a new boat ramp at Māpua.

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\*): 230253.

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

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

\*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:

Flenney Douglas Gamble

Signature: Flenney  
(Person making submission or authorised agent)

Date: <sup>F-a</sup> 26/2/2024

26/2/2024

\*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.

**From:** Deanna Douglas <nz.mapua@gmail.com>  
**Sent:** Monday, 26 February 2024 3:54 pm  
**To:** Resource Consent Admin  
**Subject:** Resource consent submission boat ramp Mapua  
**Attachments:** [tasman Te Kaunihera o.pdf](#)

**Categories:** Maree Dealing With, [SharePoint] This message was saved in 'Intranet > Resource Consents 2023 > Resource Consents > 230253 > 04 Notifications and Submissions'

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:                     | David Lewis Mundy                |         |                         |
| Contact Person (if different): |                                  |         |                         |
| Address for Service:           | 25 Higgs Road<br>Mapua<br>Tasman |         |                         |
| Postcode:                      | 7005                             |         |                         |
| Phone:                         | 027 290 6661                     | E-mail: | davekelly2007@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

1/2

**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):*

Move to a more appropriate location and reduce size and scale.

*\*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 to construct a large scale boat ramp on reserve land at Māpua Waterfront park. I have lived in Māpua for just over 6 years with my wife and 3 school age children and now we wouldn't live anywhere else. We are a family that enjoys boating, I spent 21 years in the Navy and love the sea and Tasman Bay but I oppose the application to construct a massive boat ramp at Māpua wharf. We currently have functional access to the water at Grossi Point, and larger boat ramps available to us at a short drive away.

I oppose this application as I think this type of large scale construction would reduce a large area of public land to the use exclusively of boaties and pose serious risks to other water activities that are popular around the wharf such as kayaking, fishing, swimming and wharf jumping. I am concerned about some levels of accuracy in the background information included in the application.

One of the things I value most about Mapua is the quiet tranquility provided by Tasman Bay and the Waimea Estuary, I enjoy walking our dog along the waterfront near the wharf at low tide and bird watching the sea birds that frequent this area. This would be lost if this application is approved.

I am also concerned that the application is disproportionate to the size of Mapua village and would bring in an unacceptable level of additional traffic to our small village and create road safety issues.

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 Tahi St to the boat ramp, and this involves removing the established trees, shrubs and part of the seating and poem.
- additional car parking on Tahi 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 Tahi 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 day<sup>1</sup>. 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

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<sup>1</sup> See Marshall Day Updated Noise Assessment D02



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 is critical to the design and understanding the impacts. 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. **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. My wife was approached twice by supporters who quite aggressively attempted to get her to sign her support to the project.

END. David Mundy, February 2024.



**From:** Kelly & Dave Mundy <davekelly2007@gmail.com>  
**Sent:** Monday, 26 February 2024 3:57 pm  
**To:** Resource Consent Admin  
**Subject:** Submission on application by Mapua Community Boat Ramp Trust  
**Attachments:** [Boat ramp submission - Feb2024\\_DMundy.pdf](#)

**Categories:** Maree Dealing With

Please see attached my submission.

David Mundy  
027 290 6661

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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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:                        | Sylvia Wilson         |                                 |
| Contact Person<br>(if different): |                       |                                 |
| Address for<br>Service:           | 139 Higgs road, Māpua |                                 |
| Postcode:                         | 7005                  |                                 |
| Phone:                            | 0220861492            | E-mail: Sylvia.isobel@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): 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 RM230253, RM230388

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

The construction of boat ramp and associated sheds and parking facilities

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

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

Please see attached sheet.

\*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.**

Māpua Community Boat Ramp Trust

RM230253, RM230388

**2) The reasons for my submission are :**

I object to this consent on the following grounds:

- The Mapua Waterfront Area is a well used natural amenity for both residents and visitors to the area. The proposed boat ramp development, including the area outlined as being for the slipway, associated buildings and parking area, are proposed to be built in the location of this key natural amenity space. This will have an adverse effect on the majority of both residents and visitors, as they will no longer be able to enjoy this natural amenity.
- Both during weekends and throughout the week, particularly in the summer, Mapua waterfront is a busy, vibrant area with those of all ages and abilities navigating the various paths and accessways on foot and by bicycle. An increase in the amount of vehicular traffic in this already busy and congested area will have an adverse effect on those who are not using vehicles to navigate the area, making it less safe and creating an increased risk of harm. Given the Council's emphasis on making streets safer for all those using them, allowing infrastructure that clearly proposes to dramatically increase the number of large vehicle movements and wide boat trailers in the area is counterintuitive.
- The process of constructing the boat ramp and associated buildings and parking will involve a large number of heavy vehicle movements in a residential area that will cause ongoing noise pollution and disrupt those who use the waterfront for amenity and business.
- If constructed, the activity of a boat ramp and associated activities of this scale such as: cleaning, flushing engines re filling etc will cause noise, smell and visual pollution which will adversely affect visitors and residents to the waterfront area on an ongoing basis.
- The proposal submitted appears to have made no provision for queuing of boats on or off the water. This could lead to vehicles queuing on Aranui Road creating safety issues, as well as noise, air and visual pollution.
- Reduction in parking spaces for peak times
- Trailer parking area will cause dust disturbance to residents or to users of the wharf area.
- The scale of the boat ramp is not in keeping with the village character of Mapua. The Mapua Masterplan

**From:** sylvia wilson <sylvia.isobel@gmail.com>  
**Sent:** Monday, 26 February 2024 3:58 pm  
**To:** Resource Consent Admin; Resource Consent Admin  
**Subject:** Submission on resource consent application form for RM230253 and associated consents.  
**Attachments:** [Form for submission on resource consent application.pdf](#)  
**Categories:** Maree Dealing With

To the resource consent administration officer. Please see attached submission on resource consent application form for RM230253 and associated consents.

Kind regards,

Sylvia Wilson

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: Steven Gamble

Contact Person  
(if different):

Address for  
Service:

77 Iwa Street  
Mapua 7005

Postcode:

Phone: 022 6020650

E-mail: sgamblenz@live.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)

The application seeks approval for the construction and operation of a new boat ramp at Māpua.

Tasman District Council Application Number (if known): RM 230253

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

1/2

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

To support the building of a boat ramp in Mapua and associated buildings for community

\*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):

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):

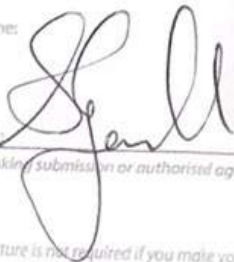
\*Note: Any additional information should be submitted on a separate sheet(s).

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       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: 20/2/24

\*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:** steve gamble <sgamblenz@live.com>  
**Sent:** Monday, 26 February 2024 4:00 pm  
**To:** Resource Consent Admin  
**Subject:** Resource Consent Mapua Boat Ramp  
**Attachments:** [tasman.pdf](#)

**Categories:** Maree Dealing With

Sent from my iPhone



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

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:                        | Ari Joseph Albert Fon                       |                            |
| Contact Person<br>(if different): |                                             |                            |
| Address for Service:              | 19 Dawson Road<br>RD1 Upper Moutere<br>7173 |                            |
| Postcode:                         |                                             |                            |
| Phone:                            | 021519967                                   | E-mail: ari.fon@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)

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 230253, 230388, 230254, 230255, 230256, 230257, 230258, 230259

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

The entire Application.

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

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


There will be a loss of amenity value due to the land required to develop the boat ramp, access, building and associated vehicle parking. A large area of land zoned Recreational, all of which is currently publicly accessible, will effectively become inaccessible and unusable for most of the general public.

The scale of the development is not in keeping with the local, community facility espoused in the application and supporting documents. The proposed 78 space trailer park is significantly greater than the approximately 22 spaces currently available at the Motueka marina ramp and is more on par with the approximately 90 spaces available at the Nelson marina boat ramp. This is likely to result in use of the ramp as a regional facility, attracting users from around the district.

There will be adverse traffic impacts associated with use of the facility, through the additional vehicle traffic that will be generated by the ramp. On high use days, queues of vehicles could potentially extend from the ramp access back into Aranui Road. As all trailer parking is on the opposite side of Tahi Street to the boat ramp, vehicles with trailers will need to cross the street twice – once following launching, and again for boat retrieval. This could give rise to conflict with local through traffic on Tahi Street.

The need to excavate through contaminated ground to install services has the potential to result in adverse environmental effects during construction.

The use of almost the entire area of TDC owned Residential zoned land on the west side of Tahi Street, to be utilized for trailer parking and the 38-space vehicle parking, is a lost opportunity for recovery of some of the remediation costs of the contaminated ex Fruitgrowers Chemical Company land, which are currently still being paid by ratepayers through the [Mapua Rehabilitation Rate](#).

\*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):

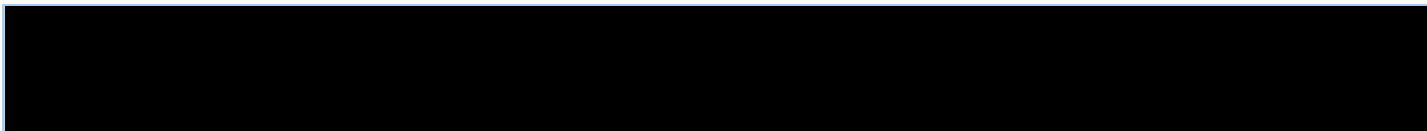
- I support the application
- I oppose the application
- I am neutral regarding the application


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)

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

**Locks finished doc as READ ONLY**

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:** ari.fon@xtra.co.nz  
**Sent:** Monday, 26 February 2024 4:05 pm  
**To:** Resource Consent Admin  
**Cc:** nelson@do.nz  
**Subject:** Mapua Community Boat Ramp consent application submission  
**Attachments:** [Mapua Community Boat Ramp Submission Ari Fon.pdf](#)

**Categories:** Maree Dealing With

Hi

Please find attached a submission on the Mapua Community Boat Ramp resource consent application.

