

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

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

To: Navigation Bylaws Consultation OR info@tasman.govt.nz
Tasman District Council Subject: Navigation Bylaws Consultation
Private Bag 4
Richmond 7050

Full name of submitter: JULIAN + CATHY RAINE

Organisation (if any): _____

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NELSON

Email Address: raine@ts.co.nz

Telephone number(s): 021 443 993

Fax number: _____

27/4
LK
started
- LIS up
- ski lanes
areas

Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 4 pages.

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

.....
Date

12 March 2014

For office use:	
Received:	.....
Submission ID:	<u>NB162</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakewau	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
3.2	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any circumstances	Delete power exemption and delete from Rles 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri Bay so far as it relates to Little Kaiteriteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← As over
Sch.2b	Oppose	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	← As over

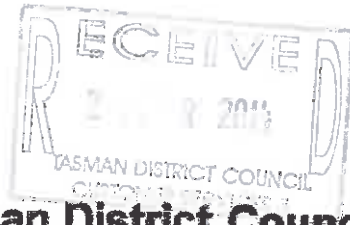
**ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL – NAVIGATION BYLAW
(INCORPORATING MARTIME FACILITY BYLAWS)**

1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.
2. A proposed ski lane has been proposed:
 - (i) Directly in front established homes, many of which are lived in permanently;
 - (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
 - (iii) The Little Kaiteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kaiteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri beach into another "active activity beach" in large parts.

3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
 - (i) Takes almost a ¼ of the beach for powered (water ski) craft;
 - (ii) Takes water skiing access lanes out of the "commercial" area at main Kaiteriteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (in the context of Kaiteriteri Bay as a whole);
 - (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
 - (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteriteri.

Provision / Clause	Support / Oppose	Submission	Decision
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakarua	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision changes you want to the provision
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing"	←



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Tasman District Council
Private Bag 4
Richmond 7050

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

22/4

Full name of submitter:

Nigel Scott Reid

JBNZ standard

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NERSON

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Please delete one of the following:

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

17/3/2014
Date

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Hearing time allocated:
Hearing time advised:
Decision notified:

Provision / Clause Please refer to the numbered bylaw or subclause, e.g. 3.4 Waka, or figure 4.9 Fig 5 - Pukekohe	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a rule, please attach a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggestions changed you want Council to make in respect of the provision
Page 84 All tidal Rivers	Support		Introduce this new bylaw.

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the consolidated bylaw or subclause, e.g. 3.4 (b)(k), or figure of Fig 5 - Pelicans	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a rule, please append a copy marked up with your proposed changes	State clearly the decision that or suggested changes you want Council to make in respect of the provision
6a/b Aore-re river.	Support		To change details as proposed
Figure 31 Takaka River	Support		To change details as proposed.
Figure 33 Waiwea/Wairoa Rivers	Support		To lower minimum flows as proposed
Figure 32 Motueka River	Oppose.	This stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendments	To leave the up-lifting as is at present.
Figure 34 Buller River.	Partly Support Partly Oppose.	For some time now we have worked with other user groups and gained their support to have the walking up to Harleys Rock road bridge, giving us access to the stretch of braided river between the Ouse and Harleys Rock, hence the reason for applying for the up-lifting to this point.	To extend the up-lifting to Harleys Rock Road bridge

Katie Greer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 24 March 2014 9:46 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 24 March 2014 9:37 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Mr

First Name

John

Last Name *

Richards

Address *

P.O. Box 6058, Riwaka PDC

Suburb

Town *

Riwaka

Postcode *

7146

Daytime Phone Number

021 1721899

Mobile Phone Number

021 1721899

Email Address *

j-m.richards@xtra.co.nz

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

Yes

If yes, what is your preferred hearing location?

22/4

Sti lare no
-stas te
sup u no
suta

N8164

Motueka

Your Submission

Your comments *

As a daily user of the Little Kaiteriteri Beach I strongly oppose the change to the water Ski access lane from the main beach to Little Kaiteriteri as shown in:
Figure 19 Kaiteriteri Bay-Map 15

By shifting the access lane to Little Kaiteriteri you will create new hazards.

1. Parking. As most water skiers in the busy time are from the Camp, you will take vehicles and trailers that would normally park in the camp once boats are launched and add them to the already congested area at little Kaiteriteri.
2. Boat safety. Boats left against the beach, side on, risk being swamped by the on shore sea breeze, also there is a risk to people trying to keep them off the beach being trapped under the boats.
3. Little Kaiteriteri is used frequently by members of the public as a family beach for picnicking on the grass in the reserve and swimming off the beach precisely where this Ski access is proposed.
4. Risk to swimmers. As I understand it the proposed reason for the change is to increase safety for swimmers in the estuary stream. All the change will do is shift this problem to Little Kaiteriteri.

Summary and recommendation:

The present situation has worked safely up until now, if there is a genuine problem envisaged, I suggest you could stop beach landings and have a 3kt area out for 50m where they can start from. And if they need to beach start and finish they go to one of the other designated sites in the park. Failing that, ban water skiing in the Bay. I am not in favour of a ban.

Decision required:

In my experience a knee jerk reaction to a perceived problem by shifting the problem some where else is not the answer.

The present situation could be improved by re-installing the safety barrier, banning the beach start and landing with a 50m 3kt zone in the lane.

Attach a file to your submission

Katie Greer

From: Steve Hainstock
Sent: Wednesday, 26 March 2014 10:45 a.m.
To: Katie Greer
Subject: FW: TATA BEACH

Hi Katie,

I think this is intended to be a submission on the navigation bylaws.

I don't think I know the sender.

Steve

22/4
ed.
Tata

From: Leigh and Rob Riley [<mailto:gus16@xtra.co.nz>]
Sent: Saturday, 22 March 2014 3:40 p.m.
To: Steve Hainstock
Subject: TATA BEACH

As a Tata beach owner for the last 4 yrs, I conclude that January and early Feb is the only time of concern re "fizz boat chaos".

For the rest of the year, the beach is empty.

I have seen 20-25 boats active in the bay at this peak time.

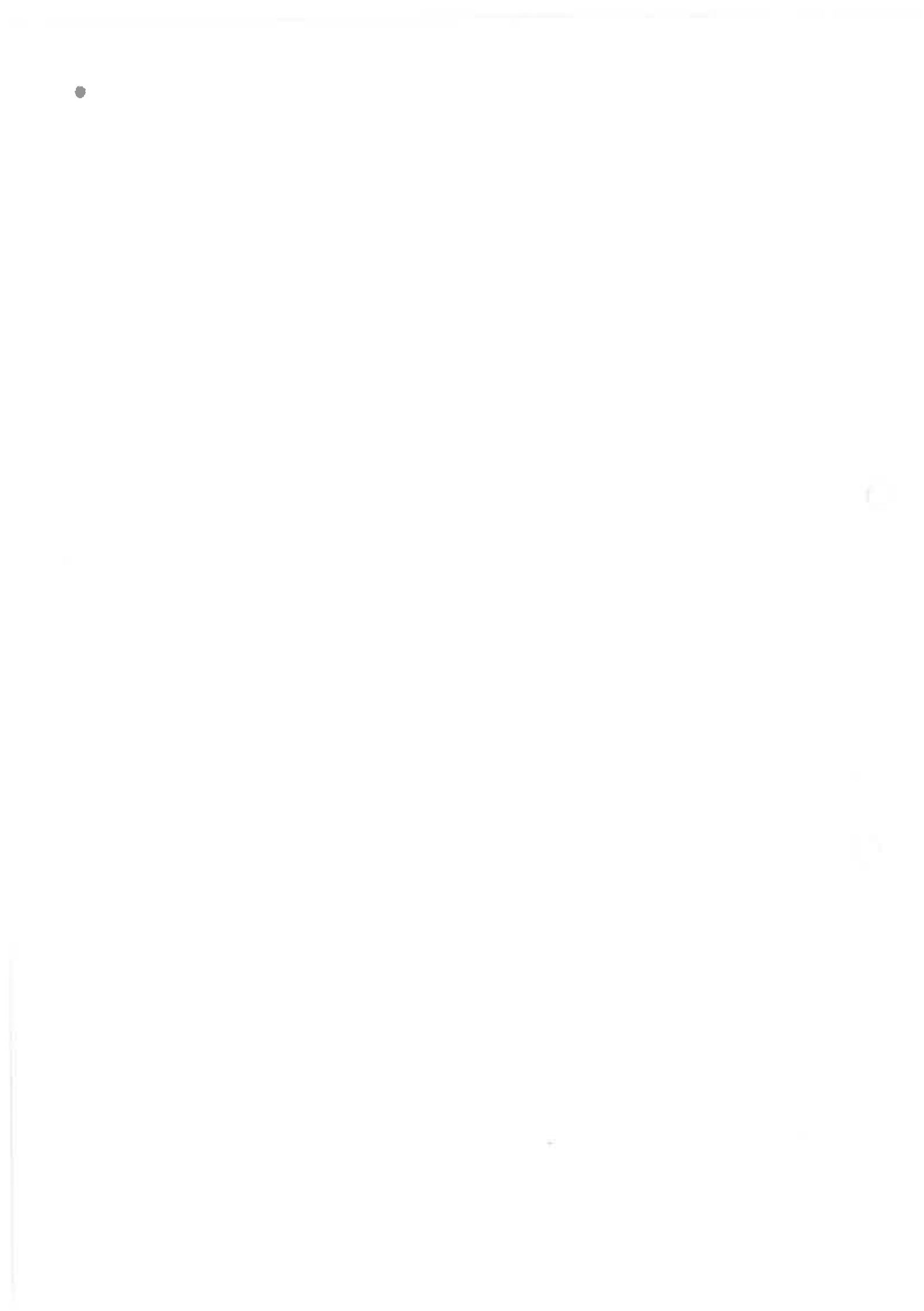
25m is not enough for boaties to beach and relax. Suggest 50m at least.

We also need signs to remind swimmers to keep out of the ski lane.

Otherwise the plan is fine.

Regards, Rob Riley

N8/65



FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN: MOORING REVIEW DISCUSSION DOCUMENT

Name: Timothy Robinson

Address: 22 Iwa St Mapua

Email: timjillrobinson@gmail.com

5402708

0174 51053



Feedback...

I support Option (circle one): 1 (New mooring areas) ^{with proviso's} or 2 (No change)

or

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

11/4
2/14

NB167

My reasons for this are:

That the hatched mooring area at Mapua is wrong and was never right, whoever at council drew it up did so with no consultation with residents and users. Moorings left out, were in place long before those that were included. It needs to be corrected to include all existing moorings.

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

Yes moorings should not be required to be lifted every 2yrs or even 5yrs. Mapua current up to 7 knots, is unique in the tasman area, therefore needs to be treated as such. These blocks take sometime usually yrs to embed into sea bed, if lifted it is impossible to replace them back into the hole they came from. This creates a problem as the block can partially sit in hole and tip up, causing chain/rope to catch ^{under} block and tip it up and roll away.

Do you think Council should look at other options (circle one)? **Yes** **No** Continued on extra sheet no 1

If so, please indicate the other options you would like Council to look at:

Tim Robinson

12-3-14

Signature

Date

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

sheet NO ① Continued on from matters council to consider.

I believe Council should not get or be involved in mooring maintenance, as this reasons being it is just another cost on rate payers and council to trying to get expenditure down! Secondly no one has more at stake and more to lose than the mooring owner, who's vessel is at stake, therefore we are very keen to keep moorings & its lines in good order. It is also our insurance company involved not councils. Mapua being unique with the current & flood log jams cannot operate under general mooring regulations set up for passive areas, we are constantly checking our moorings, because the wear and tear here and electricals is higher than other places in Tas. district. The experience and knowledge of mapua mooring owners is far greater for this area than any review officer or planner that is employed by the council. Therefore I strongly encourage council to take notice of submitters from mapua mooring owners, on swing mooring recommendations.

Second issue. I strongly encourage council to retain the very useful inspect. grid facility, we have on the inside of the mapua wharf. This dry deck grid is ~~for~~ used often, mainly for repairs to propellers rudders and other hull fittings. It does not infringe on any other activities at the wharf and has been there many yrs now, it is a facility that Mapua boat club maintains, so there is no cost to council.

Third Issue. There has been talk of a boat marina for mapua, I would be keen that this be investigated. Also our boat launching ramp is being made difficult to use, this is being created by new business owners pushing to squeeze this activity out, which I feel is entirely unfair as the ramp and its use is historical and been there a long time. The ramp is also important for quick launching, as ~~for~~ a safety & rescue facility.

T.K. Robinson
T.K. Robinson

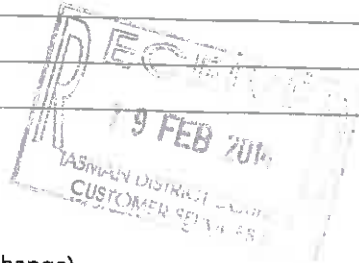
If second and third issue above should be in bylaw review please include it there?

FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN: MOORING REVIEW DISCUSSION DOCUMENT

Name: Timothy Robinson

Address: 22 Iwa st Mapua

Email: _____



Feedback...

I **support Option** (circle one): 1 (New mooring areas) ^{with Alterations} or 2 (No change)

or

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

11/4
Zakaria

My reasons for this are:

The mooring area defininitely needs tidying up, many moorings outside existing mooring areas have been there just as long & some longer. They have proved safe & sufficient, also been accepted by the public, & neighbours.

Conditions cannot be set in concrete the same for all areas, as there are vast differences ie Mapua channel current & log same from floods.

It is in the intrest of all mooring owners to have moorings in good condition as its there craft in danger, not the TDC.

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

The lifting of mooring blocks should not be compulsory by TDC, as ^{In mapua estua,} this increases the risk of block dragging. they should be left embedded, and dived on by designated divers for thorough inspection.

Do you think Council should look at other options (circle one)? Yes No

SEE YOU NB167

If so, please indicate the other options you would like Council to look at:

Tim Robinson

Signature

17-2-2014

Date

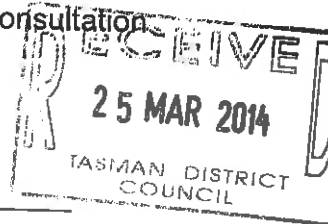
Would you like to be kept informed of key dates and information during this mooring review process? Yes No

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

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

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



Full name of submitter: Timothy K Robinson

Organisation (if any): _____

Full postal address: 22 Iwa st., Mapua.

22/4
ent

Email Address: _____

Telephone number(s): 5402708 0274851283

MB2
Sub 4
Submission
entered

Fax number: 5448063

Please delete one of the following:

NB167

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T.K. Robinson

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

20-3-14

Date

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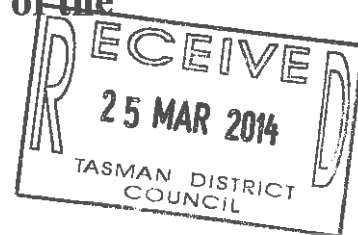
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Submission to the Tasman District Council: review of the Navigation Safety Bylaws



The Mapua Boat Club represents all the mooring owners in the Mapua channel. We have facilitated two meetings, one before the TDC consultation and one after. We have had almost a hundred percent of owners attending. Through the Club Newsletter we have encouraged all members to make submissions and each mooring owner to send in their own submissions.

Our issues are under 4. *'Mooring, Structures and Safe Berthing of Vessels'*.

4.1 (p.40) Requirement for Consent

Mapua Boat Club supports some sort of 'permit, licence, or consent' but whatever this is called must be sorted out through the Coastal Plan Review.

4.1.2 (p.40) Requirement for Licence

Mapua Boat Club opposes all the clauses below until the Coastal Plan Review is finalised. As these clauses stand they are a classic example of what a 'dogs dinner' the mooring management plan is at the moment in the Mapua Channel:

- Members are being asked to apply for resource consents in *'permitted areas'* and moreover being threatened after handing money over in good faith *'...the alternative is that council will have no option but to decline your application'*. This applies to mooring numbers 1, 37, 5.
- Mooring owners 8, 17, 19, 21, 33, 42, 43, , and 44 respectively, have been forced to pay already for a resource consent even though they are within the traditional mooring area and should not have had to apply for a consent.

4.1.3 (p.42) Allocation of Space and Issuing of Licence

Applies to above comments

4.1.4 (p.43) Mooring Licence Transferable

Mapua Boat Club supports this clause

4.1.5 (p. 43) Mooring Licence Fees

There should be no fee charged for a transfer of ownership unless complications occur; a computer name change and address and verification sent electronically to the new owner, would take no more than a couple of minutes.

4.1.7 (p. 44) Maintenance and Construction Requirements for Moorings

Mapua Boat Club supports '*setting guidelines and/or standards or recommendations*' BUT these guidelines and recommendations must be specific to the Mapua channel as this area has special requirements ie deep keel or shallow draft and shifting sea bed. The Mapua channel is exceptional and runs faster than most mooring areas in New Zealand.

4.1.8 – 4.1.10 (p. 44-45) Moorings to be Inspected, Mooring Contractors, Moorings to be Reported to Harbourmaster, Obligations where Repairs Required.

Mapua Boat Club totally opposes these clauses.

- Mooring maintenance is between the owner and the insurance company. Can you imagine any boat owner hanging off an unsafe mooring line? The majority of boats which detach from mooring lines, nine times out of ten are 'acts of god' and escape because of log jams, entangled lines etc. One can inspect a mooring line one day and a boat can break free the next.
- We submit that all the above clauses will just create more paperwork for the council which will cost the ratepayers even more money for more office space and even more for boat owners who understand entirely the risks associated with mooring in one of the swiftest channels in the country.

4.1.15 (p. 47) Council not Liable

Mapua Boat Club notes here that '*The Council is not liable in any event for the position, insufficiency or insecurity of any mooring specification or mooring site allocated by the Harbourmaster*'.

So why the purpose of the clauses 4.1.8 to 4.1.10? Who is responsible? Of course ultimately, it is the mooring owner.

I support this submission
J.K. Valerini
22 Iwa St.
Mapua
5402708

sheet no ① Continued on from matters council to consider.

I believe Council should not get ^{date} be involved ⁱⁿ mooring Maintenance, as this reasons being it is just another cost on rate payer and council to trying to get expenditure down! Secondly no one has more at stake and more to lose than the mooring owner, who's vessel is at stake, therefore we are very keen to keep moorings & its lines in good order. It is also our insurance company involved not council's. Mapua being unique with the current & flood log jams cannot operate under general mooring regulation set up for passive areas, we are constantly checking our moorings, because the wear and tear here and electricals is higher than other places in Tas. dist. The experience and knowledge of mapua mooring owners is far greater for this area than any review officer or planner that is employed by the T. Therefore I strongly encourage council to take notice of submitters from mapua mooring owners, on swing mooring recommendations.

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T.K. Robinson
T.K. Robinson

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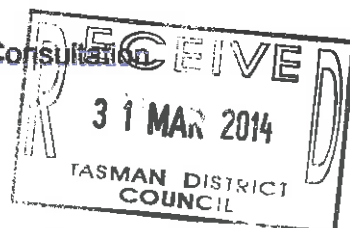
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CUSTOMER SERVICES 3

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

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

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



Full name of submitter: Hayden Rolfe
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Full postal address: 267 Annesbrook
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Telephone number(s): 077 238 9563
Fax number: -

2/4

JBN2
JBN2

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26-3-14
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Provision / Clause	Support / Oppose	Submission	Decision Sought
64/6 Aorese River.	Support		To change details of proposal
Figure 31 Takaka River	Support		To change details of proposal.
Figure 33 Whataroa/Whararua Rivers	Support	This stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendments	To lower minimum flows as proposed
Figure 32 Motueka River	Oppose.	For some time now it has worked with other user groups and general their support to maintain walking up to Harleys Rock road bridge. This is a success to the stretch of bridge between the river and Harleys Park. Hence the reason for applying for the up-lifting to this point.	To extend the up-lifting to Harleys Park Road bridge
Figure 34 Buller River	Partly Support Partly Oppose.		

Hayden Roth

Provision / Clause <small>Please refer to the numbering system or subclause, e.g. 3.4 Make, or figure e.g. Fig 5 - Pokemou</small>	Support / Oppose <small>Clearly indicate whether you support or oppose the specific provision</small>	Submission <small>State in summary the nature of your submission and the reasons for it. If requesting a change to a map, please append a copy marked up with your proposed changes</small>	Decision Sought <small>State clearly the decision and/or suggested change you want Council to make in respect of the provision</small>
Page 84 All titled Provisions	Support		Introduce this new bylaw.



Department of
Conservation
Te Papa Atawhai

FILE: SAG-03-62-03
(DOCDM-1346740)

28 March 2014

Navigation Bylaws Consultation
Tasman District Council
Private Bag 4
RICHMOND 7050

Dear Sir/Madam

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

Please find enclosed a submission by the Director-General of Conservation in respect of the publicly notified draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014.

The Department of Conservation does not wish to be heard. However, if you wish to discuss any of the submission points, prior to any hearing, please contact Lionel Solly in the first instance on 546 3162 or lsolly@doc.govt.nz.

Yours sincerely

Martin Rodd
Conservation Partnerships Manager
North & Western South Island Region

Encl.

Department of Conservation *Te Papa Atawhai*
Whakatū / Nelson Office
Private Bag 5, Nelson 7042
www.doc.govt.nz

22/4

Navas
incl river

Text changes need
to be included

NB168

Local Government Act 2002 and Maritime Transport Act 1994

To: Tasman District Council

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

Name: Lewis Vernon Sanson, Director-General
Department of Conservation

Statement of Submission by the Director-General of Conservation

Pursuant to section 83(1) of the Local Government Act 2002, I, Martin Rodd, Conservation Partnerships Manager, acting upon delegation from the Director-General of Conservation, make the following submission in respect of the above Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014.

My submission is structured as follows:

- (i) The specific provisions of the draft navigation bylaws that my submission relates to are set out below using the same system of identifying numbers as that contained in the draft navigation bylaws;
- (ii) My submissions are set out immediately following these headings, together with the decisions I seek from the Council. These decisions may suggest new or revised wording for identified sections of the draft navigation bylaws. This wording is intended to be helpful. Relief with alternative wording of like effect to the submission made may be equally acceptable; and
- (iii) The wording of relief sought shows new text as underlined and original text to be deleted as ~~strike through~~.

General submission

Submission

The provisions of the draft navigation bylaws are generally supported, unless specific submissions (as set out below) state otherwise. The implementation of these bylaws will help Tasman District Council to achieve its responsibilities under the Maritime Transport Act 1994 and complement management undertaken by the Department in some locations.

Decision sought

Retain the draft navigation bylaws in their present form, subject to the decisions sought through the submissions that follow.

1.5 Application

Submission

The inclusion of the advice note at the end of this section (after clause 1.5.6) is supported, particularly the references to provisions that affect navigation within areas administered by the Department of Conservation. However, as there are quite a number of these statutory provisions that apply within Tasman District, it is not possible to identify them all within the advice note; and referencing some, but not others, may be misleading. These provisions could instead be provided by the Department and included on the Council's website pages that deal with navigation safety if the Council wishes to do so¹. Amendments to the wording of the advice note are proposed to address these matters.

Decision sought

Amend the advice note as follows:

'Waters within the District may be subject to regulatory oversight in addition to that ~~in relation to provided by the Maritime Transport Act 1994.~~ Users of rivers, and lakes and the coastal marine area that are ~~located within areas under the control of administered by the Department of Conservation~~ should note that certain navigation activities are ~~prohibited~~ regulated in accordance with the Conservation Act 1987 or other enactments listed in Schedule 1 of that Act (including policies, bylaws or regulations made and enforceable under these enactments). The Department of Conservation should be contacted for further information.'

