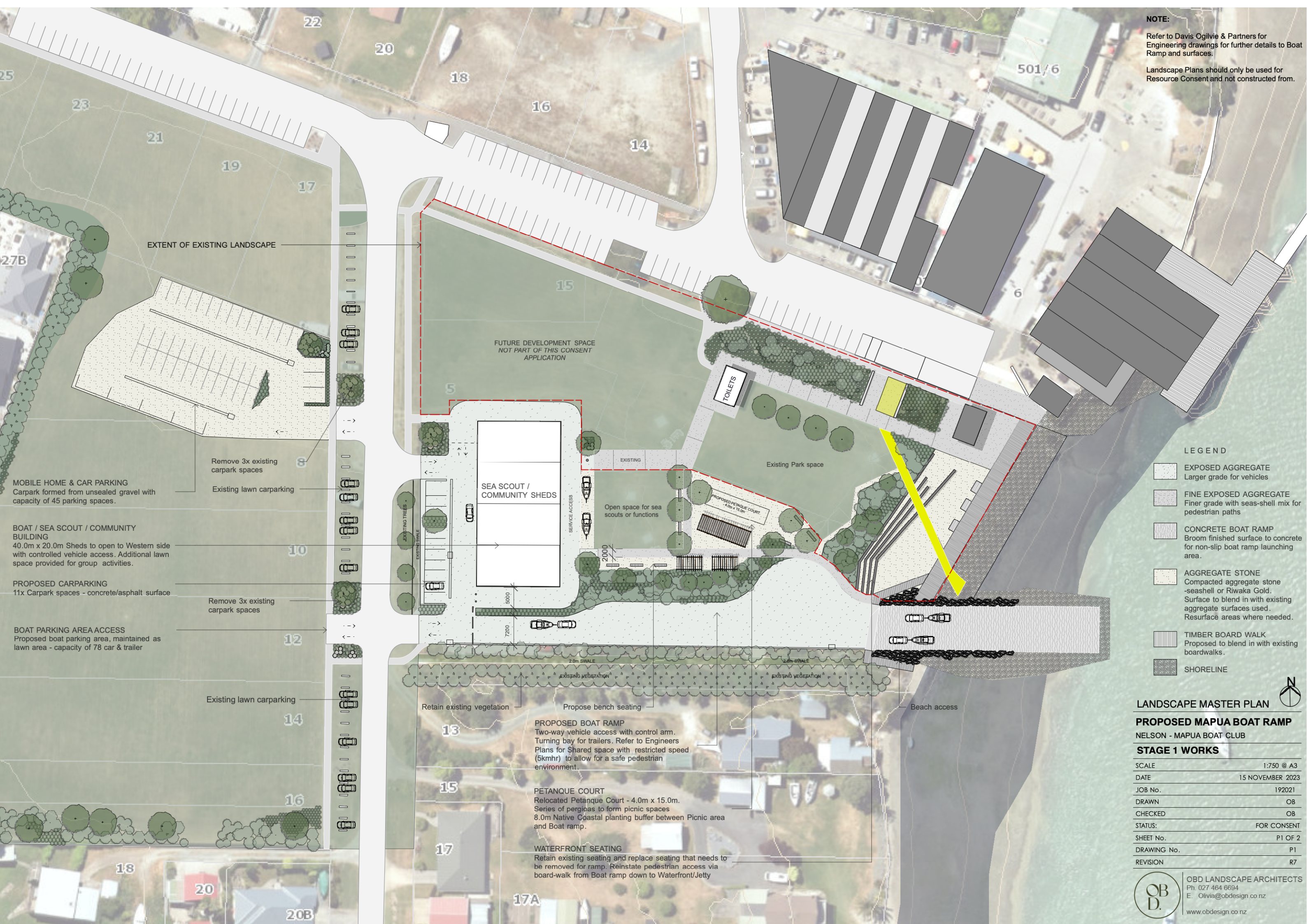


## **APPENDIX 1**

Amended OBD Landscape Master Plans 13.11.23.

---

**NOTE:**  
 Refer to Davis Ogilvie & Partners for Engineering drawings for further details to Boat Ramp and surfaces.  
 Landscape Plans should only be used for Resource Consent and not constructed from.



EXTENT OF EXISTING LANDSCAPE

Remove 3x existing carpark spaces

Existing lawn carparking

Remove 3x existing carpark spaces

Remove 3x existing carpark spaces

Existing lawn carparking

FUTURE DEVELOPMENT SPACE  
 NOT PART OF THIS CONSENT APPLICATION

SEA SCOUT /  
 COMMUNITY SHEDS

Open space for sea  
 scouts or functions

PROPOSED PETANQUE COURT  
 4.0m x 15.0m

**PROPOSED BOAT RAMP**  
 Two-way vehicle access with control arm.  
 Turning bay for trailers. Refer to Engineers  
 Plans for Shared space with restricted speed  
 (5km/hr) to allow for a safe pedestrian  
 environment.

**PETANQUE COURT**  
 Relocated Petanque Court - 4.0m x 15.0m.  
 Series of pergolas to form picnic spaces  
 8.0m Native Coastal planting buffer between Picnic area  
 and Boat ramp.

**WATERFRONT SEATING**  
 Retain existing seating and replace seating that needs to  
 be removed for ramp. Reinstate pedestrian access via  
 board-walk from Boat ramp down to Waterfront/Jetty

**LEGEND**

- EXPOSED AGGREGATE  
Larger grade for vehicles
- FINE EXPOSED AGGREGATE  
Finer grade with seas-shell mix for  
pedestrian paths
- CONCRETE BOAT RAMP  
Broom finished surface to concrete  
for non-slip boat ramp launching  
area.
- AGGREGATE STONE  
Compacted aggregate stone  
-seashell or Riwaka Gold.  
Surface to blend in with existing  
aggregate surfaces used.  
Resurface areas where needed.
- TIMBER BOARD WALK  
Proposed to blend in with existing  
boardwalks.
- SHORELINE

**LANDSCAPE MASTER PLAN**  
**PROPOSED MAPUA BOAT RAMP**  
 NELSON - MAPUA BOAT CLUB  
**STAGE 1 WORKS**

SCALE	1:750 @ A3
DATE	15 NOVEMBER 2023
JOB No.	192021
DRAWN	OB
CHECKED	OB
STATUS:	FOR CONSENT
SHEET No.	P1 OF 2
DRAWING No.	P1
REVISION	R7

**NOTE:**  
 Refer to Davis Ogilvie & Partners for Engineering drawings for further details to Boat Ramp and surfaces.  
 Landscape Plans should only be used for Resource Consent and not constructed from.

BOUNDARY OF RETAINED EXISTING LANDSCAPE

Remove 3x existing carpark spaces

**PROPOSED CARPARKING**  
 11x Carpark spaces - concrete/asphalt surface

Existing lawn carparking

**BOAT / SEA SCOUT / COMMUNITY BUILDINGS**  
 40.0m x 20.0m Sheds to open to Western side with controlled vehicle access. Additional lawn space provided for group activities.

Remove 3x existing carpark spaces



**LANDSCAPE MASTER PLAN**

**PROPOSED MAPUA BOAT RAMP**

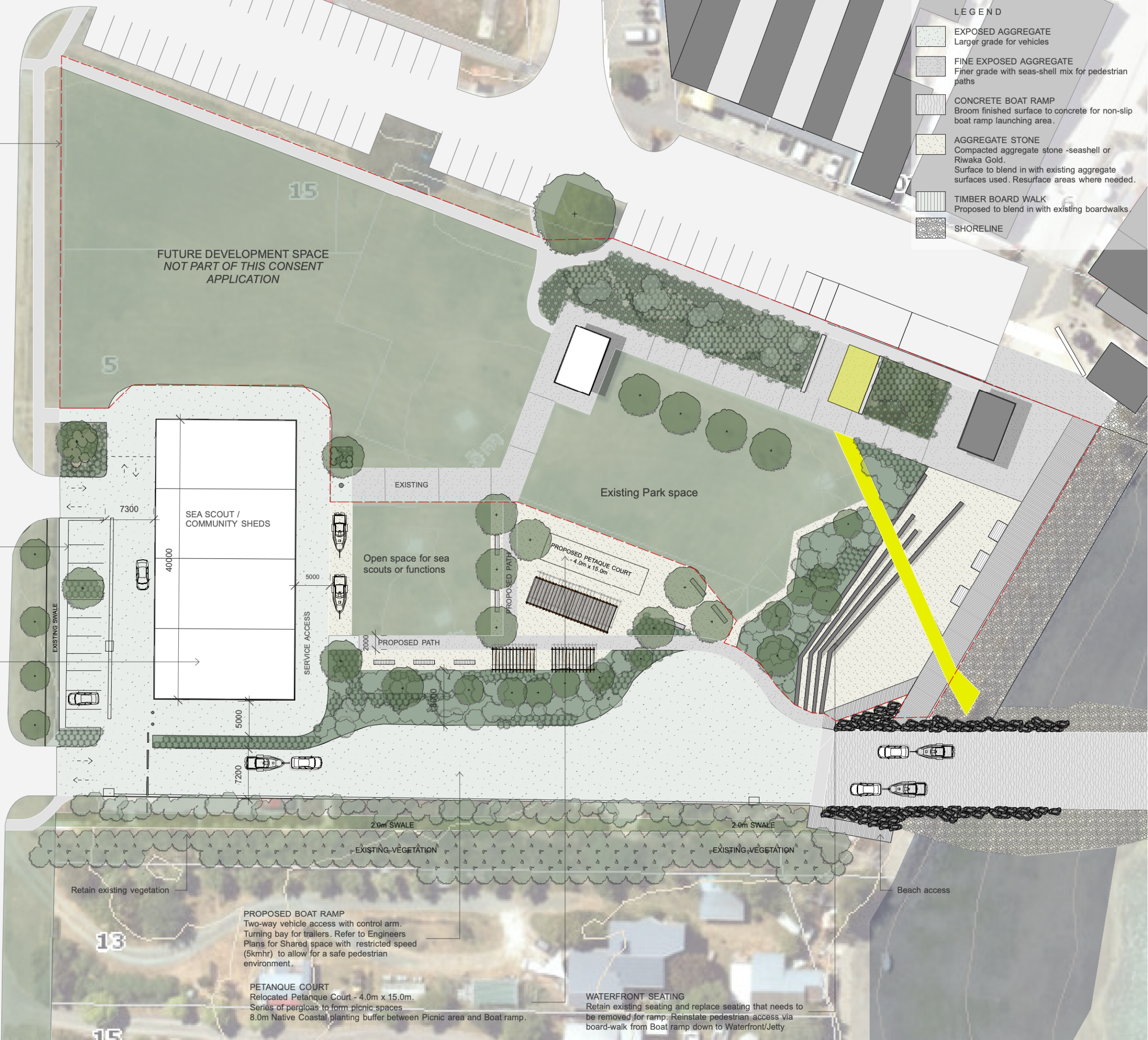
NELSON - MAPUA BOAT CLUB

**STAGE 1 LANDSCAPE**

SCALE	1:500 @ A3
DATE	15 NOVEMBER 2023
JOB No.	192021
DRAWN	OB
CHECKED	OB
STATUS:	FOR CONSENT
SHEET No.	P2 OF 2
DRAWING No.	P2
REVISION	R7

**OBD LANDSCAPE ARCHITECTS**  
 Ph. 027 464 6694  
 E. Olivia@obdesign.co.nz  
 www.obdesign.co.nz

- LEGEND**
- EXPOSED AGGREGATE  
Larger grade for vehicles
  - FINE EXPOSED AGGREGATE  
Finer grade with seas-shell mix for pedestrian paths
  - CONCRETE BOAT RAMP  
Broom finished surface to concrete for non-slip boat ramp launching area.
  - AGGREGATE STONE  
Compacted aggregate stone -seashell or Riwaka Gold.  
Surface to blend in with existing aggregate surfaces used. Resurface areas where needed
  - TIMBER BOARD WALK  
Proposed to blend in with existing boardwalks.
  - SHORELINE



FUTURE DEVELOPMENT SPACE  
 NOT PART OF THIS CONSENT APPLICATION

EXISTING

Existing Park space

Open space for sea scouts or functions

PROPOSED PETANQUE COURT  
 ~ 4.0m x 15.0m

PROPOSED PATH

SERVICE ACCESS

2.0m SWALE

2.0m SWALE

EXISTING VEGETATION

EXISTING VEGETATION

Retain existing vegetation

Beach access

**PROPOSED BOAT RAMP**  
 Two-way vehicle access with control arm.  
 Turning bay for trailers. Refer to Engineers Plans for Shared space with restricted speed (5km/hr) to allow for a safe pedestrian environment.

**PETANQUE COURT**  
 Relocated Petanque Court - 4.0m x 15.0m.  
 Series of pergolas to form picnic spaces  
 8.0m Native Coastal planting buffer between Picnic area and Boat ramp.

**WATERFRONT SEATING**  
 Retain existing seating and replace seating that needs to be removed for ramp. Reinstate pedestrian access via board-walk from Boat ramp down to Waterfront/Jetty

## **APPENDIX 2**

Marshall Day Noise Assessment Report 10.11.23.

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**MARSHALL DAY**  
Acoustics 

MAPUA BOAT RAMP & SEA SCOUT / COMMUNITY BUILDING  
ASSESSMENT OF NOISE EFFECTS  
Rp 001 R01 20230813 | 15 November 2023

**Project:** Mapua Boat Ramp & Sea Scout / Community Building

**Prepared for:** Mapua Boat Ramp Community Trust  
c/o Davis Ogilvie & Partners Limited  
Level 1  
42 Oxford Street  
Nelson 7020

**Attention:** Mark Morris

**Report No.:** Rp 001 R01 20230813

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<b>Status:</b>	<b>Rev:</b>	<b>Comments</b>	<b>Date:</b>	<b>Author:</b>	<b>Reviewer:</b>
Approved	-		10 Nov 2023	J Gavia	J Farren
Approved	-	Minor amendment	15 Nov 2023	J Gavia	J Farren

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APPENDIX D SEA SCOUT COMMUNITY BUILDING

APPENDIX E TASMAN RESOURCE MANAGEMENT PLAN

## SUMMARY

We have assessed potential noise emissions associated with the proposed Mapua boat ramp and Sea Scout / Community building. We consider that with appropriate management, noise from the proposed activity – including boat ramp use, car parking and functions with amplified music - will result in acceptable noise effects for the majority of the time at the adjacent sensitive receiver locations, and will provide a noise environment appropriate for residential amenity.

However, we expect there will be a notable adverse noise effect for the dwelling at 13 Tahi Street if the adjacent boat ramp is used prior to 7am or after 10pm.

Generally, our assessment shows the various noise generating activities on site can comply with the applicable Tasman Resource Management Plan (TRMP) daytime permitted activity noise limit of 55 dB  $L_{Aeq}$ . The permitted activity “night-time” noise limit of 40 dB  $L_{Aeq}$  will be breached at the nearest dwellings, noting that the TRMP includes “night-time” as occurring on Saturdays after 6pm and all day on Sundays and Public Holidays.

Overall, our assessment indicates that activities occurring between 7am and 10pm each day will result in a residential noise amenity anticipated in guidance published by the World Health Organisation and NZS 6802 and will be reasonable.

We recommend that functions in the Sea Scouts building with amplified music should not occur after 10pm and should be limited to 12 per year with no more than two in any calendar month. In addition, we recommend the applicant should develop a Noise Management Plan that provides a process for minimising potential noise effects. We have provided a draft Noise Management Plan in Appendix B.



## 1.0 INTRODUCTION

Marshall Day Acoustics has been engaged by Mapua Boat Ramp Community Trust to undertake an assessment of noise effects for the proposed Mapua boat ramp and Sea Scout / Community building, following request for further information (RFI) from Tasman District Council.

This report provides:

- A review relevant documentation and architectural drawings;
- An overview of the applicable Tasman Resources Management Plan (TRMP) noise standards;
- Predicted noise emissions from site activities at the nearest residential properties and relevant receivers.

A glossary of terminology is provided in 0.