Regards  
Ari Fon

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



# 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)

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\*):**

\* 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 by Maria Fillary– Submission on Resource Consent Application by the Māpua Community Boat Ramp**

### **Reasons for Submission**

I oppose the Application for the following reasons:

- The application is is contrary to the Resource Management Act 1991, the New Zealand Coastal Policy Statement, and the relevant Tasman Resource Management Plan rules. It should be declined.
- There is the potential that wharf jumping will cease due to safety issues with swimmers and boaties.
- The Tasman Regional Boat Ramp Review says in their May 2021 report they do not support the proposed new boat ramp 'as a general public access ramp due to navigational safety issues'.
- Mapua can not cope with the additional parking and traffic - including out to SH60/Mapua Drive.
- Tamaha Sea Scouts submitted neutral and highlighted in their submission they would like a building to house all their boats and to use the same building year round. The application is not requesting consent for the building. It has been wrong that this application has inferred this to the wider community.
- There is the potential for risks to disturbing the cap of the waterfront park.
- Tasman District Council has adequate boat ramps in the district, and funds from ratepayers would be better spent in other areas.

I live in Mapua with my husband and two kids aged 12 & 14. I have been a resident on Higgs Road, Mapua for 16 years. I am a parent of two Tamaha Sea Scouts who have come through from Cubs. We have a small boat, kayak and 2 SUP and predominantly launch at Grossi Point unless we are in the Abel Tasman. I frequent the wharf and waterfront park every few days either walking the dog, catching up with friends at the local restaurants and cafes or using the public seating, watching the kids play at the waterfront park, or using the wharf for wharf jumping. On a Wednesday night term 1 & 4 my children use the current boat ramp.

It was devastating when the Mapua Aquarium burnt down in 2011 but TDC invested over \$2 million and created a family friendly place to recreate. The current facilities are a great asset to the community; it offers restaurants, cafes, shops, places to stop, sit and take in the view and a wharf to jump into the Mapua Estuary. In my time regularly visiting the wharf prior to 2011 and during the development I can only recall a handful of boats launching aside from Tamaha Sea Scouts who used the ramp beside the wharf during term time. The scale of this development to me seems out of kilter to the needs of boaties when it was previously in my opinion very infrequently used and there are other more appropriate option at Grossi Point or 15 mins either side of Mapua.

### **The loss of wharf jumping & swimming from the wharf**

From late Spring, Summer & Autumn and Matariki my family and I use the wharf for wharf jumping at both low and high tide and often having dinner. Wharf jumping is embedded in our family life and I know for many others who live in our community it is part of their family traditions. It provides a place to connect to the wider community while wharf jumping takes place. It would seem inevitable

if the boat ramp goes ahead that this tradition and rite of passage of wharf jumping would cease due to the conflict of jumpers/swimmers and boats using the wharf for loading.

Wharf jumping is not about one jump, it is about jumping as a kid with a life jacket and then progressing to jumping without one, jumping on the high tide then moving onto low tide jumping, jumping with your peer group through school, jumping with parents in the water to jumping without parental support. It would rob our youth of something that is very special and unique to Mapua when boats can be launched at Grossi Point or other more suitable locations 15 minutes either side of Mapua. There are few places in the country that offer this very special activity, that teaches youth about respect for the sea and currents, courage, fear, strength, capability, risk taking, joy, friendships and community. As a parent watching these milestones, it has brought joy, friendships, connections to the wider community and one of the very special reasons and feelings of raising children in this area.

I myself love to jump off the wharf. I enjoy the sheer thrill of the jump, the connection with where we live, the scenery pre/post the jump and that feeling of joy and exhilaration. I have my own rituals tied to this activity and even take time off work for calendar events that I do annually with friends like jumping without kids on the last and first day of school, friends birthdays etc.

It is an activity that does not cost and is accessible for all. It is the only free activity to do in the wider wharf precinct. With the cost of living crisis there is a lot to be said for that, council providing a family friendly activity at no cost. Wharf jumping is promoted as part of the marketing and charm of travelling to Mapua to domestic and international visitors and to have this activity revoked would be a very sad day for our family, community and visitors alike.

### **The loss of fishing**

My kids caught their first fish off the wharf, and when they were little would spend a few hours down there on a weekend helping them bait their lines in the hope of catching something. When they got older they would go on their own with life jackets it would seem inevitable if the boat ramp goes ahead that this activity would also end up ceasing due to the conflict of lines and boats.

### **The loss of public reserve**

The public reserve, greenspace in the waterfront park provides a reprieve from the commercialism and hard landscaping. There are very few areas in Mapua that are that open and removing this unencumbered landscaped green space to add effectively a road to the water will be a loss to the community. A two lane boat ramp and the intended 80 odd boats launching will remove over a third of that space and add additional noise and traffic to this space. It is a space where my kids climb trees, chase each other, make up games, listen to community carols, and eat lunch or dinner. It is a very special place to just sit, and be, adding a boat ramp into this space will remove the solitude of this side of the wharf facilities.

### **Safety**

It concerns me that the the council funded Tasman Regional Boat Ramp Review states .... recommended improvements at Motueka Wharf, "regardless of whether a new boat ramp at the Mapua Waterfront Park is constructed". "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.”

It is concerning to me that a specialist committee looking at a regional boat ramp would say they do not support this proposal as a general public access ramp due to navigational safety issue, the scale of this application suggests this is being built for more than just the community, especially as they say they will have barriers and people on the boat ramp instructing people how to use it.

A maritime New Zealand report about recreational fatal accidents in 2021 showed almost a quarter of the fatalities from recreational boating occur at a river or a harbour sandbar, this would also support the above comments from the Tasman Regional Boat Ramp Review that boaties would need to know the conditions and there is a risk that people would not read signage, listen to people providing instructions potentially leading to a fatality.

There is no loading pontoon and I would suggest that boats would then pull up to the wharf to pickup the person parking the car and trailer, this mixed use poses safety risks for wharf jumpers, swimmers and boats alike. How will a boat know someone has jumped and is rising up? If there is conflict and just under \$3 mill has been spent on infrastructure it would seem that wharf jumping would be the activity that would be banned rather than launching boats.

The applicant has identified this dual use as a risk, the applicant’s risk plan (CO6 Appendix 4) at 21(f) talks about “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.” They identify it as a very real risk, if there is no boat ramp there is no risk.

### **Traffic and parking**

I am a second term board member of the Kaiteriteri Recreation Reserve Board. We have been grappling for years on how we fix Kaiteriteri’s boat & parking issues, the rub of day visitors and boats and boat trailers movements is something we have not solved. It is the biggest issue we have and I foresee with the proposed boat movements, Mapua will be experiencing the same issue and like Kaiteriteri does not have the space to mitigate this issue during the peak time.

The traffic on Aranunui Road is already congested, a lot of that traffic has moved to Higgs Road where I live, the average speed in 2021 was an average of 68 km. This was before the changes were made on Aranui Road, the increase traffic is significant since 2021, but adding boats and trailers into the mix travelling at the average speed as indicated above has the potential for a lot more near misses on Higgs Road.

The volume of traffic could increase the serious accidents or near misses at the intersection of Mapua Drive and SH60. Nelson Tasman Regional Transport Committee chairperson and Tasman deputy mayor Stuart Bryant said the councils were concerned about the impact of crashes on families and communities. That intersection had “always been a bit of a concern” Stuff article January 22, 2024 Adding additional traffic into this intersection could potentially increase the number of near misses and fatalities.

### **Scale of what is Proposed**



The scope of the application seems significantly out of proportion to what will be lost, especially as there are boat ramps at Grossi Point and 15 mins in either direction of Mapua.

**Risks from Toxic Soil**

I am concerned that there are risks to disturbing the cap of the waterfront park. Wind, rain and careless handling of the material could be issues for local residents and the health of the estuary. If this is the case at whose cost will it be to do remediation of the site? The risk to disturb the cap seems out of proportion when boats can launch at Grossi Point or 15 mins either side of Mapua.

For all of the above reasons, I think this application should be declined.

**From:** Maria Fillary <mariafillary@gmail.com>  
**Sent:** Monday, 26 February 2024 4:08 pm  
**To:** Resource Consent Admin  
**Subject:** Fwd: Copy of Appendix to Submission - Maria Fillary.docx  
**Attachments:** [Copy of Appendix to Submission - Maria Fillary.docx.pdf](#); [Form for submission on resource consent application - boat ramp.pdf](#)

**Categories:** Maree Dealing With

Please find my submission opposing the Mapua Boat ramp application.