~~Conservation Act 1987, or other relevant legislation. For example, at the date of these Bylaws, the Nelson/Marlborough Conservation Management Strategy 1996-2006 states: "Except where specified by a Conservation Management Plan or National Park Management Plan powered boats will not be permitted on any lake or water body within areas administered by the department". The Nelson Lakes National Park Bylaws 2006 (or their successor) apply to the lakes and rivers of the Nelson Lakes National Park, and prohibit (amongst other matters) overnight stays aboard vessels, motorised boats on the rivers of the park, personal watercraft and hovercraft on the lakes, and vessels over 8m in length (except waka and skiffs). Other regulations prohibit the use of personal watercraft in certain parts of Westhaven Inlet.~~

3.3 Speed of Vessels, Bylaw 3.3.3 and Schedule 2A, Clause 4 (Anchorages and other areas)

Submission

The areas identified as anchorages etc in the associated maps for Torrent Bay lagoon, The Anchorage and Adele Island are supported.

Decision sought

Retain the identified anchorages and other areas in Torrent Bay lagoon, The Anchorage and Adele Island where the speed limit is 3 knots.

¹ The Department has recently provided the Harbourmaster (Steve Hainstock) with a list of Bylaws and other statutory provisions made under the conservation legislation that affect the Navigation Bylaws in some way.

3.3 Speed of Vessels, Bylaw 3.3.6 and Schedule 2A, Clause 6 (Uplifting of speed limits on rivers)

Submission

Re: Takaka River (Figure 31: Takaka River - Map 27) - the upper reach of the Takaka River, above the Cobb Power Station, is within Kahurangi National Park. Bylaw 15 of the Kahurangi National Park Bylaws 2009 does not allow powered watercraft to be brought into or used in the park.

Re: Buller River and tributaries downstream from the ramp at Murchison (Figure 34: Buller River and tributaries - Map 30) - there are a number of tributaries of the Buller River that are within Kahurangi National Park (e.g. Husband Creek). Bylaw 15 of the Kahurangi National Park Bylaws 2009 does not allow powered watercraft to be brought into or used in the park.

Re: Buller River and tributaries, Matakitaki River (Figure 35: Matakitaki River (Buller tributary) - Map 31) - the very upper reach of the Matakitaki River, above the confluence on the river with Burn Creek, is within Nelson Lakes National Park. There are also a number of tributaries of the Matakitaki River that are within Nelson Lakes National Park (e.g. Nardoo Creek). Bylaw 6(2) of the Nelson Lakes National Park Bylaws 2006 does not allow motorised vessels to be placed or used on any river in the park.

The proposal to uplift the speed limit on the waters mentioned above may give users an erroneous impression that powered craft may be used on them. It is therefore submitted that the speed limit should not be uplifted on these waters.

The inclusion of advice note (9) in Schedule 2A is supported. However, as there are quite a number of these statutory provisions that apply within Tasman District, it is not possible to identify them all within the advice note; and referencing some, but not others, may be misleading. These provisions could instead be provided by the Department and included on the Council's website pages that deal with navigation safety if the Council wishes to do so. Amendments to the wording of the advice note are proposed to address these matters.

Decision sought

Amend Schedule 2A, Clause 6, Description and conditions for Takaka River as follows:

'The speed limit is uplifted only in the main branch between the ~~source of the river~~ Cobb Power Station and the sea, when the flow at Kotinga exceeds 20 cumecs.

All tributaries are excluded.'

Amend Figure 31: Takaka River - Map 27 by deleting the speed limit uplift from the Takaka River within Kahurangi National Park (upriver of the Cobb Power Station).

Amend Schedule 2A, Clause 6, Description and conditions for Buller River and tributaries as follows:

✓ (a) The speed limit is uplifted for all waters (including tributaries, except those tributaries that are within Kahurangi National Park or Nelson Lakes

National Park) downstream from the ramp at Murchison, to the boundary of the district.'

Amend Figure 34: Buller River and tributaries – Map 30, Note as follows:

'Note: Only the main tributaries are shown, however the speed limit is uplifted at all times in the main branch of the Buller River and all tributaries (~~in~~excluding those ~~tr~~ tributaries that are within Kahurangi National Park or Nelson Lakes National Park) from Murchison downstream to the boundary of the district.'

Amend Figure 35: Matakītaki River (Buller tributary) – Map 31 by deleting the speed limit uplift from the Matakītaki River within Nelson Lakes National Park (upriver of the confluence with Burn Creek).

Amend Figure 35: Matakītaki River (Buller tributary) – Map 31, Note as follows:

'Note: Only the main tributaries are shown, however the speed limit is uplifted at all times in the main branch of the Buller River and all tributaries (~~in~~excluding those ~~tr~~ tributaries that are within Kahurangi National Park or Nelson Lakes National Park) from Murchison downstream to the boundary of the district.'

Amend advice note (9) in Schedule 2A, Clause 6 as follows:

'Users of rivers and lakes that are ~~located within areas under the control of~~ administered by the Department of Conservation should note that certain navigation activities are ~~prohibited~~ regulated in accordance with the Conservation Act 1987 or other enactments listed in Schedule 1 of that Act (including policies, bylaws or regulations made and enforceable under these enactments). The Department of Conservation should be contacted for further information.'
~~Conservation Act 1987, or other relevant legislation. For example, at the date of these Bylaws, the Nelson/Marlborough Conservation Management Strategy 1996-2006 states: "Except where specified by a Conservation Management Plan or National Park Management Plan powered boats will not be permitted on any lake or water body within areas administered by the department". The Nelson Lakes National Park Bylaws 2006 (or their successor) apply to the lakes and rivers of the Nelson Lakes National Park, and prohibit (amongst other matters) overnight stays aboard vessels, motorised boats on the rivers of the park, personal watercraft and hovercraft on the lakes, and vessels over 8m in length (except waka and skiffs). Other regulations prohibit the use of personal watercraft in certain parts of Westhaven Inlet.~~

3.7 Conduct in Access Lanes, Bylaw 3.7.2 and Schedule 2A, Clause 3 (Schedule of access lanes)

Submission

Re: Totaranui (Figure 10: Totaranui – Map 6) – the new location for the water skiing access lane is supported as it is away from the campground.

Re: Lake Rotoiti (Kerr Bay) (and Figure 29: Lake Rotoiti – Map 25) – The inclusion of a note in the schedule is supported, particularly given that the draft Navigation Bylaws are

proposing potential changes to the boundaries of the access lane for water skiing as currently set out in the Nelson Lakes National Park Management Plan 2003 (Map 8) and the Nelson Lakes National Park Bylaws 2006 (Bylaw 10(2)). This note should also be included on Figure 29. [Please note that the Navigation Bylaws cannot preclude any changes that may arise from a review of the Nelson Lakes National Park Management Plan.]

Decision sought

Retain the new location for the Totaranui water skiing access lane.

Amend the advice note in the schedule for Lake Rotoiti (Kerr Bay) as follows:

Note: Location-specific provisions in these Bylaws relating to the waters of the Nelson Lakes National Park only apply if allowed for by the version of the Nelson Lakes National Park Management Plan and the Nelson Lakes National Park Bylaws (administered by the Department of Conservation) in force at any given time.'

Add the above amended advice note to Figure 29: Lake Rotoiti - Map 25.

3.9 Reserved Areas, Bylaw 3.9.2 and Schedule 2A, Clause 5(a) Areas reserved for the purpose of waterskiing

Submission

Re: Lake Rotoiti (West Bay) (and Figure 29: Lake Rotoiti - Map 25) -The inclusion of a note in the schedule is supported, particularly given that the draft Navigation Bylaws are proposing the addition of a potential new water skiing area, not currently provided for by the Nelson Lakes National Park Management Plan 2003 (Map 8) and the Nelson Lakes National Park Bylaws 2006 (Bylaw 10(2)). This note should also be included on Figure 29. [Please note that the Navigation Bylaws cannot preclude any changes that may arise from a review of the Nelson Lakes National Park Management Plan.]

Decision sought

Amend the advice note in the schedule as follows:

Note: Location-specific provisions in these Bylaws relating to the waters of the Nelson Lakes National Park only apply if allowed for by the version of the Nelson Lakes National Park Management Plan and the Nelson Lakes National Park Bylaws (administered by the Department of Conservation) in force at any given time.

Add the above amended advice note to Figure 29: Lake Rotoiti - Map 25.

3.9 Reserved Areas, Bylaw 3.9.2 and Schedule 2A, Clause 5(b) Areas reserved for swimming

Submission

Re: Lake Rotoiti -The inclusion of a note in the schedule is supported. However, the Nelson Lakes National Park Bylaws also regulate boating activity.

Decision sought

Amend the advice note in the schedule for Lake Rotoiti as follows:

Note: Location-specific provisions in these Bylaws relating to the waters of the Nelson Lakes National Park only apply if allowed for by the version of the Nelson Lakes National Park Management Plan and the Nelson Lakes National Park Bylaws (administered by the Department of Conservation) in force at any given time.'

3.9 Reserved Areas, Bylaw 3.9.2 and Schedule 2A, Clause 5(e) Areas reserved as Access Point Transit Lanes

Submission

The areas reserved as an 'Access Point Transit Lane' (as identified in the schedule and the relevant maps) for Totaranui, Awaroa Inlet, Onetahuti, Medlands Bay, Torrent Bay, The Anchorage and Kaiteriteri are supported in part, as they complement provisions in the Abel Tasman Foreshore Scenic Reserve Management Plan (ATFSRMP) and the Kaiteriteri Recreation Reserve Management Plan.

Within the ATFSRMP these areas are identified as 'coastal access points'. The intent of these coastal access points is to direct where commercial vessels² can unload and load clients, kayaks, equipment etc. The ATFSRMP also specifies times during which commercial vessels may use these coastal access points. The Department therefore supports recognition of these areas and provisions to ensure that they are available for access by commercial vessels (and not unduly obstructed) during the specified times. However, it was not intended to prevent private recreational vessels from using these areas as well.

The special conditions and comments in the schedule that apply to the above locations should therefore be amended to be consistent with the intent of the ATFSRMP. For example, the access point transit lane at Totaranui only needs to be in place between 0700 hours and 1800 hours and the access point transit lanes at Torrent Bay only need to be available between 0900 hours and 1200 hours.

The areas identified on Awaroa Beach (Figure 12: Awaroa - Map 8) and Bark Bay (Figure 14: Bark Bay - Map 10) should be extended.

The Department understands that the prohibition on anchoring within Access Point Transit Lanes (Bylaw 3.25.2 and Schedule 2A, clause 2) may adversely affect private landowners at Torrent Bay who currently anchor boats within the northern Access Point Transit Lane shown on Figure 15: Torrent Bay - Map 11. That was not an outcome intended by the ATFSRMP³, and the Department encourages the Tasman District Council to work with the affected parties to identify practicable solutions to this issue. It

² As defined by the ATFSRMP, not the Navigation Bylaws.

³ The ATFSRMP recognises that use of private vessels should continue to be allowed within areas identified as 'Foreshore Adjacent to Private Land', and that this includes anchoring of a vessel to the foreshore.

might be possible, for example, to reduce the width of the Access Point Transit Lane at this particular location.

Decision sought

Retain the Access Point Transit Lanes for Totaranui, Awaroa Inlet, Onetahuti, Medlands Bay, Torrent Bay (subject to resolution of matters discussed in the previous paragraph), The Anchorage and Kaiteriteri.

Amend Figure 12: Awaroa - Map 8 so that the Access Point Transit Lane on Awaroa Beach also includes the area between the two identified lanes, as per Map 2E: Awaroa Beach and Sawpit Point Coastal Access Points, page 52 of the Abel Tasman Foreshore Scenic Reserve Management Plan 2012.

Amend Figure 14: Bark Bay - Map 10 so that the Access Point Transit Lane at Bark Bay extends northwards to the end of the spit, as per Map 2C: Medlands Bay and Bark Bay/Wairima Coastal Access Points, page 50 of the Abel Tasman Foreshore Scenic Reserve Management Plan 2012.

Amend the **special conditions and comments in the schedule** for Totaranui, Awaroa Inlet, Awaroa Beach, Onetahuti, Bark Bay, Medlands Bay, Torrent Bay, The Anchorage and Kaiteriteri as follows:

Totaranui	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation at all times. Bylaw 3.9.5 does not apply.</u>
Awaroa Inlet	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u>
Awaroa Beach (two areas)	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u>
Onetahuti	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u>
Bark Bay	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u>
Medlands Bay	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u>
Torrent Bay	<u>Applies between 09700 hours and 12800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u> ...
The Anchorage	<u>Applies between 0700 hours and 1800 hours local time daily to vessels operating under a concession from the Department of Conservation. Bylaw 3.9.5 does not apply.</u>

3.23 Seaplanes and Schedule 2A, Clause 1 (Areas where seaplanes are prohibited)

Submission

Seaplanes are also regulated within areas administered by the Department of Conservation. For example, they are not permitted to land on Lakes Rotoiti or Rotoroa within Nelson Lakes National Park, and there are restrictions in place for the Abel Tasman Foreshore Scenic Reserve. Therefore, the areas identified in Schedule 2A, Clause 1 (as per Bylaw 3.23.2) are somewhat misleading, and the advice notes do not cover this either.

Decision sought

Add a new advice note to section 3.23 and Schedule 2A, Clause 1 as follows:

'Advice note: the landing and taking off of seaplanes within areas administered by the Department of Conservation are also regulated in accordance with the Conservation Act 1987 or other enactments listed in Schedule 1 of that Act (including policies, bylaws or regulations made and enforceable under these enactments). The Department of Conservation should be contacted for further information.'

3.25 Prohibited Anchorages, Bylaw 3.25.2 and Schedule 2A, Clause 2 (Anchoring prohibited)

Submission

The text in the schedule under 'Area(s) and conditions' for areas reserved as Access Point Transit Lanes at Totaranui, Awaroa - Venture Creek, Awaroa, Onetahuti, Bark Bay, The Anchorage (Browns Beach) and Kaiteriteri Bay is supported, as this complements the relevant provisions in the Abel Tasman Foreshore Scenic Reserve Management Plan and the Kaiteriteri Recreation Reserve Management Plan. The provisions relating to Torrent Bay are supported in part. However, please note the submission above regarding the Access Point Transit Lanes for Awaroa and Bark Bay. Please also note the submission above regarding the northern Access Point Transit Lane at Torrent Bay.

Decision sought

Retain the text in the schedule under 'Area(s) and conditions' for Totaranui, Awaroa - Venture Creek, Awaroa, Onetahuti, Bark Bay, Torrent Bay (southern Access Point Transit Lane), The Anchorage (Browns Beach) and Kaiteriteri Bay.

Reassess the requirement for a prohibition on anchoring within the northern Access Point Transit Lane at Torrent Bay following further discussions with affected parties.

3.31 Prohibited Zones, Bylaw 3.31.2 and Schedule 2A, Clause 8 (Activities prohibited)

Submission

The prohibition on:

- all power-driven vessels within the Kaiteriteri lagoon outlet and the Kaiteriteri swimming area on the main Kaiteriteri Beach; and
- personal watercraft, WIG craft and hovercraft within the main Kaiteriteri Beach area

- personal watercraft, WIG craft and hovercraft within the main Kaiteriteri Beach area

is supported, as this complements the Kaiteriteri Recreation Reserve Management Plan.

Certain navigation activities within areas administered by the Department of Conservation are also regulated in accordance with the conservation legislation. An advisory note to this effect has been included in Section 1.5, and this should be repeated here to alert users to the fact that the Prohibited Zones specified in the Navigation Bylaws may not be the only areas where certain vessels are prohibited.

Decision sought

Retain the prohibitions on:

- all power-driven vessels within the Kaiteriteri lagoon outlet and the Kaiteriteri swimming area on the main Kaiteriteri Beach; and
- personal watercraft, WIG craft and hovercraft within the main Kaiteriteri Beach area.

Add a new advice note to section 3.31 and Schedule 2A, Clause 8 as follows:

'Advice note: Users of rivers, lakes and the coastal marine area that are located within areas administered by the Department of Conservation should note that certain navigation activities are regulated in accordance with the Conservation Act 1987 or other enactments listed in Schedule 1 of that Act (including policies, bylaws or regulations made and enforceable under these enactments). The Department of Conservation should be contacted for further information.'

4.1.2 & 4.1.3 Requirement for licence and Allocation of space and issuing of licence (moorings)

Submission

The separate *Review of Mooring Management: Discussion Document* proposes that Mooring Areas be established at Glasgows and Torrent Bays, and Boundary Bay. Council should note that the Abel Tasman Foreshore Scenic Reserve Management Plan states that new moorings adjacent to the reserve should not be allowed other than in accordance with policy 21.2.3.18 of the Tasman Resource Management Plan. This policy specifies (inter alia) that swing moorings will only be allowed in association with an interest in a land title at Boundary Bay and Torrent Bay, and only to the extent that the cumulative effect of moorings at each location is not adverse.

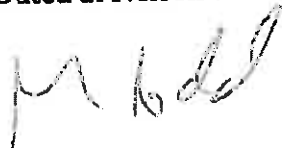
Council should ensure that these requirements are retained and addressed through the Navigation Bylaws and/or any amendments to the Tasman Resource Management Plan that arise from the separate review of mooring management.

Decision sought

Amend Bylaws 4.1.2 and/or 4.1.3 to incorporate the relevant provisions of Policy 21.2.3.18 of the Tasman Resource Management Plan; or otherwise ensure that these provisions continue to apply in respect of any Mooring Areas adjacent to the Abel Tasman Foreshore Scenic Reserve.

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

Dated at Nelson this 28 day of March 2014



Martin Rodd
Conservation Partnerships Manager
North & Western South Island Region

Acting pursuant to delegated authority

Address for service: Department of Conservation
Whakatū / Nelson Office
Private Bag 5
Nelson 7042

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Thursday, 27 March 2014 2:35 p.m.
To: Katie Greer
Subject: FW: Submission to Draft TDC Consolidated Bylaw, Chapter 5
Attachments: img462.pdf

From: Mark Rounce [<mailto:rouncep@xnet.co.nz>]
Sent: Thursday, 27 March 2014 1:59 p.m.
To: Reception Richmond
Subject: Submission to Draft TDC Consolidated Bylaw, Chapter 5

224
St-John LK

Hi,

Please find attached my submission for the proposed change to Consolidated Bylaw: Chapter 5: Navigation Bylaws 2014.

Regards,
Mark Rounce

• CIS go
• ski law
• sun on

P: 03 5451758
M: 027 476 8002
E: rouncep@xnet.co.nz

4 Ledger Road
Atawhai
Nelson 7010

NB170

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

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

To: Navigation Bylaws Consultation OR info@tasman.govt.nz
Tasman District Council Subject: Navigation Bylaws Consultation
Private Bag 4
Richmond 7050

Full name of submitter: MARK RAYMOND ROUNLE

Organisation (if any): _____

Full postal address: 4 LEDGER ROAD
ATAWHA
NELSON 7010

Email Address: fourpermet@nz

Telephone number(s): (03) 5451758 0274768002

Fax number: _____

Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 4 pages.

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

27/03/14
.....
Date

For office use:

Received:

Submission ID:

Acknowledged:

Hearing time required?:

Hearing time allocated:

Hearing time advised:

Decision notified:

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g. 3.4 Wake, or figure e.g. Fig 6- Pekapeka	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it, if suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
3.2	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any circumstances	Delete power exemption and delete from Rles 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri Bay so far as it relates to Little Kaiteriteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← As over
Sch.2b	Oppose	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	← As over

Provision / Clause Please refer to the numbered bylaw or sub-clause, e.g. 3.4 Wake, or figure e.g. Fig 5 - Paiterai	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing"	←

**ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL – NAVIGATION BYLAW
(INCORPORATING MARTIME FACILITY BYLAWS)**

1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.

2. A proposed ski lane has been proposed:

- (i) Directly in front established homes, many of which are lived in permanently;
- (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
- (iii) The Little Kaiteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kaiteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri beach into another "active activity beach" in large parts.

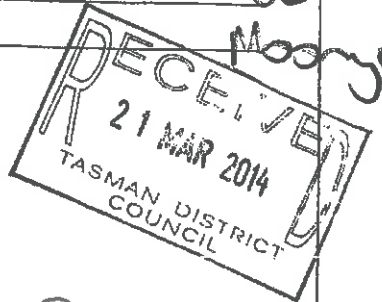
3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:

- (i) Takes almost a ¼ of the beach for powered (water ski) craft;
- (ii) Takes water skiing access lanes out of the "commercial" area at main Kaiteriteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (in the context of Kaiteriteri Bay as a whole);
- (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
- (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteriteri.

FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN
MOORING REVIEW DISCUSSION DOCUMENT

Name: Tom Rowling
Address: Kaiteriteri (Molucka) RD2, 7197
Email: tom@lison Rowling@gmail.com

024
ed
Mooring



Feedback:

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

or

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

N8 171

My reasons for this are:

Please find letter attached

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

Do you think Council should look at other options (circle one)? Yes No

If so, please indicate the other options you would like Council to look at:

[Handwritten Signature]

Signature

13-03-14

Date

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

Mooring

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

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

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

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

Full name of submitter:

Thomas Ian Rowling

Organisation (if any):

Past Harbourmaster

Full postal address:

Kaiteriteri

RD2 Motueka 7197

Email Address:

tomaiisonrowling@gmail.com

Telephone number(s):

(03) 5278085

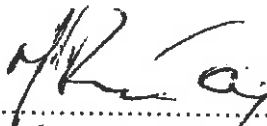
Fax number:

Please delete one of the following:

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

~~**I DO NOT WISH TO BE HEARD IN PERSON**~~

This is page 1 of a total of 3 pages.



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

16-03-14
Date

For office use:

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

Kaiteriteri
16th March 2014

Tasman District Council
Queen Street
Richmond.

Mooring Review Discussion Document

Dear Sir

I've lived at Kaiteriteri for over 65 years, 17 of which were spent as Harbour Master, and during that time have witnessed the bay in all its moods. I read with great concern at the proposal to use a mooring system commonly used in the Mediterranean. There is no rise or fall of the tide in the Mediterranean, where at Kaiteriteri on a big tide, we experience a range of up to 5 meters. How is an elastic riser going to cope with that?

Kaiteriteri is an open bay, and experiences a number of storms every year, these being just as vicious as Cyclone "Lusi" that is raging into the bay as I write.

Those mariners with common sense have removed their boats from the bay, but there are still some taking risks and putting to sea with passengers, or have left their boats unattended.

Kaiteriteri is not a safe anchorage, the most dangerous sectors being from North through East to Southeast, where from these quarters the bay can experience sudden and vicious squalls that can, in a very short time create a rough sea that builds waves very quickly, that break with great force when approaching the shallow water. The moorings need to be substantial with plenty of weight in the cable that will create enough catenary to avoid damage to a vessel in riding these waves. The vessel must have the space to weather cock to the wind and sea conditions. Different designs are affected differently; a deep drafted vessel is more influenced by tidal current where a shallow drafted vessel will be influenced more by wind velocity and direction. The wind blowing through the gap and over Kaka Island cause wind flows and eddies that tend to cause the vessels to lay to different directions, care must be taken when placing moorings that this is taken into account.

It does appear, that pressure is being put on the Council to accommodate the commercial sector, with preference over the general public. If this is the case I would be very disappointed. Kaiteriteri was given to the people of New Zealand to enjoy holidays at the beach, to allow families to play on the golden sand, and swim in the water with relative safety. They now run the risk of being either run over by a Water Taxi coming into unspecified areas, or a truck driving along the beach to refuel these vessels.

It appears now that commercial operators are not only taking over the beach, they want to take over the whole bay. When concessions were first issued it was to uplift passengers from the beach and deliver them into the park, and that is all.

We now have operators who have built bigger vessels, and purchased other businesses bringing more commercial vessels into the bay, and who now want the Council to sort

out their mooring problems. We have to remember that Kaiteriteri is a beautiful natural bay, a safe beach that people come from all over the world to enjoy, it is not a marina and never will be.

The boats are getting bigger, more and more people want a piece of the action, but the bay is no bigger. Maybe it is time for the Tasman District Council and the Department of Conservation to get together and develop a future plan for the commercial operators, to plan and develop an area in the park for their future expansion, and let Kaiteriteri go back to the safe haven for families that have come here for generations to enjoy.