## 2.0 PROPOSED SITE AND SURROUNDING ENVIRONMENT

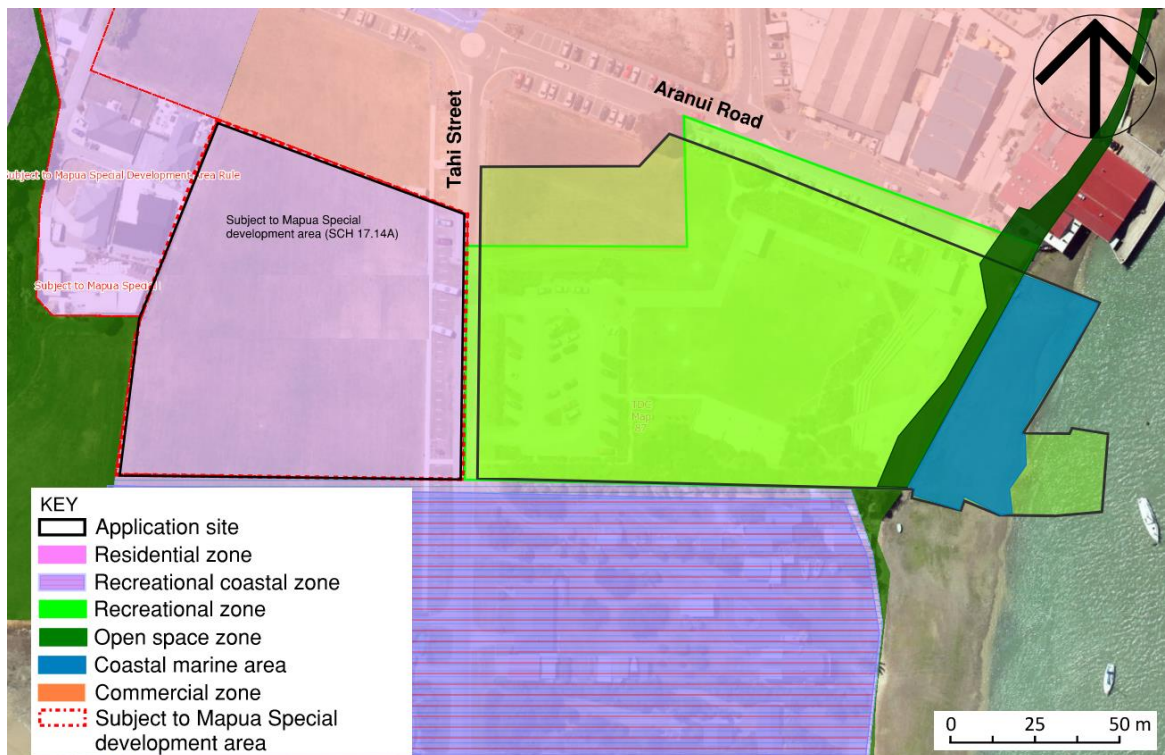
### 2.1 Proposed site

The proposed project is located along the waterfront park in Mapua. Figure 1 shows the TRMP zoning for both the site and surrounding environment. Most of the application site is zoned *Recreation*, with the boat ramp located in the *Open Space Zone and Coastal Marine Area*.

The application includes a new parking area to the west of Tahī Street which is zoned *Residential* and is subject to the *Mapua Special Development Area* rules.

Properties to the north are zoned *Commercial* and to the south *Residential Coastal*, while properties to the west of the proposed new car park are zoned *Residential*.

**Figure 1: Site location and zoning**



### 3.0 APPLICABLE DISTRICT PLAN NOISE LIMITS AND RELEVANT CRITERIA

Below we set out the permitted activity noise limits for the application and published guidance relating to the onset of adverse noise effects.

#### 3.1 TRMP Noise Limits

As previously shown in Figure 1, the surrounding receiving areas to the site are zoned *Commercial* to the north, *Open Space/Recreation* to the northwest, *Residential* to the west and *Coastal Residential* to the south. The applicable noise limits are summarised in Table 1:

**Table 1:TRMP noise standards**

Zone	Assessment location	Noise Limits	Time period
<i>Open Space or Recreation</i>	Noise generated by the activity, when measured at or within the notional boundary of any dwelling in an Open Space, Recreation Zone	55 dB L <sub>Aeq</sub>	0700-2100 (Monday to Friday inclusive and 0700-1800 Saturday (but excluding public holidays))
		40 dB L <sub>Aeq</sub>	Night
		70 dB L <sub>Amax</sub>	All other times, plus public holidays
<i>Residential</i>	Measured at or within the boundary of any site within the zone, other than the site from which is generated or at or within the notional boundary of a dwelling within any other zone	55 dB L <sub>Aeq</sub>	0700-2100 (Monday to Friday inclusive and 0700-1800 Saturday (but excluding public holidays))
		40 dB L <sub>Aeq</sub>	Night
		70 dB L <sub>Amax</sub>	All other times, plus public holidays
<i>Commercial</i>	Measure at or within the boundary of any site within the zone, other than the site from which is generated	55 dB L <sub>Aeq</sub>	0700-2100 (Monday to Friday inclusive and 0700-1800 Saturday (but excluding public holidays))
		55 dB L <sub>Aeq</sub>	Night
		70 dB L <sub>Amax</sub>	All other times, plus public holidays

Noise must be measured and assessed in accordance with the provisions of New Zealand Standard NZS 6801:2008 *Acoustics – Measurement of environmental sound* and New Zealand Standard NZS 6802:2008 *Acoustics - Environmental Noise*.

#### 3.2 World Health Organisation

World Health Organisation (WHO) *Guideline Values for Community Noise* (Berglund and Lindvall, 1999) give guidelines for environmental noise exposure. For community or environmental noise the critical health effects (those effects which occur at the lowest exposure levels) are:

- Sleep disturbance - The prevention of sleep disturbance is essential for good physiological and mental functioning of healthy people;
- Annoyance (slight, moderate, high) - Annoyance may, in turn, induce behavioural effects that decrease the quality of life and increase anti-social behaviour;

- Speech interference/communication disturbance. - This may lead to social isolation, particularly in vulnerable groups that is contrary to Government policy on social inclusion.

The WHO Guideline Values for these three critical health effects for community or environmental noise are presented in Table 2. These Guideline Values are the exposure levels that represent the onset of the effect for the general population. That is, at these noise levels, critical health effects only begin to appear in a small number of vulnerable or sensitive groups.

**Table 2: WHO Guideline Values for the critical health effects of community or environmental noise**

Specific environment	Critical health effect(s)	dB L <sub>Aeq</sub>	Time base (hours)	dB L <sub>Amax</sub>
Outdoor living area	Serious annoyance, daytime & evening	55	16	-
Dwellings, indoors -inside bedrooms	Speech Intelligibility and moderate annoyance, daytime & evening sleep disturbance, night-time	35 30	16 8	45 -
Outside bedrooms	Sleep disturbance, window open (outdoor values) night-time	45	8	60

With respect to this application, WHO recommends a noise level of no greater than 45 dB L<sub>Aeq</sub> outside bedrooms at night and 55 dB L<sub>Aeq</sub> during the day.

### 3.3 NZS 6802:2008 Acoustics - Environmental Noise

The 2008 version of NZS 6802 (N.B. the District Plan refers to the 1991 version) makes reference to the following desirable upper limits of sound exposure at or within the boundary of any residential land use:

- Night-time (2200 to 0700 hours): 45 dB L<sub>Aeq</sub> and 75dB L<sub>Amax</sub>
- Daytime (0700 to 2200 hours): 55 dB L<sub>Aeq</sub>

### 3.4 Discussion

Based on the above, the most stringent noise limits that apply to the site are 55 dB L<sub>Aeq</sub> during the day and 40 dB L<sub>Aeq</sub> at night at adjacent Residential zones, noting that “night” also includes all day on Sundays and public holidays, and after 6pm on Saturdays.

Whilst these limits represent the permitted activity standards for the zone, reference to WHO and NZS6802 indicates that a more stringent noise limit is not required during the day on Sundays in order to provide appropriate residential amenity. In other words, a limit of 55 dB L<sub>Aeq</sub> between 0700 and 2200 hrs each day, including Sundays and Public Holidays would provide an acceptable residential amenity in line with this guidance.

Both WHO and NZS6802 also suggest that up to 45 dB L<sub>Aeq</sub> at night provides a reasonable standard for the protection of sleep which is 5 dB more lenient than the TRMP permitted activity standard of 40 dB L<sub>Aeq</sub>.

#### 4.0 KEY OPERATIONAL ACTIVITIES AND NOISE SOURCES

The application includes several distinct noise sources associated with the launching and retrieval of boats, use of the "Sea Scout" building and car parking noise. We consider it unlikely that all aspects of the application would be generating noise at the same time to the maximum extent possible.

For our analysis we have adopted the approach of evaluating potential noise emissions in a conservative use scenario. Given the diverse nature of sound sources linked to this project, we have divided the noise generated by each activity into three different groups:

1. Boat launch/retrieval at the ramp
2. Amplified music and patron noise at sea scouts / community building as associated with a function (e.g. wedding, birthday party etc). [The Sea Scout building is split into three distinct sections with two of these being used for boat storage. The third northern most section will potentially be used for functions].
3. Traffic noise generated within the onsite car park and the new proposed car park to the west of Tahi Street.

#### 4.1 Hours of Operation

Whilst the boat ramp facility would essentially be available 24-hours per day, lighting will not be provided and we expect most activity would take place during daylight hours on weekends and holiday periods. However, it is likely the boat ramp would be used on occasion during the night-time period as defined in the District Plan (i.e. before 7am) when the more stringent noise limits apply. No boat washing facilities will be provided at the ramp.

Regarding the sea scout / community building, we understand that may be used occasionally for events and gatherings mostly during daytime. As we describe below, it is feasible that the building can be used with amplified music in the evening with appropriate noise management practices provided that doors and windows remain closed.

#### 4.2 Receivers

We have considered potential noise emissions to the key residential site boundary receiver locations labelled R1 and R2, these are located south and west of the site on Tahi Street and Aranui Road. Refer to Figure 2 for an aerial showing the nearest receivers and potential noise sources. We have also assessed noise emissions to the commercial areas to the north of the site, denoted C1 and C2.

Table 3 provides the distances between each of the key activity areas and receiver locations.

**Table 3: Distances from activities to receiver locations**

Ref	Address	Approximate distance to:			
		Boat Launch area	On-site car park	Western car park	Sea scout / community building
R1	13 Tahi Street (upper floor)	35	105	190	95
R2	27A/27B Aranui Road	240	110	20	120
C1	8 Aranui Road	105	120	170	105
C2	3/1 Aranui Road (The Apple Shed)	72	160	220	145

### 4.3 Noise Sources and Modelling Methodology

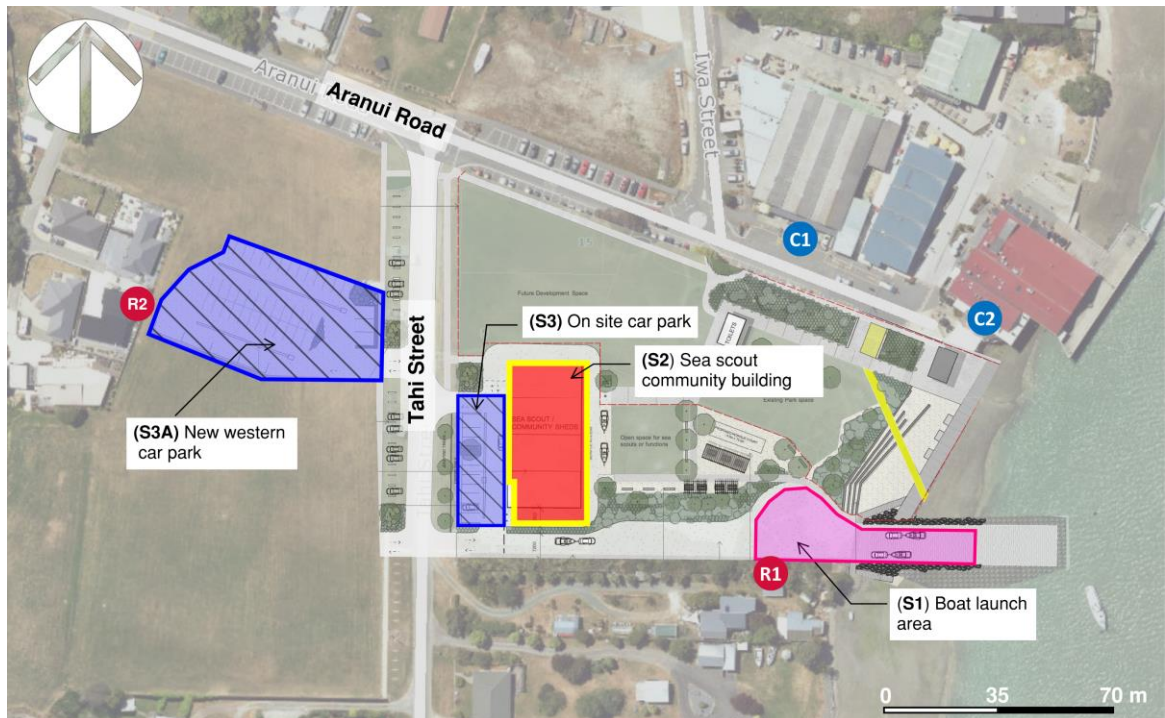
Table 4 summarises each of the noise sources used in our assessment and the associated noise levels based on data collected at several similar facilities around in New Zealand.

**Table 4: Summary of assumptions and sound pressure level for each sound source group**

Source	Activity	Description	Sound pressure level
S1	Boat launch	Ute/truck manoeuvring (incl. arrival, ramp access and departure), boat engine starting and leaving.	44 dB $L_{Aeq(15min)}$ at 33m
S2	Sea scout / community building	Amplified music and patron noise within the building. Noise breakout is based on the indicative constructions shown in the architectural drawings	94 dB $L_{Aeq(15mins)}$ internal reverberant sound level
S3 and S3A	On-site car parks	We have taken into consideration the planned allocation of 38 car parks, which includes 3 accessible parks and an additional 4 designated for mobile homes. This results in a total of 31 spaces expected for light to medium vehicles.	70 dB $L_{AE}$ at 3 metres 78 dB $L_{Amax}$ at 3 metres for vehicle doors closing

Figure 2 illustrates the location of the potential noise sources labelled S1 to S3A and surrounding receivers labelled R for *Residential* and C for *Commercial*.

**Figure 2: Site plan showing noise sources and key sensitive receivers**



#### 4.4 Assumed Scenarios

Table 5 describes all the conservative scenarios that we contrived in order to calculate noise levels at relevant receivers for daytime and night-time. We have assessed the conservative situation that all noise sources will be operating collectively during the day whereas the boat ramp and community facility may operate separately at night (as defined by the TRMP).

**Table 5: Assessed scenarios.**

Scenario	Prescribed time	Description
1	Daytime	<b>Boat launch + Car parks + Sea Scout Community Building (DT)</b> <ul style="list-style-type: none"> <li>Boat launch (2 movements per 15 min)</li> <li>Sea Scout / Community building with amplified music</li> <li>Both car parks (15 movements per 15 min)</li> </ul>
2	Daytime	<b>Boat launch + Car Parks (DT)</b> <ul style="list-style-type: none"> <li>Boat launch (2 movements per 15 min)</li> <li>Both car parks (2 movements per 15 min each)</li> </ul>
3	Night-time	<b>Boat launch + Car Parks (NT)</b> <ul style="list-style-type: none"> <li>Boat launch (1 movement per 15 min)</li> <li>Both car parks operating (1 movement per 15 min)</li> </ul>
4	Night-time	<b>Sea Scout Community Building (NT)</b> <ul style="list-style-type: none"> <li>Sea Scout Community building with amplified music</li> <li>Both car parks operating (15 movements per 15 min)</li> </ul>

The predicted noise levels for each daytime and night-time scenario are shown in the following Table 6. For clarity we have not provided the  $L_{Amax}$  maximum noise levels in the table but can confirm the activity complies with the applicable night-time limit of 70 dB  $L_{Amax}$  at all assessment locations.

**Table 6: Predicted daytime and night-time noise level at any point within the boundary of relevant receivers. (Red cells indicate a noise limit breach)**

Pos	Assessment location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
		Daytime	Daytime	Night-time	Night-time
		dB $L_{Aeq}$ (15min)	dB $L_{Aeq}$ (15min)	dB $L_{Aeq}$ (15min)	dB $L_{Aeq}$ (15min)
R1	13 Tahi Street	53	53	50	37
R2	27A Aranui Road	44	36	32	44
C1	8 Aranui Road	43	40	36	40
C2	3/1 Aranui Road (The Apple Shed)	43	42	38	36

Our analysis indicates that all activities can occur on site during the day and comply with the TRMP permitted daytime activity standards at all locations.

However, if the boat ramp were to be used at night, which we note includes all day on Sundays and public holidays, and after 6pm on Saturdays, noise levels will exceed the applicable 40 dB  $L_{Aeq}$  limit at position R1 (13 Tahi Street). The predicted noise level is 50 dB  $L_{Aeq}$ .

Similarly, activities within the community facility have the potential to exceed the night-time noise limits at R2 (27A Aranui Road). The predicted level is 44 dB  $L_{Aeq}$  which is 4 dB above the 40 dB  $L_{Aeq}$  permitted activity standard.

We note that we have not applied a penalty for any Special Audible Characteristics that might be present in the noise emissions (e.g. tones or impulsivity). If SAC penalty were to be applied, predicted noise levels would be 5dB higher.

## 5.0 ASSESSMENT OF NOISE EFFECTS

As we note above, the proposed activity will result in a breach in the TRMP permitted activity limits in some instances and the associated adverse noise effects associated with those breaches are discussed as follows:

### 5.1 Boat ramp

We consider that use of the boat ramp between 0700 and 2200hrs on any day will allow for an appropriate residential noise amenity that is consistent with the guidance published in NZS6802 and WHO. Therefore noise limit breaches at the nearest residential boundary during the TRMP “night-time” periods of Saturday between 6pm to 10pm, and all day on Sundays and public holidays, will result in acceptable noise effects.

However, use of the boat ramp outside these times, i.e. before 0700 and after 2200hrs, will generate noise levels of 50 dB  $L_{Aeq}$  at the nearest residential dwelling which is above both the TRMP limit of 40 dB  $L_{Aeq}$  and the 45 dB  $L_{Aeq}$  noise level recommended in the WHO and NZS6802 published guidance.

At this noise level, there will be a notable adverse noise effect for the dwelling at 13 Tahi Street including potential sleep disturbance if the dwelling’s windows are opened for ventilation. However, the extent of adverse noise effect will be influenced by the occurrence of these events but we expect them to be focussed at weekends and during holiday periods. Practical steps such as the erection of signage requesting consideration of neighbours, can also minimise the extent of potential effect.