Regards  
Maria Fillary  
022 605 1674

----- Forwarded message -----

From: **Maria Fillary (via Google Docs)** <[mariafillary@gmail.com](mailto:mariafillary@gmail.com)>  
Date: Mon, Feb 26, 2024 at 4:03 PM  
Subject: Copy of Appendix to Submission - Maria Fillary.docx  
To: <[mariafillary@gmail.com](mailto:mariafillary@gmail.com)>

## Maria Fillary attached a document



Maria Fillary ([mariafillary@gmail.com](mailto:mariafillary@gmail.com)) has attached the following document:

Attached.

---

 [Copy of Appendix to Submission - Maria Fillary.docx](#)

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA  
You have received this email because [mariafillary@gmail.com](mailto:mariafillary@gmail.com) shared a document with you from Google Docs.

Google™

**TDC: Submission on Resource Consent Application: Māpua Boat Ramp**

**Submitter Details**

**Full Name:** BRUCE JAMES GILKISON

93 BRABANT DRIVE, RUBY BAY, 7005

**Phone:** 027 375 7590

**E-mail:** [b.gilkison@xtra.co.nz](mailto:b.gilkison@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: 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

**Address for Service:** AS ABOVE

**Contact Person (if different):**

**Postcode:** 7005

**Tasman District Council Application Number (if known):** RM230253 & Others

1) **The specific part(s) of the application that my submission relates to is/are (Give details\*):**  
ENTIRETY – details in attached document

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

3) **The nature of my submission is that:**

I oppose the application

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

4) **The decision I would like the Council to make is:** To decline consent

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

5) **Attendance at any Council Hearing:** I wish to be heard in support of my submission

**Print Full Name:** BRUCE JAMES GILKISON 26 FEBRUARY 2024

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

### **Proposed Māpua Boat Ramp – Submission from Bruce Gilkison**

Kia ora. I am Bruce Gilkison, and I have lived in Māpua/Ruby Bay for around 40 years. I am a Chartered Accountant, recently advanced to Fellowship status (FCA) for my research and writing for accountants and business leaders on climate, biodiversity and sustainable business issues in NZ and Australia over the past 30+ years.

In the course of those 4 decades I have, at times:

- Campaigned vigorously for controls on, or the total closure of, the former Fruitgrowers Chemical Co (FCC). This company had once served a valid purpose, but over time had developed much more dangerous chemicals in a sensitive coastal area with a growing community, finally abandoning this location as NZ's "most toxic site".
- Campaigned hard for a decontamination of this area. I wrote articles on this for a nationwide publication in the 1990s, as well as for the *Nelson Mail*. (I recall receiving abuse by telephone from a former manager for not saying enough about the "good things the company did", but was more concerned about serious health problems that had arisen for a number of former employees, and for the environment.) At one time I organised a well-attended meeting of residents onsite, to demand a plan for a clean-up (I don't recall the date of this).
- Submitted on landscape plans intended for implementation following the cleanup, in several consultations.
- Enjoyed this special place in a multitude of ways: by ferry, kayak, canoe, swimming, jumping, walking, running, appreciating its birdlife and its cafés, bars and restaurants.
- And like other taxpayers in NZ, and other ratepayers in the Tasman District, I have continued to contribute to the cost of its cleanup.

All of the above were done in the interests of a healthier environment, including wildlife and ecosystems, and for the benefit of the broader community and future generations.

I am opposed to the above application for a boat ramp in Māpua in its present form, principally for the following reasons.

- 1. This represents an unjustified and disproportionate expropriation of significant areas of public parkland, for the benefit of relatively small groups of people**

I will discuss this concern under a number of headings:

- It would be hard to imagine, anywhere in NZ, an area of land which could be better-described as 'community owned'. The TDC acquired this orphan site in its severely degraded state – there was little choice. Much earlier, community members had fund-raised and donated for its protection over decades, including obtaining *pro bono* and subsidised legal services in attempts to save the area from further destruction, along with its birds and marine life. (Some of those working to control the damage being done by FCC even extended the mortgages on their own houses to pay legal and other costs.) Local people – workers and neighbours – sacrificed their health and well-being in ways that were not always well understood by the public at the time. After its closure, members of the broader community campaigned for a 'clean-up', and taxpayers and ratepayers paid for this to be done. It was an incredible (even if the clean-up of such toxins would always be 'partial')

victory for the whole community. I understand that a condition of the Government's funding for the clean-up was that at least 40% of the FCC site would remain as public land, which led TDC, in consultation with the local community plan and design the waterfront park (still being developed subject to availability of funding). Despite its bumpy history and impaired state, this site is genuinely, unquestionably a community taonga.

- The current proposal precludes other possible uses which have been discussed for this area including music, theatre, a playground, volleyball, pétanque, barbecues, art exhibitions and markets, plus other potential uses not even yet contemplated. None of these uses will be compatible with a boat ramp, due to the unavoidable impacts from up to 160 movements of towing vehicles, boats and trailers per day. Noise, fumes and exhaust would affect such activities, well beyond the proposed ramp itself. Children, particularly, will need to stay well clear of this area in which vehicles, trailers and boats will be manoeuvring with varying levels of competence and time pressures. There seems to have been little if any attempt to consider the opportunity costs of taking up public land of around  $\frac{1}{3}$  of the Waterfront Park and  $\frac{2}{3}$  of the green space on Tahī St West. This is not just a convenient vacant area of flat land, ripe for development. The community needs to be consulted, not just on this proposal but on a broad range of other possibilities – including those that future generations might favour.
- The very long hours of operation proposed will preclude many other potential activities, and will impose significantly upon the quiet solitude that many seek in such an area.
- The application by the Trust for development of a large portion of this parkland is essentially privatisation for boating interests (i.e. 'permanent' expropriation for an 'indefinite period') of a significant and vital part of this community asset, which will diminish amenity values for other users. Indeed, if an application such as this was in fact granted, I consider it would be appropriate at least for some form of market rental to be paid for this area and facility, given the extraordinary and unique history and background of this small area of community-owned parkland. Such a contribution would be appropriate given the relatively small number of local boat owners who would benefit from this, in relation to the size of the Māpua/Ruby Bay community (now in excess of 3,700). Such a rental would belong to the community and could be available for community projects, such as protection of the wildlife and ecosystems that suffered so badly from decades of abuse, as well as to ensure that some funding is available so that any environmental damage as a result of increasing numbers of users can be remedied.
- Without doubt, there will be a significant level of 'induced demand' for such a facility in Māpua (i.e. 'Build it and they will come...'). This is likely to mean that vehicles, boats and trailers – many of them quite likely larger – will come from further afield. Such an increase in traffic will certainly clash with the idyllic, relaxed waterfront setting, a highlight on the Great Taste Trail, that the TDC and community have chosen and have been steadily and successfully building in recent years.
- I understand the Boat Club has done some sort of survey to ascertain the level of support for a boat ramp, but I did not ever see this survey despite an obvious interest in this. Significantly, neither have others who had sacrificed so much to protect this area for the public good. Apart from the Trust's own summary, no information has been provided on the conduct of the survey (this seemed to be missing from Appendix 17), and I understand that requests for details of this have not been met. This survey appears not to have been

designed or implemented scientifically. Indeed, the design seems to have been largely the product of the end-result sought. Unless this can be shown and proven to be properly and fairly designed and conducted, I respectfully request that any reference to this survey be struck from the application in its entirety.

## **2. There are climate change issues and implications that I believe need to be considered**

I think there are at least 2 climate-related issues worthy of mention here; there may be others relating to the rate of sea level rise which others will no doubt refer to:

- Concrete is a very significant source of greenhouse gases. (*Wikipedia*: “The cement industry is one of the two largest producers of carbon dioxide (CO<sub>2</sub>), creating up to 5% of worldwide man-made emissions of this gas, of which 50% is from the chemical process and 40% from burning fuel.”) The amount of concrete required for the construction is not clear from the application. Given the urgent need to reduce emissions, we should calculate the extent of these emissions, and be sure this is a valid use of our remaining carbon budget.
- NZ is currently committed to a 50% reduction of net emissions (below gross 2005 levels) by the year 2030, and ‘net zero’ by 2050. The principal tool for achieving this (under both the current National-led government, and the previous Labour government) is through the Emissions Trading Scheme (ETS). This means, essentially, that increasing the cost of petrol, diesel and other fossil fuels is planned as a strategy to reduce demand for these fuels, in order to reduce emissions from these at a rate of about 7% p.a. – the rate of reduction needed to meet international obligations and to give the world some fighting chance of maintaining liveable global temperatures.

In relation to the current application, a key result will be that fuel for recreational use will become increasingly unaffordable to most people, and particularly to lower and medium income earners. It is likely, therefore, that in future the ownership and operation of power boats will be limited to the relatively wealthy and more exclusive group. Over time, those engaging in such activities are likely to become an increasingly small segment of our local Māpua/Ruby Bay community. As such, this will take us progressively further away from the government’s earlier stated intention that 40% of the FCC site would remain as public land, for the benefit of the local community. (I acknowledge that less-polluting forms of motor boats, such as electric or hydrogen, might become available these are likely to be much more expensive.)

## **3. Impact on wildlife, flora and quiet enjoyment of an important and vulnerable estuary**

I have a profound love of the area, the estuary, its flora, fauna, ecosystems, the tranquillity, the reassuring tidal breathing patterns, and the diverse recreational opportunities. But for now I will be brief and leave it to better-qualified others to comment on the area’s ecological and amenity values, and possible risks to these, in their own submissions.