Recommendations;-

The bay is not big enough to accommodate 12 moorings in safety, but with a little reshuffling there is room for 8. My recommendation is to extend the mooring area, shown green on Map 6 to incorporate the 2 "Red" moorings currently used by Sea Shuttle, and move 5 and 6 further out on to the edge of the 'Green' boarder then the 'Purple' area would be available for temporary anchoring for shallower draught vessels. I would also recommend that barges that are used by the commercial operators not to be left moored in the bay, and only be brought in to the bay when they are required for a charter.

That better communication between the operators and the Kaiteriteri Reserve Manager on when to use the boat ramp, and not just to come in when it suits the operator. Better planning for refueling commercial vessels needs to be addressed. In the Maritime industry we have a strict code that must be adhered too and I find that very lacking here at Kaiteriteri.

Suggestion;-

In the Maritime Industry it is quite common to 'self regulate', whereby certain items due for survey are inspected by a qualified person of the crew and the result documented and signed. Up until now the moorings in Kaiteriteri have been the responsibility of the owner to maintain. A few years back I put a file together noting specifications and location of moorings in this bay, of course this is now out of date with the changes of ownership and larger size of the vessels that use them. This system could be a possibility with a responsible person documenting that the inspections have been carried out with a copy being sent to the appropriate authorities. This closes the loop, makes the owner responsible, and clears the Council of any obligation.

Thank you for the opportunity to submit my thoughts on the changes proposed at Kaiteriteri, if anything I have quoted needs further explanation I'm willing to meet with members of the Council.

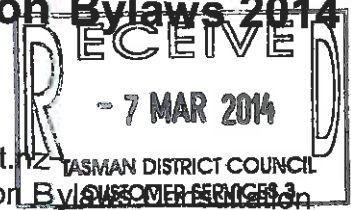
Yours Sincerely



Tom Rowling
Master Mariner

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

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



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

OR info@tasman.govt.nz

Subject: Navigation Bylaws Consultation

Full name of submitter:

William Rzoska

22/4

Organisation (if any):

/

Mooring's

Full postal address:

44A Aranui Rd
MAPUA 7005

Email Address:

/

Telephone number(s):

035403223

Fax number:

/

Please delete one of the following:

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

~~I DO NOT WISH TO BE HEARD IN PERSON~~

This is page 1 of a total of 14 pages.

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

7/3/14

Date

For office use:

Received:
Submission ID: NB172
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:



FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN:
MOORING REVIEW DISCUSSION DOCUMENT

Name: WILLIAM. (Bill) RZOSKA.
Address: 44 A Aranui Rd MAPUA 635403223
Email: _____

Feedback...

I **support Option** (circle one): 1 (New mooring areas) or 2 (No change) to existing status
or
I ~~do not support Option~~ (circle one): ~~1~~ or ~~2~~ eg permitted use

My reasons for this are: MAPUA ONLY

Council has name and position of
every mooring in Mapua
IF it aint broke dont fix it.

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

To have all mooring put in the
TRMP including Grssi point
and main channel. Most have
Historic Status.

Do you think Council should look at other options (circle one)? Yes No

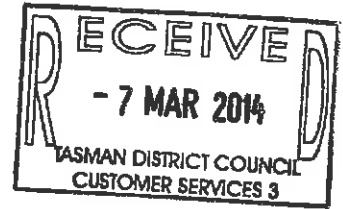
If so, please indicate the other options you would like Council to look at:

Signature

Date

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

Provision / Clause Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
i	?	to have all moorings at Mapua to be the Same Status (permitted)	No change to Mooring Status at Mapua.



To Tasman District Council

Submission of William Rzoska of Mapua

For the management and position of swing moorings at Mapua.

1. Council to confirm all moorings that have had a continual occupation of 2 years or more and have a recorded history with the council.
2. Unauthorised moorings to be removed.
3. All moorings to have the same status and all to be included in the mooring area.
4. Commercial moorings to have a higher yearly fee than recreational. ie. Mapua Ferry, Mapua Boat Club.
5. Moorings are the sole responsibility of user.
6. Billing to be due annually 30th June. [end of financial year]

William Rzoska

Occupier of 2 authorised swing moorings.

Copie to R. Squire.
" " S Hainstock.
" " N Jackson.

FEEDBACK ON TASMAN RESOURCE MANAGEMENT PLAN:
MOORING REVIEW DISCUSSION DOCUMENT

Name: PHIL SANDLANT
Address: 2 TORONGAWA DRIVE, RD2, MOTUEKA
Email: philisies@gmail.com

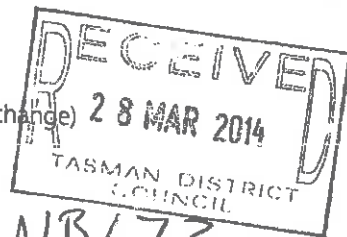
Entered
11/4

Feedback...

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

or

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



NB/73

My reasons for this are: Traditionally tidal estuary moorings provide safe havens for small craft used locally for non commercial activities. These areas have provided low cost, self serviced moorings for people with small means to own and enjoy boats. The cost of a resource consent is often more than the boat itself. Option 1 one provides an accessible pathway for boat owners to formalise their moorings as required by the RMA.

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

① Licence process to be simple and inexpensive to be supported. The Harbourmaster is not the appropriate licensor, this can be done at a TDC office.

② Tidal estuary moorings do not require the same std of construction as a deepwater mooring. As they are easy to access at low tide they can be maintained by the owner at their own risk.

Do you think Council should look at other options (circle one)? Yes No
If so, please indicate the other options you would like Council to look at:

③ The 'New Mooring Area' in the Otamere inlet should include the area to the North, East of the power cable to include existing moorings in this area. The designated area has considerable tidal flow which puts smaller craft at risk.

Phil Sandlant

Signature

20/3/14

Date

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

Katie Greer

From: Paula Cater on behalf of Reception Richmond
Sent: Friday, 7 February 2014 3:40 p.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws
Attachments: tata-beach-bylaw.docx

Summarised to spreadsheet 7/4/14
• Map 5 support
• Suggest 5 knots inside islands

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 7 February 2014 3:21 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Ms

NB174

First Name

Lisa

Last Name *

Savage

Address *

158 Hamama

Suburb

Town *

Takaka

Postcode *

7183

Daytime Phone Number

03 5259095

Mobile Phone Number

Email Address *

info@goldenbaykayaks.co.nz

Organisation

Golden Bay Kayaks

Position

Director

Presenting Your Submission

Would you like to present your submission in person at a hearing?

Yes

If yes, what is your preferred hearing location?

Takaka

Your Submission

Your comments *

Attach a file to your submission

tata-beach-bylaw.docx - [Download File](#)

27 Cornwall Place
Tata Beach

21 January 2014

Submission on the Tasman District Council Consolidated Bylaw,
Navigation Bylaws 2014.

We are writing in regards to the below clauses in the proposed
bylaws:

(xviii) Swimming / passive use areas: New proposed
at Tata.

(xxiv) Prohibited zones: Tata beach.

We are writing to support the proposed changes in the
bylaws, to have a motorized exclusion zone and a
swimming and passive area at Tata Beach.

Over the past couple of seasons there is has been an
increasing number of swimmers at the beach, this
combined with an increase of boats and jet skis the beach
is very busy and quite hazardous.

The hazards are: swimmers swimming across the ski lane,
boats towing water skiers in front of the islands while
there are swimmers, Jet skis behaving with disregard to
other users and commercial and recreational vessels
travelling at speed between the islands and the mainland
with disregard to swimmers and passive users.

We feel that with the change of zones on the beach it
would be beneficial to all users for education. There are
swimmers who think that they should swim between the
ski poles and do so without regard to their own safety

We encourage for the swim zone to be North of the ski lane as the islands are a draw for swimmers and support a prohibited zone in this area.

We would strongly suggest that the stretch of water in front of both islands to be a 5 knot zone, to protect swimmers and passive users.

Yours truly,

Lisa Savage and Tony Bateup

Katie Greer

From: Paula Cater on behalf of Reception Richmond
Sent: Tuesday, 25 March 2014 12:29 p.m.
To: Katie Greer
Subject: FW: Eric & Jan Sawers

22/4
Tata

From: Jan Sawers [<mailto:janeric@goldenbay.net.nz>]
Sent: Wednesday, 26 March 2014 6:23 a.m.
To: Reception Richmond
Subject: Eric & Jan Sawers

Submission to Tata Beach plan.

We would like you to consider moving the present Ski Lane to a position directly out from the Boat Ramp. Boats could be parked in areas either side of the ramp while cars & trailers are taken to the carpark. Water-ski-ing could take place past the restricted speed zone, as before.

This would overcome the problem of swimmers going through the Ski lane area as they swim to the Island, which has caused concern for Boaties this year, & would leave the kayakers in a much safer situation. The general public would have plenty of space on both sides of the beach.

People are requesting clearer signage, to prevent visitor confusion.

NB 175

Eric & Jan Sawers

7 Cornwall Place, Tata Beach.

janeric@goldenbay.net.nz

v

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Friday, 28 March 2014 1:44 p.m.
To: Katie Greer
Subject: FW: Website Feedback - Review of Moorings Management

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 28 March 2014 1:40 p.m.
To: Reception Richmond
Subject: Website Feedback - Review of Moorings Management

Website Feedback - Review of Moorings Management

Your Contact Details

Title *

Mr

First Name

Andrew

Last Name *

Schwass

Address *

3 Ribbonwood Lane

Suburb

Rd1 Richmond

Town *

Nelson

Postcode *

7081

Daytime Phone Number

5440406

Mobile Phone Number

0274732888

Email Address *

andrew@mapuaferry.co.nz

Organisation

Your Feedback

Please select the options you prefer

*Sprinkled
11/4*

NB 177

I support Option 1

My reasons for this choice are*

I believe option one gives people in the district an easy option if they want to put in a new mooring and gives the system a better way of controlling moorings, unauthorised structures and also the cowboys out there.

As far as the Mapua channel is concerned I feel it is important to include everyone in the hatched area, that includes historical moorings around grossies point. People that have payed for resource consent and heard nothing from council should be granted a consent without further fees.

In regard to maintenance of moorings we should still be able to carry this out ourselves, by taking photos and sending a report through to the harbourmaster .

Andrew Schwass (Mapua Ferry)

Do you think the Council should look at other options?

No

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

Katie Greer

From: Paula Cater on behalf of Reception Richmond
Sent: Friday, 28 March 2014 11:47 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 28 March 2014 11:38 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

22/4

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Mr

First Name

Andrew

NB176

Last Name *

Schwass

Address *

3 Ribbonwood Lane

Suburb

Rd1 Richmond

Town *

Nelson

Postcode *

7081

Daytime Phone Number

5440406

Mobile Phone Number

0274732888

Email Address *

andrew@mapuaferry.co.nz

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

Your Submission

Your comments *

New provisions in Part B (relating only to council-controlled facilities) apply to -

(a) appointment of wharfingers and harbour managers,

I would just like to comment on the safety at Mapua Wharf particularly on swimming on big tides. I have witnessed a few near misses and believe it's only a matter of time before someone drowns here. I have had to jump in the tide a couple of times to help children. One instance at Xmas time when a jet ski was towing two children on a biscuit, threw them against the wharf which flipped them off and then becoming jammed between a boat and the floater. A big enough sign warning swimmers of the hazards on boats and big tides may be an answer??

Also during the peak holiday period there are a number of jet skiers that don't know or have any regard for the rules in the channel, thus putting other people in danger. I realise the harbour master can't be everywhere at once but there needs to be more of a presence of authority during this 3-4 week silly season wether it's a harbour manager, wharfinger etc.

Regards

Andrew Schwass (Mapua Ferry)

Attach a file to your submission

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Wednesday, 26 March 2014 3:20 p.m.
To: Katie Greer
Subject: FW: Website Feedback - Review of Moorings Management

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Wednesday, 26 March 2014 3:03 p.m.
To: Reception Richmond
Subject: Website Feedback - Review of Moorings Management

Website Feedback - Review of Moorings Management

Your Contact Details

Title *

Mr

*Spunsted
11/4*

First Name

Trent

Last Name *

Shepard

NB 178

Address *

31 Anarewa Crescent RD2

Suburb

Stephens Bay

town *

Motueka

Postcode *

7197

Daytime Phone Number

(03) 527-8344

Mobile Phone Number

Email Address *

trent.shepard@gmail.com

Organisation

Your Feedback

Please select the options you prefer

I support Option 2, I do not support Option 1

My reasons for this choice are*

I live have lived above Stephens Bay for 9 summers and have seen increased use of our bay by boaters and beach goers in this time. We now have two charter boats moored there and their customers park at the reserve most days all summer. I think the number of moorings we have now is about the maximum we can handle. Stephens Bay is popular with swimmers and now paddleboarders in addition to the occasional jet skis and the launching from the boat ramp. We really can't handle 2 more moorings and any new renters who live outside of the bay. Parking is a big problem and will only be worse if moorings are increased or existing occasional user/renters are replaced by more active outside renters of the moorings. I often swim for exercise in Stephens and Dummy Bays and always have to be alert to the whine of a boat motor for fear of being hit. Please leave things alone and don't allow any more commercial activity.

Do you think the Council should look at other options?

No

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

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Saturday, 11 January 2014 1:50 p.m.
To: Reception Richmond
Subject: Website Feedback - Review of Moorings Management

Website Feedback - Review of Moorings Management

Your Contact Details

Title *

Mr

First Name

Allan

Last Name *

Sims

Address *

13 tapu place tapu bay rd2 motueka

Suburb

Town *

Motueka

Postcode *

7197

Daytime Phone Number

0272110695

Mobile Phone Number

0272110695

Email Address *

allan.sims@orcon.net.nz

Organisation

Your Feedback

Please select the options you prefer

I support Option 1

My reasons for this choice are*

Seems simpler and fairer with less input from bureaucrats required

Do you think the Council should look at other options?

No

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

Keep the process simple, moorings that do not get used for a period say 12/24 months should be relinquished, moorings are not able to be sold but if not used revert to Council control, moorings are not able to be rented out

Attach a file

Spend 11/4

NB 179

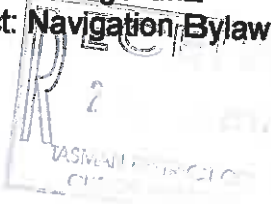
now

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

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

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

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



22/4
Map 12
Archerway
Wake

Full name of submitter: GREG SKENE

Organisation (if any): _____

Full postal address: 310 Oldest Coast Rd
Maiohuru CHCH 7676

Email Address: gregskene@hotmail.com

Telephone number(s): 027 2054086

Fax number: _____

Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 3 pages.

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

28-03-14
Date

For office use:	
Received:	
Submission ID:	<u>NB180</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
3.4. Wake. <u>ANCHORAGE MAP 2.</u> ROAD SE & ROAD 2. (PEEL'S POINT TRAMWAY LANE)	Support with modifications	DR PEEL SUGGESTED PARAGRAPHS BUT ASKING USERS OR CREATE A WAKE OR WAKE BEAR THAT MAKES IT DIFFICULT TO LAUNCH/RETRIEVE DAY BOATS - INCLUDING DIVING - FROM ANY BEACH OR FORESHORE OR IS LIKELY TO CAUSE INJURY TO DAY BOATS OR ANY BEACH OR FORESHORE	Create a 'no wake' zone caused by both recreational & commercial boats on the ANCHORAGE AND ON THE LAND SIDE OF A LINE DRAWN FROM TOWN PEEL POINT TO THE N.E. HEADLAND OF GUNSWAY BAY.
<u>ANCHORAGE MAP 2.</u> PARA 1 & PARA. 1. (GO SLOW ZONE 3 WATERS)	Support but extend 5 knot area.	THE 5 KNOT / NO WAKE ZONE SHOULD BE EXTENDED TO TAKE IN A LINE FROM TOWN PEEL POINT TO THE NE HEADLAND OF GUNSWAY BAY - LARGES COMMERCIAL BOATS CREATE PROBLEMS WHEN ON WAKE OR LARGE ROLLING WAVES.	Extend the 5 knot (no wake) zone. (as per Revised Anchorage Map (a) Attached)
<u>ANCHORAGE MAP 2.</u> PARA 5.9. (WAKE SKIING POLICY)	Support	By extending 'GO SLOW / NO WAKE' AREA, WATERS SKI AREA SHOULD BE LEFT AS PROPOSED IN 'THE ANCHORAGE'. (BOATS USED FOR WAKE SKIING DO NOT CREATE A WAKE HULLSANCE, I.E. THEY ARE NOT HEAVILY LOADED AND ADDITIONALLY ANY WAKE HAS DISAPPEARED BY THE TIME IT 'REACHES' ACROSS THE BAY.	

REVISED 'ANCHORAGE MAP 12'

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

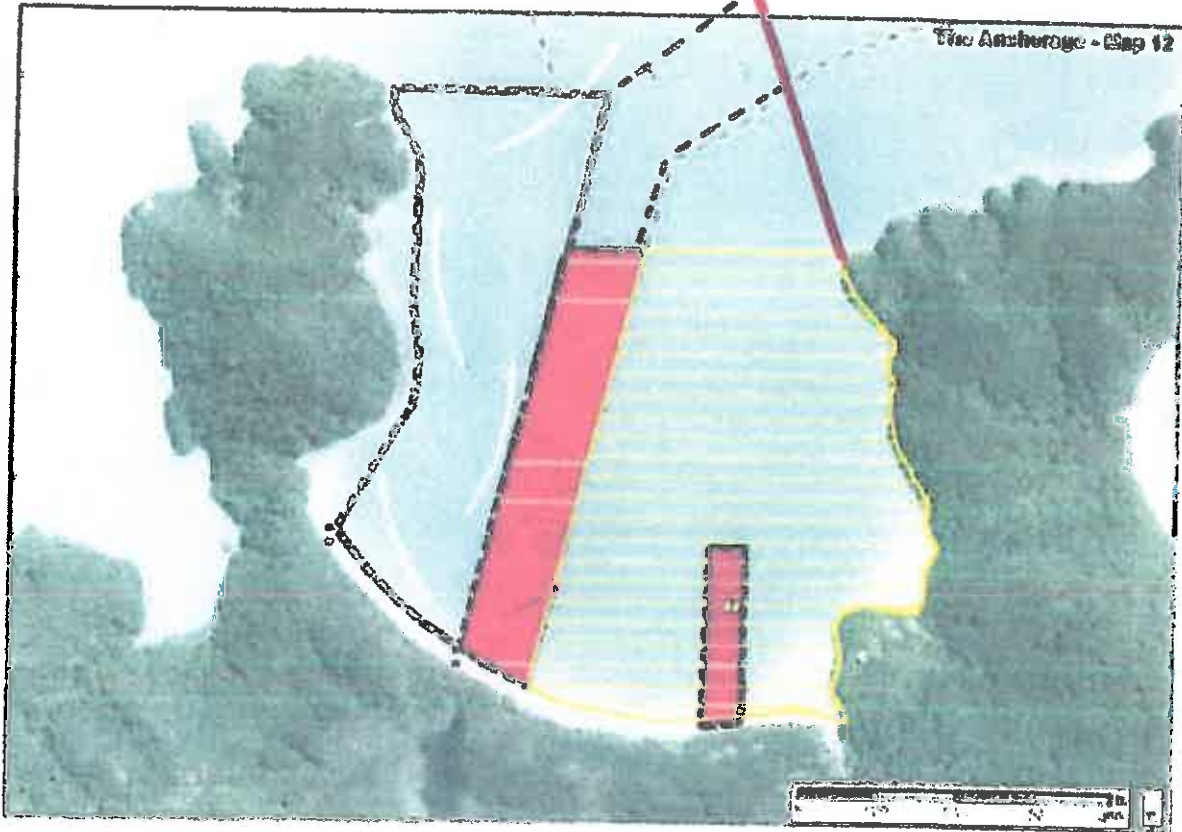







Figure 16: The Anchorage (Browne Beach) - Map 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
 200m from shore (at high tide)	Bylaw 3.3
 Access Point Transit Lane	Paragraph 5e and Paragraph 2
 'Go Slow' Zone 3 Knots	Paragraph 4 and Paragraph 1
 Water Skiing Area	Paragraph 5a
 Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.

22/1/14
LK ski lane
opposed

From: Derek Smail [mailto:DJRSmall@aol.com]
Sent: Saturday, 15 February 2014 3:44 p.m.
To: Reception Richmond
Subject: Objection to the proposed Little Kaiteriteri Ski Lane.

To whom it may concern.

I write to lend my full support to the determined and seemingly unanimous efforts of the local residents of Little Kaiteriteri along with other interested and concerned parties to the proposal for a water ski lane off the Little Kaiteriteri beach.

In January, I was staying for 9 days with a close friend in Little Kaiteriteri, whose property looks onto the beach. So I had plenty of time to understand the deep concerns of residents that were raised at a well attended meeting at the Ryder Reserve on the afternoon of Saturday, 18 January regarding the proposed ski lane. Having walked along the beach every day, it was clear that it is ideally suited for young families and the large number of retirees who have chosen to live in this idyllic spot. Any increase in activity that a water ski lane would have on the busy yet tranquil beach would be hugely inappropriate and no doubt dangerous given the increased vehicle and boat activity.

Each day during a most enjoyable and relaxing stay, I walked over the hill to Kaiteriteri that separates the 2 beaches, when it was easy to appreciate the obvious logic of the current arrangements for dealing with boats having access to the water. After all, Kaiteriteri is the commercial and visitor hub with its shop, campsite, tourist accommodation and cafes plus water taxis and ferries. And it works well. So why would anyone seriously consider changing something that works and propose a new ski lane of Little Kaiteriteri to disturb everyone who currently make best use of its magnificent beach, happy in the knowledge that all mechanised boat activity happens beyond the markers at a safe distance from the shore.

Finally, as someone with wide international media experience, it is very clear to me that this is the kind of high-handed proposal that has not been fully thought through, with the local community now fully determined and engaged to face down any attempt to change things. There could and should be a huge public backlash if the ski lane proposal is not withdrawn and local views taken fully into account. So as a recent visitor who intends returning on many future occasions, I submit my objection in the strong hope that the proposal is kicked into the long grass from where it should never return. After all, the potential for negative national media coverage is immense, with the local community united in its determination to see off what I accept is only a proposal and subject to full and timeous public consultation.

May common sense prevail and this proposal be dropped in favour of what is readily acknowledged by residents and visitors alike to be a well supported and acknowledged wish to maintain the status quo. No ski lane for Little Kaiteriteri!

Yours sincerely

Derek Smail

NB 181

=====
Derek Smail Media and Consultancy Services

Email: DJRSmall@aol.com

83 Clyde Road, Christchurch 8041, New Zealand.
NZ Mobile: 021 0255 0212

and
3 Queensberry Court, Hamilton Mews, London W1J 7HB, United Kingdom.
UK Mobile: 07971 86587

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

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

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

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

22/3
UK started
plus bigger
sun down

Full name of submitter: ALISTER ROSS SMITH + JANET LESLEY SMITH

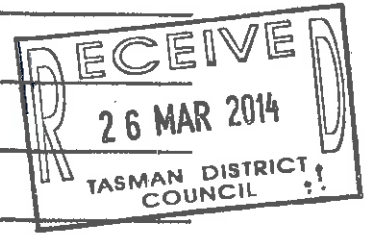
Organisation (if any): _____

Full postal address: 4 CEDERMAN DRIVE
KAITERITERI

Email Address: _____

Telephone number(s): _____

Fax number: _____



Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 5 pages.

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

22-3-14
Date

For office use:	
Received:	.....
Submission ID:	<u>N.B.182</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:



Faint, illegible text at the top of the page, possibly a header or title.

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Another block of faint, illegible text in the lower middle section.



Provision / Clause Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakehu	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
3.2	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any circumstances	Delete power exemption and delete from Rules 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri Bay so far as it relates to Little Kaiteriteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop off of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← As over
Sch.2b	Oppose	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	← As over

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pektawau	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water skiing"	←

**ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL – NAVIGATION BYLAW
(INCORPORATING MARTIME FACILITY BYLAWS)**

1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, It is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.
2. A proposed ski lane has been proposed:
 - (i) Directly in front established homes, many of which are lived in permanently;
 - (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
 - (iii) The Little Kaiteriteri beach has always historically been the *"swimmers beach"* and *"passive activities beach"* with main Kaiteriteri being the *"commercial beach"*, the *"activity beach"* and the *"active activities beach"*.