### 5.2 Functions at the Sea Scout building

Typical day-to-day activities at the proposed building will result in acceptable noise effects at all adjacent sensitive receptors including during the day on Sundays and Public Holidays.

Whilst our analysis shows that amplified music and patron noise during functions has the potential for adverse noise effects, we consider these can be appropriately managed to acceptable levels as follows:

- There should be no more than 12 functions with amplified music per year and no more than two in any month
- Music should be finished by 10pm

We recommend a Noise Management Plan be prepared, this should address as a minimum:

- A person responsible for the implementation of the noise management plan
- Hours of operation
- Procedure to ensure external doors and windows remain closed (except for normal patron access)
- Procedures to ensure rubbish and recycling collections occur during daytime only
- Methods for receiving and responding to noise complaints

### 5.3 Car Parking

The extent of noise generated by cars manoeuvring and doors closing in the car park will inherently be associated with the activity occurring at either the proposed boat ramp and Sea Scout building.

The greatest potential for noise disturbance from car park noise is for the dwellings at 27A/27B Aranui Road from the proposed western car park when guests are departing after a function. We consider that the proposed 10pm curfew for amplified music and limit to 12 functions per year will ensure any adverse effects are minimised.



## APPENDIX A GLOSSARY OF TERMINOLOGY

<b>A-weighting</b>	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
<b>dB</b>	<u>Decibel</u> The unit of sound level.  Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of $P_r=20 \mu\text{Pa}$ i.e. $\text{dB} = 20 \times \log(P/P_r)$
<b>dBA</b>	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) so as to more closely approximate the frequency bias of the human ear.
<b><math>L_{\text{Aeq}}(t)</math></b>	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level.  The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
<b><math>L_{\text{Amax}}</math></b>	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
<b>SEL or <math>L_{\text{AE}}</math></b>	<u>Sound Exposure Level</u> The sound level of one second duration which has the same amount of energy as the actual noise event measured.  Usually used to measure the sound energy of a particular event, such as a train pass-by or an aircraft flyover
<b>SPL or <math>L_p</math></b>	<u>Sound Pressure Level</u> A logarithmic ratio of a sound pressure measured at distance, relative to the threshold of hearing ( $20 \mu\text{Pa}$ RMS) and expressed in decibels.
<b>SWL or <math>L_w</math></b>	<u>Sound Power Level</u> A logarithmic ratio of the acoustic power output of a source relative to $10^{-12}$ watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels and represents the level of total sound power radiated by a sound source.

## APPENDIX B DRAFT NOISE MANAGEMENT PLAN

### Introduction

As operators of the Mapua Sea Scout and Community Building we acknowledge that we have a responsibility to ensure that our premises do not generate excessive noise disturbance during functions that include amplified music. The purpose of this Noise Management Plan (“the Plan”) is to detail the procedures we will adopt to ensure that disturbance to neighbours caused by adverse effects over which we have control is avoided or minimised. Our aim is to adopt the best practicable options available to meet this objective while managing events on site.

### Key Elements of the Plan are:

- Avoid or minimise the impact of noise from our premises to neighbours and local residents.
- The identification of noise sources relating to the premises and acceptable levels of noise arising from such sources.
- Detailed steps to manage noise from and around our premises that we have control over (as far as reasonably possible).
- Feedback from neighbours and others to make appropriate adjustments to the Plan as necessary.
- Maintenance of a register of public complaints received in relation to noise associated with the hospitality facility.
- Services such as rubbish/recycling to be collected during District Plan daytime only;
- Cleaning, dumping of glass into bins outside only to be carried out during District Plan daytime only.
- Permitted levels and operation of any sound system
- The operation of mechanical systems
- Actively monitoring of outdoor areas to encourage noise minimisation with the intention of avoiding any noise disturbance.

### Sources of noise include:

- Patron conversation and amplified music from the communal spaces
- Persons on premises including external areas, car parks, and persons entering and leaving the premises; and
- Traffic noise from guest and services vehicles.

### Resource consent conditions

The primary noise-related resource consent condition for the site is:

<TO BE CONFIRMED>

### Steps taken to manage noise emissions

Generally, the overriding requirement for control of noise is “at source” in relation to noise on premises.

Actions for the control of noise from the premises that we will adopt include:

- [TBC] Only 12 functions with amplified music are permitted in any year with a maximum of 2 in one month.
- Careful consideration of the location, orientation and design of loudspeakers inside the building to ensure consistency with the consent conditions and compliance with the noise limits.
- The maximum music noise level permitted within the function centre is 90 dB  $L_{Aeq}$ ,
- All speakers shall be turned off at 2200 hrs.
- All external doors and windows shall remain closed when music is being played, except for the normal entry and egress of patrons.
- No glass disposal into bins etc is to occur outdoors except between 0700 - 2000 hours.

- Training in the implementation of this Plan for all managers and staff (including retraining as necessary).
- A detailed complaints resolution policy as part of this Plan.
- Undertaking a review, and if necessary modification, of this Plan following any complaints regarding noise or by direction of Tasman District Council
- The manager on duty will be responsible for all activity on the premises assisted by staff where appropriate.

### Complaints about noise

We will take any noise issues raised with us seriously and will commit to resolving any issues as quickly and effectively as possible. In the first instance issues or complaints about noise from our premises should be addressed to the duty manager on site. This can be done in person, by telephone, email or letter. Contact details will help us report back on issues raised.

Contact details: Name <To be provided>  
Phone number <To be provided>

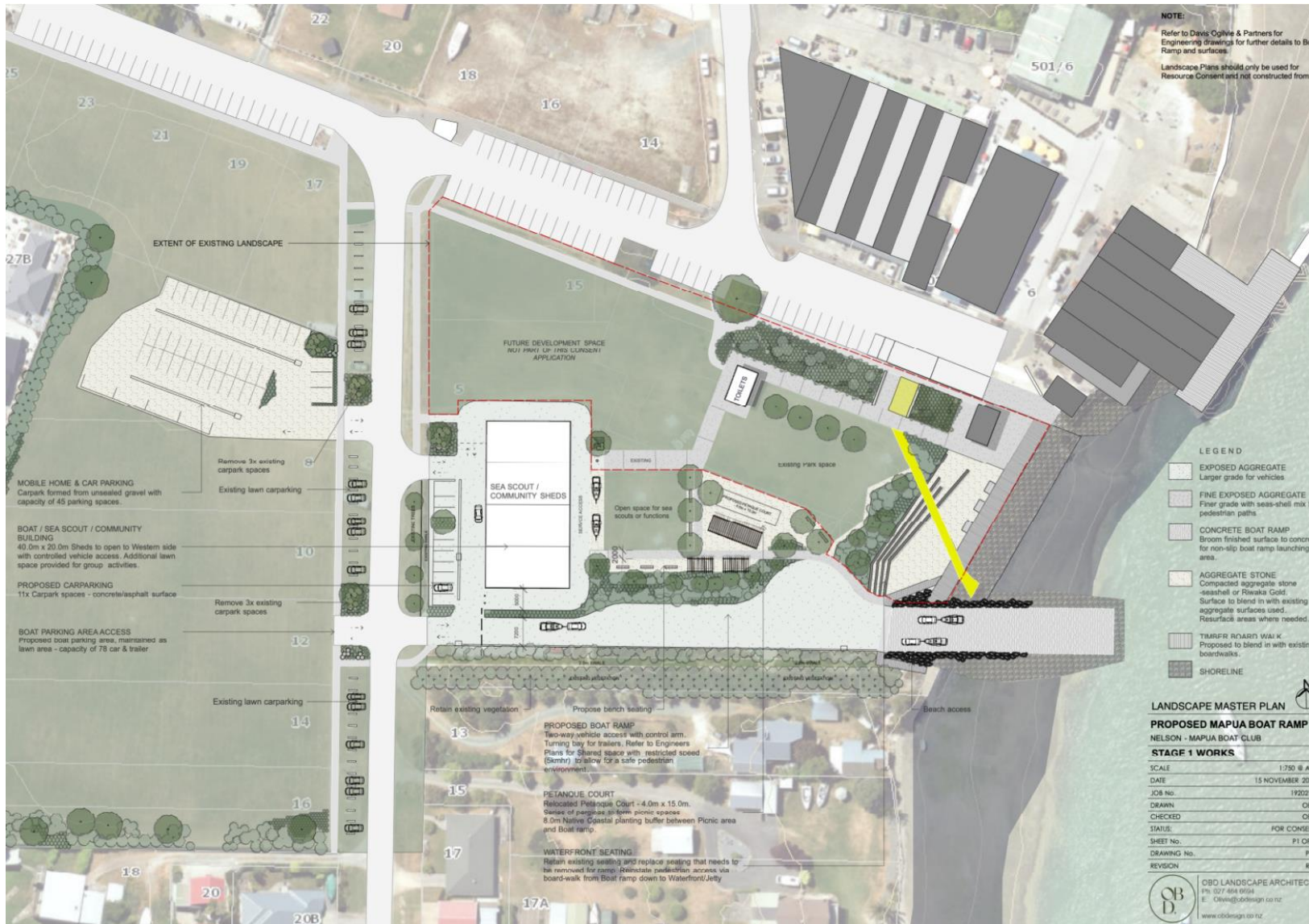
On receipt the duty manager will investigate, take any appropriate action to resolve the issue and respond to the complainant as soon as practicable on any actions taken. We will also keep a copy of all issues raised and actions taken in response for our records.

### Noise Management Risk Analysis

We will strive to minimise potential effects on our neighbours by assessing and managing the following noise issues:

Possible Risk	Level of current risk	Actions which will be taken to mitigate the risk (if and when applicable)
Excessive noise from patrons and loudspeakers in outdoor areas	High	Loudspeakers for amplified music shall only be used at controlled sound levels. Patron activity shall be actively monitored and appropriate actions taken to address any rowdy behaviour.
Disposal or collection of bottles, or other rubbish at inappropriate times of the day.	High	Bottles and rubbish will not be emptied into any outside bins during from 2000 to 0800 hours the next day. All rubbish, including bottles, will be kept inside for disposal until daytime.
Guests and staff moving around the site including outdoor areas, car parks, etc.	Low	Frequent monitoring of external areas by staff.
Noise generated by mechanical plant, including refrigeration units.	Low	Installation of quiet mechanical plant required as a condition of consent

APPENDIX C PROPOSED SITE LAYOUT

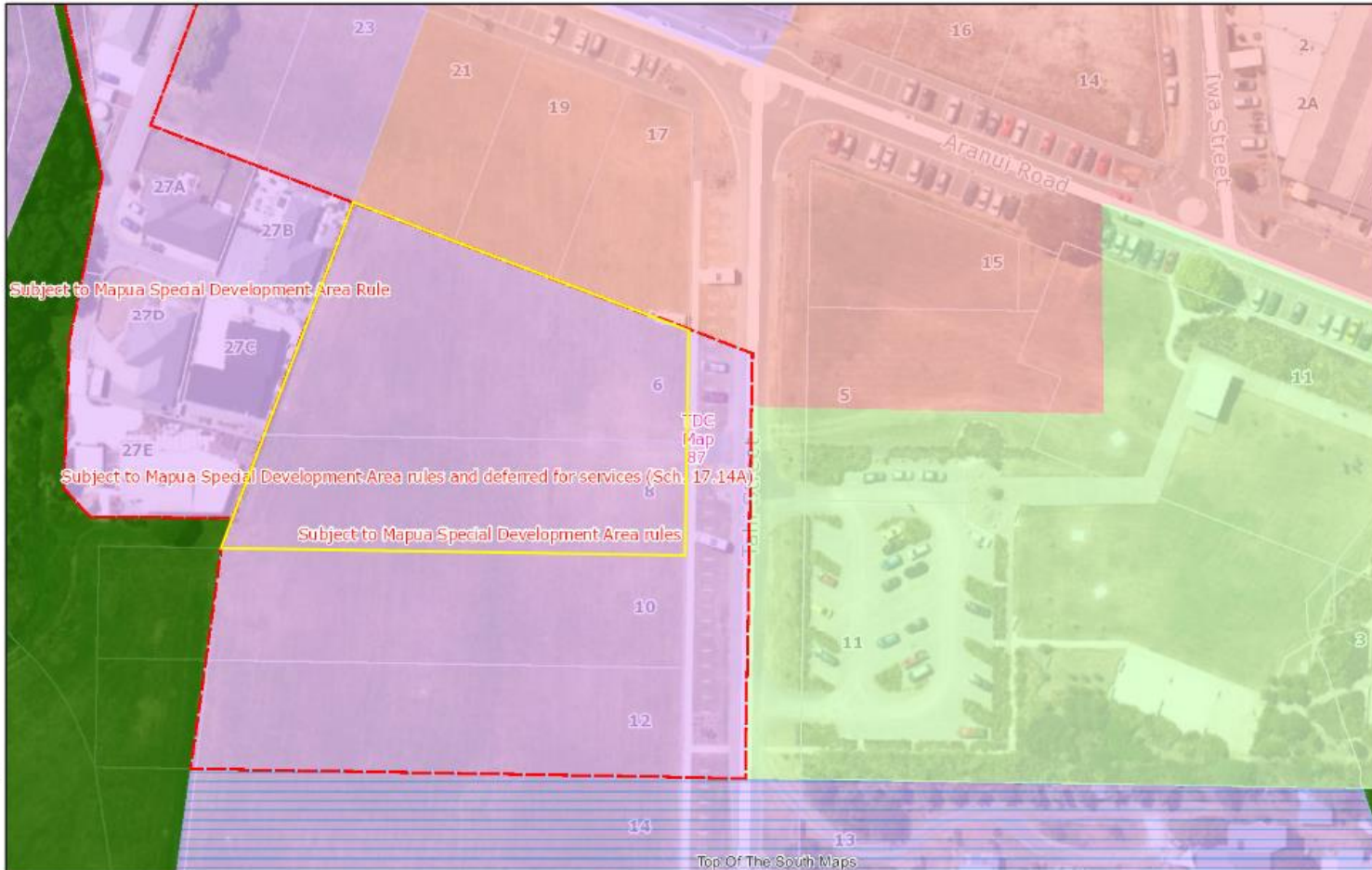


APPENDIX D SEA SCOUT COMMUNITY BUILDING



APPENDIX E TASMAN RESOURCE MANAGEMENT PLAN

www.topofthesouthmaps.co.nz



This map is an administrative representation only and must not be used to determine the location, as site off hours shown, or to identify, avoid boundaries. To the extent permitted by law, the Tasman District Council and Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty or representation of any kind is given as to the accuracy or completeness of the information represented. Top of the South Maps information is licensed under a Creative Commons Attribution 3.0 New Zealand License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that license. Ordinal and NZTopo50 related data is sourced from Land Information New Zealand.

Top of the South Maps



Scale: 1:1,000 @A4

30 October 2023



## **APPENDIX 3**

OCEL Gary Tear Addendum Coastal Hazard Report 7.11.23.

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# OCEL - OFFSHORE & COASTAL ENGINEERING LIMITED

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OCEL House  
14 Richardson Terrace  
Christchurch 8023  
New Zealand  
Tele (03) 3790444  
EMail:mail@ocel.co.nz

7<sup>th</sup> November 2023.

Davis Ogilvie & Partners Ltd.,  
Level 1.  
42 Oxford Street,  
RICHMOND 7020.

Attention: Mr. Mark Morris – Senior Planner.

Dear Sir,

## **MAPUA BOAT RAMP: EFFECTS OF THE BOAT RAMP ON THE PROCESSES & MORPHOLOGY OF THE INLET CHANNEL**

The purpose of this document is to respond to question 34 of the Tasman District Council Request for Information (RFI) document issued on the 31<sup>st</sup> of August and is an addendum to the OCEL report, dated 19<sup>th</sup> April, on the tidal currents at the boat ramp location. Question 34 requests an assessment of (a) *the potential for scour of the inlet channel through interaction between the ramp structure(s) and tidal currents, and (b) the potential for scour of the channel to undermine the clay bund and rock armouring that lines the edge of inlet channel to protect the former fruit growers site.*

The area of the boat ramp is subject to the existing tidal currents and is stable under these flows because of the nature of the seabed which is exposed at low tide. The area is covered by a combination of gravel and cobbles evident in photograph nos. 1 & 2. The area of the ramp located at a bend in the coastline is a shallow embayment, in both the horizontal and vertical planes, that has some protection from the wharf for the incoming tide and from the coast upstream of the location for the ebb tide. The construction of the ramp will not change the circulation in the area of the ramp there will only be localised effects as the flow diverts around the obstruction created where the ramp is above the current seabed level.

The strongest currents occur for the ebb tide but are not strong at the top of the ramp where the ramp leaves the shore and represents the greatest obstruction to the flow. Where it is obstructed the flow will divert around, and flow across, the ramp. The accelerated flow, such as results, will occur across the top of the ramp but will not have any erosive effect on the concrete surface of the ramp. The current speed increase will be minor and localised. The sides of the ramp will have rock armour that prevent any erosion due to current effects.

The results of the current study, and personal experience with launching the current drogue chase boat, show that that the current close to the waterline is relatively slow, of the order of 0.2 - 0.3 m/sec 5 m out from the water line, and manageable when launching a boat. That will remain the case on the boat ramp even with the minor accelerated flow diversion across the ramp. 10 m out from the waterline the speed picks up to 0.5 – 0.6 m/sec,  $\approx$  1 – 1.2 knots. The slow flow area moves down the ramp with the tide so that it is possible to put a boat trailer in the water without being subject to strong currents at all stages at the tide. The weaker currents in the shallow water close to the waterline as it drops down the ramp are the result of bottom friction effects at the shore.