**4. There are significant risks in relation to buried persistent chemicals that I believe are being greatly understated**

In 1993 – 94, I undertook a major study of the history and the disastrous outcomes resulting from the manufacture of agricultural chemicals in Māpua.<sup>1</sup> Three photos from one of those articles are shown, highlighting the risks and challenges. Chemical waste was routinely disposed of in a number of locations, both on the company site, in the estuary, and in a range of places of convenience in the immediate area. A complete ‘clean-up’ was not done, and was never feasible in this situation. Much contaminated material was buried on site, as a component of the ‘clean-up’. I am very worried about the possible effects of disturbing such material.

It was not feasible to remove or destroy all of the highly toxic material on site. Some of this is covered by just a half metre bund. It is crucial that this be not put at risk in any way, planned or accidental. I am aware that the Trust is reassuring us that this bund will not be damaged.

The degree of certainty which is needed to preclude any risk from the proposed construction and services for this is just not feasible. I understand that although the boat ramp itself would fit over the top of the contaminated land, the storm-water drainage system, and the service trenches for the building all require excavation of 60 - 70m<sup>3</sup> of highly contaminated soil, potentially toxic to the adjacent estuary. Any interference, together with any change in tidal flows, will heighten the possibility of leaks. No doubt others will comment on these risks. For me, though, with the understanding I gained of just how deadly and long-lived these remaining chemicals, I find it shocking that so recently after their ‘final burial’ we would be contemplating going anywhere near them and ‘poking this hornets’ nest’. I can only assume such a plan is a product of excessive faith that mistakes will not be made – in an area where so many have been - and of very short memories. I will speak more on this in any hearing.



The FCC site in the 1980s. The drum nearest the camera is labelled ‘2,4,5-T’, a component of Agent Orange, subsequently widely banned.

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<sup>1</sup> Two articles written, ‘Wasted: a User’s Guide to the Mapua Problem’, and ‘Accounting for Degradation: the Mapua problem revisited’, were short-listed for the (then) British Commonwealth Journalism Awards, ‘Environment’ section.

## 5. Governance and Management issues

### Some Quick Queries

The Trust's Purposes shown in the Trust Deed include 'to build and maintain a boat ramp at Māpua for the use of the general public'. This raises a number of issues for me, e.g.

- Who will own the facility?
- What does 'maintain' mean? (Operation or just maintenance? Maintain to what standard?)
- What happens if the Trust doesn't maintain this?
- Who is responsible if leaks of toxic materials occur?
- How/by whom are Trustees appointed?
- What does 'the general public' mean? i.e. could this be limited just to MBC members, on the grounds that the members of the public can apply to join the club?
- Who will manage the facility?
- To whom, and how, will the Trust report on its custodianship of major public funds and facilities?
- What is the relationship, if any, between the Trust and MBC?
- Will the community have any input into future decision-making?
- What controls would apply should the Trustees wish to sell this community asset?
- Who 'picks up the tab' if this is abandoned or perhaps damaged beyond repair?
- In the event of the Trust winding up, is there any guidance on the distribution of funds (other than just 'for charitable purposes')?
- Etc, etc.

I don't wish to imply that these are necessarily contentious areas, only that they should be (or should have been already) planned for at an early stage, for such a major community-owned venture.

### Planning for changing circumstances

We all know that clubs (and trusts or other organisations) can have changes of priority and direction from time to time, a result of changes in membership, personnel and Kaupapa. Ideas, needs and preferences can change over time: they can grow, mature... and sometimes fade away. We can all think of examples.

A boat ramp might seem essential to some people now, but the community's greatest needs might be quite different 20 years hence. Similarly, sea level rise (likely to be much more rapid in Nelson Tasman than in other areas) might well change the suitability of this location sooner than anticipated. I feel uncomfortable with the idea of granting a consent 'for an indefinite period' as proposed. I would recommend instead that any buildings that may be proposed should be relocatable, and that the whole facility be reviewed on perhaps a five-yearly basis, to enable timely changes of plans should these be indicated. A consent for an 'indefinite period' seems far too broad and open, and might mean that alternatives are not considered on a regular basis, and that any changing preferences might not be addressed on a timely basis.

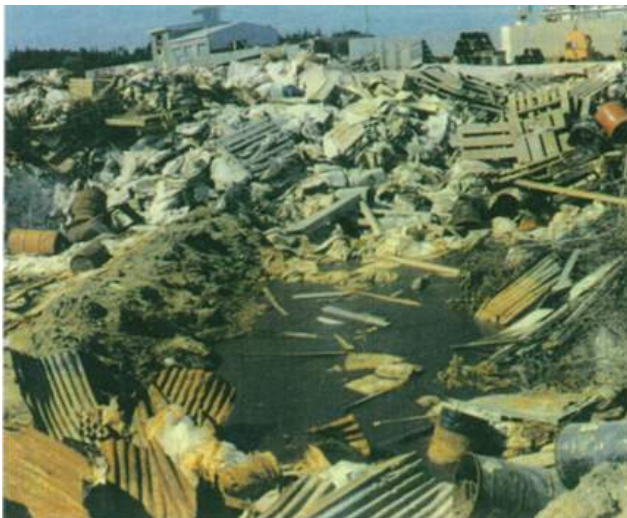


I hope this submission is clear and helpful. I must comment that despite the apparently hefty documentation provided with the application I found that - with a rather short time frame available to review this - that key information was often quite elusive. As a result, time was lost and I was unable to research the application in as much depth as I would have liked.

I will appreciate an opportunity to speak to this submission.

Bruce Gilkison

26 February 2024



FCC site in the 1980s.



The Māpua waterfront in the 1990s. It took a major community effort and funding to (at least partially) repair this taonga.

## Pushpa Gounder

---

**From:** Bruce Gilkison <b.gilkison@xtra.co.nz>  
**Sent:** Monday, 26 February 2024 4:13 pm  
**To:** Resource Consent Admin  
**Subject:** Submission re Mapua Boat Ramp application  
**Attachments:** TDC Resource Consent Submission form.docx; Māpua Boat Ramp - Submission.docx

**Categories:** Maree Dealing With

Kia ora.

I attach herewith:

- Submission on the above application
- TDC RC submission form

Please contact me if anything further is required at this stage.

Cheers, Bruce Gilkison  
Tel. 027 375 7590

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:                     | David Stuart MELVILLE                                                                     |                                   |
| Contact Person (if different): |                                                                                           |                                   |
| Address for Service:           | The Ornithological Society of New Zealand, c/o 1261 Dovedale Road, RD 2 Wakefield, Nelson |                                   |
| Postcode:                      | 7096                                                                                      |                                   |
| Phone:                         | 03-5433628                                                                                | E-mail: david.melville@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)

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

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\*):**

Ecology, including avifauna; in particular the 'At Risk' Variable Oystercatcher.

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



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

The application fails to consider potential effects on the 'At Risk' Variable Oystercatcher and the ecology of Waimea Inlet.

\*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.**

The Resource Consent Administration Officer  
Tasman District Council  
Private Bag 4  
Richmond 7050  
[resourceconsentadmin@tasman.govt.nz](mailto:resourceconsentadmin@tasman.govt.nz)

cc. Mapua Community Boat Ramp Trust  
c/o Davis Ogilvie Ltd., FAO Mark Morris  
[nelson@do.nz](mailto:nelson@do.nz)

26 February 2023

Dear Sirs,

**Submission on Mapua boat ramp**

Resource consents sought:

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.

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I am writing on behalf of the Nelson-Tasman Region of the Ornithological Society of New Zealand (OSNZ)/Birds New Zealand.

The Society is an organization concerned with the study of birds in New Zealand and the dissemination of this knowledge. The Objects of the Society include, *inter alia* 'To assist the conservation and management of birds by providing information, from which sound management decisions can be derived'.

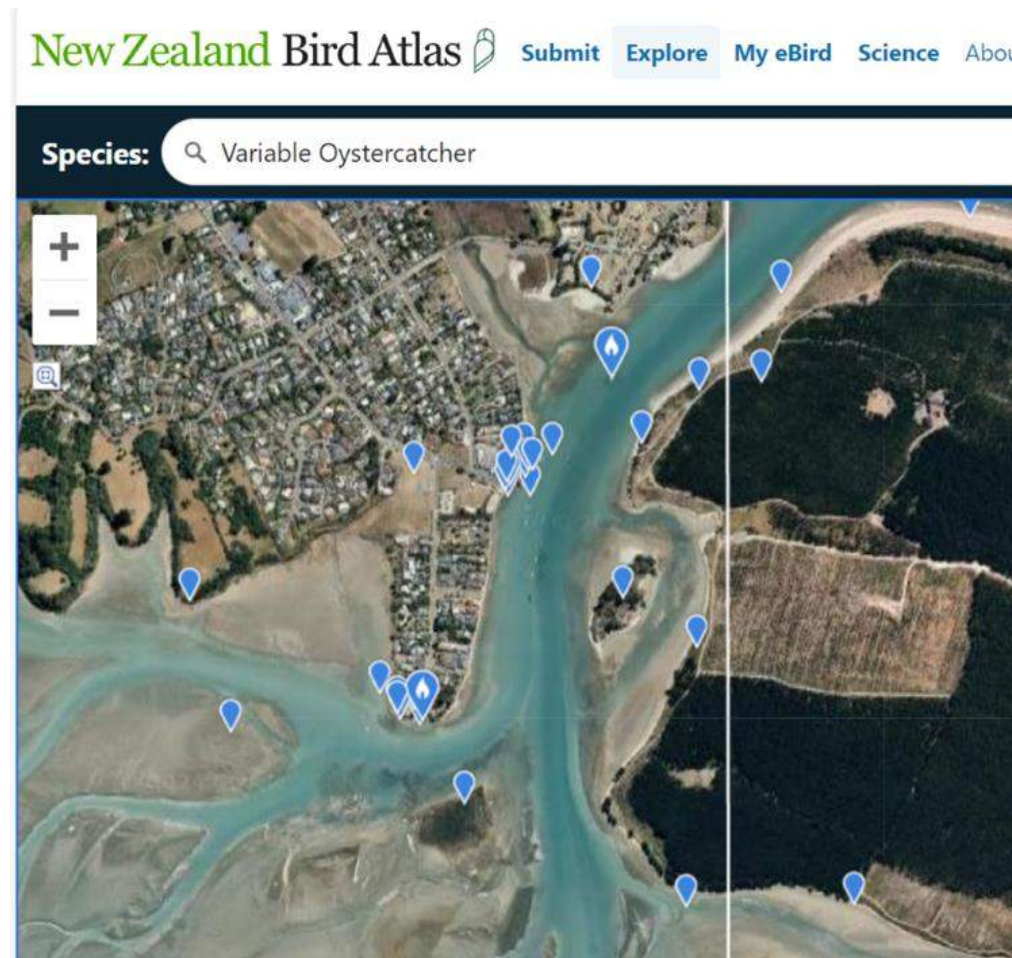
Waimea Inlet is identified in the **Tasman Resource Management Plan** Schedule 25D as being an area with nationally and internationally important natural ecosystem values. It is of international