The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri beach into another *"active activity beach"* in large parts.

3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
 - (i) Takes almost a ¼ of the beach for powered (water ski) craft;
 - (ii) Takes water skiing access lanes out of the *"commercial"* area at main Kaiteriteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (In the context of Kaiteriteri Bay as a whole);
 - (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
 - (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteriteri.

20

4. My family and I have chosen to swim and enjoy the beach at Little Kaiteriteri as opposed to the main beach for many years for a number of reasons. It has always been a quiet family beach devoid of cars and their noise, stereos, litter from food outlets and the water skiing/motor sport population. We have noticed over the years a big increase in the number of families choosing this option for the same reasons.

The main draw card for going to Kaiteriteri is having a choice of beaches. You can partake in active recreation at the main beach OR go to another quieter family one. Bringing the water skiing population into Little Kaiteriteri will chase away families and deprive them of a quiet and safe recreation area.

While swimming there this year we estimated that on some days there were at least 500 people swimming and enjoying the safe conditions at Little Kaiteriteri. At the same time there were about 6 water skiing boats out in the bay. It seems very unfair and shortsighted to sacrifice the enjoyment of MANY for the enjoyment of a few.

The area that has been set aside for Swimming only is far too small an area and will not cater for the number of people that we saw there this year.

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

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

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

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

22/4
LK
I'm
opposed

Full name of submitter: Kathleen Esme + Denzil John Stephenson

Organisation (if any): -

Full postal address: 38 Rowling Road
Little Kaiteriteri

Email Address: redwood2@xtra.co.nz

Telephone number(s): 035449839

Fax number: _____

Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 2 pages.

K Stephenson

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

24/03/14

Date

For office use:	
Received:	
Submission ID:	<u>NB183</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....



1. The first part of the document discusses the importance of maintaining accurate records.

(2)

2. The second part of the document discusses the importance of maintaining accurate records.

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

Safety is our biggest concern regarding the proposal to move the water ski access from the main beach at Kaiteriteri to Little Kaiteriteri beach.

- Little Kaiteriteri's wind and wave action is greater than that of the Main Kaiteriteri beach. Therefore as a result Little Kaiteriteri is not as safe for water skiers.
- Hidden rocks are a major concern with the proposed move to Little Kaiteriteri. At high tide the rocks at the point end are completely hidden resulting in a danger to skiers and boats. This must be considered to be a major safety issue to both boats and people, not to mention a potential source of liability to the Tasman District Council if this proposed move takes place.

Environmental factors are also a significant area of concern.

- The increased activity that will result if the ski access is moved to Little Kaiteriteri will quickly negate any benefit achieved from the recent anti-erosion planting on the beach.
- The beaches blue penguin population will be disturbed.
- At present there is a shortage of permanent car parking to support a new boat ramp at Little Kaiteriteri beach. Currently during the main Christmas peak period cars and boat trailers are parking on the grass at the reserve and on more than one occasion parking over the footpaths so that pedestrian foot traffic is disrupted. On more than one occasion we have witnessed people with pushchairs and wheelchairs having to travel up the centre of the road in order to get past cars parked over the footpaths.
- The construction of the supporting infrastructure is surely an un-necessary duplication of the already existing parking that is at the main beach and beside the mountain bike park on the road to Bethany Park.
- The beach gradient is more gradual at Little Kaiteriteri than at the main commercial beach in Kaiteriteri. This will require a much greater amount of hard construction to complete any new boat ramp.

The main Kaiteriteri beach is the 'commercial' beach. This beach is where all the activity is centered. This beach has all of the infrastructure required for numerous recreation activities and the people that these activities attract. It has restaurants, a shop, playground, activity kiosks, and two camping grounds. Little Kaiteriteri is the quiet beach where people can choose to go for more tranquility. It would be detrimental to the area in general to blur the differences between these beaches.

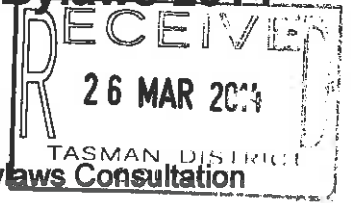
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24 MAR 2014
TASMAN DISTRICT COUNCIL
CUSTOMER SERVICES 3

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

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

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

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



22/4
JKSL
opposed

Full name of submitter: ALLEN RAYNOR + LOIS MARIE STEVENS

Organisation (if any): _____

Full postal address: 36 TORLESSE DR.

LITTLE KAITERTERI R.D 2

MOTUEKA 7197

Email Address: charlie.lois@xtra.co.nz

Telephone number(s): 035278356

Fax number: _____

Sub
over
opposed

Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 3 pages.

A.R. Stevens L.M. Stevens

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

21.03.2014

Date

For office use:	
Received:	.....
Submission ID:	<u>N.R.184</u>
Acknowledged:	.....
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

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Objection to proposed changes to the use of Little Kaiteriteri beach. In particular water skiing and swimming zones.

A similar proposition was put forward by the Tasman District Council in 2006. Nothing has changed since then and we are now asked to make submissions on the same matter.

We have owned property in Little Kaiteriteri since 1986 and have lived here permanently for the past 14 years. We have observed uses of this beach during this time. The number of people using it has grown significantly over the years. With regard to water skiing we consider it not suitable for this use. The northerly wind which gets up on most days is present from late morning continuing for most of the day. In fact the proposed Ski lane is exposed to heavy seas and in an area where the worst erosion takes place. We understand the Council is concerned about this already hence the Coast Care work that has begun there.

The area of the Ryder Reserve with its shade, which adjoins the proposed ski lane, is the one area where there is a reasonable amount of parking for families and older people. It will create more vehicles and foot traffic and less space for families and day visitors to enjoy.

We have noted a decline in water skiers and towing boats in recent years since other places in the Abel Tasman have been designated for them.

The use of Kaiteriteri beach by commercial boats has increased greatly. Perhaps this is the reason behind this latest proposal?

The designated area marked as swimming is nothing short of ridiculous and we are very surprised that the council would have let such an idea out for consultation. According to the map the majority of the area designated for swimming is largely amongst the rocks and is totally useless for swimming and also inaccessible. This leaves a very small area for safe swimming on the Northern side of the rocks.

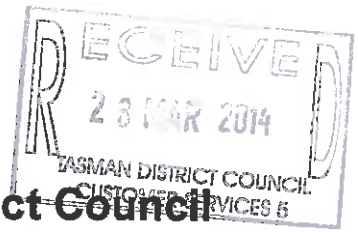
The parking at this end of the beach has always been inadequate. This has been discussed over the years with Council employees but no improvements have been made. With the limited amount of parking it will be much more difficult for families and older people to access the swimming area.

Bearing in mind that Little Kaiteriteri beach is packed with people during the holiday period there simply is not enough space for a Ski lane. Little Kaiteriteri beach has traditionally been used as a safe beach for families and the elderly.

For the above reasons, particularly safety issues we urge the Council to reject the proposed
Ski lane at Little Kaiteriteri beach.

A R Stevens L M Stevens

A R & LM Stevens



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

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

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

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

22/4
UK good
SL
1ac
Good points
made

Full name of submitter: John Gray Sutherland
Organisation (if any): -
Full postal address: 135 Champion Road
Richmond
Nelson
Email Address: jsutherland@fvm.co.nz
Telephone number(s): (03) 5481469
Fax number: (03) 5482994

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~~**I DO NOT WISH TO BE HEARD IN PERSON**~~

This is page 1 of a total of 5 pages.

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

24/3/14
Date

For office use:	
Received:	.....
Submission ID:	<u>N3186</u>
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
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Objections

1. Parking

There is no infrastructure at Little Kaiteriteri for cars, trucks and trailers to park. It is inevitable that boats will be launched at the main beach and cars, trucks and trailers driven to Little Kaiteriteri and parked by the skiers.

Some skiers will be dropped off at Little Kaiteriteri and trucks and trailers driven to the main beach but parking at Little Kaiteriteri is at a premium and if parking takes place there then that would be to the detriment of parking for the traditional users of the beach.

2. Traditional Users

The main beach has traditionally been for commercial purposes and active recreation by way of boats, skiers, biscuits.

Little Kaiteriteri has always been the beach for those seeking a passive form of relaxation which caters for the middle-aged, the elderly, children and those seeking quiet and solitude.

That division between the beaches has worked well and there has been no "evil", which requires addressing. I see no reason why the different uses for which the beaches are put should be changed. The traditional users of Little Kaiteriteri would be affected not only by a reduction in their traditional enjoyment but also by the diminution and space afforded to them by the reservation of ski lanes.

A number of those seeking a "passive" environment vastly exceeds the number of skiers and it is improper for the minority to intrude on the majority.

3. Demand for Change

✓ Enquiries reveal that there is no demand for change from users of the main beach, commercial or otherwise, and the proposal for change appears to be driven by the Harbour Master alone.

4. Conclusion

- Those seeking a "passive" beach are likely to increase with the residential development at Little Kaiteriteri which caters for the middle-aged and their families.
- ✗ • Bearing in mind the small number of skiers, perhaps that activity should be banned from both beaches or consideration given to ski lanes established at Breakers Bay or Stephens Bay.
- ✓ • Any objections from skiers about the banning of ski lanes from the main beach for Little Kaiteriteri and allegations that they would not return as a consequence is more than balanced by the number of traditional users of Little Kaiteriteri who may not return as a consequence of ski lanes being established in their environment.
- There is no demand for change from users of the main beach.

Provision / Clause	Support / Oppose	Submission	Decision Sought
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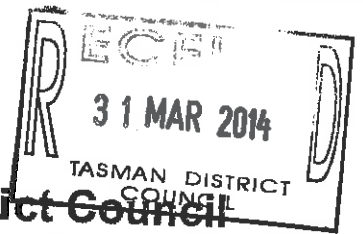
Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g. 3.4 Wake, or figure e.g. Fig 5 - Pakāwau Fig 19: Katteriteri Bay Map 15	Clearly indicate whether you support or oppose the specific provision Oppose	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes Delete "access lane for water skiing"	State clearly the decision and or suggested changes you want Council to make in respect of the provision ←

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(INCORPORATING MARTIME FACILITY BYLAWS)**

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

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

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

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

22/4
LK
sh...
CISy
x...
etc

Full name of submitter: ANDREW THOMAS TAYLOR

Organisation (if any): _____

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WELLINGTON 6011

Email Address: a.t.t@xtra.co.nz

Telephone number(s): 021 479636 04 4987474

Fax number: 04 4987466

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This is page 1 of a total of 7 pages.

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

25/3/14
Date

For office use:	
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Submission ID:	<u>NB.187</u>
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
<i>Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau</i>	<i>Clearly indicate whether you support or oppose the specific provision</i>	<i>State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes</i>	<i>State clearly the decision and or suggested changes you want Council to make in respect of the provision</i>
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Provision / Clause <i>Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau</i>	Support / Oppose <i>Clearly indicate whether you support or oppose the specific provision</i>	Submission <i>State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes</i>	Decision Sought <i>State clearly the decision and or suggested changes you want Council to make in respect of the provision</i>
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(INCORPORATING MARITIME FACILITY BYLAWS)**

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*Please note I am a rate
payer and own a house
at 64b Rowling Road
Little Kaiteriteri*

ATY

Katie Greer

From: Edna Brownlee on behalf of Reception Richmond
Sent: Tuesday, 4 February 2014 9:27 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

Edna Brownlee
Senior Customer Services

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

22/4

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Monday, 3 February 2014 9:15 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Mrs

First Name

Kay

Last Name *

Taylor

Address *

17 Petworth Place

Suburb

Westmorland

Town *

Christchurch

Postcode *

8025

Daytime Phone Number

(03) 338-2474

Mobile Phone Number

0211018807

NB 188

Email Address *

kaycaroltaylor@gmail.com

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

Your Submission

Your comments *

I strongly object to the change in the ByLaw that will allow water skiing in Little Kaiteriteri. this beach has always been used by families and especially those with very young children. allowing water skiing will create a lot of unwanted noise, and a large wake from skiers that could be dangerous for children and elderly swimmers. please keep Little Kaiteri beach as it is... a safe haven for young and old alike.

Attach a file to your submission

Provision / Clause	Support / Oppose	Submission	Decision Sought
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Provision / Clause <i>Please refer to the numbered Bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau</i>	Support / Oppose <i>Clearly indicate whether you support or oppose the specific provision</i>	Submission <i>State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes</i>	Decision Sought <i>State clearly the decision and or suggested changes you want Council to make in respect of the provision</i>
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 - (iv) Will have a major impact on residents of Little Kaiteiteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteiteri.

4. The ski lane proposed was rejected 6 years ago. As a homeowner and resident for over 37 years and a boat owner during that time I am aware that Little Kaiteiteri Beach is very difficult to land on because of the prevailing swell at the proposed take-off point and would be dangerous and totally unsuitable for SUD activity. The Rocks in Little Kaiteiteri Bay would also be hazardous to skiers

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

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

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

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

22/4
Wales
APL

Map 12
→ Map 10

Full name of submitter:

ROBERT & LYNETTE TAYLOR

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5410666

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This is page 1 of a total of 4 pages.


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

20.3.14
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Date

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Submission ID:	NB198
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Hearing time allocated:
Hearing time advised:
Decision notified:



**SUBMISSION RE: DRAFT TASMAN DISTRICT COUNCIL CONSOLIDATED BYLAW, CHAPTER 5:
NAVIGATIONAL BYLAWS 2014.**

SUBMITTER: BOB AND LYNETTE TAYLOR, 28 PUKEKO LANE, RD 1, RICHMOND 7081

Bylaw 3.3, The Anchorage (Browns Beach) map 12, paragraph 5e and paragraph 2, paragraph 4 & paragraph 1, paragraph 5a.

We support in part, the extension of the 5 knot Access Point Transit Lane. However, we believe this 5 knot speed restriction should be extended to the end of the water skiing area as the wake is an issue to craft water skiing and all other users of the Bay. (amended map attached)

This bay is the most all weather protected anchorage in the park, therefore is heavily used by recreational craft. The Commercial ferries and the water taxi are an ongoing hazard in the Anchorage area during daylight hours. The wake produced by the speed of the commercial operators causes a danger to the other users in the bay. More specifically, the anchored recreational vessels. We have on countless occasions experienced breaking waves that have hit our yacht and other vessels broadside. We have had items thrown onto the floor and received burns due to a cup of hot coffee sliding off a table onto our person. It is inevitable that someone is going to be seriously hurt.

Despite the "current" 5 knot access way and the 5 knot within 200m of the shore regulation, the Commercial operators frequently disregard these rules. We have evidenced "improved" but not legal conduct if the Harbour Master is in the vicinity and in February when the Police vessel "Lady Elizabeth" was in the bay doing a safety check on the recreational craft, the commercial operators were above reproach with their compliance of the Maritime regulations. However on departure of the "Lady Elizabeth" the operators immediately reverted to their prior disregard of the Regulations.

Bylaw 3.3, Bark Bay map 10, Paragraph 5e and Paragraph 2

For the same reasoning as above, we believe the 5 knot restriction should be carried out to a line across the head of the bay from the North and Southward points. (amended map attached). Bark Bay is often used by vessels as a safe Northern quadrant anchorage and the only sheltered deep water is adjacent to the watering bouy as marked on the map. The commercial vessels wake causes a dangerous hazard. Again, they do not heed the 5 knot within 200m of the shore rule when approaching the main beach and Medlands Beach and on occasion do not heed the 5 knots within 50m of an anchored vessel.

The Abel Tasman National Park is to be enjoyed by all, including the many people who kayak the area and whom are constantly put in danger by large wakes from commercial and recreational power boats and the growing number of small power boats to which there appears to be very little understanding of the Maritime regulations. On this basis, speed limits need to be put in place to make the area a safe place for all users and there is a requirement for more vigilant policing of the Commercial Operators.

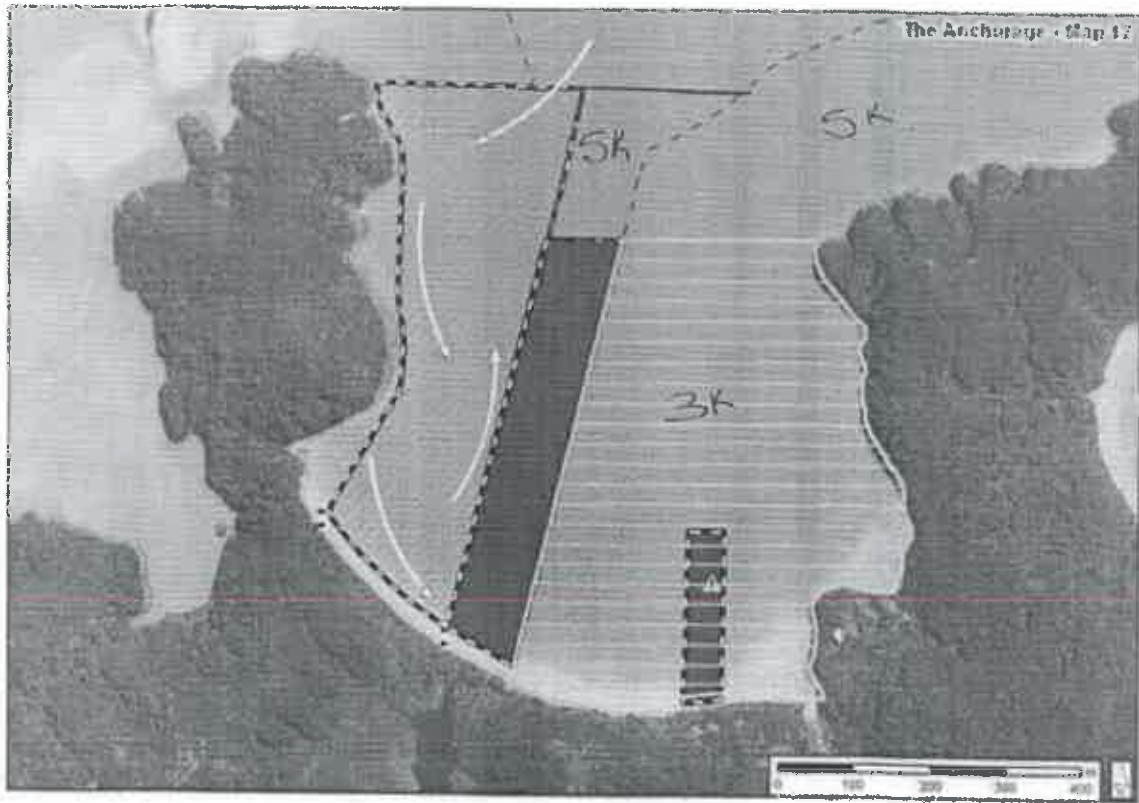


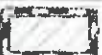



Figure 16: The Anchorage (Browns Beach) - Map 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
-- · 200m from shore (at high tide)	<u>Bylaw 3.3</u>
 Access Point Transit Lane	<u>Paragraph 5e and Paragraph 2</u>
 'Go Slow' Zone 3 Knots	<u>Paragraph 4 and Paragraph 1</u>
 Water Skiing Area	<u>Paragraph 5a</u>
 Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.

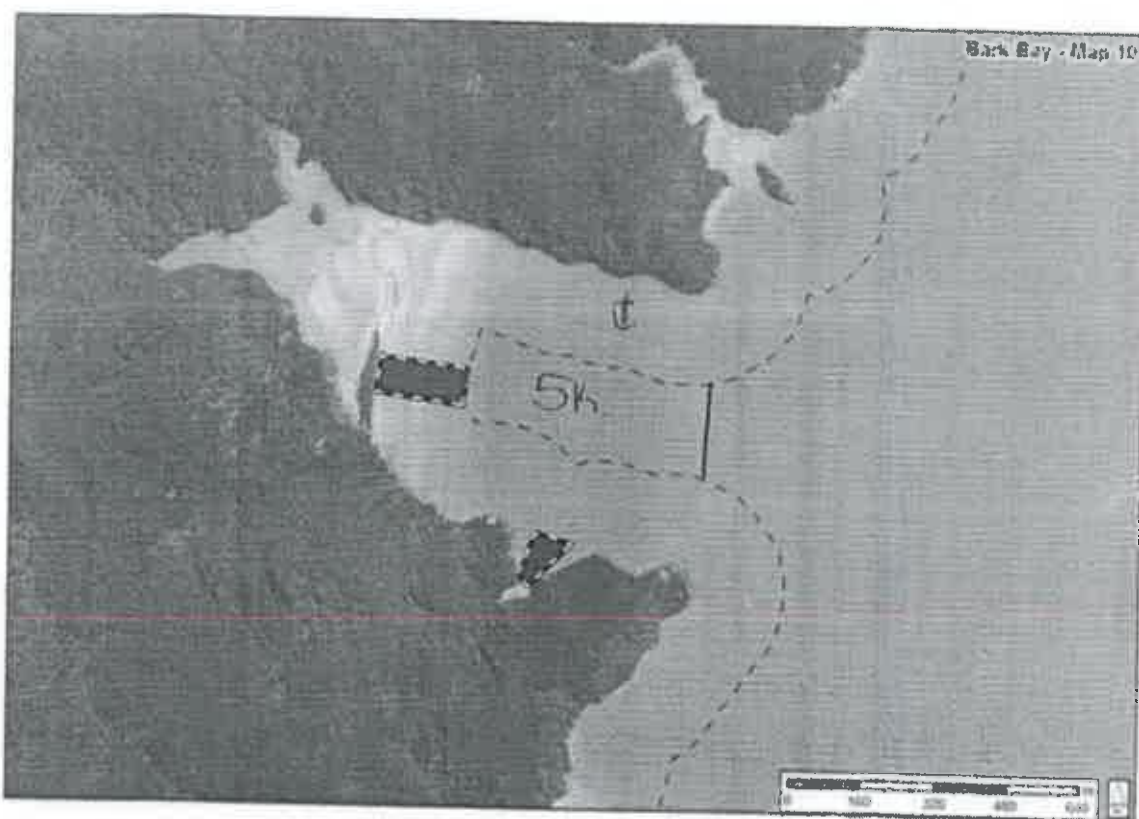



Figure 14: Bark Bay - Map 10

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
--- 200m from shore (at high tide)	<u>Bylaw 3.3</u>
 Access Point Transit Lane	<u>Paragraph 5e and Paragraph 2</u>

Katie Greer

From: Maxine Day
Sent: Tuesday, 25 February 2014 4:06 p.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

Maxine Day | Policy Planner | Tasman District Council | 189 Queen Street Private Bag 4 Richmond 7050 | DDI 03 543 8531

From: Nikki Shepherd **On Behalf Of** Reception Richmond
Sent: Tuesday, February 25, 2014 3:09 PM
To: Maxine Day
Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Tuesday, 25 February 2014 2:35 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Mr

First Name

Roger

Last Name *

Taylor

NB191

Address *

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Suburb

Lt Kaiteriteri

Town *

Motueka

Postcode *

7143

Daytime Phone Number

Mobile Phone Number

Email Address *

rogertaylor55@me.com

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

If yes, what is your preferred hearing location?

Richmond

Your Submission

Your comments *

Draft TDC consolidated By-Law Chapter 5: Navigation By-Laws 2014

I Oppose the proposed changes to the By-Laws on the following grounds.

I believe that moving the ski lane from its current location on the main beach to the Little Kaiteriteri beach is fraught with danger for boat operators, skiers and swimmers.

My first concern is that Little Kaiteriteri is far less sheltered from rough waters than the main beach.

While driving my boat I have personally been thrown up onto the Little Kaiteriteri beach TWICE by the strong actions of the waves. You might think once was enough but wave action can be very deceptive there.

The main beach is much safer for all.

Considering the roughness of the water often caused by the summer time 'on shore' winds the skiers are bound to be battling with much worse conditions.

Swimmers too would be much worse off with heavy waves pounding on to the shore. Little kids won't be having any fun at all. Too rough for them.