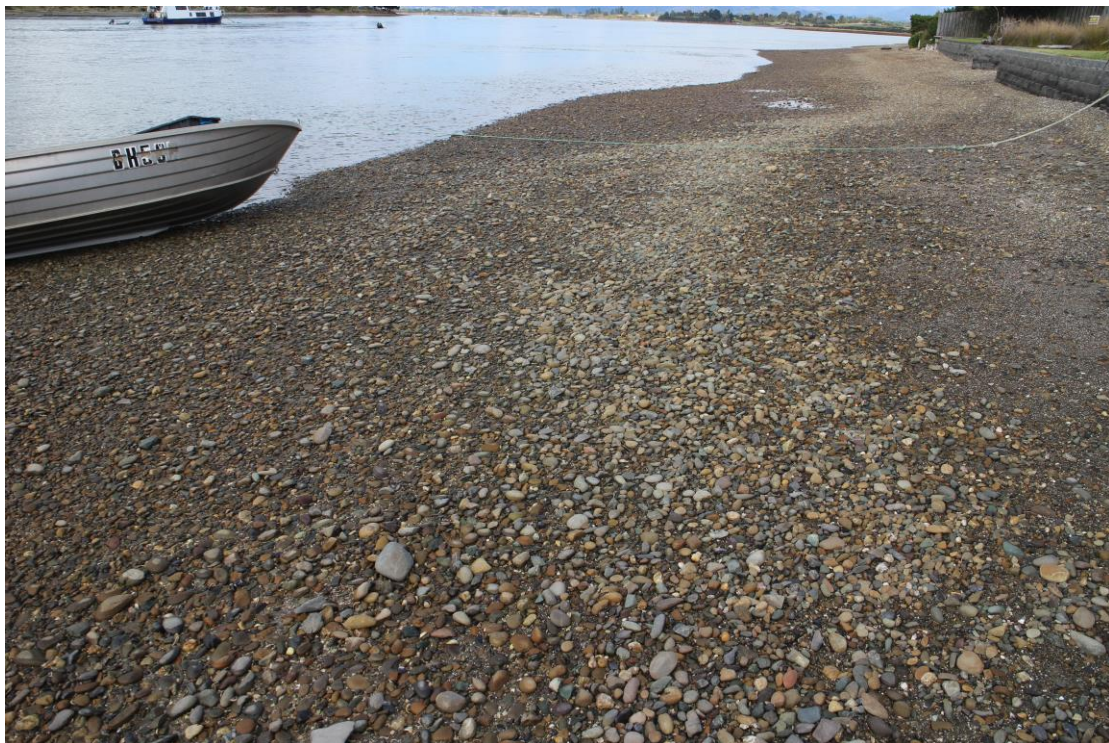
The coastline either side of the ramp has light armour, heavier toward the wharf as is evident in photograph nos.2 & 3, and will not erode in response to the construction of the ramp. The construction of the ramp will not significantly change the tidal circulation in the area of the ramp, the effects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

Yours faithfully,



G.C.Tear – CPEng.

**OCEL – Offshore & Coastal Engineering Ltd.**



Photograph no.1



Photograph no.2



Photograph no.3



## **APPENDIX 4**

RMM assessment of effects of Boat Ramp on existing Waterfront Viewing Platform 13.11.23.

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## S92 RFI

13 November 2023

Davis Ogilvie & Partners Ltd  
42 Oxford Street  
Richmond

Attention  
Mark Morris

### **RE: RFI for resource consent application, Resource Consent Application No. RM230253-RM230259 & RM230388 – Mapua Boat Ramp**

This report is prepared by Rough Milne Mitchell Landscape Architects in response to a Request for Further Information concerning the above application.

In summary, the following information is sought by the Council:

*29. Please provide assessment from your landscape architect on whether the ramp will obstruct the views from the existing waterfront viewing platform and an assessment of any effects? This platform currently provides expansive views up the estuary to the eastern hills, and the Reserves Team consider it important that this is preserved.*



**Fig 1** View looking east towards the Tasman Ranges from the wharf lookout. The location of the proposed boat ramp has been approximated.



**Fig 2:** A panorama of the shore in the vicinity of the proposed boat ramp.

My understanding of the query is two fold;

1. Will the boat ramp obstruct views currently enjoyed east up the estuary towards the Tasman Ranges in the distance, and
2. What will the 'effect' be of the ramp.

Panorama photos Fig 1 and Fig 2 capture the views that are currently possible. The location of the boat ramp has been estimated on both of these photographs.

The viewing platform forms a central design element within the existing coastal park development providing an opportunity to be over the water on a high tide and providing expansive 180° views of the estuary, the activities within the estuary and its surrounding landscape.

The proposal will introduce a significant built element into this landscape that will extend a reasonable way (up to 40m) out into the estuary. The extent of the ramp visible at any one time, will vary depending on the status of the tide. The new boat ramp will be 11m wide that approximately follows the profile of the coastal slope. The engineering plans show a potential height variation from the existing slope of around 800mm in order to achieve the optimum 1:8 ramp slope. In addition to the concrete ramp, it is proposed to have mooring posts at 7.0m centres that will extend above the level of the tide.

The new ramp will significantly alter the use patterns for this area both on land as well as the increase in the activity involved with the launching and landing of boats to and from the Waimea estuary.

When standing on the viewing platform, the ramp and the bulk of the new activities will be occurring in the immediate foreground.

Visual impact:

It is clear from the photographs Figs 1 and 2, the new ramp will not obstruct the views currently enjoyed *per se*, it would however form a prominent component to that view.

The Waterfront Park has a highly modified coastal interface. As mentioned in my primary assessment document, the "*installation of a boat ramp with its related activities will register as a reasonable departure from the existing amenity of the park*" and by extension to the foreshore that the park shares with the Waimea Estuary. Character values will remain as a **highly modified and coastal** interface with the high natural character values of the estuary.

Change will be prominent, however that change will not necessarily be considered adverse. The facility allows additional appropriate marine related activities to be accommodated within the Waterfront Park with limited adverse effects on the wider functioning and attractiveness of the park, and the viewing platform will provide an ideal and safe vantage point in order to view all the action.

The application introduces a significant structure into this particular location of the foreshore, as such the change that this will bring will be moderate to high. However due to the modified nature of this foreshore interface and the additional 'marine related' activities and opportunities that these changes will facilitate, the changes are not considered to be adverse.

Natural character values will remain **high**  
Coastal and urban character values will remain **moderate**. The consequence of the changes will be considered **low**.

Yours sincerely,  
RMM Landscape Architects



Rory Langbridge  
Registered Landscape Architect

## **APPENDIX 5**

A response to Questions 21 & 22.

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The following comments and explanations are from Mr Tim Robinson, (a local resident, former commodore of the Mapua boat club and continuing boatie who has used the estuary for over 50 years), and Mr John Leydon, also a local sailor with at least 40 years experience in the local maritime area. These have also been peer reviewed by M Kininmonth

### **Boat activity and navigational safety**

21. Please provide a detailed operational and navigation safety assessment and plan from a suitably qualified and experienced person that addresses the operation of the proposed boat ramp and the proposed mitigation measures that form part of the application. The application currently contains various references to how the ramp will operate and potential safety measures, but it is not clearly detailed what is actually being proposed and how the boat ramp will safely function, and what the effects conclusions are in relation to the boat ramp usage. In preparing the operational and navigation safety assessment and plan, please ensure the following matters are addressed:

- a) Launching and retrieving procedures, including for sole operators. As there is no pontoon or space to load/unload passengers, how will boats be launched and held stationary while vehicles and trailers are being parked particularly for sole operators? **10 Stainless rings attached to the edge of the ramp at various points to enable a boat to be securely anchored if being launched by solo operator. They can also beach their craft next to the ramp and use their own boat anchor to secure their craft while retrieving their vehicle from the car park.**
- b) An assessment of issues and the risks of 'side-sweeping' boats when launching and retrieving onto trailers due to the current (i.e. swinging around while fixed to the front of the boat trailer while trying to load and unload). **the report from OCEL states there is no undue problem with side sweeping. The situation at Grossie is sometimes much worse and operators cope with that. As the tide drops, so does the side current, close to the shore.**
- c) Procedures and usage of the **existing** wharf pontoon for loading and unloading including available space both on the wharf and on the water. **The existing wharf pontoon is a TDC asset and therefore not applicable to this RC application. TDC provide existing signage warning swimmers of hazards around boats and propellers.**
- d) Usage of the two lane ramp in tidal current and whether two trailers can safely unload/load at the same time, **YES two will be able to unload and retrieve side by side without any danger as there will be very little if any side current as the proposed ramp is in an small Eddy. but in practice 2 boats dont reverse simultaneously,** and whether angled launching and retrieving will be necessary and/or achievable due to the currents in this location. **Angled launching and retrieving will not be necessary as the current is not there to warrant it.**
- e) Boat queuing in the channel. **Boats should not need to queue in the channel as there is plenty of**

**foreshore to pull up on. This is the most likely situation as it then allows a second person to locate their vehicle. However, as there will be an access lane between the ramp and the High Speed Access lane which runs from the ski lane to Tasman Bay, boats waiting to come ashore will be able to queue in this area stemming the tide.**

f) How boats will be managed from drifting into/underneath the wharf in the event of being caught out by tidal current or engine failure when launching/retrieving.

**As provided on TDC website, "Boating" a number of rules and regulations are identified, which apply to this location.**

**There is a proposal to have a buoyed deflection cable between the corner of the wharf and a point upstream to guide any boats around the wharf. This is a system used satisfactorily to keep swimmers clear of the Mapua Ferry and was designed by the current TDC Harbourmaster. Swimmers at the wharf do so at their own risk and as this is a TDC facility and they make the rules, it is the TDC responsibility to use them to control all users, not just swimmers. There is no reason to suppose that the Ramp will promote any more use of the Pontoon than launching anywhere else. Most boats using the Pontoon are short-term visitors from other Ports and are there mainly to use the hospitality services available. As discussed and agreed to by TDC Harbourmaster, a floating rope, with buoyance mussel buoys can be anchored to southern corner of Wharf pile (moving up and down pile with tide movements) and the shore end fixed, at approx. 45 deg angle with shore line. We envisage the floating rope with buoyancy will be same / similar to that constructed by TDC Harbourmaster, to restrict swimmers venturing into the Māpua Wharf beach area, used by Māpua Ferry.**

**All boats should carry an alternative means of propulsion and either a paddle or an auxiliary outboard will steer a drifting boat clear of the wharf. All boats should have a readily accessible anchor capable of holding it in an emergency. Its likely any boat that can't get it's engine to go will still be attached to the ramp, and any boats drifting from Grossi point at present have the same potential problem and that has never been questioned or been an issue.**

g) If specific measures are proposed (e.g. safety ropes or similar) please provide exact details on these, how effectively they will function and any residual risks.

h) Interaction with swimmers and other water users particularly at the wharf. • **When power boats launched at the Wharf, the swimmers were all at Grossi Point. The Wharf was considered too unattractive and dangerous for swimming. As the power boats have encroached on Grossi Point in the last 10 years the usage has reversed. There is no current plan to increase interaction between the Proposed Ramp and the Wharf, but clearly Boats have priority over swimmers and the swimmers need to be educated on this point with signs on the wharf.**

Details of any additional safety signage not already specified in the application. **SIGNAGE on the wharf informing swimmers to keep clear of the northern end of wharf. Also a sign on ramp indicating that swimmers are in the area and to take care.**

i) An assessment of risks associated with increased crossings of the Mapua Bar and how this will be managed. **Dangers in the channel do not change whether boaties use the new ramp or Grossie Point. Signage from TDC is required. It is not the responsibility of the Trust. It is the responsibility of the boaties. We are not aware of recent incidents in the bar area so by definition there isn't an increased risk. Boaties don't go out into the sea if there are poor sea conditions. Bear in mind that**

**95% of boats launching will be doing so on the incoming tide and the Wharf is not an issue. 95% of boats retrieving will be doing so on an outgoing tide, and they can hit the beach the ramp ,or their trailers as hard as they like, but they will be secure. They will be more experienced when they come in than when the launched.**

j) How education and provision of information on hazards associated with the tidal currents and crossing the Mapua Bar will be managed and provided. **Signs at the ramp provide information about crossing the sand bar, and boaties are encouraged to seek help through local boaties or day skipper courses. The Trust will have information about the dangers of the bar and other matters on the website to help inform boaties. The Trust does not see itself as being the lead provider in of a risk assessment of consequential effects relating to boat and other water users. This risk assessment is under the jurisdiction of the TDC Harbourmaster. However, the Trust recognizes its role in providing a safe environment for people using the boat ramp and intends to manage this by way of signage.**

k) How the “induction process” associated with the use of key cards will work, the extent to which the ramp will be open to the public, and how the club will measure and manage how experienced boat operators are and whether they will be able to use the boat ramp, and whether card sharing will be allowed or limited to specific boat skippers. **See item 2 This has been covered there. There will Not be an induction process, but signs stating the hazards and risks will be prominently displayed a swell as information on the website.. All boating is at the users risk. Key cards will be obtained from the Trust. Prices will be in line with other local ramps such as Motueka.**

l) Whether the ramp can safely function as proposed without additional hard engineering safety measures such as rock groynes noted in the harbourmaster comments below. **Ocel report stated groynes are not necessary.**

m) An overall assessment of risks and consequential adverse effects conclusions in relation to effects on boat users and other water users in the area including members of the public. **No to the overall assessment report. The public want this ramp. See the house to house survey. Over 90% of people surveyed wanted the ramp.**

Please also ensure that the assessment takes into consideration the summarised comments outlined below from Council’s Harbourmaster.

- **Objectively from a navigation safety perspective the Waterfront Park site carries more safety issues (due to structure hazards, and conflicting user groups) than other nearby sites. By having a specified laneway with marker buoys into the main channel, this will keep boaties away from the existing wharf.**

- **In the resource consent application, Section 4.17 (page 50) regarding “debris from floods getting caught up on the boat ramp”, debris and logs will accumulate against the wharf structure with outgoing (ebb) tides, it is important to note that it will be necessary to have on-going removal of these debris to ensure that these debris don’t become a safety issue for the users of the adjacent ramp. Whilst it is the TDC responsibility for debris buildup, the local boat club already do sometimes**

**remove litter from the wharf area so do not see any change in this public unpaid service. As a boating person of over 50yrs experience in this area the infrequent collection of debris at the wharf or the proposed ramp will be of little consequence to the boating fraternity using this area. Furthermore, this debris clears itself after a couple of in and out tides... Tim Robinson**

**If the river has been in flood due to high rainfall in the area, boaties do not use the estuary due to hidden logs and rough seas. The local boat club sometimes do remove litter from the wharf area so do not see any change in this public unpaid service.**

- Regarding "Tidal flow hazards to boats using the boat ramp" it is important to note that the OCEL report quoted that "the proposed launching ramp can be used as an all tide launching ramp for "experienced boat operators" aware of the strong current flow once their boat is off the trailer". **When new members obtain a card from the trust to operate at the ramp they will receive an information sheet with ramp etiquette and any known hazards to be aware of. Educating boaties is also by way of signage. We do not intend to have locals required to be on demand. Boat launching facilities operate all over the world unattended. Any boatie using this area will be able to see the current so will be aware of the fact that its moving water. The Mapua Boat Club could run Boatmasters Courses, and as these have no practical component, experienced Boaties could run clinics on things like Backing Trailers, Using a Ramp, Easy Retrieving, Safe Anchoring, Crossing a wake etc. This would be a Community Service and increase the knowledge and skills of the local boat users.**

- The Davis Ogilvie report states that the ramp is to be called the "Mapua Community Boat Ramp" and that it is to be run by the "Mapua Boat Ramp Trust" but it is not clear how open to the public the boat ramp will be, although in page 17 it states that the ramp "will be available for public (**change to LOCAL use**) use". It is those without local knowledge that are the most likely to get into trouble in this environment, and the application needs to be clear on who has responsibility to educate ramp users to the local hazards. The Davis Ogilvie report states that there will be an induction for new card holders "including instruction of any tidal hazards at the boat ramp". **Educating boaties is by way of signage. We do not intend to have locals required to be on demand. Boat launching facilities operate all over the world unattended. Until there is a legal requirement for licenses for boaties, we only advise hazards and safety issues.**

- Regarding night time use of the ramp it is stated that "the boat ramp will be only available for use during daylight/ entry barrier will not open at night". On the longest day (22 December) evening civil daylight will be at ~05:51, most fishers want to get on the water before daylight to set their gear. Boat ramp use increases considerably during the summer snapper fishing season, and it can be expected that people will be queuing to gain access to the closed ramp. Another issue with having time restricted use of the ramp will be when boaties have been delayed and won't be able to access their vehicle and trailer during the hours of darkness. Again (as with debris removal from the Wharf structure) this will require an ongoing commitment from members of the Mapua Boat Ramp Community Trust to be available to lift the barrier arm when necessary. It is not an option for unattended trailer boats to be tied alongside the existing floating pontoon or wharf at night as they are likely to sink if the tide changes and they are held stern on to the tidal current.