importance for a number of shorebirds including the 'At Risk'<sup>1</sup> Variable Oystercatcher *Haematopus unicolor*<sup>2,3</sup>.

We have read the **Coastal Ecological Impact Assessment** and report amendments. We note that 'A list of bird species in the area, as noted in eBird (Grid BY52, July 2019 – October 2022), was collated'. Furthermore, 'A roaming inventory of birds sighted or heard was taken during the field survey. We also relied on the vegetation community and habitat descriptions obtained from field investigations to identify areas of potential habitat for species likely to occur within the area, as well as published accounts of birds present within nearby habitats.'

The *Coastal Ecological Impact Assessment* includes only one reference to Variable Oystercatcher – a record of two birds seen at Hoddy Estuary Park on 22 October 2022 – a site some 4km from Mapua.

However, eBird shows many records of Variable Oystercatcher around Mapua, including the area of the wharf and waterfront park where it is proposed to construct the boat ramp:



eBird checklists that include records of Variable Oystercatcher around Mapua (blue dots)  
[Downloaded 22 February 2024]

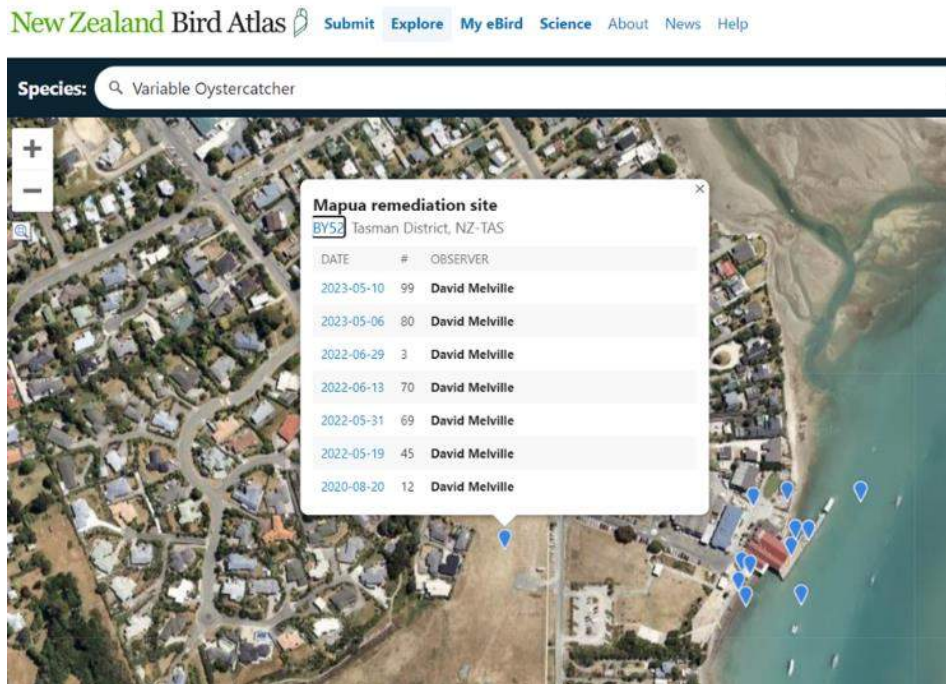
<sup>1</sup> Robertson, H.A. *et al.* 2021. Conservation status of birds in Aotearoa New Zealand, 2021. *New Zealand Threat Classification Series* 36. Department of Conservation, Wellington. 43 p.

<sup>2</sup> Schuckard, R.; Melville, D.S. 2013. *Shorebirds of Farewell Spit, Golden Bay and Tasman Bay*. Prepared for Nelson City Council and Tasman District Council. 81p.

<sup>3</sup> McArthur, N. *et al.* 2022. *A baseline survey of the indigenous bird values of the Tasman District coastline*. Client report prepared for Tasman District Council, Richmond.



In particular, the Mapua Kite Park, which the applicant proposes to use as a parking area for vehicles and boat trailers, at times supports large numbers of Variable Oystercatchers, as recorded on eBird:



eBird checklists that include records of Variable Oystercatcher at Mapua Kite Park.  
[Downloaded 22 February 2024]

Variable Oystercatchers use the Kite Park for both roosting at high tide and foraging, especially after rain when they consume earthworms. The largest number of Variable Oystercatchers recorded at the Kite Park is 144 on 1 February 2018 (associated with the passage of ex tropical cyclone Fehi) which accounted for <3% of the global population<sup>4</sup> (D.S. Melville unpublished).



Variable Oystercatchers at Mapua Kite Park 1 February 2018 – there were 144 birds present [>3% of the global population] - 93 can be seen in the photo, together with 11 South Island Pied Oystercatchers. [Image © David Melville]

<sup>4</sup> Wetlands International 2012. Waterbird population estimates WPE5.  
<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdownloads.wpp.wetlands.org%2FWPE5.xls&wdOrigin=BROWSELINK>

The scope for the *Ecological Impact Assessment* included ‘Identify and describe the significance and value of aquatic and **terrestrial** [emphasis added] habitat and features within the site’. Figure 3.1 of the EIA (top image) includes the Kite Park area to the West of Tahi Street.

The *Ecological Impact Assessment* report concludes that ‘The ecological value of bird populations in the receiving environments of the Site is Low-Very High given the recent sightings within adjacent area and known inhabitants of the area which may include Threatened/At Risk bird species; however, the likelihood that significant numbers of indigenous bird species actually utilise the Site is low based on the existing disturbances and the quality and quantity of existing habitat. Again, these species are not restricted to these habitats within the Site and likely use available habitat across the wider lowland environment and adjacent coastal area’.

It seems a remarkable oversight that the many eBird records (all publicly available) of Variable Oystercatcher from Mapua, both along the shoreline and at the Kite Park, have been omitted from the *Ecological Impact Assessment*.

As a result, there is no assessment of potential impacts on ‘At Risk’ Variable Oystercatchers resulting from the proposed project, despite the *Ecological Impact Assessment* statement that ‘The presence of ‘Threatened’ and ‘At Risk’ species would be considered significant if identified within the Site’.

The *Ecological Impact Assessment* states in relation to ‘estuarine wetland’ that ‘any effect is not considered to be significantly adverse in terms of NZCPS [New Zealand Coastal Policy Statement] Policy 11.’ There is no such assessment of effects on any avifauna, including the ‘At Risk’ Variable Oystercatcher.

Policy 11 of the **New Zealand Coastal Policy Statement** (2010) states:

Indigenous biological diversity (biodiversity)

To protect indigenous biological diversity in the coastal environment:

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

(i) indigenous taxa that are listed as **threatened or at risk** in the **New Zealand Threat Classification System** lists; [emphasis added]

The proposed development includes the use of the Mapua Kite Park area to the west of Tahi Street for 36 carparks with metalled surface, and a parking area for 78 boat trailers and towing vehicles, apparently with a grass surface. It is also proposed that there will be a landscaped earth bund. These proposed changes to the current Kite Park can reasonably be expected to adversely affect ‘At Risk’ Variable Oystercatchers by reducing, fragmenting and degrading available habitat.

As noted above, Variable Oystercatcher is listed as ‘At Risk’ by the Department of Conservation in the New Zealand Threat Classification System. As such, it would appear that Policy 11 of the NZCPS requires that adverse effects should be avoided. Although the Kite Park is situated above the line of mean highwater springs, it will be subject to potential adverse effects as a result of a development within the coastal marine area – without the boat ramp the Kite Park would not be impacted.

With increasing frequency of storm events and sea level rise predicted<sup>5</sup>, exacerbated by coastal land subsidence (some 2.5mm p.a. around Mapua<sup>6</sup>), the importance of supratidal sites such as the Mapua

<sup>5</sup> Tasman District Council. 2019. *Coastal hazards assessment in Tasman Bay/Te Tai o Arere and Golden Bay/Mohua*.