Other issues that concern me include where are all the boat trailers to be parked? There is simply no room on our side of the bay. No more picnickers in the reserve. Boat and trailer parking instead. Council would have to cut down all the trees and concrete the roadway, and paint lines all over the place so they could fit all the boaties in.

This is not a good idea in any way shape or form.

The lunatic who put forth this proposal obviously hasn't thought it through very well at all. Or, perhaps has not been to Little Kaiteriteri beach when the wind blows and there is a strong swell.

There are quite rigid rules on skiing in our bay at the moment. As I see it there are very few problems and no aggravation between parties.

Let's leave it that way.

Roger Taylor

Attach a file to your submission

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

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

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

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

22/4
Map 12
Wake
Standard

Full name of submitter: William Ross Taylor

Organisation (if any): _____

Full postal address: PO Box 1145
Nelson 7040

Email Address: SaneTBillTaylor@gmail.com

Telephone number(s): 03 5481253

Mobile number: 0274343436

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I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 3 pages.

WR Taylor

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

28/3/14
Date

For office use:	
Received	
Submission ID:	NB192
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
<p>2.4.1.1</p> <p>Annexure: Page 2, Para 51, & Para 2 (Newly Form Annexure)</p>	<p>Support with modification</p> <p>Support for 1 word to Para 51</p>	<p>State if necessary the nature of your submission and the reasons for it. If proposing a change to a new clause attach a copy marked up with your proposed changes.</p> <p>We had specific comments for Article 2.4.1.1. We are not in support of the clause as it is not clear what it means. It seems to be a definition of the word "land" but it is not clear what it means. It seems to be a definition of the word "land" but it is not clear what it means. It seems to be a definition of the word "land" but it is not clear what it means.</p>	<p>Change in the word "land" to "land and buildings" in the definition of "land" in the clause.</p> <p>Change in the word "land" to "land and buildings" in the definition of "land" in the clause.</p>
<p>Annexure: Page 3, Para 1 & Para 2 (to Para Para 3 (Newly Form Annexure))</p>	<p>Support</p>	<p>Comments in the Report</p>	<p>Change in the word "land" to "land and buildings" in the definition of "land" in the clause.</p>
<p>Annexure: Annexure 3 (to Annexure 3)</p>	<p>Support</p>	<p>By virtue of the fact that the clause is not clear, it is not clear what it means. It seems to be a definition of the word "land" but it is not clear what it means. It seems to be a definition of the word "land" but it is not clear what it means.</p>	<p>Change in the word "land" to "land and buildings" in the definition of "land" in the clause.</p>

M R [Signature]

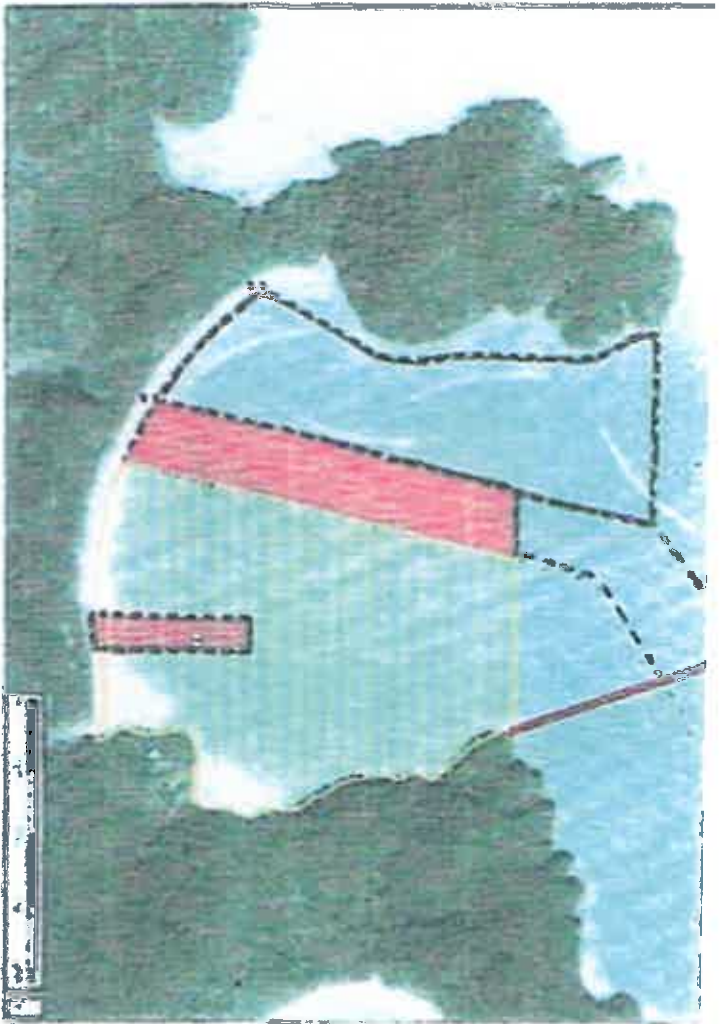




Figure 16: The Anchorage (Browns Beach) - Map 12

Access lanes, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
<ul style="list-style-type: none"> • 200m from shore (at high tide) 	Paragraph 2 Paragraph 2 and Paragraph 2
 Access Point Transit Lane Go Slow Zone 3 Knots	Paragraph 2 and Paragraph 2 Paragraph 2
 Water Skiing Area	Paragraph 2
1. Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.

WR Taylor

Page 3

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

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

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

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



2/4

Full name of submitter: DARRYL THOMAS

Organisation (if any): CHAIRMAN: TORRENT BAY TOWNSHIP COMMITTEE

Full postal address: P.O. BOX 6032

RIWAKA 7146

MOTUEKA

Email Address: darrylthomas@extra.co.nz

Telephone number(s): 0274 465 382 HOMES 03 52 88893

Fax number: 03 52 88893

Please delete one of the following:

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~~**I DO NOT WISH TO BE HEARD IN PERSON**~~

This is page 1 of a total of 6 pages.

Daryl Thomas

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

25.3.2014

Date

For office use:

Received:
Submission ID: NR 193
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:



Provision / Clause	Support / Oppose	Submission	Decision Sought
Page 21 2.5.2.	OPPOSE	REMOVE THE WORD 'MUST' IN RECAUSE TO CLAUSE 2.5.2 (a) + (b) YOU SHOULD ENCOURAGE RECREATIONAL BOATIES TO HAVE A VHF RADIO. BY TELLING THEM THEY MUST ABIDE BY CLAUSE 2.5.2 (a) + (b) MIGHT DISCOURAGE THEM. ALSO IMPRACTICAL TO ENFORCE.	REMOVE THE WORD 'MUST' + WORD IT IN SUCH A WAY THAT IT IS 'STRONGLY RECOMMENDED'
Page 23 3.1.4.	AMEND - ADD CLAUSE (e)	NECESSITY OF TENDERS ARE LIFE BOATS IN THEMSELVES. NOT PRACTICAL TO STRE LIFE JACKETS + MUST NECESSARY IN SHEETED APPROVED MARRINE AREAS.	ADD CLAUSE (e) THAT BYLAW 3.1.3 RULE 91.4 (1) AND (6) SHALL ALSO NOT APPLY TO TENDERS USED INSIDE APPROVED MARRINE AREAS
Page 40 4.1.2. (c)	SUPPORT	COUNCIL MAY, AT ITS DISCRETION EXEMPT CERTAIN MARRINES FROM THE REQUIREMENT TO HOLD A LICENSE. AMEND TO INCLUDE STRUCTURES + POLE MARRINES. FOR EX. AS IN RIWAKA AND TORRENT BAY LAGOON. TORRENT BAY POLE MARRINES ARE A MUST FOR SOME RESIDENTS	SUPPORT AS IS. BUT AMEND TO INCLUDE SOME STRUCTURES AND POLE PEN MARRINES.

BSATT

Provision / Clause <small>Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau</small>	Support / Oppose <small>Clearly indicate whether you support or oppose the specific provision</small>	Submission <small>State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes</small>	Decision Sought <small>State clearly the decision and/or suggested changes you want Council to make in respect of the provision</small>
Page 46 4.1.14 (a)	SUPPORT	IT IS ESSENTIAL THAT THE HOLDERS OF AUTHORIZED MOWINGS ETC. ARE ABLE TO MOW WHEN THEY NEED TO.	SUPPORT AS IS.
Page 73 3.25.2. Fig 15 Map 11 TORRENT BAY	OPPOSE	THE PROPOSED NORTHERN 'ACCESS POINT TRANSIT LANE' WHERE ANCHORING IS PROHIBITED IS NOT PRACTICAL WHEN RESIDENTS OF TORRENT BAY ARRIVE IN THE BAY AT LOW TIDE TIMES HAVE TO BE ABLE TO ANCHOR THEIR BOAT NEAR TO OR ON THE MIDDLE TO NORTHERN SIDE OF BALLY ROCK.	LEAVE AS 'STATUS QVO' OR AT THE MOST RESTRICT A PROPOSED 'ACCESS POINT TRANSIT LANE' TO THE SOUTHERN SIDE OF BALLY ROCK. MAP 11 AMENDED ATTACHED. (P.S. THIS IS FOR THE LOW TIDE ACCESS.)
		THERE IS NO NEED TO RETAIN THE WHOLE AREA AS PROPOSED AS 'ACCESS ONLY'. THE BALLY ROCK/GLASSGOW HEADLAND IS PARAMOUNT TO A 'PARTING AREA' FOR RATEPAYERS AND VISITORS RELIANT ON BOATS TO ACCESS THEIR PROPERTY. THE T.D.C. HARBOURMASTER HAS CONFIRMED THAT THERE WAS NO ISSUE NECESSITATING	ALTHOUGH THIS OPTION WE SHOULD OUR PROPOSED AMENDED PLAN OVERLAPS WITH THE WATER SKI LANE. REMEMBER WHEN THIS ACCESS LOW TIDE LANE IS USED WE CAN'T SKI ANYWAY BECAUSE OF NET ENDING TIDE

CREATION OF AN 'ACCESS ONLY' AREA.
WHY SHOULD COMMERCIAL USERS BE GIVEN PRIORITY OVER RESIDENTIAL NEEDS IN THE CONTEXT OF TORRENT BAY.

Provision / Clause	Support / Oppose	Submission	Decision Sought
Page 76 3.3.3 TORRENT BAY LAGOON.	SUPPORT FIG 15 TORRENT BAY MAP 11	THIS AREA IS A POPULAR AND FREQUENTLY USE SWIMMING AREA ALSO DURING THE RISE OR FALL OF TIDES MANY ANCHORED BOATS ARE SETTLING. BECAUSE NO WASTE IS ESSENTIAL WE SUPPORT THE 3 MWT ZONE (WE HAVE ALREADY MADE THIS A LOCAL RULE BY THE JETTY AND HAVE POSTED SIGNS AS SUCH)	SUPPORT AS IS
Page 77 3.9.2. TORRENT BAY WATER SKIING.	OPPOSE WITH AMENDMENT.	BECAUSE TORRENT BAY SKI AREA IS SO TIDAL IT IS UNNECESSARY TO HAVE WATER SKI TIME RESTRICTIONS. OBVIOUSLY YOU CAN ONLY SKI WHEN THE TIDE IS SUITABLE. BECAUSE YOU CANNOT SKI AT LOWER TIDE THIS WOULD NOT IMPROVE ON THE SOUTHERN ACCESS POINT TRAVEL LANS	UNDER CONDITIONS AND COMMENTS THIS AREA IS RESERVED FOR PRIORITY USE BY WATER SKIERS. DELETES ALL OF THE REST OF THE CONDITIONS AND COMMENT

Provision / Clause	Support / Oppose	Submission	Decision Sought
Page 82. Re: 3.9.2. (e) TORRENT BAY FIG 15 MAP 11.	OPPOSE	RE: TIME RESTRICTIONS FOR ACCESS POINT TRAFFIC LANES IT IS COMPLETELY UNNECESSARY FOR THE HOURS FOR TORRENT BAY TO APPLY BETWEEN 0700 AND 1800 HOURS LOCAL TIME DAILY.	CHANGE THE TORRENT BAY HOURS TO APPLY BETWEEN 0900 AND 1200 HOURS DAILY
		THE COMMERCIAL WATER TAXI OPERATORS UNDER THE A.T.F.S.S.R. MANAGEMENT PLAN ARE ONLY ALLOWED TO DROP OFF BETWEEN 0900 AND 1200 HOURS DAILY. ALL OTHER BOAT OWNERS HAVE NOT GOT AN ISSUE OUTSIDE THESE HOURS	

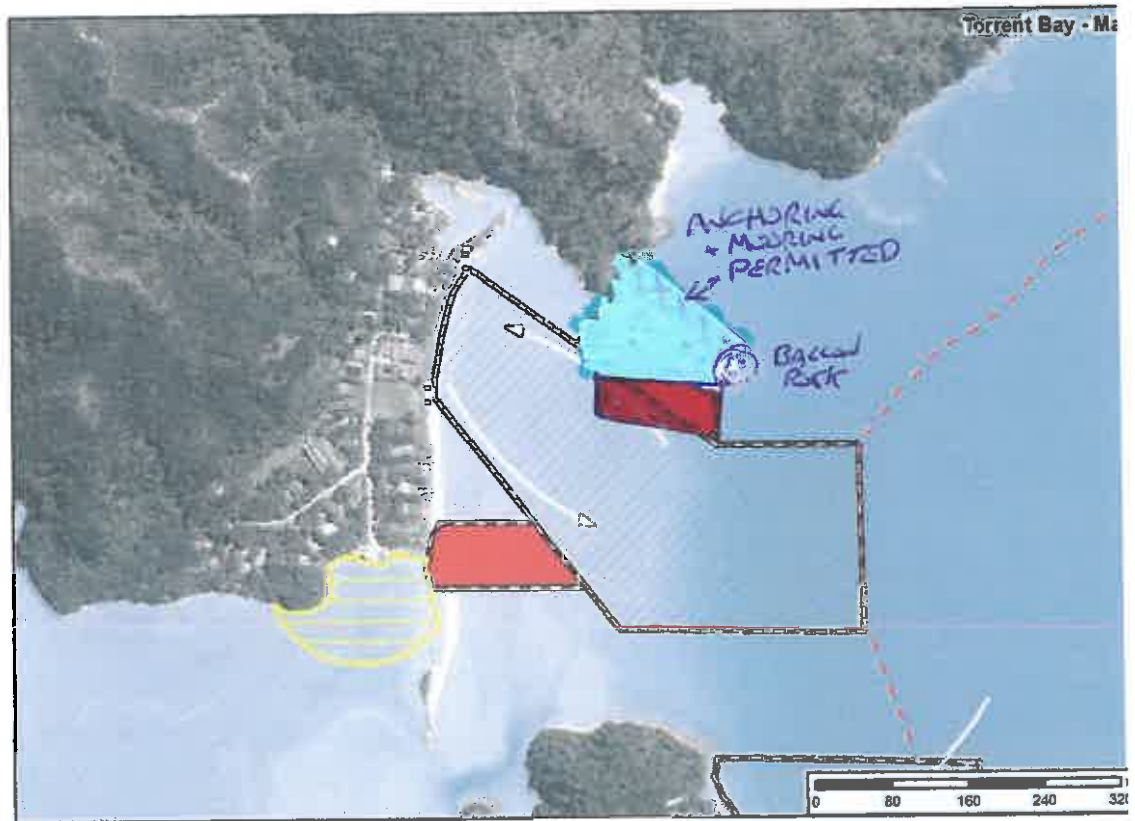






Figure 15: Torrent Bay - Map 11

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
 200m from shore (at high tide)	Bylaw 3.3
 Access Point Transit Lane	Paragraph 5e and Paragraph 2
 'Go Slow' Zone 3 Knots	Paragraph 4 and Paragraph 1
 Water Skiing Area	Paragraph 5a

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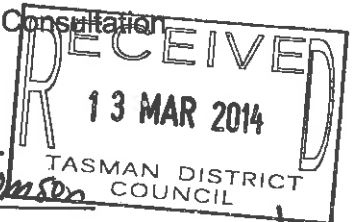
Provision / Clause Please refer to the numbered bylaw or subclause, e.g. 3.4 Waka, or figure e.g. Fig 5 - Pakawau	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and/or suggested changes you want Council to make in respect of the provision
Hayls Aore rivers.	Support		To change details as proposed
Figure 31 Tanakia River	Support		To change details as proposed.
Figure 33 Waimaefurua River	Support		To lower minimum flows as proposed
Figure 32 Motueka River	Oppose.	This stretch of water has been uplifted since 1993 and to date there has been no documented evidence to support the proposed amendments	To leave the uplifting as is present.
Figure 34 Buller River.	Partly Support Partly Oppose.	For some time now we have worked with other user groups and gained their support to have the uplifting up to Hayls rock road bridge. refusing us access to the stretch of bridge between the Oker and Hayls rock. Hence the reason for applying for the uplifting to this point.	To extend the uplifting to Hayls rock road bridge

Provision / Clause <small>Please refer to the numbered bylaw or subclause, e.g. 3.4 Water, or figure e.g. Fig 5 - Pakarua</small>	Support / Oppose <small>Clearly indicate whether you support or oppose the specific provision</small>	Submission <small>State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes</small>	Decision Sought <small>State clearly the decision and or suggested changes you want Council to make in respect of the provision</small>
Page 94 All tidal Rivers	Support		Introduce this new bylaw

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

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

To: Navigation Bylaws Consultation OR info@tasman.govt.nz
 Tasman District Council Subject: Navigation Bylaws Consultation
 Private Bag 4
 Richmond 7050



Full name of submitter: Christopher James Roland Thomson
 Organisation (if any): -
 Full postal address: 8 Tortesse Place
Little Karteteri NB No post box
Permanent address is 87 Halton St
 Email Address: C.Thomson@xtra.co.nz Strawson
 Telephone number(s): 03 3557 996 Clonitochurch
 Fax number: -

22/4
 - 2K sli opposed
 - Allow sign into Kart sli area opposed

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9/3/14

Date

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Acknowledged:
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Hearing time allocated:
Hearing time advised:
Decision notified:

•

Provision / Clause Please refer to the numbered bylaw or subclause, e.g. 3.4 Wake, or figure e.g. Fig 5 - Pakawau	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
Proposed Navigation Bylaws 2014 Section A XVII	Oppose ✓	I oppose moving the ski lane or kaiteriteri to little kaiteriteri as it is dangerous. The beach is exposed to swells and boats will be swamped and skiers will be injured. I have seen several boats swamped on this beach over many years of observation. It is exposed to the prevailing NE wind.	
	✓	I object to commercial boats unloading passengers at little kaiteriteri for the same reasons.	
	✓	I also note that the recent move to allow swimmers in the kaiteriteri ski lane at certain times creates uncertainty and risk.	

How to make a submission

The document upon which submissions are to be made is the "Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014". Please note that although a list of substantive changes from the existing Navigation Safety Bylaw 2005 is included above, the proposed Bylaws are entirely new, being made under a different Act. You can make a submission on any matter or provision in the draft Bylaws, including suggesting new reserved areas, speed limits etc. Submissions in support are of equal validity to submissions opposed.

If you wish to suggest changes to the draft Bylaws which are not proposed, it would be helpful if you could provide as much supporting information as possible in your submission.

Any person may make a written submission on the content of these draft Bylaws.

Submissions must be in writing, and should be in the format shown in the attached submission form, if that form is not actually used. This form is intended as a guide only, but is suitable for brief submissions. Please attach any additional pages as necessary.

In addition, if you wish to present your comments in person, Council will hear verbal submissions. Hearing dates have not yet been set but are likely to be in Richmond in May or June 2014. This consultation is an opportunity for the Council to consider your views before the decisions are made. There will be no right to appeal once the decisions have been made.

The submission period begins at 8.00 am on 6 January 2014. Please note that written submissions are to be **received** by Tasman District Council by **4:30pm on Friday 28 March 2014**.

Submissions can be:

Posted to:	Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050
Faxed to:	03 543 9524 Attn: Navigation Bylaws Consultation
Delivered to:	Tasman District Council Attn: Navigation Bylaws Consultation 189 Queen Street, Richmond, or 92 Fairfax Street, Murchison, or 7 Hickmott Place, Motueka, or 14 Junction Street, Takaka
Emailed to:	info@tasman.govt.nz

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

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

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

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



Full name of submitter: DAVID HARFORD TRATHEN

Organisation (if any): _____

Full postal address: 60 CLEVELAND TCE
NELSON

22/4
Mg 12
Wake

Email Address: _____

Telephone number(s): 03 5483617

Fax number: _____

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

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Submission ID:	<u>N.B.196</u>
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
3.4 Wake. ANCHORAGE MAP 12. POOR SE & POOR 2. (Access Point Transit Lane)	Support with modifications Support but extend 5 knot area.	At Per suggested Paragraph but finding 'OR create a wake nuisance to modelled vessels or create a wake or what gear that makes it difficult to launch/Retrieve any boat - including dinghies - from any beach or foreshore or is likely to cause injury to any person or any gear or foreshore. The 5 knot / no wake zone should be extended to take in a line from Iron Pier Point to the NE headland of GUNSDOWN BAY - TO BE IN EFFECT 24/7. (Large heavy load commercial boats create pressure waves at when the large rolling waves.)	Create a 'no wake' zone caused by both recreational & commercial boats at the anchorage and on the land side of a line drawn from Iron Pier Point to the N.E. headland of GUNSDOWN BAY. Extends the 5 knot / no wake zone. (As per Redfish Anchorage map 12 attached)
ANCHORAGE MAP 12. POOR 1 & POOR 1. (50 Speed Zone 3 knots)	Support	Support in full respects.	
ANCHORAGE MAP 12 POOR 5.A. (Where Buoying Boats)	Support.	By extending '50 speed / no wake' area, where 5 knot should be kept as proposed in 'The Anchorage'. (Boats used for waste skimming do not create a wake nuisance, i.e. they are not heavy loaded and additionally any wave that disappears by the time it reaches the Bay.	

REVISED 'ANCHORAGE MAP 12'

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

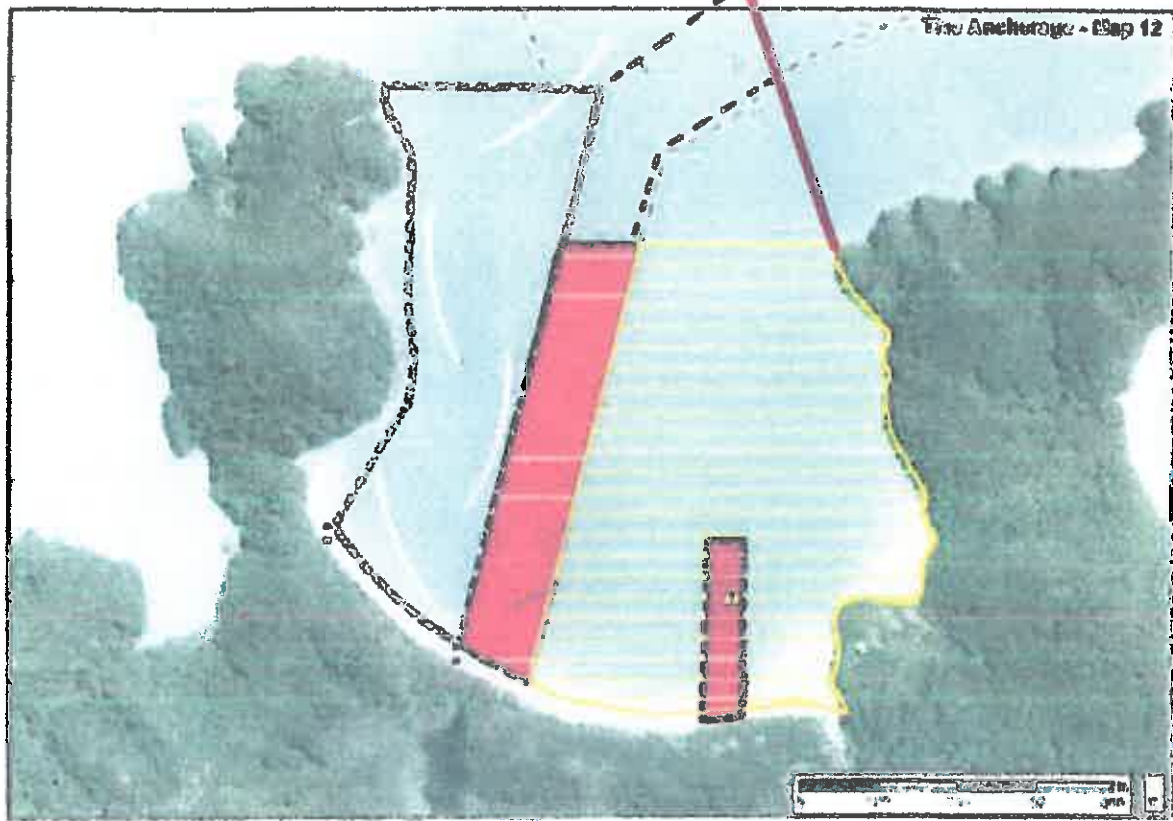







Figure 16: The Anchorage (Browns Beach) - Map 12

Access lane, reserved area, zone or feature shown	Refer to Schedule 2A paragraph / Bylaw
 200m from shore (at high tide)	Bylaw 3.3
 Access Point Transit Lane	Paragraph 5e and Paragraph 2
 'Go Slow' Zone 3 Knots	Paragraph 4 and Paragraph 1
 Water Skiing Area	Paragraph 5a
 Caution (Obstructions Likely)	Charted rock within Access Point Transit Lane. Seasonally marked with a north cardinal buoy.