**As previously mentioned, the trust will extend the opening hours from 4.30 am to 10pm. However if a boatie arrives outside of these times, it will be possible through an emergency contact system to open the incoming barrier arm. This means in the event of a late arrival they will be able to retrieve the vessel and remove it with their boat trailer.**

• Regarding the “Assessment of alternative sites” it is stated that the site “provides for an all-tide access and is sheltered by the wharf structure from the high tide flows (and winds)”. Although this is the case during flood tides, 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. **We disagree. There is very little (if any) chance of a boatie drifting on to the wharf. See next sentence.**

• In the “Conclusion” to 4.17 it is reported that Gary Tear from Coastal Engineering firm OCEL in his report (Appendix 15) has confirmed that the boat ramp **can be constructed safely in the specified location and used by boats users without being adversely affected by tidal flows in the Mapua Channel**”. This was conditional on the boat operators being “experienced boat operators” aware of the strong current flow once their boat is off the trailer (conclusions, page 3).

• We also may have conflict between the position of the ramp and our designated mooring licencing area, the ramp looks to in part overlay the moorings area, and it looks like we will need to move two moorings to allow safe boat access to the ramp. Moored vessels and other obstructions may cause significant issues for boat skippers who are unfamiliar with navigating in tidal current. It needs to be clarified clearly how this is all proposed to be dealt with.

22. The application notes that two moorings “will probably need to be removed” to enable functioning of the ramp. Please specify the moorings that will need to be removed, who they are owned by, how they will be removed and any consent obligations or separate ownership matters that will need to be addressed in order to enable their removal?

**Current moorings in the lane will be moved. These wont be moved until a resource consent is issued. The boat club have a satisfactory system using a raft which lifts the mooring block on a rising tide. The private mooring owners have been consulted and informed of the need to move these moorings. As for boats leaving the ramp to navigate to the transit lane it is proposed to use navigational buoys as is used at motueka channel.**

*The above information is required to fully understand and assess the navigational and operational effects of the proposed boat ramp on water users.*

## **APPENDIX 6**

WAG (Waterfront Action Group) – further Information.

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## **APPENDIX 6:**

### **MAPUA WATERFRONT ACTION GROUP (WAG) FURTHER INFORMATION**

**TDC Working group** 9 Dec 2022 advocated Mapua waterfront as the preferred option out of 14 Study cost **\$71636**

#### **Waterfront Park**

The Masterplan calls for the retention of this area as open park space and for the enhancement of community facilities and use. It remains underutilized mainly as a consequence of it being windswept. The amphitheater, promenade and petanque court are little used. Because the clay cap to the remediated area must not be disturbed, planting and other possible modifications to the area are limited.

Remediated Land – Aranui Road and Tahī Street

**The Masterplan** calls for the Council to retain ownership and to landbank the area.

Meanwhile it is used for vehicle and trailer parking during peak periods.

The Group recommends that the land be protected for future generations and that no changes should be made to its use and ownership.

#### **Grossi Point**

The group conducted a pilot survey amongst residents of Tahī Street in order to gauge community support for different options at Grossi Point. It plans to extend this to the whole of Māpua Village but awaits the archaeological assessment of the area which will determine what is possible. Issues include the removal of concrete blocks along the shore and their replacement by an effective and more sightly sea defence, and the very large exotic trees which provide shade but are assumed to be near the end of their natural life.

The lack of any local alternative facility and the very limited access to the boat ramp at the Wharf, has given rise to increased use of the Reserve for boat launching. At peak times there are obvious safety issues connected with a small congested area with a very strong tidal stream being heavily used by swimmers, powered boats, kayaks, children and jet skis. The group's preference is for boat launching to be restricted to small hand launched craft, but for this to be feasible a suitable alternative boat ramp for powered craft would be needed.

**Richard Hollier** noted the Reserves Management Plan starts mid-2019 and this work will be included in the plan.

Noted locals want the ground levelled, concrete removed, a retaining wall or boundary, and new planting before trees are removed.

It was noted this is a taonga area of cultural significance for Maori, it should be cared for and needs resourcing.

**The launching area should eventually be restricted to kayaks and hand launched boats. There is a need for removable bollards for car access when required.**

**The group was aware of the need for a replacement community boat ramp before, the necessary changes could be made at Grossi Point.**

Action: Richard to convey concerns regarding a decision on the boat ramp and attempt to expedite a solution.

Action: Richard to provide smaller aerial photos of Grossi point for each group member for next meeting.

### **Parking**

Although a number of relatively minor improvements have been made to the management of parking in the area, a more strategic approach is needed. As with many other related issues, much will depend on the decision to go ahead with a boat ramp in the Waterfront Park.



## **APPENDIX 7**

Amended Engineering Site Plans.

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Rev.	Date	Reason	Approved
2	16/08/22	Ramp access revisions round tree, & landscape overlay	GS
3	03/11/22	Updated carpark entrance	GS
4	01/02/23	Added signage locations	GS
5	15/02/23	Added cycle parking bay and walkway access	GS
6	21/04/23	Minor ramp amendments	GS
7	25/10/23	Accessway footpath removed, ex.piezometer to retained	GS

**FOR INFORMATION**



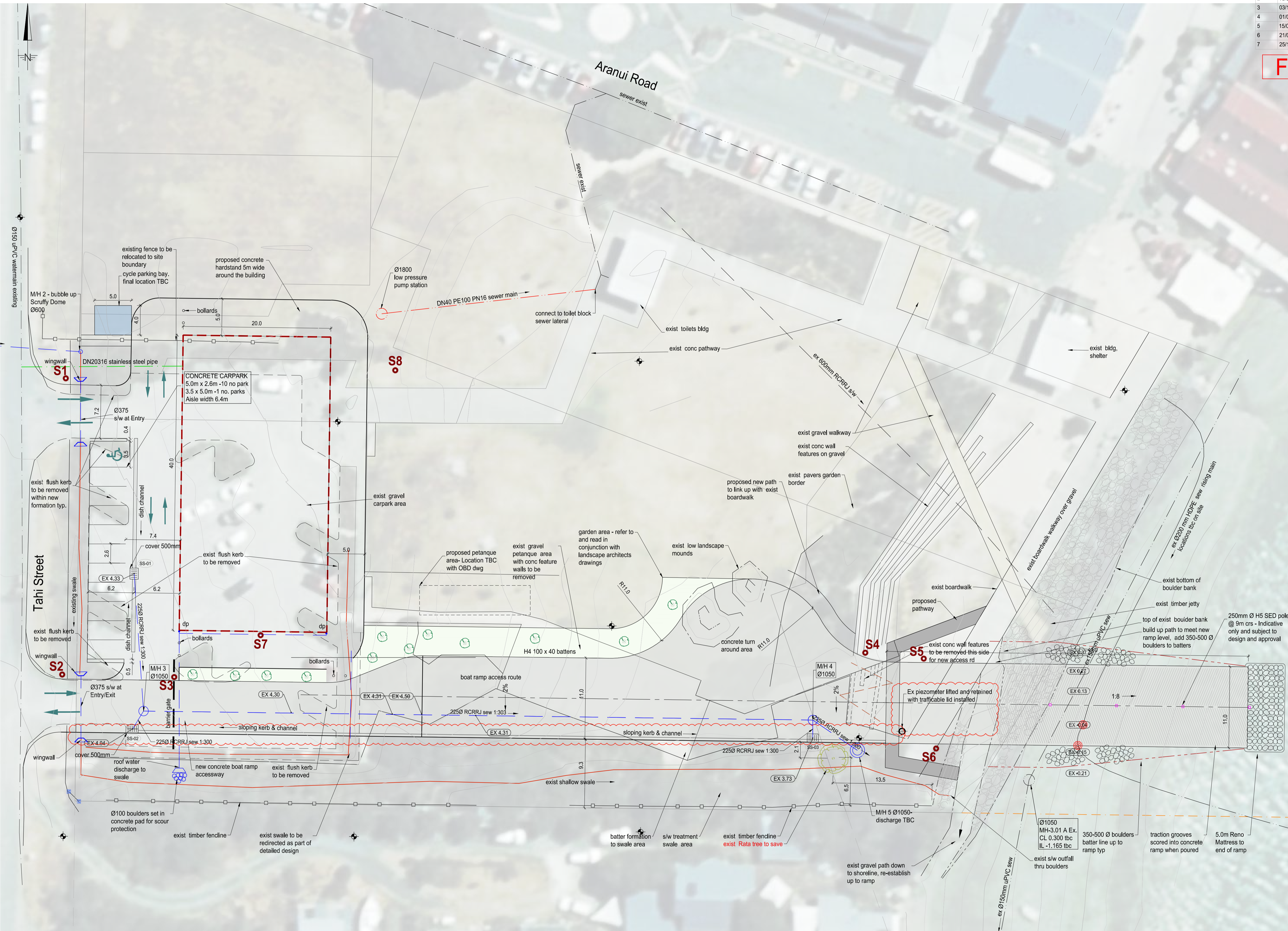
LOCATION PLAN  
Scale 1:5,000 m

**NOTES:**

1. THE CONTRACTOR IS TO HAVE AN APPROVED ENVIRONMENTAL MANAGEMENT PLAN (EMP) AND A CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP) FROM TASMAN DISTRICT COUNCIL PRIOR TO ANY WORKS COMMENCING ONSITE.
2. ALL EARTHWORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH NZS, 4431: 2022, 'CODE OF PRACTICE FOR EARTH FILL FOR RESIDENTIAL PURPOSES', TDC SPECIFICATIONS, DAVIS OGILVIE'S SPECIFICATION, DAVIS OGILVIE'S GEOTECHNICAL INVESTIGATION FOR SUBDIVISION REPORT.
3. AT ALL TIMES CUT AND FILLS SHALL BE MAINTAINED WITH ADEQUATE FALLS AND DRAINAGE TO MINIMISE ANY INFILTRATION OF WATER AND TO ALLOW READY RUN OFF TO ENSURE NO PONDING. CONTRACTOR TO REGRADE LOT WHERE NECESSARY.
4. FILL AND SECTION LEVELS ARE MINIMUM LEVELS ONLY.
5. PRIOR TO ANY WORKS COMMENCING ONSITE, THE CONTRACTOR IS TO ENGAGE A REGISTERED PROFESSIONAL SURVEYOR AND/ OR LICENSED CADASTRAL SURVEYOR TO SUPERVISE ALL SET OUT & PROVIDE ASBUILT PLANS FOR REVIEWS.
6. SETOUT IS NOT TO BE SCALED OFF THE PLANS, THE ENGINEER WILL PROVIDE ELECTRONIC DATA FOR THE CONTRACTOR. ANY VARIATIONS ARE TO BE APPROVED BY THE ENGINEER.
7. BATTERS NOT TO EXCEED A GRADE OF 1:2 UNLESS NOTED OTHERWISE. BOULDERS TO BE PLACED AS PER PLAN DETAILS.
8. ALL LEVELS ARE IN TERMS OF THE NZVD 2016 RL 2.97m. BENCHMARK IS AS PER PLAN.
9. SEA LEVEL R.L.'S ARE TAKEN AT THE PORT NELSON TIDE GAUGE. THERE MAY BE VARIATIONS BETWEEN PORT NELSON & MAPUA. A CORRECTION OF - 2.578 HAS BEEN APPLIED TO CONVERT PORT NELSON LEVELS TO NZVD2016 LEVELS.
10. EXISTING SERVICE LOCATION AND PROTECTION IS CONTRACTOR'S RESPONSIBILITY. EXISTING SERVICES SHOWN ON PLANS ARE INDICATIVE ONLY. REFER TO PROVIDER'S AS-BUILT PLANS AND UNDERTAKE UNDERGROUND CABLE LOCATION AND POT HOLING AS REQUIRED.
11. ALL LANDSCAPING WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE LANDSCAPE ARCHITECTS DRAWINGS, AND THE TASMAN DISTRICT COUNCILS SPECIFICATIONS

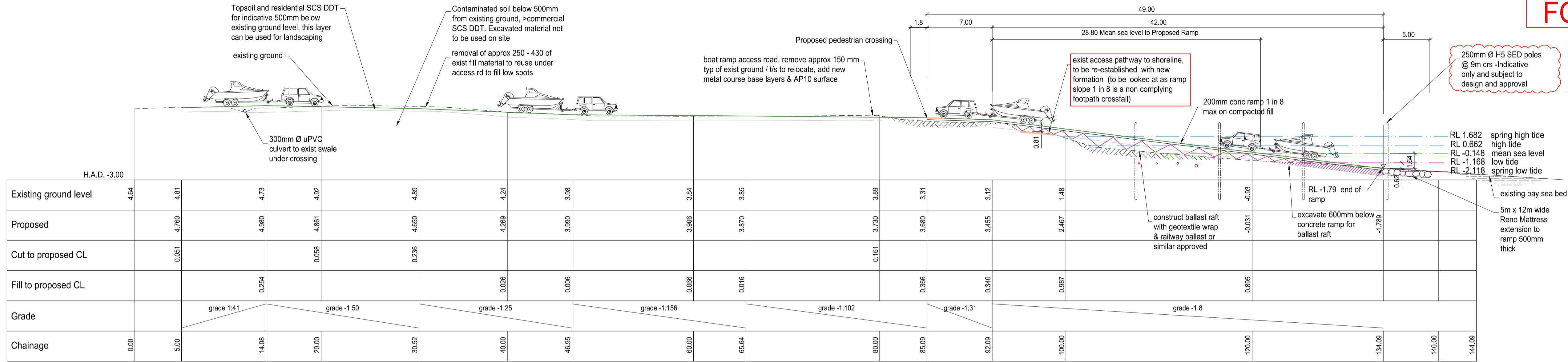
**KEY**

KERB LEVELS	K 3.75
SURFACE LEVEL	SL 3.76
EXISTING SEWER	---
PROPOSED SEWER	---
EXISTING WATER	---
PROPOSED WATER	---
EXISTING STORMWATER	---
PROPOSED STORMWATER	---
PROPOSED BATTER LINE	---
SECTION FORMATION LEVELS	FL 4.85
EXISTING GROUND CONTOURS	4.00
METAL SURFACE FORMATION	---
CONCRETE RAMP FORMATION	---
PEZIOMETER TEST LOCATION	---
TOPO PICK UP LOCATION OF EXISTING SEWER	---
S1-S9 SIGNAGE LOCATIONS	---



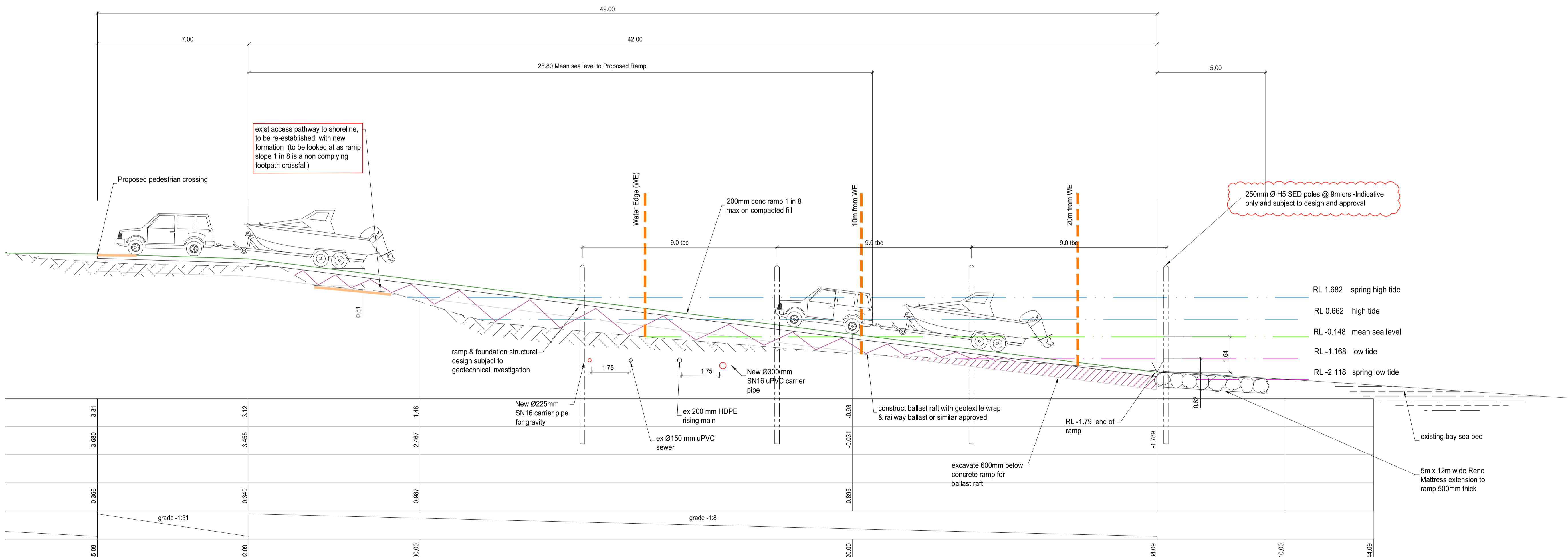
Rev.	Date	Reason	Approved
1	04/08/2022	Issued for discussion	GS
2	16/08/2022	Prelim Issue, landscape overlay on plan	GS
3	21/04/2023	Minor ramp amendments	GS
4	26/04/2023	Minor changes	GS