<sup>6</sup> <https://searise.takiwa.co/map/6245144372b819001837b900/embed>



Kite Park in providing high tide roosting opportunities is likely to grow as the availability of alternative coastal sites is diminished.

### **General comments**

There are a number of other matters that should be considered in relation to the proposed development.

Tasman District Council formally endorsed the ***Waimea Inlet Management Strategy 2050 and Action Plan 2023 to 2026*** on 24 August 2023.

The *Strategy* details a number of objectives, including:

- *Indigenous species and their habitats are protected, enhanced, and increased and are safeguarded from harm and disturbance.*
- *The natural ambience of the Inlet is improved by controlling human activities which have potential to disturb its peaceful character.*

The *Action Plan 2023 to 2026* includes *Objective 2.2 Nationally and regionally threatened species are under informed active management*, under which is:

- *Action 3. By 30 June 2-24, explore options for protecting key areas where shore birds [sic] roost, nest and feed (e.g. potential to ban dog walking, motorboats and jet skis from these areas). (Lead: TDC and NCC)*

Chapter 20 of the **Tasman Resource Management Plan** *Effects of craft using the surface of coastal waters* includes

*Policy 20.1.3.3. To avoid, remedy or mitigate adverse effects on amenity values and natural values, including:*

- (a) *Disturbance of wildlife or marine mammals;*

The applicant appears to have given no consideration to potential effects of craft launched from the proposed boat ramp on the ecological values of Waimea Inlet. Whilst it appears that the applicant expects that many boats will exit the Mapua channel to go fishing off shore, it is likely that at least some will navigate Waimea Inlet – indeed the Mapua Boat Ramp Community Trust state: ‘community boat ramp and maritime facility that will provide safe access to the beautiful Tasman Bay and **Waimea Estuary**’<sup>7</sup> [emphasis added]. Waimea Inlet attracts users of motorised personal watercraft (PWC) in particular. Due to their shallow-water capabilities PWC are able to access near-shore habitats and potentially cause adverse effects on wildlife and habitats<sup>8</sup>, for example the Sabellid worm mounds at Grossi Point<sup>9</sup>.

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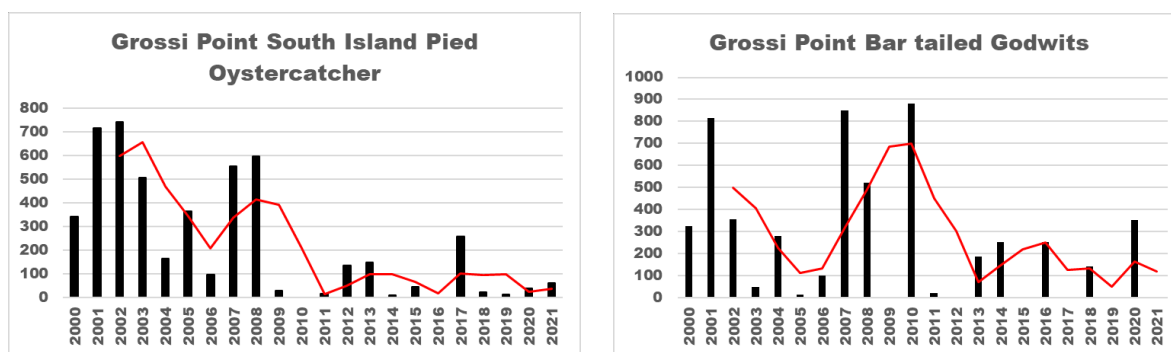
<sup>7</sup> <https://mapuaboatramp.org/2023/10/02/please-give-a-little/>

<sup>8</sup> Anon. 2017. *Marine recreation evidence briefing: motorised personal watercraft*. Natural England Evidence Information Note EIN026.

<sup>9</sup> Morrison, M. et al. 2023. *Fish assemblages of Moutere and Waimea Inlets, Nelson*. NIWA Client Report prepared for Tasman District Council and Nelson City Council. 89 p.

It should be noted that No-Man Island off Grossi Point is a reserve and a site for the ‘Nationally Critical’<sup>10</sup> Coastal Peppergrass *Lepidium banksii*. This plant is associated with seabird sites<sup>11</sup>, thus maintaining birds breeding on the island may be a prerequisite for the continued survival of this endangered plant. Reducing or stopping the launching of craft at Grossi Point potentially might reduce impacts on the flora and fauna of No-Man Island.

OSNZ count data (unpublished) show a marked decline in the numbers of ‘At Risk’ South Island Pied Oystercatchers *Haematopus finschi* and ‘At Risk’ Bar-tailed Godwit *Limosa lapponica* roosting in the Grossi Point area of Waimea Inlet:



The reason(s) for the decline in these two species is/are unknown. However, peak numbers of Bar-tailed Godwits occur over the summer months (count data are for November), while highest numbers of South Island Pied Oystercatchers occur in late summer (count data are for February) when boat activity is highest. It is possible that the reduction in numbers may be associated, at least in part, with disturbance by watercraft.

Information on current boat launchings at Grossi Point seems to be lacking, but ‘*During peak times, large numbers of boats launch from the [Grossi Point] ramp which is tidally affected*’<sup>12</sup>. The application notes that ‘*Estimates supplied by MBRT suggest that during the fishing season (October – April), up to 60 boats would be expected to be launched on any day...Exceptionally, up to 100 boats may be launched associated with a specific event (an ‘extreme maximum’)*’ [N.B. only 78 trailer parking spaces are proposed – it is unclear where the surplus would be parked].

There are various statements in the application regarding ‘*the likely reduction in motor boat launching from Grossi Point*’. But these come with caveats such as: ‘*it is acknowledged that any control over the use of motor boat launching at Grossi Point rests entirely with Council*’, ‘*it is acknowledged that it is only Council that can control vehicle and boat access to Grossi Point*’.

It is further stated that ‘*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*’. It appears that Council has made no commitment in this regard.

<sup>10</sup> De Lange, P.J. *et al.* 2018. Conservation status of New Zealand indigenous vascular plants, 2017. *New Zealand Threat Classification Series 22*. Department of Conservation, Wellington. 82 p.

<sup>11</sup> Norton, D.A. *et al.* 1997. The role of seabirds and seals in the survival of coastal plants: lessons from New Zealand *Lepidium* (Brassicaceae). *Biodiversity and Conservation* 6: 765-785.

<sup>12</sup> Tasman District Council. [undated]. *Mapua waterfront area masterplan 2018-2028*.

Bearing in mind that it is proposed to charge for the launching of vessels from the new Mapua boat ramp (and there is current disquiet regarding Nelson ramp fees<sup>13</sup>), if launching at Grossi Point remains a viable option, then one could imagine that at least some people would prefer a free launching.

As such, there is very considerable uncertainty regarding the number of future boat launchings. There remains the possibility that overall, there could be an increase in the total number of motor boats being launched from Mapua, with potential for increased passage in Waimea Inlet and a concomitant increase in disturbance to avifauna and other impacts on ecology.

The application states that *'Boat users will be prohibited from dumping fish waste in the [Waterfront] park bins and will take all waste back home with them'*. It is not explained how this will be implemented nor by what agency. This a potential issue in terms of attracting gulls that may then cause a nuisance to local hospitality outlets.

We wish to be heard.

Yours faithfully

A handwritten signature in black ink, appearing to read "Dain Melville", enclosed in a thin black rectangular border.

D.S. Melville  
The Ornithological Society of New Zealand  
1261 Dovedale Road  
RD 2 Wakefield  
Nelson 7096

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<sup>13</sup> Frethey, M. 2024. Proposed ramp launch fee hike rocks the boat. Stuff.  
<https://www.stuff.co.nz/politics/350178706/proposed-ramp-launch-fee-hike-rocks-boat>

**From:** David MELVILLE <david.melville@xtra.co.nz>  
**Sent:** Monday, 26 February 2024 4:24 pm  
**To:** Resource Consent Admin; nelson@do.nz  
**Cc:** Paul Griffiths; Rob Schuckard  
**Subject:** Mapua Boat Ramp  
**Attachments:** [Form for submission on resource consent application \(1\) DSM.pdf](#);  
[Tasman District Council Mapua boat ramp.pdf](#)

**Categories:** Maree Dealing With

Dear Sirs,

Please see attached our submission regarding the proposed Mapua boat ramp.