Katie Greer

From: Angela Brown on behalf of Reception Richmond
Sent: Monday, 17 March 2014 9:43 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 17 March 2014 9:38 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

22/4
Opp. Parapara
St. Luc

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Mr

NB 197

First Name

Laurie

Last Name *

Tuff

Address *

6 Bishop Road

Suburb

Parapara

Town *

Takaka RD2

Postcode *

7182

Daytime Phone Number

021 126 4952

Mobile Phone Number

021 126 4952

Email Address *

laurie.tuff@xtra.co.nz

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

If yes, what is your preferred hearing location?

Richmond

Your Submission

Your comments *

Draft Navigation Bylaws, item 15
Proposed water ski lane at Parapara.

I object most strongly to the establishment of a ski lane at Parapara.

This is a peaceful quiet residential/holiday bay which would be adversely affected by the inevitable noise that would arise from increased ski activity.

Any increase in traffic, especially with trailers could not be catered for with the very limited parking facilities.

Any increase in traffic along the narrow roads in this area would present unacceptable risk to the many local children that currently wander around and down to the beach in what is currently a very safe environment - we want it to stay that way.

This is an entirely inappropriate proposal for Parapara.

Laurie and Helen Tuff

Attach a file to your submission

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

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

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

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

Full name of submitter:

James Inman Turnbull

22/4
JBNZ
Standard

Organisation (if any):

Full postal address:

P.O Box 13
Murchison

Email Address:

Telephone number(s):

035239480

Fax number:

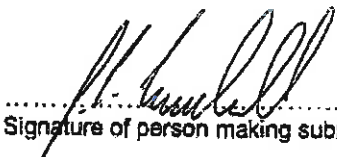
035239680

Please delete one of the following:

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

I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 3 pages.



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

18.3.52
Date

For office use:	
Received:	
Submission ID:	NB198
Acknowledged:	
Hearing time required?:	
Hearing time allocated:	
Hearing time advised:	
Decision notified:	



Provision / Clause	Support / Oppose	Submission	Decision Sought
6c/b Aoreare River.	Support		To change details as proposed
Figure 31 Takaoka River	Support		To change details as proposed.
Figure 33 Waiwepihia River	Support	This stretch of water has been uplifted since 1988 and to state there has been no clear-wanted evidence to support the proposed amendments	To lower minimum flows as proposed
Figure 32 Matakohe River	Oppose	For some time now we have worked with other user groups and gained their support to have the walking up to the bridge foot road bridge, giving us access to the stretch of bridge over between the Duna and the log fork. Use the reason for applying for the uplift to this point.	To extend the uplift to the bridge deck there bridge
Figure 34 Guller River	Partly Support Partly Oppose.		

SI Turnbull



Provision / Clause Please refer to the numbered layout of subclause, e.g 3.4 Water, or figure e.g Fig 5 - Parkview	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
Page 894 All tidal Rivers	Support		Introduce this new bylaw.

J F Turnbull

Katie Greer

From: Angela Brown on behalf of Reception Richmond
Sent: Thursday, 13 March 2014 11:06 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Thursday, 13 March 2014 10:32 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

22/4
* Asper

Website Submission - Draft Navigation Bylaws

* Paku + Pam
sk/ans
* Cobb

Your Contact Details

Title *

Mrs

First Name

Jo-Anne

Last Name *

Vaughan

Address *

20 Hiawatha Lane,

NB 199

Suburb

Takaka

Town *

Takaka

Postcode *

7110

Daytime Phone Number

(03) 5256031

Mobile Phone Number

Email Address *

javn@xtra.co.nz

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

Yes

If yes, what is your preferred hearing location?

Your Submission

Your comments *

Page 75 -Bylaw 3.7.2 access lanes - please remove Pakawau and Parapara from permitted ski lanes. Reason - The western side of Golden Bay is much closer to the National Park and Farewell Spit Nature Reserve (Ramsar site) which is of international importance as a wading bird destination. Many sites along from Farewell Spit to Parapara have international status in their own right. Eastern Golden Bay supplies locations for people to ride their jetskis and drive their speedboats, water skiing etc. Please keep western Golden Bay more peaceful and less commercial and particularly consider the international wading birds. TDC have jointly and recently provided an updated survey of wading birds in Tasman District. It particularly highlights how important it is for the wading birds feeding at the water's edge, to be left undisturbed. Godwit fly 11,000km in a single flight from Alaska to feed in New Zealand in order to gain condition for a return flight to Alaska to breed. Western Golden Bay is far more special to people for its natural peace and beauty than it is for its water sports. Leave out both ski lanes please.

Schedule 3.3.6 -speed limit. Aorere River. Instead of uplifting the speed limit from Brown River to Rockville Bridge, give exemptions via resource consent to certain crafts.

Also Rule 91.4 (c) -operating jet boats in rivers - Prohibit jet boats per se from travelling up the Aorere. I'm aware that whitebaiters need their boats to get to favourite sites and the New Year raft race needs boats to support the event, but I worry about jet boats using the lower region of the Aorere for sport. There has always been a fear by locals that jet boat racing can occur when the tide is right and the sound is horrific (I lived on the Ongaio Island at the mouth of the river so I know how horrific one crazy jet boat racing around aimlessly can sound). The Ruataniwha Inlet is an estuary of national importance. It has fernbird, banded rail, marsh crake and bittern. Read about its values in the assessment commissioned by TDC to Frank Boffa (NZ's pre-eminent landscape architectural firm in Wellington) to assess Golden Bay's coastline for its values. Also the Aorere River does not have didymo infestation. By allowing jetboats and boating activities on the river, it opens a greater possibility of infection occurring. PLEASE TAKE THESE STEPS TO MAKE A STATEMENT THAT WESTERN GOLDEN BAY HAS A PREDOMINANTLY NATURAL LANDSCAPE AND CHARACTER AND TREASURE THIS AND PROTECT IT.

BYLAW 3.31.2 - Cobb reservoir. All vessels and persons navigating a motor boat should be prohibited per se (not just near the dam). Maybe a resource consent for those who need to access the lake for maintenance or conservation reasons.

Bylaw 3.3 Para 3 access lanes for water skiing - delete Pakawau and Parapara.

Aorere River - Fig.30 Map 26 - delete uplifting of speed limit both seasonally and at all times except for servicing vessels.

Attach a file to your submission

A.J. & S. M. WAKEFIELD

- PO Box 33-502, Barrington Mail, 8244, New Zealand
- 03-332-5671 (home and office)
- 021-666-545 (Jim); 021-545-818 (Susan)
- ravenstar@xtra.co.nz



18/3/14

22/4
LK
standard
+ extra pg

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

Please find attached our
 submission opposing proposed
 Bylaws changes

A. J. Wakefield
 A. J. Wakefield

S. M. Wakefield
 S. M. Wakefield

NB200

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

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

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

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

Full name of submitter: Alfred James + Susan Mary Wakefield
Organisation (if any): Owners of 9b Dumant Place, Kaiteriteri
Full postal address: P.O. Box 33-502
Barrington 8244
Christchurch
Email Address: ravensear@extra.co.nz
Telephone number(s): (03) 332-5671, (021) 545 818
Fax number: n/a

Please delete one of the following:

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

~~**I DO NOT WISH TO BE HEARD IN PERSON**~~

This is page 1 of a total of 5 pages.



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

18/3/14
Date

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

Provision / Clause	Support / Oppose	Submission	Decision Sought
3.2	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any circumstances	Delete power exemption and delete From Rules 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri Bay so far as it relates to Little Kaiteriteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteriteri Bay	← As over
Sch.2b	Oppose	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteriteri Bay	← As over

**ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL – NAVIGATION BYLAW
(INCORPORATING MARTIME FACILITY BYLAWS)**

1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteriteri where none presently exist.
2. A proposed ski lane has been proposed:
 - (i) Directly in front established homes, many of which are lived in permanently;
 - (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
 - (iii) The Little Kaiteriteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kaiteriteri being the "commercial beach", the "activity beach" and the "active activities beach".

The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteriteri beach into another "active activity beach" in large parts.

3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
 - (i) Takes almost a ¼ of the beach for powered (water ski) craft;
 - (ii) Takes water skiing access lanes out of the "commercial" area at main Kaiteriteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kaiteriteri's) into Little Kaiteriteri (in the context of Kaiteriteri Bay as a whole);
 - (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
 - (iv) Will have a major impact on residents of Little Kaiteriteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteriteri.

4. Further submission attached.

Provision / Clause <i>Please refer to the numbered diagram or subclause, e.g 3.4.4. Make, or figure e.g Fig 5 - Pakarua</i>	Support / Oppose <i>Clearly indicate whether you support or oppose the specific provision</i>	Submission <i>State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes</i>	Decision Sought <i>State clearly the decision and or suggested changes you want Council to make in respect of the provision</i>
Fig 19: Kaiteriteri Bay Map 15	Oppose	Delete "access lane for water sking"	←

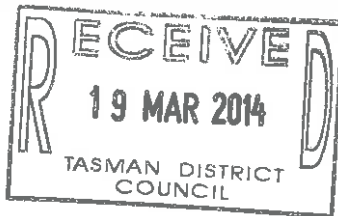
Lf.

We are an elderly couple (80 and 71) who lost their home at Sumner Christchurch in the Canterbury earthquakes of 2011. Anywhere at either Kaiteriteri or Little Kaiteriteri would have been close enough to our son Steven and his family, but we bought a house at Little Kaiteriteri specifically because we so much value its peaceful tranquillity. We love the sound of children playing on the beach below us, but the noise of motorboats from the existing water-ski lane is very intrusive. It would be intolerable right beneath us, especially as we have stress-related heart conditions to contend with. We would consequently have to consider abandoning what has become a haven to us as we battle with EQC and the insurers.

We already know of many people in Little Kaiteriteri who are likely to be affected in a similar way by the loss of a quiet safe beach in a peaceful part of a large double bay, where the larger part, being the main Kaiteriteri beach, is already given over to commercial activities and noisy recreation. That is quite appropriate, given the very large motor camp immediately behind the beach, the restaurants, the boat ramp and boat wash facilities – water-skiing fits into the environment there as it would never do at Little Kaiteriteri.

We strongly oppose the changes being considered to the Navigation Bylaws by Tasman District Council.

We strongly support the submissions set out on the preceding two pages and above.



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

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

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

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

22/4
Lil oppo
Lil oppo
etc

Full name of submitter: Steven James Wakefield

Organisation (if any): owner of 60 Rowling Road, Little Kaiteriteri

Full postal address: 47 Waiwetu Street
Fendalton
Christchurch 8052

Email Address: stev-helen@xtra.co.nz

Telephone number(s): 021. 221. 4903

Fax number: —

Please delete one of the following:

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

~~I DO NOT WISH TO BE HEARD IN PERSON~~

This is page 1 of a total of 4 pages.

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

15/3/2014
Date

For office use:	
Received:	.....
Submission ID:	<u>NB.201</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
3.2	Oppose 3.2.3	State in summary the nature of your submission and the reasons for it. If suggesting a change to a rule, please append a copy marked up with your proposed changes	State clearly the decision and/or suggested changes you want Council to make in respect of the provision
3.72 Sch.2a	Oppose	Remove reference to "Kaiteriteri"	Delete ski access lane at Kaiteriteri Bay so far as it relates to Little Kaiteriteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteriteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop of family but no water skiing	← As over
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Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawan Fig 19: Kaiteriteri Bay Map 15	Clearly indicate whether you support or oppose the specific provision Oppose	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes Delete "access lane for water skiing"	State clearly the decision and or suggested changes you want Council to make in respect of the provision ←

**ANNEXURE TO SUBMISSION IN RELATION TO STATEMENT OF PROPOSAL – NAVIGATION BYLAW
(INCORPORATING MARTIME FACILITY BYLAWS)**

1. While it is appreciated that Tasman District Council must replace the existing Navigation Safety Bylaw made under Section 684B of the Local Government Act 1974, and to replace it with new Navigation Bylaws under Section 33N of the Maritime Transport Act 1994, as a result of the repeal of the relevant provisions to the Local Government Act, it is noticed that the import of the Statement of Proposal including the details of the proposed bylaws include provisions for a water ski lane at Little Kaiteiteri where none presently exist.
2. A proposed ski lane has been proposed:
 - (i) Directly in front established homes, many of which are lived in permanently;
 - (ii) In an area where there is little (and even what is there constrained) access by vehicle to the area of proposed ski lane, and no turning area;
 - (iii) The Little Kaiteiteri beach has always historically been the "swimmers beach" and "passive activities beach" with main Kaiteiteri being the "commercial beach", the "activity beach" and the "active activities beach".

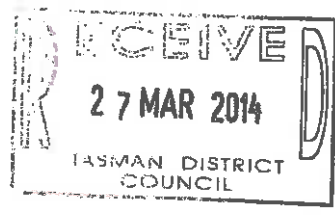
The proposal contains in the bylaws and Figure 19 will have the effect of turning Little Kaiteiteri beach into another "active activity beach" in large parts.

3. Whilst the proposal reserves some area of beach for swimmers and passive activities it:
 - (i) Takes almost a ¼ of the beach for powered (water ski) craft;
 - (ii) Takes water skiing access lanes out of the "commercial" area at main Kaiteiteri which is in close proximity to the boat ramp and dumps water skiing all (for the whole of both Kaiteiteri's) into Little Kaiteiteri (in the context of Kaiteiteri Bay as a whole);
 - (iii) Provides for a ski lane in an area where Little Blue Penguins come ashore and the presence of a water ski access lane where proposed pays scant regard to the interest of those and will lead to adverse impact upon them.;
 - (iv) Will have a major impact on residents of Little Kaiteiteri who wish to use the beach for pick up and drop off family (but not waterskiing) from in front of their houses thereby taking pressure off main Kaiteiteri.

4. I am shocked that the TDC is proposing this bylaw change. We purchased our property at Little Kaiteiteri specifically because it was a quiet beach, safe for children, and well away from the boating, water skiing and commercial activities of the main Kaiteiteri beach. We are strenuously against this proposal, and we are staggered that the TDC would even consider such a destructive proposal.

Kent

Annette K. Walker
13 Tahī Street, Mapua



25 March 2014

Tasman District Council
Attn. Navigation Bylaws
Attn. Review of Mooring Management
Private Bag 4
Richmond 7050

Re: Navigation Bylaw' and 'Review of Mooring Management'

Not here (already in system)

Dear Sir/Madam,

Please find attached my submission to the proposed 'Navigation Bylaw' and feedback for the 'Review of Mooring Management'.

As these two independent submissions are intertwined, I am submitting them together.

I would like to point out the two most salient features of my proposals:

1. I oppose the council being involved in the maintenance of moorings in the Mapua channel, this should be up to the owner and their insurer.
2. The majority of mooring owners in the Mapua channel have a legal, long-term right for a 'permitted activity'. A 'bureaucratic tangle' by the TDC has led to some historic moorings being excluded from this 'permitted activity' and I am not prepared to relinquish my 'permitted activity' until all the historical mooring sites are of equal merit.

NB202

Yours faithfully,

Annette K Walker

Annette K. Walker

Mapua Boat Club

Mapua Postal Agency
Mapua



Tasman District Council
Attn. Navigation Bylaws
Attn. Review of Mooring Management
Private Bag 4
Richmond 7050

*Duplicate (more
or less) prepared
one
Entered 11/4*

Re: Navigation Bylaw' and 'Review of Mooring Management'

Dear Sir/Madam,

Please find attached the Mapua Boat Club's submission to the proposed 'Navigation Bylaw' and feedback for the 'Review of Mooring Management'.

As these two independent submissions are intertwined, we are submitting them together.

We would like to point out the two most salient features of our proposals:

1. We oppose the council being involved in the maintenance of moorings in the Mapua channel, this should be up to the owner and their insurer.
2. The majority of mooring owners in the Mapua channel have a legal, long-term right for a 'permitted activity'. A 'bureaucratic tangle' by the TDC has led to some historic moorings being excluded from this 'permitted activity' and we are not prepared to relinquish our 'permitted activity' until all the historical mooring sites are of equal merit.

The Mapua Boat Club represents all the mooring owners in the Mapua channel. We have facilitated two meetings (one before the TDC presentation and one after) with almost a hundred percent of mooring owners attending. Our conclusions have been reached with full consultation with mooring owners.

Yours faithfully,

A handwritten signature in cursive script that reads "Annette K. Walker".

Annette K. Walker
(President, Mapua Boat Club)



5

5

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

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

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

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

Full name of submitter: Annette K. Walker (President)
Organisation (if any): Mapua Boat Club
Full postal address: Mapua Postal Agency
Mapua

Email Address: annette.walker@xtra.co.nz
Telephone number(s): 03 540 2850
Fax number: -

Please delete one of the following:

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

~~**I DO NOT WISH TO BE HEARD IN PERSON**~~

This is page 1 of a total of 2/2 pages.

Annette K. Walker

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

24 March 2014

Date

For office use:

Received:
Submission ID: N.B.202
Acknowledged:
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:

How to make a submission

The document upon which submissions are to be made is the "Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014". Please note that although a list of substantive changes from the existing Navigation Safety Bylaw 2005 is included above, the proposed Bylaws are entirely new, being made under a different Act. You can make a submission on any matter or provision in the draft Bylaws, including suggesting new reserved areas, speed limits etc. Submissions in support are of equal validity to submissions opposed.

If you wish to suggest changes to the draft Bylaws which are not proposed, it would be helpful if you could provide as much supporting information as possible in your submission.

Any person may make a written submission on the content of these draft Bylaws.

Submissions must be in writing, and should be in the format shown in the attached submission form, if that form is not actually used. This form is intended as a guide only, but is suitable for brief submissions. Please attach any additional pages as necessary.

In addition, if you wish to present your comments in person, Council will hear verbal submissions. Hearing dates have not yet been set but are likely to be in Richmond in May or June 2014. This consultation is an opportunity for the Council to consider your views before the decisions are made. There will be no right to appeal once the decisions have been made.

The submission period begins at 8.00 am on 6 January 2014. Please note that written submissions are to be **received** by Tasman District Council by **4:30pm on Friday 28 March 2014**.

Submissions can be:

Posted to:	Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050
Faxed to:	03 543 9524 Attn: Navigation Bylaws Consultation
Delivered to:	Tasman District Council Attn: Navigation Bylaws Consultation 189 Queen Street, Richmond, or 92 Fairfax Street, Murchison, or 7 Hickmott Place, Motueka, or 14 Junction Street, Takaka
Emailed to:	info@tasman.govt.nz

(1)

Submission to the Tasman District Council: review of the Navigation Safety Bylaws

no ph don't

The Mapua Boat Club represents all the mooring owners in the Mapua channel. We have facilitated two meetings, one before the TDC consultation and one after. We have had almost a hundred percent of owners attending. Through the Club Newsletter we have encouraged all members to make submissions and each mooring owner to send in their own submissions.

Our issues are under 4. '*Moorings, Structures and Safe Berthing of Vessels*'.

4.1 (p.40) Requirement for Consent

Mapua Boat Club supports some sort of 'permit, licence, or consent' but whatever this is called must be sorted out through the Coastal Plan Review.

4.1.2 (p.40) Requirement for Licence

Mapua Boat Club opposes all the clauses below until the Coastal Plan Review is finalised. As these clauses stand they are a classic example of what a 'bureau tangle' the mooring management plan is at the moment in the Mapua Channel:

- Members are being asked to apply for resource consents in '*permitted areas*' and moreover being threatened after handing money over in good faith '*...the alternative is that council will have no option but to decline your application*'. This applies to mooring numbers 1, 37, 5.
- Mooring owners 8, 17, 19, 21, 33, 42, 43, and 44 respectively, have been forced to pay already for a resource consent even though they are within the traditional mooring area and should not have had to apply for a consent.

4.1.3 (p.42) Allocation of Space and Issuing of Licence

Applies to above comments

4.1.4 (p.43) Mooring Licence Transferable

Mapua Boat Club supports this clause

4.1.5 (p. 43) Mooring Licence Fees

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There should be no fee charged for a transfer of ownership unless complications occur; a computer name change and address and verification sent electronically to the new owner, would take no more than a couple of minutes.

4.1.7 (p. 44) Maintenance and Construction Requirements for Moorings

Mapua Boat Club supports '*setting guidelines and/or standards or recommendations*' BUT these guidelines and recommendations must be specific to the Mapua channel as this area has special requirements ie deep keel or shallow draft and shifting sea bed. The Mapua channel is exceptional and runs faster than most mooring areas in New Zealand.

4.1.8 – 4.1.10 (p. 44-45) Moorings to be Inspected, Mooring Contractors, Moorings to be Reported to Harbourmaster, Obligations where Repairs Required.

Mapua Boat Club totally opposes these clauses.

- Mooring maintenance is between the owner and the insurance company. Can you imagine any boat owner hanging off an unsafe mooring line? The majority of boats which detach from mooring lines, nine times out of ten are 'acts of god' and escape because of log jams, entangled lines etc. One can inspect a mooring line one day and a boat can break free the next.
- We submit that all the above clauses will just create more paperwork for the council which will cost the ratepayers even more money for more office space and even more for boat owners who understand entirely the risks associated with mooring in one of the swiftest channels in the country.

4.1.15 (p. 47) Council not Liable

Mapua Boat Club notes here that '*The Council is not liable in any event for the position, insufficiency or insecurity of any mooring specification or mooring site allocated by the Harbourmaster*'.

So why the purpose of the clauses 4.1.8 to 4.1.10? Who is responsible? Of course ultimately, it is the mooring owner.

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

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

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

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

Full name of submitter:

Annette K Walker

Organisation (if any):

Full postal address:

13 Tahiri St

Mapua

Email Address:

annettewalker@xtra.co.nz

Telephone number(s):

540 2850

Fax number:

Please delete one of the following:

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

~~**I DO NOT WISH TO BE HEARD IN PERSON**~~

This is page 1 of a total of 4 pages.

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

endrew 11/4

Date

For office use:

Received:

Submission ID: N.B.203

Acknowledged:

Hearing time required?:

Hearing time allocated:

Hearing time advised:

Decision notified:

How to make a submission

The document upon which submissions are to be made is the "Draft Tasman District Council Consolidated Bylaw, Chapter 5: Navigation Bylaws 2014". Please note that although a list of substantive changes from the existing Navigation Safety Bylaw 2005 is included above, the proposed Bylaws are entirely new, being made under a different Act. You can make a submission on any matter or provision in the draft Bylaws, including suggesting new reserved areas, speed limits etc. Submissions in support are of equal validity to submissions opposed.