**FOR INFORMATION**



**Road Access Longsection**

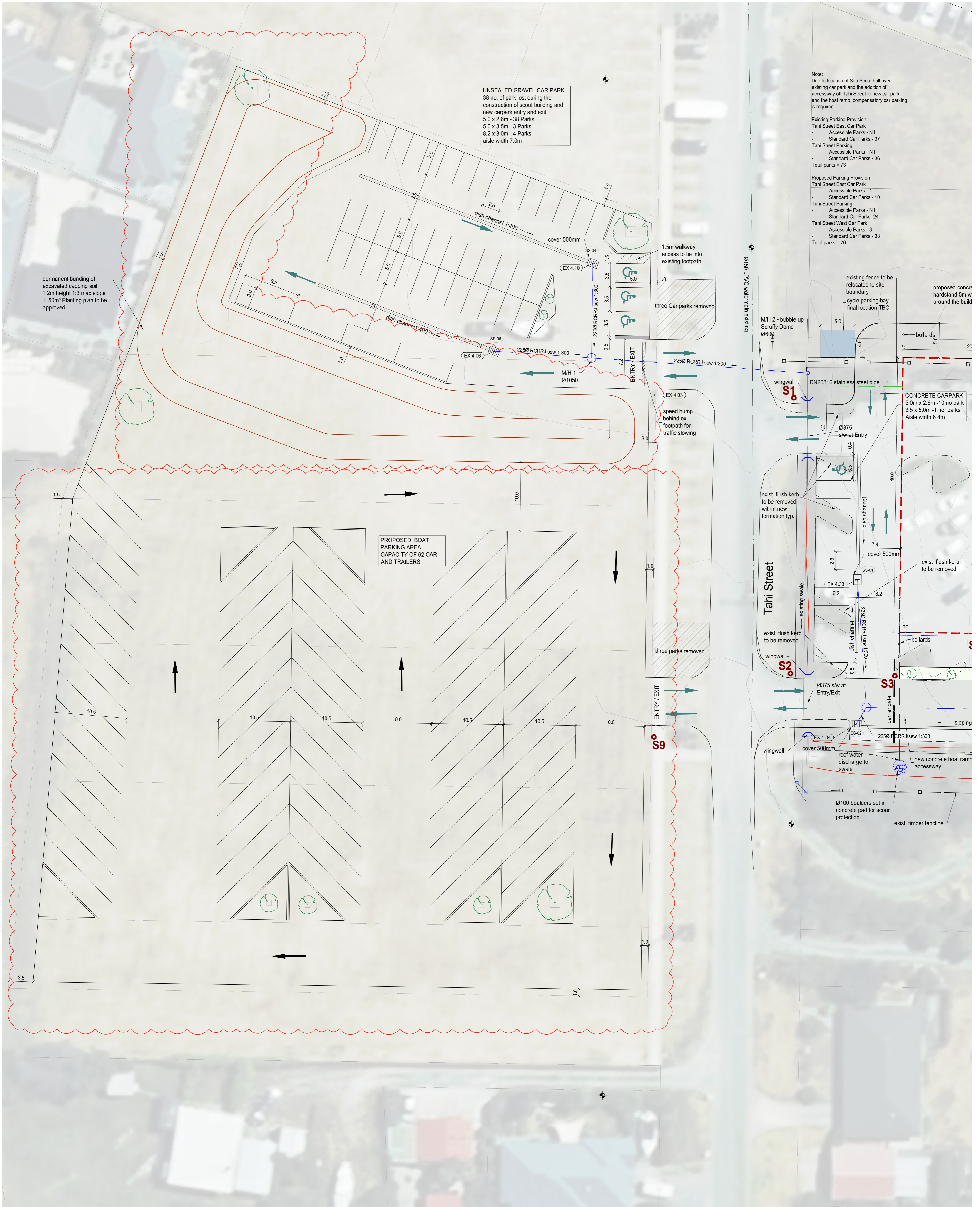
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Vert 1:250



CAD ref: 42454.Master Xref

Rev.	Date	Reason	Approved
P1	08/11/22	Issued for discussion	GS
P2	21/12/22	Minor change to carpark	GS
P3	13/11/23	Changes to boat and trailer park, New bund	GS

**FOR INFORMATION**



Note:  
Due to location of Sea Scout hall over existing car park and the addition of accessway off Tahī Street to new car park and the boat ramp, compensatory car parking is required.

Existing Parking Provision:  
Tahī Street East Car Park  
- Accessible Parks - Nil  
- Standard Car Parks - 37  
Tahī Street Parking  
- Accessible Parks - Nil  
- Standard Car Parks - 36  
Total parks = 73

Proposed Parking Provision  
Tahī Street East Car Park  
- Accessible Parks - 1  
- Standard Car Parks - 10  
Tahī Street Parking  
- Accessible Parks - Nil  
- Standard Car Parks - 24  
Tahī Street West Car Park  
- Accessible Parks - 3  
- Standard Car Parks - 38  
Total parks = 76

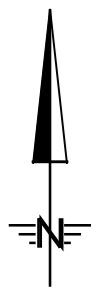
existing fence to be relocated to site boundary  
cycle parking bay, final location TBC  
proposed concrete hardstand 5m w around the build

CONCRETE CARPARK  
5.0m x 2.6m - 10 no park  
3.5 x 5.0m - 1 no. parks  
Aisle width 6.4m

three parks removed

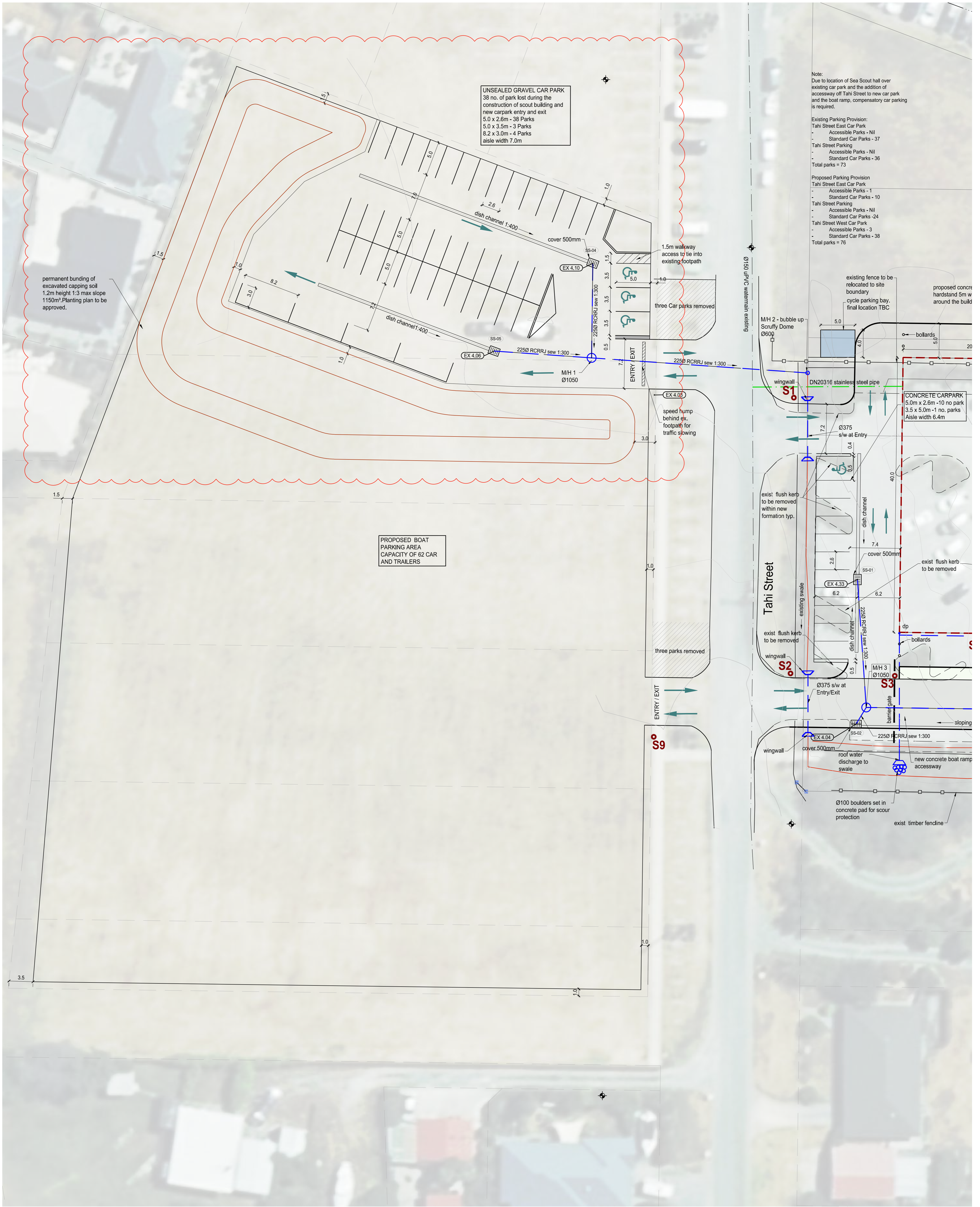
new concrete boat ramp accessway

Ø100 boulders set in concrete pad for scour protection  
exist timber fence



Rev.	Date	Reason	Approved
1	08/11/22	Issued for discussion	GS
2	21/12/22	Minor change to carpark	GS
3	01/02/23	Added signage locations	GS
4	15/02/23	Added cycle parking bay and walkway access	GS
5	14/04/23	Added speed bump behind footpath	GS
6	10/11/23	Permanant bund around west carpark	GS

FOR INFORMATION



CAD ref: 42454.Master Xref

**do DAVIS OGILVIE**  
 ENGINEERS / SURVEYORS / PLANNERS

Davis Ogilvie & Partners Limited  
 Level 1, 24 Moorhouse Avenue, Addington, Christchurch 8140  
 Office 0800 999 333 Email hello@do.co.nz  
 www.do.co.nz

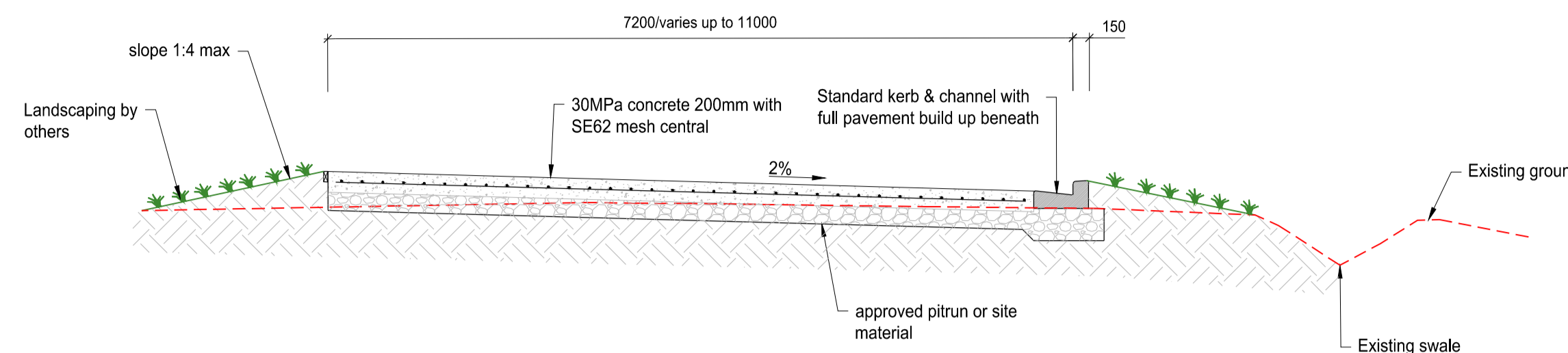
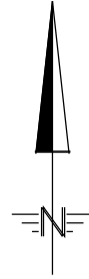
**PROPOSED MAPUA BOAT RAMP**  
**NELSON - MAPUA COMMUNITY**  
**BOAT RAMP TRUST**

**ENGINEERING DESIGN**  
**CAR AND INFORMAL BOAT PARKING**

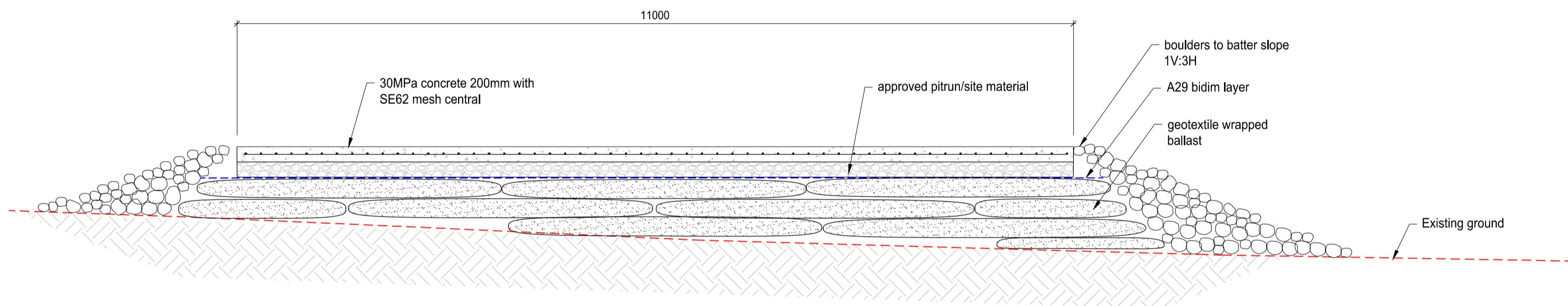
Design	Drawn	QA Check	Dwg No.
BSL	NJ	GS	P4-3 Carpark
Scale @ A1	Date	Job No.	Rev.
1:500	11/2022	42454	6

Rev.	Date	Reason	Approved
1	25/01/2023	Issued for discussion	GS

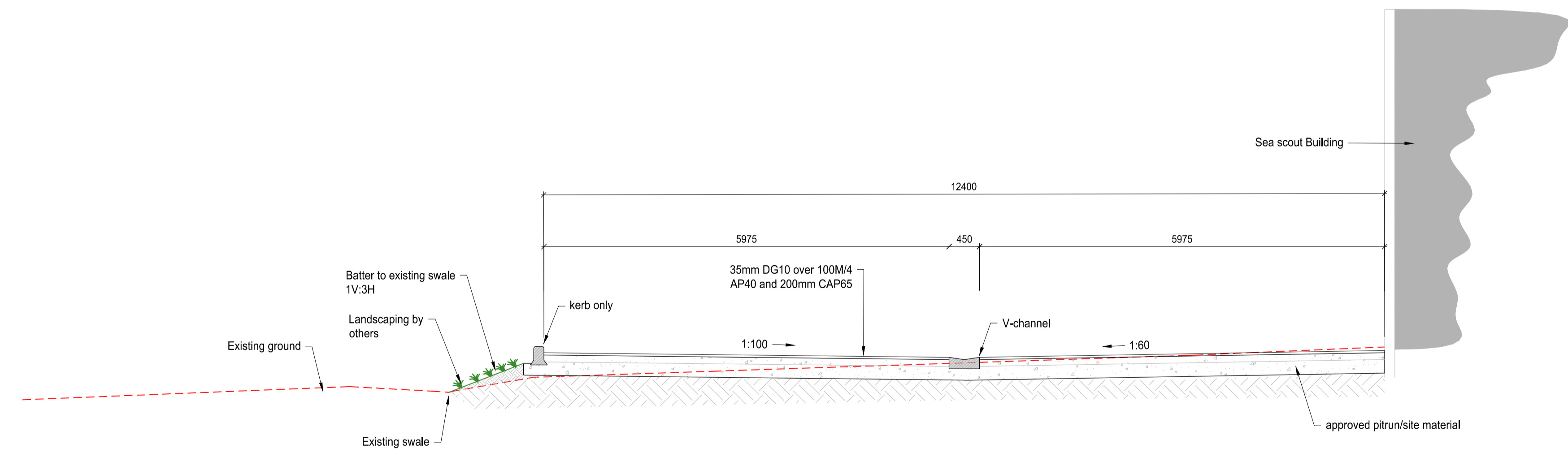
**FOR INFORMATION**



**TYPICAL CROSS SECTION CONCRETE RAMP ACCESSWAY AT ENTRANCE**  
Scale: 1:50



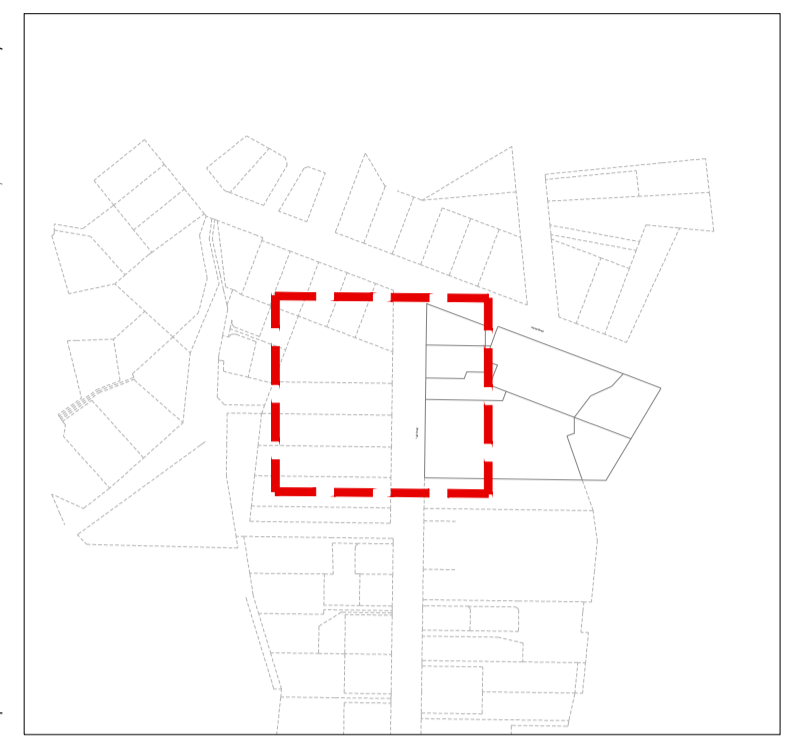
**TYPICAL CROSS SECTION CONCRETE RAMP ACCESSWAY**  
Scale: 1:50



**CROSS SECTION SCOUT BUILDING CARPARK**  
Scale: 1:50

Rev.	Date	Reason	Approved
P1	15/11/23	Issued for discussion	GS

**FOR INFORMATION**



LOCATION PLAN  
Scale 1:5,000 m

**GENERAL NOTES:**

- REFER TO NELSON TASMAN EROSION & SEDIMENT CONTROL GUIDELINES. ALL WORKS ARE TO COMPLY WITH THIS GUIDELINE & DAVIS OGILVIE'S SITE MANAGEMENT PLAN. THESE PLANS ARE TO BE READ IN CONJUNCTION WITH THE DESIGN STATEMENT.
- ALL LEVELS ARE IN TERMS OF THE NZVD 2016 RL 2.97M. BENCHMARK IS AS PER PLAN.
- CONTRACTOR TO FORWARD EARTHWORKS CONSTRUCTION METHODOLOGY TO ENGINEER FOR REVIEW. EARTHWORKS STAGING CATCHMENT AREAS MUST BE NO MORE THAN 2 HA.