Yours faithfully

David Melville  
for the Ornithological Society of New Zealand

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:                        | Abi Bennett                     |                                     |
| Contact Person<br>(if different): |                                 |                                     |
| Address for<br>Service:           | 7 Langford Drive, Mapua<br>7005 |                                     |
| Postcode:                         |                                 |                                     |
| Phone:                            | 0212649364                      | E-mail: abigailbennett2@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): 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)

Site address: 5, 11 and 6-16 Tahi Street, Mpua

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

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\*):

The claim by Mapua community boat ramp that the affects of the ramp will have "less than minor" impact and meet the purpose and principle of the recourse management act 1991

The long term ROI of building a new scout hall and community hall when these already exist within the community

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

Environmental Impact: Construction and increased boat traffic will have adverse effects on the local ecosystem, including water quality, habitat disruption, and disturbance to wildlife.  
Traffic and Parking: The influx of visitors and boaters will lead to further congestion in the area, particularly during peak seasons, concerns about road safety, narrow roads and poor infrastructure  
Noise and Disturbance: Increased activity associated with the boat ramp will lead to noise pollution and disturbance for nearby residents, affecting their quality of life, particularly if operating hours extend into the evening.  
Visual Impact: The construction of new infrastructure will alter the visual landscape of the area, detracting from its natural beauty and scenic qualities - as the village grows its imperative we protect our green spaces  
Cost and Maintenance: Building and maintaining a new boat ramp require financial resources, sea scouts is not really future proofed, lack of uptake and longevity of the group and funding to maintain a building. There is an existing community hall, why do we need a new one?  
Why cant we support other local boat ramps such as Motueka? Time and time again rural initiatives are

\*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):

No community hall, no scout hall, Just a simple boat ramp with limited aprking for locals only

\*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:** Abi Bennett <abigailbennett2@hotmail.com>  
**Sent:** Monday, 26 February 2024 4:30 pm  
**To:** Resource Consent Admin  
**Subject:** Mapua boat ramp submission  
**Attachments:** [Mapua Boat Ramp TDC submission.pdf](#)

**Categories:** Maree Dealing With

Hi There

Please find attached my Mapua Boat Ramp Submission

Many Thanks  
Abi

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

Submitter Details

Full Name: Gillian Pollock  
Phone: 021380310  
E-mail: [friendsnelsonhaven@gmail.com](mailto:friendsnelsonhaven@gmail.com)

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 our 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 our submission is that: (Tick one of the following three boxes):

I support the application

We oppose the application

We am neutral regarding the application

4) The decision we 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.

## Friends of Nelson Haven & Tasman Bay Inc

[www.nelsonhaven.org.nz](http://www.nelsonhaven.org.nz) [em@nelsonhaven.org.nz](mailto:em@nelsonhaven.org.nz) [friendsnelsonhaven@gmail.com](mailto:friendsnelsonhaven@gmail.com)

February 2024

Submission on Māpua Community Boat Ramp Trust applications to develop: Lot 6 DP11502, Lot 1& 5 DP11502, Lot 2 DP 11502, Lot 2 DP 11106, Sections 13,14, 15, 16, 24 & 25,26, 27, 28 & 29 SO496194

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.

Friends of Nelson Haven and Tasman Bay Inc is a conservation advocacy and research organisation, founded in 1973 and has about 100 members. The organisation keeps a watching brief on resource management matters and environmental issues that affect the marine and coastal environment along the top of the south and further afield where appropriate.

In 1974 we played an active role in opposing the discharge of a cocktail of biocides into the Inlet by the Fruitgrowers Chemical Company and continued to oppose this until it was finally banned in 1988. We also took an active interest in the clean up. Some of our members live in Mapua.

However, as our 'History' says "*Achievements in environmental protection are only as enduring as the next assault*" and it is another assault we are submitting on.

### **The Waimea Inlet**

*"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".*

Ian Black, Regional Conservator in 1990.

**The Ministry for the Environment** final Site Management Plan given to the Tasman District Council includes:

*The surface 150mm is topsoil (cleanfill) and presents no contaminant hazard for the future use of the site. Maintaining the 150mm of topsoil (cleanfill) over the next layer down or some other cover, eg, grass, is important (see below); and*

*The soil from 150 – 500mm depth has OCP residues at concentrations that present no human health risk but could present a risk to the marine environment if brought to the surface or disposed of in a location where it could be transported to the marine environment in significant quantities via run-off.*

*Soil deeper than 500mm has: Contaminant residues that present a risk to the marine environment if brought to the surface or disposed of in a location where the soil could be readily transported to the marine environment in surface run-off;*

*Ammonia and copper residues within treated soil at some locations which may present risk to plant health for some deeper rooted plants; and Groundwater under the site which has concentration of contaminants that may present a risk to the marine environment if disposed of to TDC's stormwater system or directly to the marine environment.*

### **Waterfront Park Boat Ramp application 2017**

A similar application was previously put forward by the Boat Club a few years ago and the Tasman District Council turned it down. We don't think the environmental situation during the years since then has changed. More is now known about the importance of healthy and fully functioning wetlands and estuaries.

In 2023 Niwa published "Fish assemblages of Moutere and Waimea inlets, Nelson", prepared for Tasman District Council and Nelson City Council. They found 21 fish species, some in considerable numbers. The report continues – "One of the council's most basic functions for these inlets is to protect important fish habitats."

### **Friends concerns with the application includes:**

1) an 11m wide ramp catering for two lanes of traffic and occupying a large section of the public Waterfront Park, which adjoins the wharf, then extending into the estuary so that it can be used at low tides. This will affect the landscape quality and may cause the leakage of contaminants from lower soil levels. Scouring of the ramp may occur due to fast tides ebbing and flowing through the area.

2) The foundations new buildings to be built on the Waterfront park are shown to be below the cap of clean soil and in addition mature trees will have to be removed. If the cap of soil is disturbed highly contaminated soil left from the former Fruitgrowers Chemical Company site and the subsequent releasing of contaminants into the estuary will endanger the health of fish, bird and plant species, many of them threatened.

3) The loss of grassed open space in Kite Park for variable oystercatchers and other waders who feed there at high tide during wetter months, often up to 100 birds. Extended parking through the area will affect the ability of birds to feed there.

### **Agreement**

We agree that Grossis Point should be landscaped for picnicking, swimming and use by smaller non-motorised craft.

Responsible use of Grossis Point includes keeping people off No Man Island which is a bird sanctuary and one of the few places where Pepper Cress is still growing.

Recently people have been swimming or boating to the island and causing disturbance to the waders that rest or nest there. It is a notable high tide retreat for many wader species and a nesting place for the endemic variable oystercatcher, Caspian terns and gulls.

**We ask that the application be declined**

**We would like to be heard**

Signed: Gillian Pollock

Society secretary

## **Pushpa Gounder**

---

**From:** Gillian Pollock <g.pollock@scorch.co.nz>  
**Sent:** Monday, 26 February 2024 4:34 pm  
**To:** Resource Consent Admin  
**Subject:** submission  
**Attachments:** FONH subm on Mapua Boat Club applic.docx; Council form Feb 2024.docx  
**Categories:** Maree Dealing With

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



## 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)

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\*):**

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

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

I and hundreds of others moved to Port Mapua as a keen boatee with a small boat which I wanted to launch and retrieve from Port Mapua as many generations have before me. I did this until the wharf precinct ramp was made unworkable by the construction of commercial buildings following the arson attack on the Aquarium in 2011.

Grossi Point is completely unsuitable for launching and retrieval.

TDC personnel promised members of the public that a usable ramp would be reinstated for the community. I wish to see this promise honoured!

\*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):

Appropriate safety procedures are displayed as at any boat ramp in NZ.

\*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:** Margaret Pidgeon <maggiepidgeon@gmail.com>  
**Sent:** Monday, 26 February 2024 4:32 pm  
**To:** Resource Consent Admin  
**Subject:** Boat Ramp Trust Submission  
**Attachments:** [JH Form for submission on resource consent application.pdf](#)

**Categories:** Maree Dealing With



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



# Submission on Resource Consent Application

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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): RM

**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).

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

See appendix attached to this form

\*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.**

26 February 2024

To whom this may concern,

**Re: Objection and concerns to the resource consent application for the proposed Māpua Boat Ramp**

I am a resident of Māpua Village and currently live on Aranui Road with my two children aged 17 and 15.

All members of my immediate family are regular Māpua Wharf users. I also host many extended family and friends who also regularly use the wharf facilities.

**I oppose this application in full.**

**The application should be declined under sections 5 and 6 of the Resource Management Act 1991 because it does not allow for the sustainable management of the natural and physical resources within the Māpua wharf area, Māpua channel area and the Waimea inlet:**

- The proposed all tide 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 (particularly children and teenagers) wharf jumping and swimming, as well as using unpowered watercraft (paddleboards/kayaks etc) at around the Māpua Wharf/ Māpua Channel area.
- The proposed 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 construction of the boat ramp will disturb contaminated soil below the sea floor and churn from boat propellers is likely to do the same, increasing a risk to swimmers as well as estuary bird and marine life.

**The application should be declined due to the significant uncertainties, risk and likely increased cost implications associated with the proposed construction project as well as the lack of clarity and transparency surrounding the funding and financing model of the proposal.**

- I have concerns unintended consequences will be realised once earthworks commence, due to the site being adjacent to one of the most contaminated sites in the country. I acknowledge that significant resources were directed to remediate the site and that a clay cap was constructed to protect the contaminated layers beneath. However, I am concerned that any earthworks (albeit shallow) in and around the site may compromise the cap - despite efforts to apply mitigation methodologies and employ appropriate construction techniques to address that risk.
- I have concerns about the funding and financing model of the proposed infrastructure project. It is unclear to me which parties are funding each aspect of the proposal including
  - Project Planning (resource consent application, studies, reports etc)
  - Construction of new asset(s)
  - Cost overruns if construction project is more than anticipated at this time
  - Operations and maintenance of asset(s)

I am unclear whether the proposed asset(s) is public, private asset or potentially both. I understand one of more of the assets will be used by the Scouts but am uncertain whether they will be making a financial contribution. Will the Council be gifting the land towards the

construction of the asset(s) and does that mean the Council (and the community) are part of the funding model? Will the Council (and the community) be expected to fund the potential cost overruns if unexpected consequences materialise? If this is the case, where Council contributes resources towards the project, I have concerns as it is not a priority for Council as the principle benefactors of the asset(s) are a very small portion of the wider community.