If you wish to suggest changes to the draft Bylaws which are not proposed, it would be helpful if you could provide as much supporting information as possible in your submission.

Any person may make a written submission on the content of these draft Bylaws.

Submissions must be in writing, and should be in the format shown in the attached submission form, if that form is not actually used. This form is intended as a guide only, but is suitable for brief submissions. Please attach any additional pages as necessary.

In addition, if you wish to present your comments in person, Council will hear verbal submissions. Hearing dates have not yet been set but are likely to be in Richmond in May or June 2014. This consultation is an opportunity for the Council to consider your views before the decisions are made. There will be no right to appeal once the decisions have been made.

The submission period begins at 8.00 am on 6 January 2014. Please note that written submissions are to be **received** by Tasman District Council by **4:30pm on Friday 28 March 2014**.

Submissions can be:

Posted to:	Navigation Bylaws Consultation Tasman District Council Private Bag 4 Richmond 7050
Faxed to:	03 543 9524 Attn: Navigation Bylaws Consultation
Delivered to:	Tasman District Council Attn: Navigation Bylaws Consultation 189 Queen Street, Richmond, or 92 Fairfax Street, Murchison, or 7 Hickmott Place, Motueka, or 14 Junction Street, Takaka
Emailed to:	info@tasman.govt.nz

Submission to the Tasman District Council: review of the Navigation Safety Bylaws

Annette K Walker

My issues are under 4. '*Moorings, Structures and Safe Berthing of Vessels*'.

4.1 (p.40) Requirement for Consent

I support some sort of 'permit, licence, or consent' but whatever this is called must be sorted out through the Coastal Plan Review.

4.1.2 (p.40) Requirement for Licence

I oppose all the clauses below until the Coastal Plan Review is finalised. As these clauses stand they are a classic example of what a 'bureau tangle' the mooring management plan is at the moment in the Mapua Channel:

- Some owners are being asked to apply for resource consents in '*permitted areas*' and others have been forced to pay already for a resource consent even though they are within the traditional mooring area and should not have had to apply for a consent.

4.1.3 (p.42) Allocation of Space and Issuing of Licence

Applies to above comments

4.1.4 (p.43) Mooring Licence Transferable

I support this clause

4.1.5 (p. 43) Mooring Licence Fees

There should be no fee charged for a transfer of ownership unless complications occur; a computer name change and address and verification sent electronically to the new owner, would take no more than a couple of minutes.

4.1.7 (p. 44) Maintenance and Construction Requirements for Moorings

I support '*setting guidelines and/or standards or recommendations*' **BUT** these guidelines and recommendations must be specific to the Mapua channel as this area has special requirements ie deep keel or shallow draft and shifting sea bed. The Mapua channel is exceptional and runs faster than most mooring areas in New Zealand.

4.1.8 – 4.1.10 (p. 44-45) Moorings to be Inspected, Mooring Contractors, Moorings to be Reported to Harbourmaster, Obligations where Repairs Required.

I oppose these clauses.

- Mooring maintenance is between the owner and the insurance company. Can you imagine any boat owner hanging off an unsafe mooring line? The majority of boats which detach from mooring lines, nine times out of ten are ‘acts of god’ and escape because of log jams, entangled lines etc. One can inspect a mooring line one day and a boat can break free the next.
- We submit that all the above clauses will just create more paperwork for the council which will cost the ratepayers even more money for more office space and even more for boat owners who understand entirely the risks associated with mooring in one of the swiftest channels in the country.

4.1.15 (p. 47) Council not Liable

I note here that *‘The Council is not liable in any event for the position, insufficiency or insecurity of any mooring specification or mooring site allocated by the Harbourmaster’*.

So why the purpose of the clauses 4.1.8 to 4.1.10? Who is responsible? Of course ultimately, it is the mooring owner.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions.

2. The second part of the document discusses the importance of maintaining accurate records of all transactions.

3. The third part of the document discusses the importance of maintaining accurate records of all transactions.

4. The fourth part of the document discusses the importance of maintaining accurate records of all transactions.

5. The fifth part of the document discusses the importance of maintaining accurate records of all transactions.

6. The sixth part of the document discusses the importance of maintaining accurate records of all transactions.

7. The seventh part of the document discusses the importance of maintaining accurate records of all transactions.

8. The eighth part of the document discusses the importance of maintaining accurate records of all transactions.

Feedback for 'Review of Mooring Management'

Annette K Walker: Mooring #11/NN950232

I do not support either option presented in the Discussion Document.

My reasons are:

- The original hatched area in the Mapua channel was inaccurate; it appears to have been drawn in haste in an office with no appreciation of the reality of where the moorings were positioned and, in spite of intensive searching of files and talking to mooring owners there appears to have been no consultation with the mooring owners or the Mapua Boat Club.
- This is our first opportunity where we have been permitted to express our opinions over a totally unjust process which was set in a legal process that we had no ability to challenge.
- This bureaucratic tangle led to moorings being of unequal status; some owners not paying at all, some being forced to apply for resource consents, others lying in limbo being threaten with removal unless they apply for a consent (see letter attached), others who found the entire exercise beyond comprehension and just gave up.
- Until this original hatched area is extended and recognised to include all the historical mooring sites in the Mapua channel and acknowledged as a permitted activity, we cannot move forward.
- Yes, the discussion document is extending the existing boundaries but to have a level playing field (a key driver in the document) we must start with all the mooring sites of equal merit.
- The most simple and most effective way to practically manage the moorings in the Mapua channel is to recognise this inequality, rectify it and then we can move forward.
- I am more than happy to continue to pay as in the past, an annual mooring fee as a contribution towards the maintenance of navigation aids and administration costs of moorings in the channel.

really good?

As holders of almost half the recognised moorings in the district, which sit moreover, in one of the most difficult stretches of water in the country and therefore require special mooring components which don't fit the standard recommendations. I wish that from now on we have an opportunity to be involved with the continuing process over this document so we can arrive with a positive outcome for moorings in the Mapua channel.

Specs were based on Mapua!

Katie Greer

From: Maxine Day
Sent: Tuesday, 25 February 2014 2:13 p.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

Maxine Day | Policy Planner | Tasman District Council | 189 Queen Street Private Bag 4 Richmond 7050 | DD! 03 543 8551

From: Nikki Shepherd **On Behalf Of** Reception Richmond
Sent: Tuesday, February 25, 2014 1:47 PM
To: Maxine Day
Subject: FW: Website Submission - Draft Navigation Bylaws

22/4
LK Inc
opposed

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Tuesday, 25 February 2014 1:21 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Ms

First Name

Juliette

Last Name *

Ward

Address *

2 Goodall Place

Suburb

Lt Kaiteriteri

Town *

Motueka

Postcode *

7143

Daytime Phone Number

Mobile Phone Number

Email Address *

jwandrt@yahoo.com.au

Organisation

NB 204

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

If yes, what is your preferred hearing location?

Richmond

Your Submission

Your comments *

Draft Tasman District Council Consolidated Bylaw Chap 5: Navigation Bylaws 2014

I strongly object to the proposed changes to the Bylaw on the following basis:

Lt Kaiteri must not be subject to increased boat traffic. It will be unsafe for swimming which is its main usage historically and ongoing, it is hazardous to bring boats in and out of the bay due to the wave action at that beach (I know from experience using our own boat), and it will increase noise and rubbish pollution. The existing reserve is not suited to be a trailer park as it is currently one of the few areas at Kaiteri where people can walk, have picnics etc in some peace and quiet. Kaiteriteri has been taken over by commercial boat operations, commercial recreation providers and is hazardous for swimmers - it would be a sad day if Lt Kaiteri beach was taken over by commercial interests as well. There needs to be some space reserved for swimmers, picnickers and of course penguins. Their population is under enormous pressure now because of people, dogs and boat traffic.

Attach a file to your submission

Katie Greer

From: Robyn Laing on behalf of Reception Richmond
Sent: Friday, 28 March 2014 10:39 a.m.
To: Katie Greer
Subject: FW: Website Submission - Draft Navigation Bylaws

22/4

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 28 March 2014 10:21 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Navigation Bylaws

Pakawau
Opposed

Website Submission - Draft Navigation Bylaws

Your Contact Details

Title *

Mrs

First Name

Joy

Last Name *

Warren

NB 205

Address *

1084 Collingwood-puponga Road

Suburb

Pakawau

Town *

Golden Bay

Postcode *

7073

Daytime Phone Number

03/5248241

Mobile Phone Number

0276189075

Email Address *

warren.clan1084@gmail.com

Organisation

Position

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

Your Submission

Your comments *

Fig 5 Pakawau

I do not support a special water ski lane as we do not have a big problem with water skiing on the Pakawau beach. We only have a few weeks a year when there is a few people skiing.

If a water ski lane was made we would probably get more problems.

Attach a file to your submission

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

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

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

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

2014
mjs

Full name of submitter: Peter John Whitnall

Organisation (if any): _____

Full postal address: 26 Grey street
Murchison

Email Address: MURMACH@VODAFONE.CO.NZ

Telephone number(s): 03 5239603 021725990

Fax number: 03 5239960

Please delete one of the following:

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I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 2 pages.

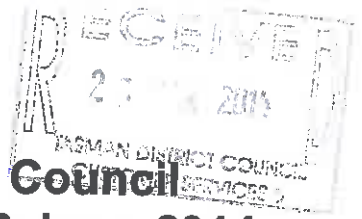
NB 206

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

26 3 14
.....
Date

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

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakaruru	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
Fig 34 Buller River	OPPOSE	<p>① Leave Top Boundary at margins for safety reasons or adjust if full time to Queen.</p> <p>② no flow limit on Buller, I have backed this at 60 with a temp up lifting with 7 Boats all said plenty of water.</p> <p>③ Ramp unsafe at present, too low water - Ramp surface rough. Summer too many swimmers killed etc.</p>	
Fig 32 MOTUEKA.	OPPOSE.	<p>④ Donations? Where when who. for a ramp which is rough.</p> <p>I haven't heard of seen any evidence of support to change this up liberty.</p>	leave as is



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

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

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

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

22/4
Identical
TBT to submit
for review

Full name of submitter: Tania Lee Wilkins + Farvon Staples Wilkins

Organisation (if any): (Wilkins 2000 Family Trust) ↑ (Magill)

Full postal address: 8 Te Puketapu Lane or P.O. Box 196
Matuaka 7120 → Matuaka 7143
→ guskenbdo@extra.co.nz

Email Address: tania.wilkins@bauleys.co.nz

Telephone number(s): 0352 86654 or 0352 88466

Fax number: 52 88466

Please delete one of the following:

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I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 2 pages.

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

26-3-14
Date

For office use:	
Received:	.....
Submission ID:	<u>NB 207</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
Page 31 2-5-2	OPPOSE	Remove the word <u>must</u> Boaties need to be encouraged to have a UHF radio installed!	amend to read " strongly recommended"
Page 23 3-1-4	amend to add clause (E)	Not necessary to store life jackets in sheltered approved mooring areas.	Add clause(E) shall also not apply to tenders used inside approved mooring areas
Page 40 4-1-2 (c)	Support	Pole moorings are a necessity in Tower Bay for some residents ~ boat owners	Support as is but amend to include some structures and pole pen moorings
Page 46 4-1-14(a)	Support	It is essential that mooring owners are able to moor at anytime when required	Support as written

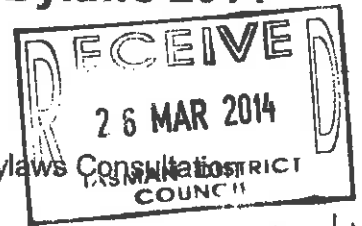
Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g. 3.4 Wake, or figure e.g. Fig 5 - Pakawau	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
Page 13 3-25-2 Towent Bay	oppose	When arriving in the Bay at low tide we have to be able to anchor our boat near to the middle or Northern side of Bailon rock until the tide allows us to move to the back lagoon!! We have to be able to park the boat to unload to access our property! There has never been a problem before!!	leave as status quo or restrict an access point transit lane to the southern side of Bailon Rock
Page 16 3-2-3 Towent Bay lagoon	Fig is map 11 →	→	Support as is
Page 14 3-9-2 Towent Bay water skiing	oppose with amendment	Towent Bay is tidal so it is not necessary to have ski-time restrictions!	Remove all other conditions and comments but add "Area reserved for priority of water-skiiers"
Page 83 3-9-2 (e) map 11 T. Bay	oppose	Commercial operators are only allowed to drop off between 9am and 12pm therefore T. Bay hours should be the same. No other boat owners have got an issue outside of these hours	change to apply only between 9am and 12pm daily

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

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

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

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



22/4
LK SLA
Jude
4500
Road
OK

Full name of submitter: Helen & Graeme Williams

~~Organisation (if any):~~ Part owners of property 2c Rowling

Full postal address: 7 Swanleigh Place
Ilan
Christchurch 8041

Email Address: helen.graeme@gmail.com

Telephone number(s): 03 351 5173 Mobile: 021 172 4204

Fax number: 03 351 5173

Please delete one of the following:

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This is page 1 of a total of 4 pages.

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

23/3/14
Date

For office use:	
Received:	.....
Submission ID:	<u>NB208</u>
Acknowledged:	.....
Hearing time required?:
Hearing time allocated:
Hearing time advised:
Decision notified:



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Annexure to Submission in Relation to Statement of Proposal – Navigation By-Law (incorporating Maritime Facility By-Laws)

We are part owners of the property at 2C Rowling Road Little Kaiteriteri. The reasons for our opposition to the proposed ski lane in Little Kaiteriteri Beach are as follows:

1. **Safety** – there would be a significant increase in traffic in the area. The vehicles would all have trailers with (sometimes large) boats and would be turning right off the Riwaka Marahau Road into Rowling Road. This is a difficult intersection at the best of times with pedestrians seeking to cross the road and traffic coming the other way from Kaiteriteri. Vehicles with trailers will take considerably more time to negotiate the turn and create a hazard for all other road users
2. **Loss of Amenity** –
 - the increased number of vehicles with trailers driving through an area which is entirely residential would result in additional noise, motor vehicle emissions and hazards for the large numbers of people walking to the beach.
 - The noise of motor-boats in the Little Kaiteriteri bay will be heard over the entire residential area. Because the bay is a natural amphitheatre sound made in the beach area is amplified and projected a long distance. This area has been developed (with Council consent) as entirely residential and it is inappropriate that the area be subjected to a use which is incompatible with the quiet and restful nature of the bay.
3. **Congestion** – There is no proper facility to cater for the vehicles with trailers in the way of turn-around or parking facilities. To create such facilities will necessitate “poaching” land in the Ryder Reserve, diminishing the use and enjoyment of that area by locals and the many day visitors who find this a pleasant spot away from the main beach.
4. **Established Use** – the main beach at Kaiteriteri already has the facilities and access to cater for water-ski activity and there seems no value in moving that activity elsewhere

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 6 - Pakawau	Clearly indicate whether you support or oppose the specific provision	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
3.2	Oppose 3.2.3	An exemption should not be available to a person 15 years age in any circumstances	Delete power exemption and delete from Rules 95 of Tasman District Navigatio Bylaws 2014
3.72 Sch.2a	Oppose	Remove reference to "Kaiteiteri"	Delete ski access lane at Kaiteiteri Bay so far as it relates to Little Kaiteiteri
Sch.2a Clause 5	Opposed	Extend the area reserved for swimming and other passive activities at Little Kaiteiteri, delete the ski access lane and maintain the status quo otherwise so that residents are able to use the beach for pickup and drop of family but no water skiing	← As over
Sch.2a	Oppose	Add another clause making waterskiing a prohibited activity in Little Kaiteiteri Bay	← As over
Sch.2b	Oppose	Add another clause which extends swimming areas and prohibits water-skiing and use of personal water crafts (jet skis) in Little Kaiteiteri Bay	← As over

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau Fig 19: Kaiteriteri Bay Map 15	Clearly indicate whether you support or oppose the specific provision. Oppose	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes. Delete "access lane for water sking"	State clearly the decision and or suggested changes you want Council to make in respect of the provision ↑

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

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

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

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



Full name of submitter: Winston & Natalie Williamson
Organisation (if any): _____
Full postal address: 54 The Cliffs
Britannia Heights
Nelson 7010
Email Address: g.williamson@xtra.co.nz
Telephone number(s): 03 5466823 027 273 9305
Fax number: _____

22/4
Oppose
LK
ski area

Please delete one of the following:

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I DO NOT WISH TO BE HEARD IN PERSON

This is page 1 of a total of 2 pages.

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

5/3/14
Date

For office use:	
Received:	
Submission ID:	<u>106209</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY

PHYSICAL CHEMISTRY

LECTURE NOTES

BY

PROFESSOR

OF

Submission on the Draft Tasman District Council Consolidated Bylaw,
Chapter 5:
Navigation Bylaws 2014 (Fig19, Map15)

We wish to submit regarding the above proposed change to the ski lane from Kaiteriteri to Little Kaiteriteri.

We strongly oppose the proposed introduction as Little Kaiteriteri is a beautiful, family oriented beach where no motorized activities take place. It has been this way for the 20 plus years we have had our property and this works extremely well. Hence no change is required and in fact it would be a huge backward step affecting the entire Bay.


The parking of boat trailers is not an option as space is very limited, the Alex Ryder Reserve being a popular picnic area during the day and evenings over the summer. The safety of the public is paramount and the increased traffic by boaties in this area would be extremely detrimental.

Water conditions in Little Kaiteriteri are very different to Kaiteriteri and mean more wave action due to being more exposed to prevailing sea breezes and the open sea. Little Kaiteriteri also drops away more quickly than the main beach which also creates more of a shorebreak than in the existing ski lanes.

There is no way that Little Kaiteriteri could cater for the extra demand of boat trailers as already the parks are full over much of the summer.

At present there is no problem with existing situation, therefore no change is necessary and we cannot emphasize this enough. Leave well alone as in fact Kaiteriteri is well able to cater for commercial, swimming and boating as is.

Yours sincerely


Winston and Natalie Williamson
20 Rowling Road,
Little Kaiteriteri

Submitter Contact Details:

Darryl Wilson C.E.O

Wilson's Abel Tasman National Park Ltd

265 High Street, PO Box 351, Motueka 7143, New Zealand.

Phone +64 3 528 2027, Fax +64 3 528 2029 Mobile 021 223 5827 Email: Darryl@AbelTasman.co.nz

NB 210

copy to members

I wish to be heard in support of my submission in Richmond or Motueka

Provision/Clause	Support/Oppose	Submission	Decision Sought
3.29.5 Timber & Logs	support	How has the situation at Glasgow's Bay been allowed to occur? – logs are slipping down the hill side into the sea	Enforcement and stabilisation of this hazard ✓
4.1.2 Live aboards (i) ii - sewerage	support	There is a disturbing trend emerging of Live aboards at Green Tree Road. Commendable that they have to disclose sewerage system details but what is the standard? Is it monitored that they use them, or discharged as designed?	Ban live aboards in residential areas, that have no shore based facilities. ✓
iii - liveaboard	support	Once again - there is no detail on what implications of declaring that they are a live aboard will bring about.	Ban live aboards in residential areas, that have no shore based facilities. ✓
4.1.17 Standard for moorings	support	While a strong emphasis on standards for moorings and Wharves, this document is silent on the lack of control or safety around private jetties. Many around the region are devoid of handrails and structurally unsound.	Engagement with the issues of structures adjoining reserves. ✓



<p>Page 69 B.2.6 Liveaboard Provisions</p>	<p>support</p>	<p>Ban live aboards in residential areas, that have no shore based facilities.</p>	<p>Why and what conditions, who monitors? Live aboards are becoming the house buses of the sea. People are discouraged from staying in vehicles for any period of time at the end of Green Tree Road but 3 permanent residents are living on boats. And contributing nothing to the rate take.</p>
<p>Page 73 Schedule 2 Location Specific info relating to part A 2. Schedule relating to Bylaw 3.25.2 where anchoring is prohibited</p>	<p>support</p>	<p>Who monitors at Kaiteriteri?</p>	<p>Who monitors at Kaiteriteri?</p>
<p>Page 96 Figure 13: Onetahuti – Map 9</p>	<p>Support conditional on Tonga Quarry access point being included</p>	<p>Support conditional on Tonga Quarry access point being included</p>	<p>Support conditional on Tonga Quarry access point being included</p>
<p>Page 102 Figure 19: Kaiteriteri – Map 15</p>	<p>Support</p>	<p>Relieves safety and navigational issues and enhances the Kaiteriteri experience for the majority of users</p>	<p>Relieves safety and navigational issues and enhances the Kaiteriteri experience for the majority of users</p>
<p>3.23.2 on Page 72 and the map of the proposed area for prohibiting <i>all</i> powered vessels in an area of Venture Creek on Page 94.</p>	<p>Oppose</p>	<p>We think it would be best to remove that paragraph from the Draft Navigation Bylaws altogether "All areas reserved in these Bylaws for swimming, or in which powered vessels are prohibited, at all times." Figure 11: Awaroa – Venture Creek – Map 7.</p> <p>If the TDC wishes to prohibit trailer sailer yachts or launches with overnight accommodation from mooring in that area, we would agree.</p>	<p>We think it would be best to remove that paragraph from the Draft Navigation Bylaws altogether "All areas reserved in these Bylaws for swimming, or in which powered vessels are prohibited, at all times." Figure 11: Awaroa – Venture Creek – Map 7.</p> <p>If the TDC wishes to prohibit trailer sailer yachts or launches with overnight accommodation from mooring in that area, we would agree.</p>

<p>Page 77 Reserved area relating to bylaw 3.9.2 Torrent Bay</p> <p><i>Water skiing area</i></p>	<p>Oppose</p>	<p>This increases conflict between users at Torrent Bay in the intertidal front beach zone. The Torrent Bay community as a whole do not realise or currently abide by the bylaw in place. The main issue is access ways and water skiing eliminates traditional anchoring of small boats on the sand flats. Consultation with the Torrent Bay community needs to come up with a workable solution; otherwise this bylaw will be unenforceable.</p> <p>Extending water skiing past 1 hour either side of high tide will also make the high tide access point unusable.</p>	<p>Retain our eliminate current bylaw Water Skiing seasonally 1 hour either side of high tide – Anchorage has a ski lane for extended all tides operation.</p> <p style="text-align: right;">✓</p>

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

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

To: Navigation Bylaws Consultation OR info@tasman.govt.nz
Tasman District Council Subject: Navigation Bylaws Consultation
Private Bag 4
Richmond 7050

22/14

Full name of submitter: Clive Stanton Workman

Organisation (if any): Jetboating NZ Inc. - Nel/Marlts Branch

Full postal address: 34 Ballard Drive

Stoke

Nelson 7011

Email Address: cjw.bayviewextra.co.nz

Telephone number(s): 5477027 - 0274473617

Fax number: 5477034

Please delete one of the following:

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

~~I DO NOT WISH TO BE HEARD IN PERSON~~

This is page 1 of a total of 86 pages.



Clive Workman

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

27-3-14
Date

For office use:	
Received:	.....
Submission ID:	<u>NB2.11</u>
Acknowledged:	.....
Hearing time required?:	.....
Hearing time allocated:	.....
Hearing time advised:	.....
Decision notified:	.....

My name is Clive Workman and I represent Jet Boating New Zealand Inc as well as the Nelson/Marlborough branch as the local and National rivers advocate.

Jet Boating NZ Inc [JBNZ], formally known as The New Zealand Jet Boat Assoc. Inc, was formed in 1962 and has a current membership of around 2,000 members nationwide.

The organisation is broken into 9 branches, of which Nelson/Marlborough is one.

Over the years JBNZ has been responsible for gaining and maintaining access to the countries rivers for it's own and other sporting codes usage.

I am submitting on the proposed TDC Navigation Bylaw 2014.

This paper should be read in conjunction with the rest of my submission on the attached submission sheets.

Figure 32 a & b – Motueka River

We oppose the changing of this uplifting and submit that it be left as it has been for the last 21 years.

Reason: Sightlines: -Where are these problem sightlines situated and has council been in contact with us, the river users, to discuss the problem and possible mitigation.