**SITE MANAGEMENT:**

- EROSION & SEDIMENT CONTROL IS TO BE CARRIED OUT IN ACCORDANCE WITH NELSON TASMAN EROSION AND SEDIMENT CONTROL GUIDELINES, AND RELEVANT CONSENTS.
- SILT FENCES MUST BE ESTABLISHED AROUND ALL EARTHWORKS, STOCKPILES, WATERWAYS AND ADJACENT PROPERTIES TO COLLECT SILT RUNOFF.
- TOPSOIL IS TO BE STRIPPED AND PLACED IN TEMPORARY STOCKPILES.
- RE-SPREADING AND GRASSING IS TO BE CARRIED OUT WITHIN 14 DAYS OF COMPLETION OF EACH AREA.
- VEGETATION COVERING THE SITE MUST BE MAINTAINED BY THE CONTRACTOR WHERE POSSIBLE TO REDUCE RUNOFF RATES, AND MINIMISE EROSION.
- WHERE VEGETATION MUST BE REMOVED, AREAS MUST BE PROMPTLY GRASSED, OR RETAINING STRUCTURES BUILT.

**DUST MITIGATION:**

- DUST IS TO BE KEPT TO A MINIMUM BY THE EFFECTIVE USE OF WATER CARTS AND/OR IRRIGATION (I.E. K-LINES) WETTING STOCKPILES AND EXPOSED AREAS OR COVERING WITH TARP AULLINS
- MINIMISE DROP HEIGHT FROM LOADERS AND DIGGERS INTO VEHICLES AND STOCKPILES TO REDUCE DUST NUISANCE.
- SUITABLE WIND BREAKS ARE TO BE CONSTRUCTED ADJACENT TO EXISTING PROPERTIES WHERE REQUIRED.

**PUMPING/DE-WATERING:**

- WHEN PUMPING IS REQUIRED INTO THE EXISTING STORMWATER SYSTEM TOTAL SUSPENDED SOLIDS (TSS) MUST BE LESS THAN 50 PPM. CONTRACTOR SHALL HAVE PRE-MADE COMPARISON TSS WATER SAMPLES ONSITE OF 50, 75 AND 100 AS CONTROL SAMPLES.
- PHOTO EVIDENCE OF 50 PPM TSS SAMPLE IN COMPARISON TO THE CONTROL SAMPLES IS TO BE PROVIDED BEFORE PUMPING INTO THE EXISTING NETWORK IS CARRIED OUT. FLOCCULENTS SHALL BE USED TO REDUCE TSS
- WHERE DE-WATERING IS REQUIRED, ANY WATER WITH A TSS (TOTAL SUSPENDED SOLIDS) READING IN EXCESS OF 50 PPM MUST BE TREATED BEFORE DISCHARGE

**CONSTRUCTION NOISE:**

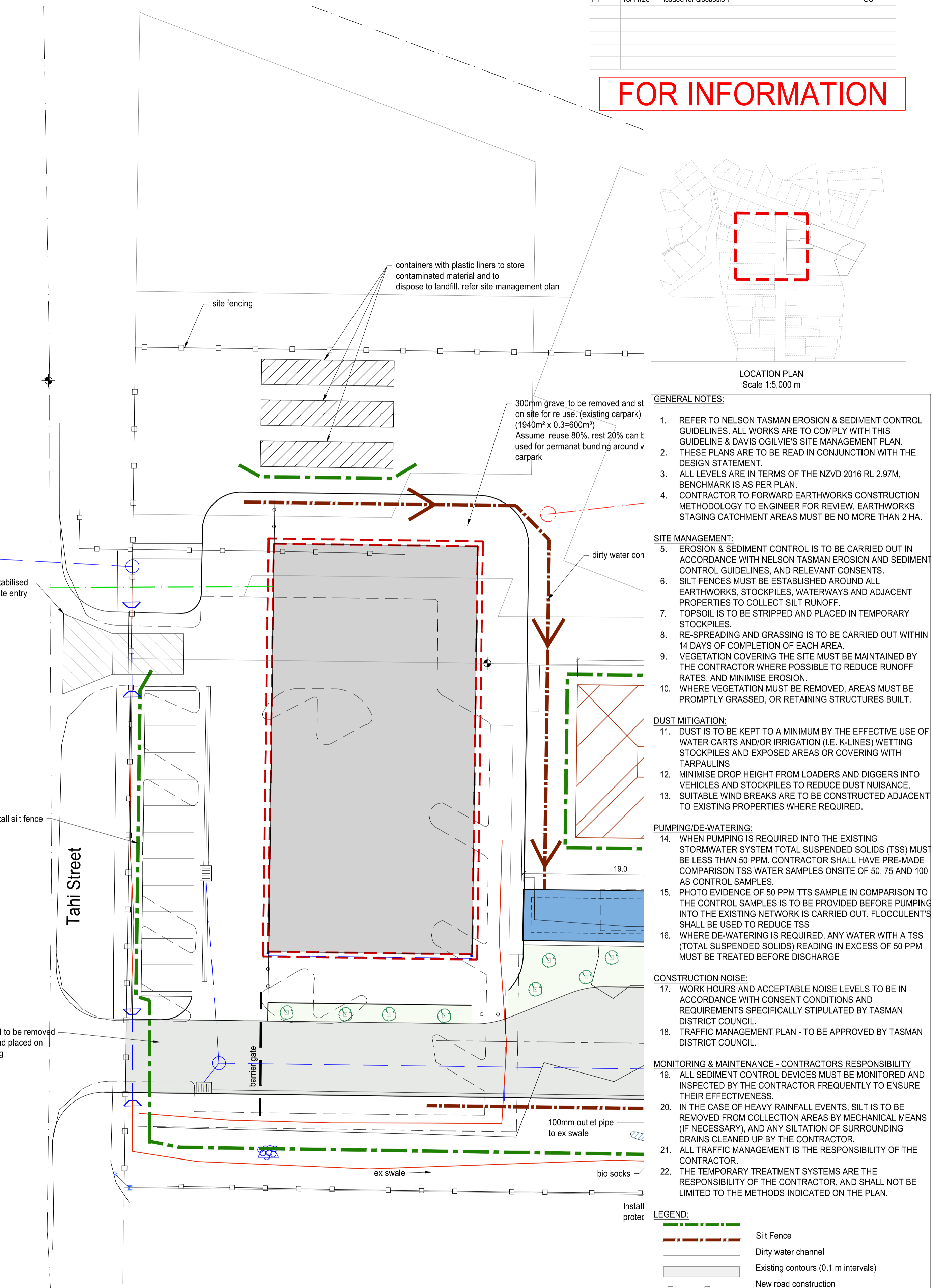
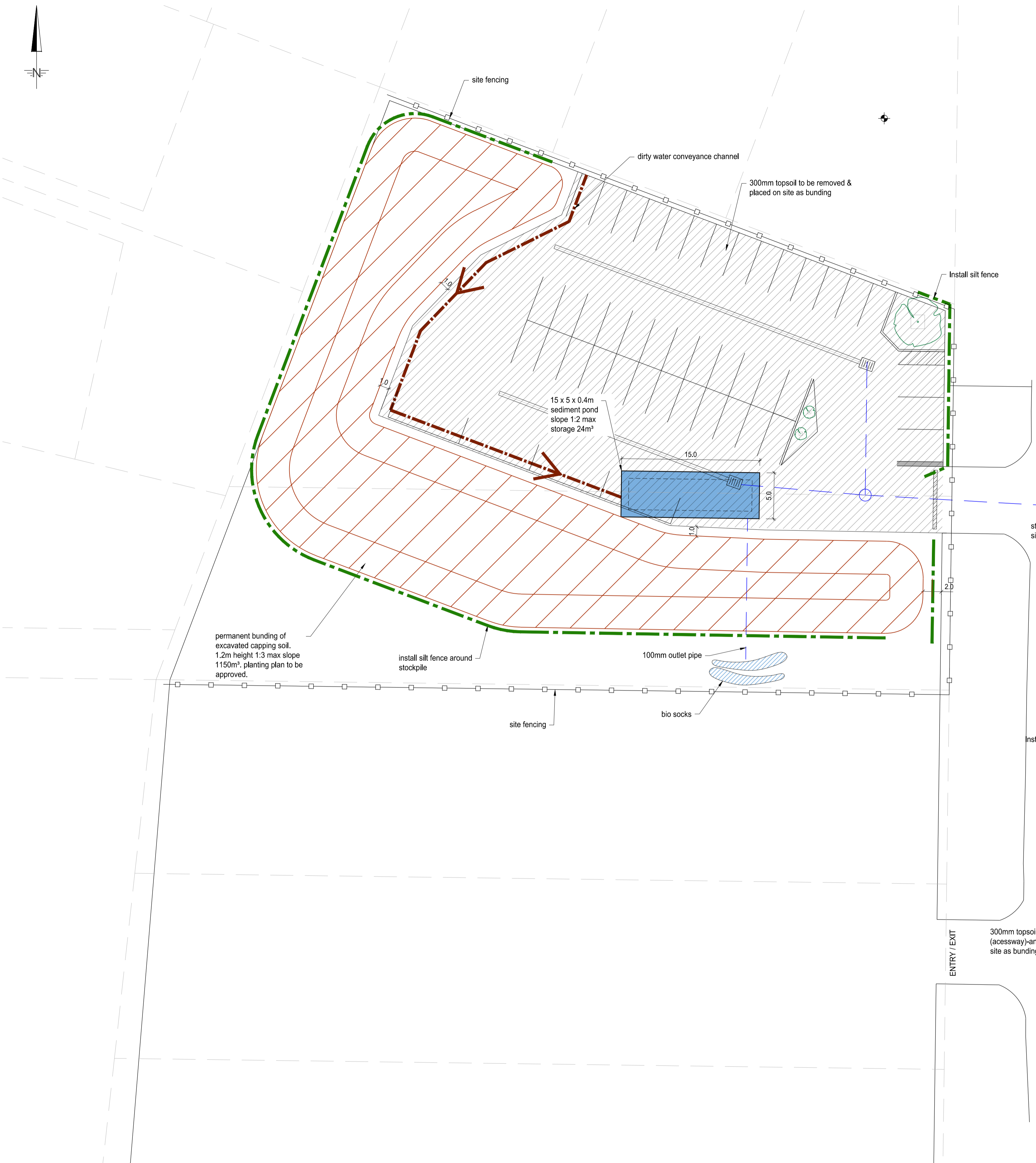
- WORK HOURS AND ACCEPTABLE NOISE LEVELS TO BE IN ACCORDANCE WITH CONSENT CONDITIONS AND REQUIREMENTS SPECIFICALLY STIPULATED BY TASMAN DISTRICT COUNCIL.
- TRAFFIC MANAGEMENT PLAN - TO BE APPROVED BY TASMAN DISTRICT COUNCIL.

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- IN THE CASE OF HEAVY RAINFALL EVENTS, SILT IS TO BE REMOVED FROM COLLECTION AREAS BY MECHANICAL MEANS (IF NECESSARY), AND ANY SILTATION OF SURROUNDING DRAINS CLEANED UP BY THE CONTRACTOR.
- ALL TRAFFIC MANAGEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE TEMPORARY TREATMENT SYSTEMS ARE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL NOT BE LIMITED TO THE METHODS INDICATED ON THE PLAN.

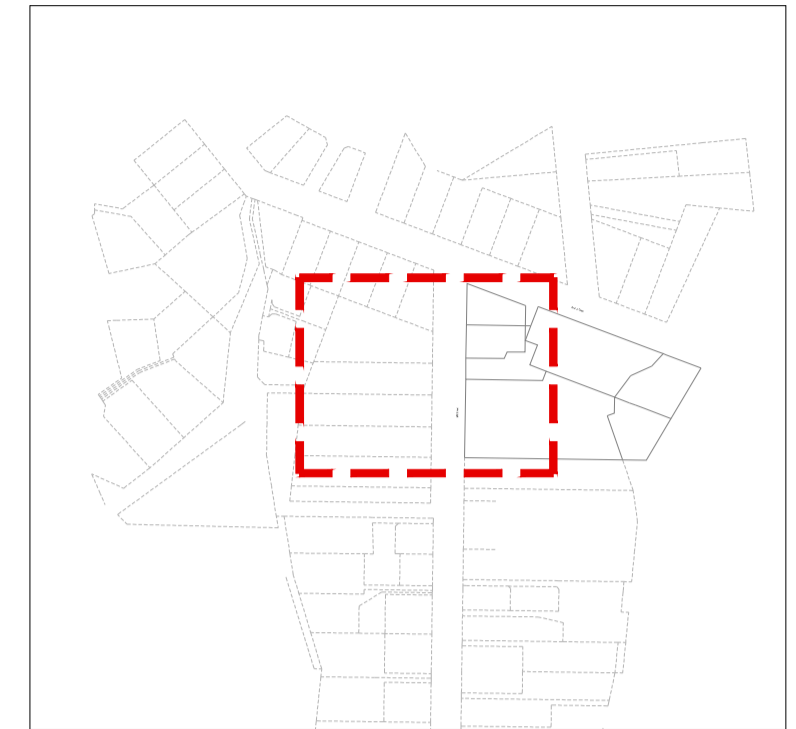
**LEGEND:**

	Silt Fence
	Dirty water channel
	Existing contours (0.1 m intervals)
	New road construction
	Site fencing