Furthermore, my understanding is that there was money set aside in a previous long term plan to undertake a feasibility study for a regional boat ramp. I am unsure if any finance set aside for the feasibility study is being used to fund the proposal (resource consent application) and/or the construction of a physical asset(s).

And finally, I note that it is well accepted that projects with significant external hazards, lack of clarity and poor communication with stakeholders are more likely to encounter longer term challenges and incur cost overruns. The recent experience with the Waimea Community Dam provides a good example from which to learn lessons from.

With all these unanswered questions and lack of clarity, I encourage the applicant and the Council to be very open and transparent about these matters and provide clarity as there seems to be significant uncertainty and misinformation circulating within the community.

My observation about the nature of this proposal, is that it is very divisive and contentious within parts of the community. There appears to be misleading information and communications circulating and it has been challenging for me to get accurate information. I am still confused about whether this is a 'community asset' as suggested in signage and communications and therefore whether the community is a stakeholder and a financial contributor by proxy. It also saddens me to observe vitriol and negativity around these matters and I urge decision makers to use the utmost caution and transparency in all proceedings going forward.

**And finally, the application should be declined due to the proposal forever changing the unique character of activities that currently take place on the wharf what these activities means to our youth.**

Wharf jumping is almost a rite of passage and part of village culture for both local Māpua children and teens and visitors. My family cherish the ability to partake in this brilliant activity that is free and allows us to connect with others as well as socialise without screens and technology.

I am concerned that once the boat ramp is constructed and operational, boats will be navigating in and around the wharf - and this will prevent young people from wharf jumping due to (perceived or real) safety issues and concerns. In a world increasingly dominated by interaction via screens, isn't wharf jumping culture worth preserving for our youth? I am just not convinced that having signs telling people to be cautious will work in practice as intended.

Regards,

Helen Lane,  
94 Aranui Road Māpua

**From:** Helen Lane <helenlanesmith@gmail.com>  
**Sent:** Monday, 26 February 2024 4:49 pm  
**To:** Resource Consent Admin  
**Subject:** Application to construct and operate a new boat ramp at Māpua  
**Attachments:** [Form for submission on resource consent application Helen Lane.pdf](#);  
[Appendix to submission H Lane.pdf](#)

**Categories:** Maree Dealing With

Kia ora,

Please find attached my submission on the proposed Māpua Boat Ramp Resource Consent Application. I wish to speak to my submission.

Can you please advise the email address and contact details of the applicant so I can send them a copy.

Regards,  
Helen



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



Email: resourceconsentadmin@tasman.govt.nz

# Submission on Resource Consent Application

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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)

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~~

- SAFETY CONCERNS ~~AND~~ REMAIN THE SAME SINCE 2017
- TRAFFIC CONCERNS DUE TO INCREASED VOLUME
- SIZE IS GROSSLY DISPROPORTIONATE TO THE EXISTING RAMP
- GROSS IS FIT FOR PURPOSE AND FREE
- THE BUILDING ~~IS~~ PROPOSED IS FAR TOO BIG TO FIT THE ASTETIC OF THE VILLAGE
- I SIGNED THE ORIGINAL SURVEY WITHOUT ANY INFORMATION KNOWN

\*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):

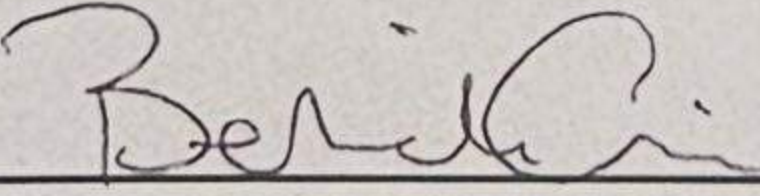
\*Note: Any additional information should be submitted on a separate sheet(s).

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.



## Pushpa Gounder

---

**From:** belinda.ellis11 <belinda.ellis11@yahoo.co.nz>  
**Sent:** Monday, 26 February 2024 4:53 pm  
**To:** Resource Consent Admin  
**Cc:** nelson@do.nz  
**Subject:** Mapua Boat Ramp Submission ATTN Mark Morris  
**Attachments:** 20240226\_164903.jpg; 20240226\_164834.jpg

**Categories:** Maree Dealing With

Please find attached my submission regarding the boat ramp.

Many thanks  
Belinda Ellis

Sent from my Galaxy



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.

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## Submitter Details

|                                   |                                           |                                  |
|-----------------------------------|-------------------------------------------|----------------------------------|
| Full Name:                        | Kim Bowie and Elspeth Collier             |                                  |
| Contact Person<br>(if different): | Kim Bowie                                 |                                  |
| Address for<br>Service:           | 43 Apple Valley East Road,<br>Mahana 7173 |                                  |
| Postcode:                         |                                           |                                  |
| Phone:                            | 0274304532                                | E-mail: kim@propertyaction.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)

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 20×400q m building, to discharge stormwater. RM230388, RM230254, RM230255, RM230256, RM230257, RM230258, RM230259

Tasman District Council Application Number (if known): RM 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 20×400q m building, to discharge stormwater. RM230388, RM230254, RM230255, RM230256, RM230257, RM230258, RM230259**1) The specific part(s) of the application that my submission relates to is/are (Give details\*):**

Activity on the surface of the water (associated bird disturbance from motorised craft on the Inlet)

The operation of a new boat ramp (safety issues for swimmers, wharf jumpers, and other passive users of the Māpua wharf and channel.)

Soil disturbance, earthworks in the CMA

land use to construct a 200×400 building disturbance on the Former Fruitgrowers' Chemical Company Site

discharge of stormwater (causing potential contamination of the Waimea Inlet from chemicals on the Former Fruitgrowers' Chemical Company Site)

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\*):**

-We are long term residents at Apple Valley Road on the Waimea Inlet. We are passionate about the health of the Inlet and its flora and fauna, and volunteer for the Battle for the Banded Rail project, restoring habitat and trapping predators on the shore of the inlet. We can see from our home the disturbance that motorised watercraft, and jet skis in particular, cause to the birds that roost on islands in the Inlet at high tide. We believe that a new boat ramp at Māpua will significantly increase the number of boats and jet skis on the Inlet.

Marine safety issues: Strong tidal currents in the area and the known build up of logs and flood debris in the eddy of the proposed boat ramp. The location of the proposed ramp is only suitable for "experienced" boats.

-The risk of toxic chemicals contained under the ground in the former Fruitgrowers site leaching into the estuary as a result of soil disturbance in the building of the boat ramp and Tamaha Sea Scout building.

\*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 from Kim Bowie and Elspeth Collier 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)

**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.

### **Activity on the water.**

We are long term residents at Apple Valley Road on the Waimea Inlet. We are passionate about the health of the Inlet and its flora and fauna, and volunteer for the Battle for the Banded Rail project, restoring habitat and trapping predators on the shore of the inlet.

Over recent years we have witnessed the dramatic increase in jet ski use on the Inlet. From our house, bird disturbance from boats and jet skis is clearly visible and we see this happening much more regularly than in the past. Spoonbills roost at high tide on a small sand island between Bronte and Hoddy peninsulas and are very exposed to jet ski disturbance here. Many birds roost, feed and nest at No-mans Island off Grossi Point, and are regularly disturbed by boats.



The building of a large 3 million dollar ramp at Māpua is likely to attract even more jet skiers to the inlet. The planned population increase in Māpua and surrounds will also add to the boat and jet ski numbers, putting further pressure on wildlife .



### **Chemical runoff and risks to marine life.**

(RM230254, RM230256, RM230258, RM230259)

We are also concerned about the potential risk to the Inlet from building on a site that that the community were assured would never be built on.

The risks from soil disturbance and runoff to the inlet from excavating on the Former Fruitgrowers' Chemical Company Site seems extremely risky. We are told that if the project goes ahead with the ramp and building there would be about 1.7 hectares of earthworks.

### **Safety issues at the Wharf.**

We have 3 children who have grown up in Māpua. Wharf jumping, riding the tide from the wharf to Grossi Point and fishing from the wharf are some of the great things about a Māpua childhood, and wharf jumping in particular has become a "signature" activity at the wharf. We are concerned by comments from the harbourmaster about the dangers of launching boats in the channel's fast running currents and that this location is only suitable for **experienced boat users**.

*"during ebb (outgoing) tides the wharf structure will create a hazard to the users of the boat ramp as they may drift into it and as the tide pushes against the upstream side of the boat it is likely to flood and capsize. Also the wharf is used by swimmers during summer (signage does not stop the swimmers) and increased boating activity upstream of the wharf (during ebb outgoing tides) will create an increased safety risks between these conflicting user groups". -TDC Harbourmaster.*

We know that Māpua's Boat Club members lost their ramp when the wharf precinct was developed. We support the alternative option to upgrade the ramp at Motueka. This would provide boat access to Tasman Bay and is less than a 15 minute drive from Māpua village.

Thank you for considering this submission. We wish to be heard in support of our submission .

Contact: Kim Bowie. Email: kim@properyaction.co.nz





Jet skiers and fishing at no mans island



**From:** Elspeth Collier <stay@applepickers.nz>  
**Sent:** Monday, 26 February 2024 4:54 pm  
**To:** Resource Consent Admin  
**Subject:** Bowie/Collier Submission on Mapua boat ramp  
**Attachments:** [Form for submission on resource consent application WIF copy 2.pdf](#);  
[Boat Ramp submission Bowie and Collier.pdf](#)

**Categories:** Maree Dealing With