Rev.	Date	Reason	Approved
P1	15/11/23	Issued for discussion	GS

**FOR INFORMATION**



LOCATION PLAN  
Scale 1:5,000.m

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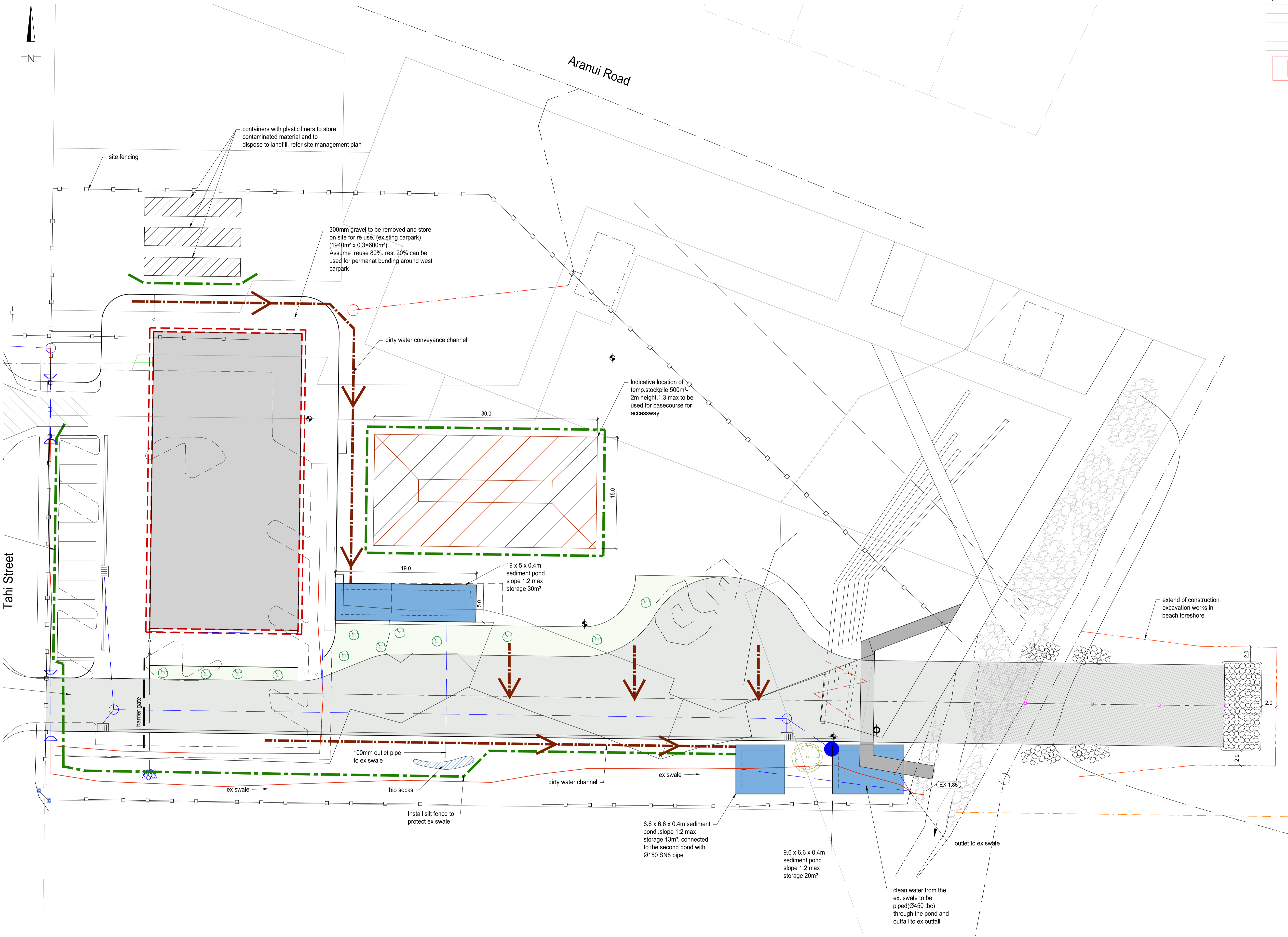
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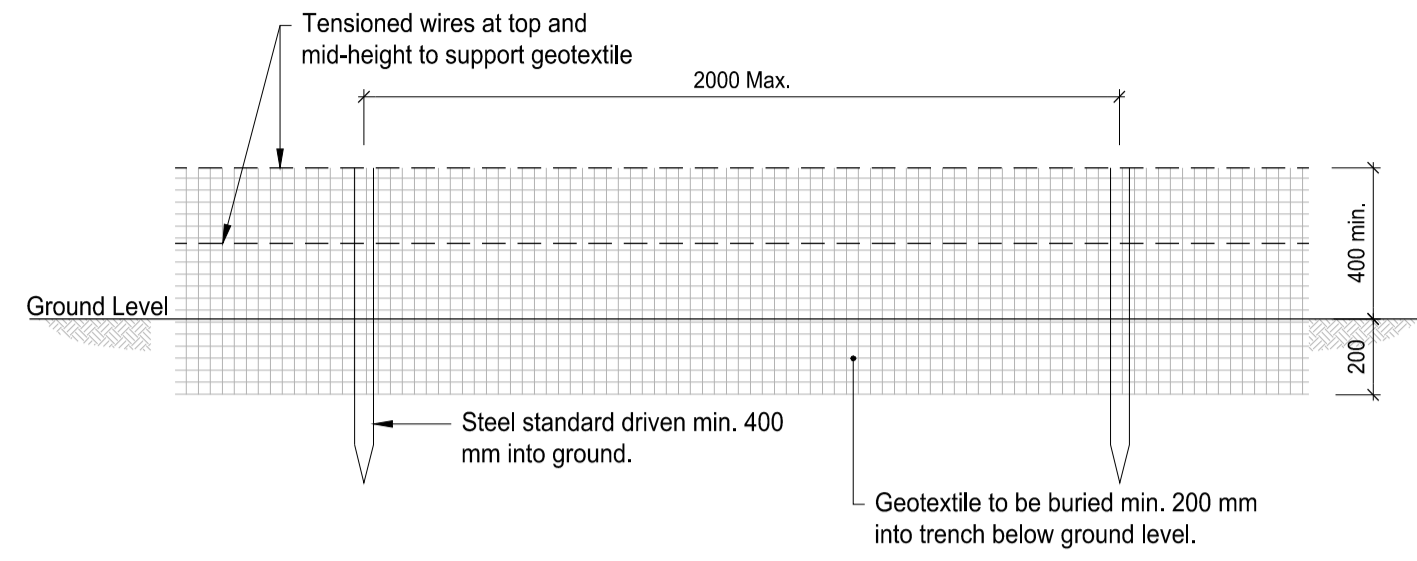
- Silt Fence
- Dirty water channel
- Existing contours (0.1 m intervals)
- New road construction
- Site fencing



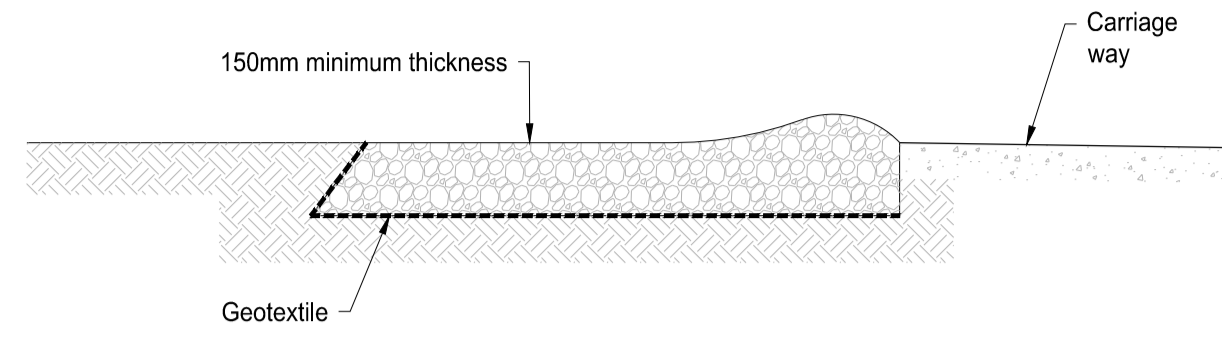


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P1	15/11/23	Issued for discussion	GS

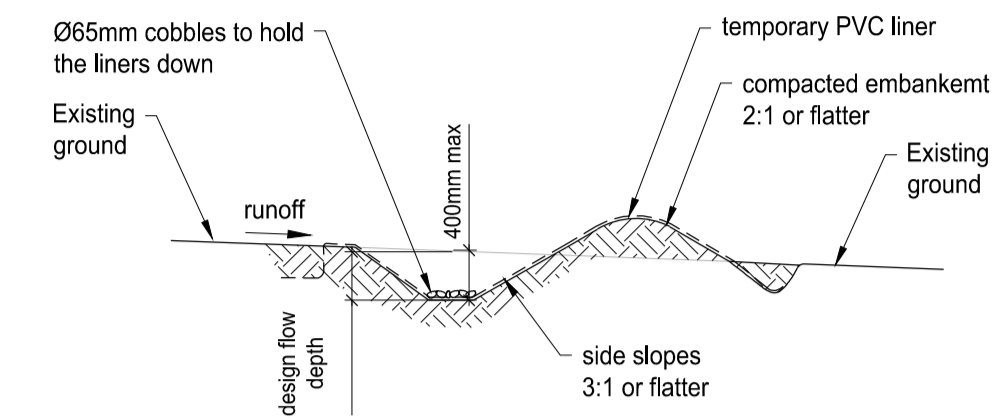
**FOR INFORMATION**



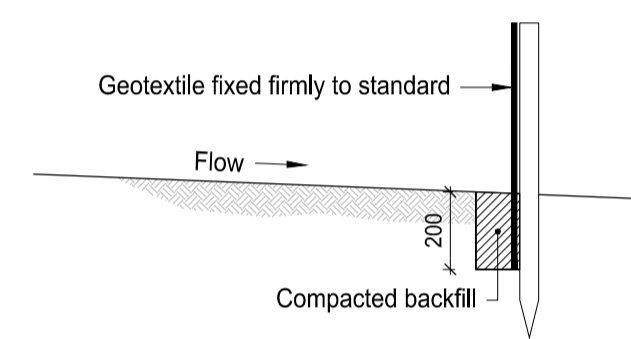
**ELEVATION OF SILT FENCE**  
NTS



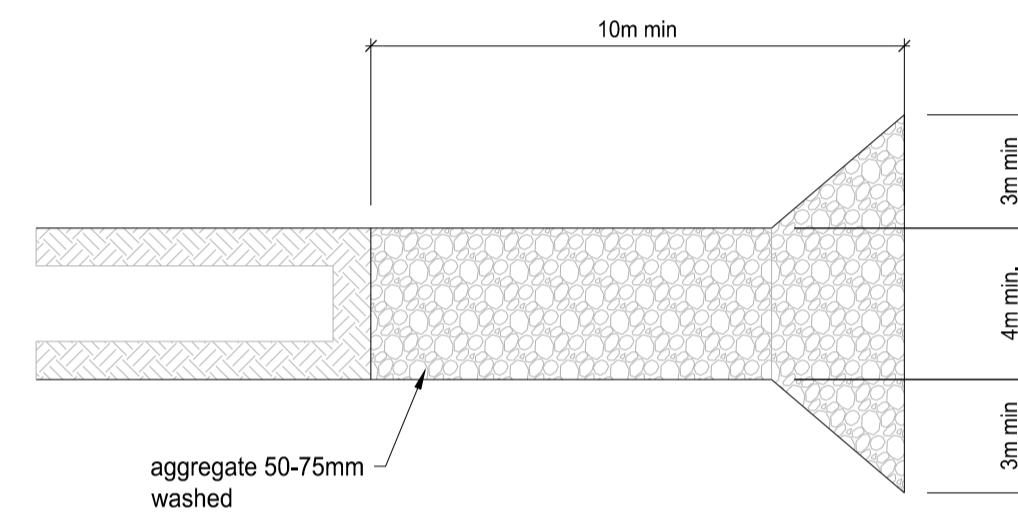
**STABILISED ENTRANCEWAY-  
SIDE VIEW**  
NTS



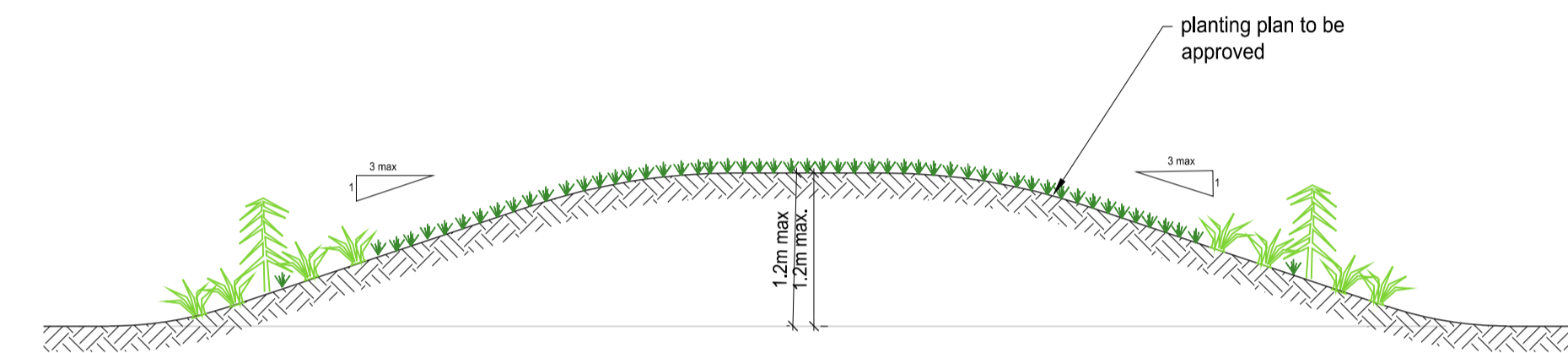
**TYPICAL SECTION- DIRTY WATER CHANNEL**  
NTS



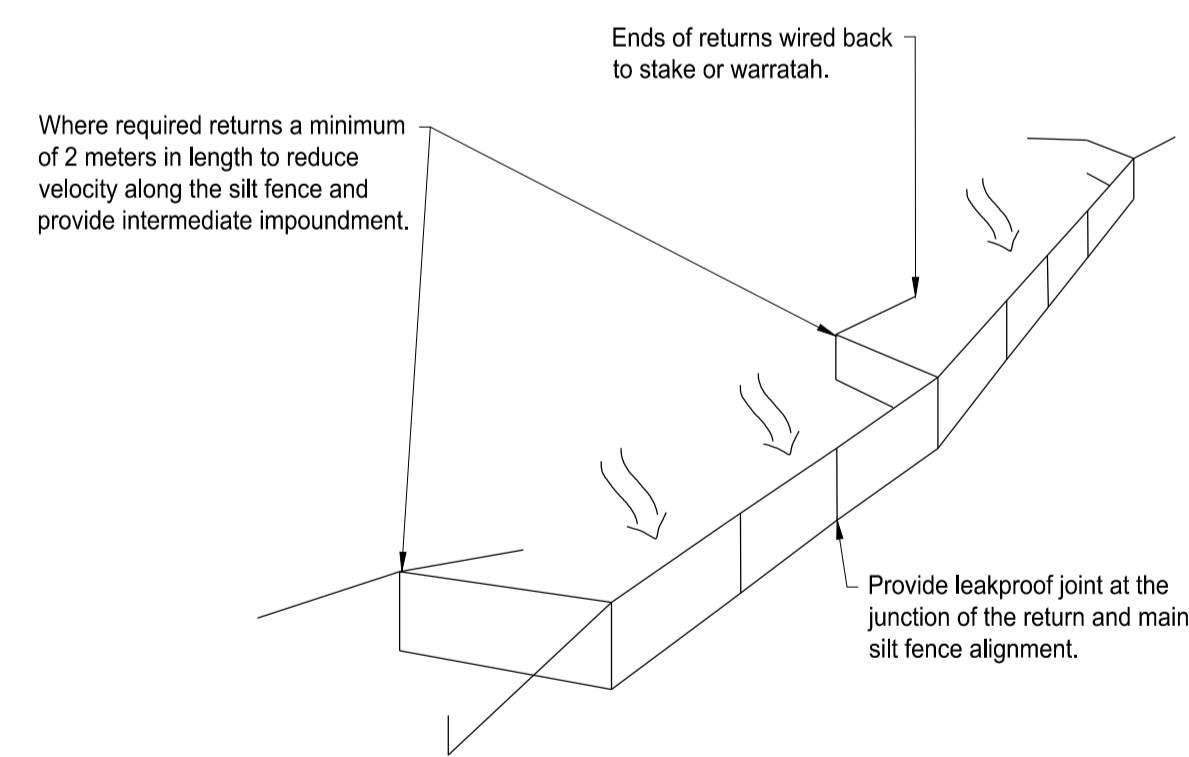
**CROSS SECTION - SILT FENCE**  
NTS



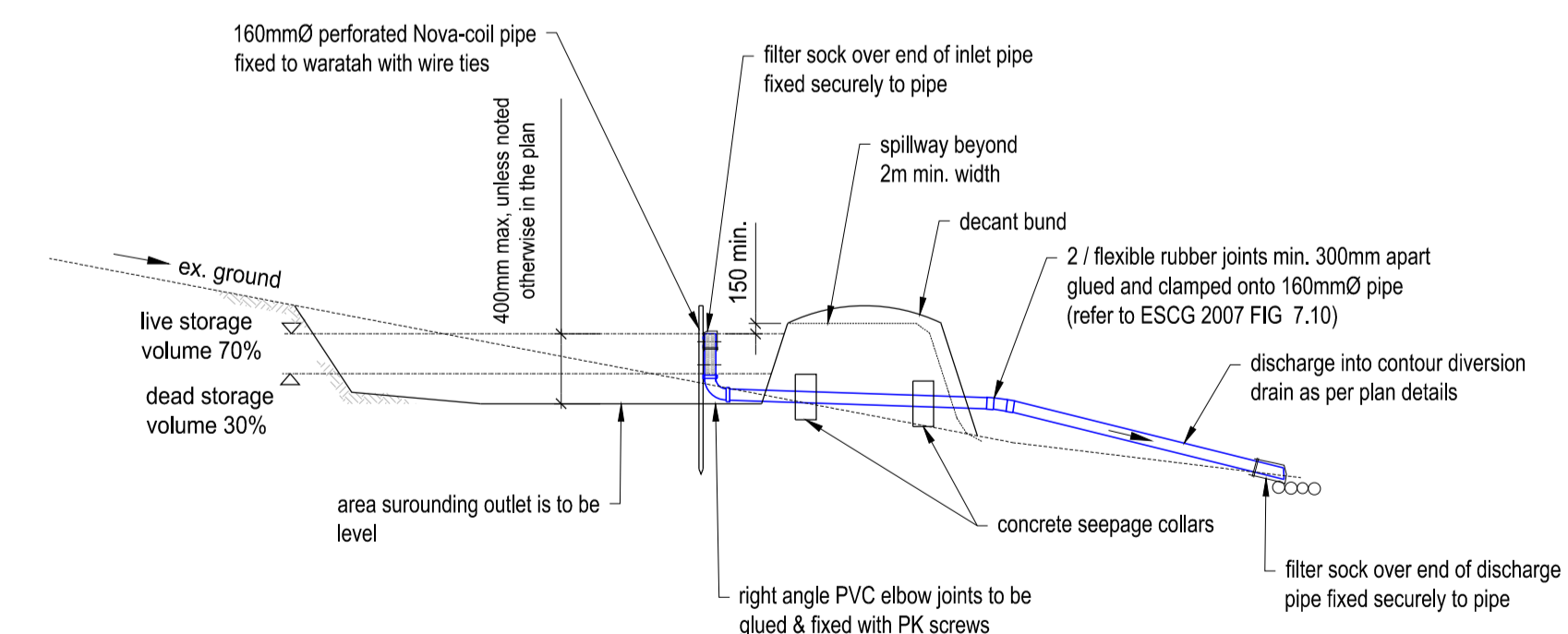
**STABILISED ENTRANCEWAY-  
PLAN VIEW**  
NTS



**TYPICAL CROSS-SECTION- BUND**  
NTS



**SILT FENCE PERSPECTIVE VIEW**  
NTS



**SNORKEL OUTLET DETAIL**  
SCALE 1:100