We do not accept that this causes any undue navigational safety issues and draw your attention to the Hudson report on the Wilken river which is to be forwarded as a separate document.

The current uplifting has been in place since 1993 [Gazette Notice dated 28/01/1993 page 191].

To our knowledge there has never been any reported accidents/incidents involving jet boats on this stretch of the river.

Erosion nuisance: - What scientific methods have been used to determine the amount of erosion caused by jet boats and has this evidence been made public to support these proposed changes? What sort of farming is carried out on the farm in question, are the river boundaries of this farm fenced, do stock have access for stock water purposes?

We do not accept that the number of boats that use this part of the river has caused any noticeable erosion. To the contrary, see attached documents written in 1979 by Guy Mannering and E J Lesleighter and Henry Hudson's report on the Dart River written in 2013 regarding erosion of river banks by motor craft, also the Hudson report on the Wilken mentioned above. While three of the tests were on braided gravel based rivers, the third on the Hawkesbury River in Australia is a single channel river. In all cases these documents show that little if any erosion is attributable to powered water craft.

On the other hand erosion from flood events is a far greater problem as is pugging and slumping caused by live stock.

Dangers to swimmers: - Has there been any reports of any incidents lodged with the Police or Council, if so have any of these reports been acted upon, as none have been brought to our attention by the authorities?

While there will always be those who believe they should have exclusive use of a resource for their own enjoyment, the fact remains that the amenity is there for all to use and any inconvenience caused by letting a group of boats pass is minimal.

Flow based restriction: - What evidence has been produced to show that a flow based restriction is necessary? We have been able to boat this river at safe minimum flows while still recognising the presence of other recreational users . We have a good working relationship with other user groups such as Fish & Game and kayakers.

Figure 34 a – Buller river.

The existing upper cut off point is the confluence of the Mangles river. We oppose the moving of this point downstream to the ramp.

Reason: During the summer months the ramp has a high usage by other codes such as kayak groups among others [see attached photos]. Local boaters prefer to use the gravel pit upstream from the ramp to launch and test boats. Mechanics wishing to test run boats that have been repaired do not wish to charge clients for time spent waiting to access the ramp during these times.

Also any boaters planning a downstream run from the ramp use the area of river upstream to warm up and check their boats before heading downstream. The moving of the upper limit of the uplifting to the ramp would preclude the use of this stretch of river being used to carry out all our recommended safety checks prior to venturing downstream

Figure 34 b - Buller river.

While we support the proposal, we submit that the upper limit of the uplifting should be the Harleys Rock road bridge and the lower limit be the Mangles confluence in line with 'a' above.

Reason: Our branch has spent considerable time consulting with and gaining support from other river users to have the uplifting to this point. [See attached letters].

There is a considerable stretch of braided river between the Owen junction and Harleys Rock that affords good safe boating. It is not practical to apply for one off upliftings as it is only possible to boat these areas when the flow exceeds 60 cumecs and any fresh would be long gone before the necessary paperwork and notification could be done, hence the reason for applying for this uplifting in the first place.

Thank you.

Clive & Jan Workman

From: "Clive & Jan Workman" <cjw.bayview@xtra.co.nz>
Date: Thursday, 29 September 2011 8:04 p.m.
To: "Steve Hainstock" <steve.hainstock@tdc.govt.nz>
Attach: F&G.eml; Whitewater NZ.pdf; Ultimate descents.eml; Kayak school.doc
Subject: Fw: Proposed extension of permanent Buller River speed limit uplift per TDC Bylaw.

Hi Steve, see thanks for that. Below is the excerpt sent by you with the extra wording add in red to the Buller section. I trust this is what you want. Attached also are the four consents received from F&G, Ultimate Descents, The Kayak School and Whitewater NZ.

Clive & Jan Workman
34 Ballard Drive
Stoke
Nelson 7011
cjw.bayview@xtra.co.nz

From: [Steve Hainstock](#)
Sent: Thursday, September 29, 2011 12:45 PM
To: [Clive & Jan Workman](#)
Cc: [Adrian Humphries](#)
Subject: Proposed extension of permanent Buller River speed limit uplift per TDC Bylaw.

Hi Clive.

You can download the bylaw in its entirety from www.tasman.govt.nz – recreation – boating and fishing if you wish.

Here is the relevant excerpt for you:

6. Schedule relating to Subclause 3.2.5 (e) (iii) and Subclause 3.2.6 (b) (iii) where the speed limit on rivers is uplifted.
 - (a) Aorere River: 1 September to 30 November, the speed limit is uplifted only from Brown River confluence to Rockville.
 - (b) Aorere River: 1 December to 31 August, the speed limit is uplifted only from Brown River confluence to the sea.
 - (c) Buller River: the speed limit is uplifted only for the waters and all tributaries downstream from the confluence of the Buller and the Mangles River to the boundary of the region. The uplifting also applies to the main stem up stream of the Mangles confluence to the Harleys Rock road bridge for the period 1st May to 30th September in any year when the river flow is 60 cumecs and above as measured at the Longford bridge site. The operator of Ultimate Descents NZ is to be contacted ASAP beforehand on 0800 RIVERS or 03 5239 899 and advised of the number and time that boats will be on this section.
 - (d) Takaka River: the speed limit is uplifted only between the source of the river to the State Highway Bridge at Waitapu, when the flow measured at Kotinga exceeds 60 cumecs (see note).

Clive & Jan Workman

From: "Osburns" <osburns@xtra.co.nz>
Date: Thursday, 21 April 2011 10:03 a.m.
To: "Clive & Jan Workman" <cjw.bayview@xtra.co.nz>
Subject: Fw: Re: Upper Buller River

This is what I have from Mick.
I hope that is enough to support our application.
Cheers,
Murray

--- On Sat, 15/1/11, Osburns <osburns@xtra.co.nz> wrote:

From: Osburns <osburns@xtra.co.nz>
Subject: Re: Upper Buller River
To: "Mick Hopkinson" <mick@nzkayakschool.com>
Cc: "Clive & Jan Workman" <cjw.bayview@xtra.co.nz>
Date: Saturday, 15, January, 2011, 2:24 PM

Hello Mick,
Thanks for your support,I thought you would be OK with us boating at this time as its when you are not on the water.
Thanks also for the heads up regarding the White Water Clubs.
Could I trouble you for the contacts if you have them, for these clubs..
Very keen to keep everyone well informed so we can meet everyone needs..
Cheers,

Murray.

--- On Thu, 13/1/11, Mick Hopkinson <mick@nzkayakschool.com> wrote:

From: Mick Hopkinson <mick@nzkayakschool.com>
Subject: Re: Upper Buller River
To: "Osburns" <osburns@xtra.co.nz>
Date: Thursday, 13, January, 2011, 10:58 AM

Hi Murray,
Sounds ok to me. We aren't here for that period. I guess it would be good to keep in touch with the Whitewater club in Chch and the Nelson club when you actually get around to picking a day.
And a note to Whitewater NZ probably would be a good way of making sure that everybody knows what's happening.
Last chance to submit on the MATIRL. Talleys are nearly there!

Cheers
Mick

On 1/13/11 10:22 AM, Osburns wrote:

Hello Mick,

I wonder if you can help us with this, historically when we have wanted to boat this section of the Buller River, we apply, a notice is posted and some three to four weeks later we have our uplifting. The problem we have is over the last two years by the time we go through the due process, the water we needed to boat has gone. The river seem to be running lower for longer and when we do get a fresh its up and then drops almost as quick providing only a short window of opportunity to boat.

I have given this some thought and see you operate your business from October through to April, and also the fishing season starts in October.

What I would like to do is apply for an up lifting from May through to September to have minimum impact on other users and hopefully when better flows are available.

This would be based on a minimum flow of 60 cum and would be from the Mangles River up to the Howard River month.

The reason for going as far as the Howard River is two kilometres up from the Hope River is the access point to retrieve boats.

To get the right flow, on the right day will always be a problem and I don't see us as being a heavy user of this section of the river.

One important thing to also consider is we then become another user group.

We have found in the past when fighting to keep our wild rivers when we don't use them we have very little influence in the courts.

Please give this some thought, your support would be marvellous, but realistically if you have no objection then that would be great.

Cheers,

Murray.

Murray Osburn,
Chairman,
Nelson/Marlborough Branch.
Jet Boating New Zealand.

Clive & Jan Workman

From: "Tim" <tim@rivers.co.nz>
Date: Thursday, 18 August 2011 10:05 a.m.
To: "Clive & Jan Workman" <cjw.bayview@xtra.co.nz>
Subject: Re: Buller uplifting

Hi Clive

I have no problems with the speed constriction been lifted for a period of time during the winter months. We just need to be kept in the oop of when boats are on the water as we can be on this section at this time of year, more so when there is high water in the river as this may close out our options for rafting in the gorge.

So totally happy with the jet boats being on river from May - Sept, but they need to contact Ultimate Descents New Zealand to make sure all rafts on river are aware of boats been launched and their planned river travel and time on and off river.

Regards

Tim Marshall
Ultimate Descents New Zealand Ltd.,
51 Fairfax Street
Murchison

www.rivers.co.nz

0800 RIVERS

Clive & Jan Workman

From: "Lawson Davey" <ldavey@fishandgame.org.nz>
Date: Monday, 21 March 2011 4:59 p.m.
To: <cjw.bayview@xtra.co.nz>
Subject: RE: Upper Buller River

Clive,

Sorry for the time taken to get back to you regarding your proposal.

I can understand the situation you are faced with trying to apply at short notice for a speed limit uplifting and as such your proposal makes sense. Given the proposed timing (May – September) being outside of the trout fishing season and with a minimum flow of 60 cumecs, I don't have too many concerns with your proposal from a Fish and Game perspective. The only suggestion I would make, is rather than the uplifting applying up to the Howard confluence, would you consider limiting it to the Harleys Rock Road Bridge as I assume you would be getting out at the old gravel quarry a couple of km's upstream of the Hope? The reasoning for this is I don't think it would be possible to get out at the Howard and the Harley's Rock road bridge is easily identified and downstream of trout spawning in Station Creek or potential spawning areas in the mainstem.

If you're happy with my suggestion, from a Fish and Game perspective we wouldn't have any concerns and would be happy to support your proposal. Feel free to give me a call to discuss if you need to, otherwise feel free to use this email as written approval.

Regards

Lawson Davey
Fish and Game Officer
Fish and Game New Zealand
Nelson/Marlborough Region
PO Box 2173
Stoke
NELSON 7041
Ph: (03) 544 6382
Cell:021 920 238
ldavey@fishandgame.org.nz



Whitewater NZ

PO Box 284
Wellington
New Zealand
www.rivers.org.nz
whitewaternz@rivers.org.nz

Clive & Jan Workman
34 Ballard Drive
Stoke
Nelson 7011
cjw.bayview@xtra.co.nz

12 August 2011

Dear Clive

Please accept this letter as an indication that Whitewater NZ are in support of Jet Boating NZ applying to the Tasman District Council to extend the area of the Buller river where speed uplifting is allowed. The section discussed is from the Mangles River confluence upstream to the Harleys Road Rock Bridge. The period of time mentioned was from May to September each year, based on a minimum flow of 60 cumecs.

Please let me know if you need anything further.

Yours sincerely

Polly Miller
President
Whitewater NZ
president@rivers.org.nz
021 027 58661

Manning Report

JET BOATS + FISHERIES

Fisheries File

June 1979

Present Government policy is for "the multiple recreational use" of New Zealand rivers. We are certain that this same policy would mean that no recreational area could remain exclusive to any group just because they had greater numbers, were there first, or because they paid a licence fee to use the river waters - Surely we cannot put a price on New Zealand's natural assets. No-one, but the people of New Zealand own the rivers. No one should have prior or exclusive rights to them. Every recreational user should have equal rights to the rivers.

This is all the N.Z. Jet Boat Assn. is endeavouring to attain - a right for their members and others to be allowed to pursue their recreational choice in the only areas that it can be pursued - in the rivers.

It is only 20 years since the advent of the jet boat, and regulations governing rivers were drawn up long before this. Even the new Water Recreation Regulations 1979 do not recognise jet boats as such although some of the new clauses were included with jet boats in mind.

Over the past few years, and only in certain areas, an enmity between some Societies and jet boaters has arisen. It has been allowed to grow to such an extent that many wild unsubstantiated public statements have been made.

We would like to present substantiated evidence by authoritative people concerning many points likely to be raised in this issue.

DAMAGE TO SPAWNING

The most quoted objection is damage to spawning. Our Association has always bent over backwards to assist anyone to conduct experiments on this topic or to close areas where any likelihood of damage is likely to occur. We initiated and assisted Dr. Ogle some years ago with his thesis on "Trout and Salmon Redds". Although Dr. Ogle concludes that jet boats could kill salmon eggs it was a requirement that the jet boat pass directly over the redd. We contend, and this is supported by Dr. Malcolm Flain of the Agriculture & Fisheries Department, that it is most unlikely jet boats would operate in the conditions described by Dr. Ogle.

It is considered that trout spawn not in the main streams with high flows but in small, shallow side streams away from fast flowing water. That is not jet boat country. Furthermore any spawning that did occur in main streams (a) is unlikely to be affected by jet boats due to the water depth and (b) it is at risk from natural hazards such as flooding. A fresh in the river is very serious for spawning areas according to both Dr. Ogle and Dr. Flain, especially if the stream bed starts to move. Dr. Flain, who was involved in an experiment in 1971 involving jet boats and fish on the Waimakariri River, contends that "where jet boats operate normally the effect of jet boats would be minimal". The N.Z.J.B.A. for many years have voluntarily excluded jet boats from the Hydra waters of the upper Rakaia and the upper reaches of the Waimakariri during April, May and June, because of salmon spawning. These waters are very shallow and mostly unboatable but we exclude them by mutual agreement with the local Acclimatisation Society. Our Association warns jet boaters of spawning periods, whitebaiting seasons, river protection operations etc., in our Handbook, our Magazine and newsletters. In North Canterbury Acclimatisation areas the highest concentration of jet boats occurs and the problem of possible damage to spawning has never arisen. Years of boating on these rivers has proved that fish populations do

not appear to suffer because of jet boats. Again we stress that in spawning conditions jet boats are most unlikely to be operating.

S P E E D

By lifting the speed restrictions on rivers it seems to automatically mean to some people that the river immediately becomes a race track. Comments like "high-speed boating" a phrase used 3 times in an attached letter by Mr P.J. Harker, Otago Acclimatisation Society and even in his letter to M.O.T. he suggests a number of times the speed aspect. In newspaper reports etc. this 'high speed use' seems to us that we are an organisation of race boats - this is not true.

This seems a natural reaction to many people when talk of lifting speed restrictions is raised. Probably a natural reaction which we can understand but it is not true. The greatest percentage of river boating in N.Z. is done at a speed of around 25 m.p.h. Generally at this speed a much smaller wake is generated than at 5 kph and most important of all, the driver has the best control of his craft. At any speed under planing speed (approx. 15 mph) a jet boat is much harder to control. More of the boat is in the water and there is less response to steering. To steer a jet the water pumped through the unit is deflected at the rear by 2 steering gates. At slow speeds less water is going through so less action by the gates or deflectors. In tight situations, the acceleration is used to effectively pump more water and so "speed up" the action of steering. A quick blip on the throttle greatly assists control - so most boaters keep plenty of power in reserve because of this.

In applying for the speed restrictions to be lifted our object is to be able to operate at planing speeds essential for normal jet boat operation. Excessive speed or dangerous driving which may endanger or unduly annoy any other river user can easily be prosecuted under Regulation 20(4) by any launch warden including our own. We are as keen as anyone else to keep these fast drivers under control and have applauded this Reg.20(4) which would allow this.

In all other rivers where restrictions have been lifted particularly Canterbury over a 6 year period no undue increase in boating frequency has been noted. Nor have any problems with other river users, including fishermen, been reported according to the Regional Marine Officer in Christchurch. It seems now with the large increases in fuel costs that all boating activities will decline rather than increase - a point to remember.

BANK EROSION

The only authoritative work, apart from our own experiments, is by E.J. Lesleighter B.E. of the Department of Public Works, New South Wales on the Hawkesbury River in Australia where the effect of speed boat activities on bank erosion was investigated. On page 12 Lesleighter says "In the Author's opinion the results point to the recommendation, that speed boat activities need not be restricted, as detrimental erosive effects are negligible". This test by the way was done on an area where water skiing was popular and on one day during the tests 79 boats passes the check point in 1 hour (page 7 last para.)

Lesleighter also suggests that where speed restrictions are enforced on waterways, that some consideration be given to the limits in the light of his findings where boats travelling at 7 to 10 mph (6-9 knots)

cause maximum wave heights (page 12, 3rd para.)

In the graph (fig.5) it is easily seen that at 30 m.p.h. the wave heights from 25' are just over 2" in height but at 7mph they are 6½" high.

This indicates that boating at 25-30 mph generates only one third of height of wave compared with boating at 5 knots. So any Authority who has any criticism of boats creating bank erosion by the lifting of the restriction would probably be wiser to approve as smaller wakes would be created, there being less wake at 25 mph than at 8 mph (5 knots).

Many of the areas asked for in this application are in normal flow unboatable, too shallow and not enough area to boat safely. The reason for the application covering the whole river is that many times during the year the river is running high in fresh or flood. Then these areas become boatable. But at the same time become unfishable. Nor would swimmers use the river - only jet boats.

In a recent court case the Acclimatisation ranger mentioned over 400 prosecutions under the Motor Launch Regulations in the Rotorua area. Please let it be known that these prosecutions were primarily open water prosecutions involving high density boating by all types of boats. There were quote "relatively few prosecutions taken against offenders on the river".) (Refer letter from Lakes C.C.)

There are now over 50 rivers in New Zealand which have all or part of their length lifted from speed restrictions. There are more than half as many again "in the pipeline". Why should these rivers in Southland be different. Jet boaters and fishermen exist in harmony in other areas why not here. Many jet boaters are also fishermen.

We have no objection to a trial period of a year or even 2, as in Canterbury, to try and prove that many objections raised are really not insurmountable and not as bad and detrimental to other river users as they have been made to look in Southland. Let us prove to you all that we can all exist in harmony and that we are as keen as anyone to stamp out the irresponsible behaviours of recreational river users, whether boaters, fishermen or people in authority.

One final point - if our applications are rejected it would mean no craft on these rivers, whether they were our members or jet boats belonging to Acclimatisation Societies or Catchment Boards. Also in the whole of Southland these are the only rivers that are boatable. Is it fair to exclude jet boaters from the only areas in their province they can use. Patrol restrictions are such that they cannot travel great distances now on weekends to practise their sport - so the only area they can use their boats is in Southland.

Ministry of
Agriculture & Fisheries
New Zealand

Telephone: 488-902

136/14/-

Fisheries Research Laboratory
Ministry of Agriculture and Fisheries
Private Bag
CHRISTCHURCH

July 13 1976

Mr G. Mannering
N.Z. Jet-Boat Association
207 Cambridge Terrace
CHRISTCHURCH

Dear Mr Mannering

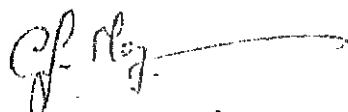
I refer to your questions regarding the probable effects of jet-boating on river trout populations.

Some work has been done by my Department in relation to jet-boats and salmon in the Waimakariri River; I believe the findings should also be relevant to trout. Divers kept watch on adult salmon while the boat passed above them and found that the fish took very little notice of the surface disturbance. The observations were made in water of 2-4m. depth. In very shallow water it is probable that the fish would scatter for cover, but I do not imagine they would be long in returning to their stations, once the disturbance had passed. This would be particularly so in regard to feeding trout. Resident fish are unlikely to move far from a familiar patch of stream.

The effects of the pressure wave of a jet-boat on trout redds in shallow water (30-50cm) could be damaging as D.G. Ogle has shown. But most of the productive spawning of trout takes place in the lesser tributaries which would be of little interest to boatmen. I feel sure an accommodation can be reached with angling organisations to ensure that jet-boats do not enter these small waters.

In regard to effects on stream invertebrates, these are likely to be minimal. Almost all these animals (larvae of caddis, mayfly, dipterous larvae other than sandfly, stonefly, dobson fly, etc.) live beneath the stones of the river bed or actually within the gravel. They are well adapted to keeping station in a strong current, even when feeding on the upper surface of stones. Their eggs are in most cases firmly attached to hard surfaces and difficult to dislodge.

I hope these comments answer your questions satisfactorily.
Yours sincerely



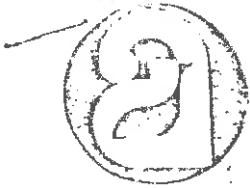
(C. L. Hopkins)

exceptional or unusual conditions. Which to all intents and purposes would rarely occur.

Yours faithfully

A handwritten signature in cursive script, appearing to read "M. Flain", written in dark ink.

(M. Flain)



Ministry of
Agriculture
& Fisheries

Fisheries Research Division
Kyle Street
Riccarton

Private Bag
CHRISTCHURCH
NEW ZEALAND

Telephone: 488 902

June 18 1979

Mr N.R. Keys
Keys Pharmacy
139 Wilsons Street
KAIAPOI

Dear Mr Keys

Further to my previous letter the following observations may assist you.

During trials on the effects of jet boats on adult salmon in the Waimakariri River I observed the following:

1. Though extremely noisy and obviously producing a reaction in people by their speed and power on the surface, underwater the boats passed directly over us and apart from a faint high pitched whine and shadow could hardly be detected. In fact it was often impossible to tell that they had been coming until they had passed. To a diver their speed (full throttle) mass and noise was barely detectable under water. Fish which we were observing at the time were quite indifferent to the boats, they were very much more disturbed by the exhalant bubbles of the divers each time we breathed out. We observed boats in deep and shallow water as well as fish responses to them. It was obvious, in fact, that underwater turbulence from river flow was considerably more important to the fish.
2. With regard to the Mataura and Oreti Rivers, I do not have first hand knowledge. I did discuss this with J. Galloway who has many years of field experience and also knows the rivers. His comments bore out what I previously wrote, namely: he knows of no real problem areas in the lower main river, but upper reaches or side streams may be a source of concern. However Ogles work gives a clear indication of what sort of circumstances must be met to cause such concern.

In relation to my experience of such matters, my observations would lead me to believe that the effects of jet boats would be minimal as far as fish are concerned, except under somewhat

Regarding damage to fish spawning we must point out the following relevant facts from "The Effect of Jet Boats on Salmon Eggs by D.G. Ogle" - which is used by the Acclimatisation Societies to oppose our case.

A. Eggs are only affected by pressure damage such as a jet boat passing directly over a Redd for only one to two days of the hatching cycle and outside of this time, no pressure damage was caused to eggs even under higher pressures than generated by passing jet boats.

B. As fish spawn over a period of time and not all at the same time, the chance of a boat running directly over a Redd at the critical egg stage becomes minimal when other factors are also taken into consideration.

C. i) Jet boats travel in the main stream channel with the fastest flow and in the deepest cross section of the stream, and even in braided sections they will still follow the largest, fastest flowing boatable channel. Fish will mainly spawn in side streams and channels away from fast flowing water, which reduces the chance of boats running over Redds.

ii) A jet boat has to travel directly over the Redd and would also need to be in shallow water, under approx. 60 cm before damage to eggs can occur.

iii) The assumptions made in Ogle's report page 98 "Predict higher maximum overall percentage fatalities than would actually occur".

"A figure of 40% was deduced as the maximum overall fatality rate in Redds if passed over by a jet boat. In determining that figure all the contributing influences were taken at their maximum".

iv) The "maximum" fatality rate was also at semi or displacement speeds of 12 - 15 m.p.h. which boats do not travel at except for a very short time while starting and stopping, and this is done in water much deeper such as pools where damage to eggs would be minimal or non-existent.

v) A "maximum" fatality rate of 28 - 30% at speeds of 25 m.p.h. in twelve inches of water is shown on page 91 table 6.3. Table 6.1 page 83 shows that over different depths at normal planing speeds of 25 m.p.h., the water velocity is lower than at lower speeds.

vi) The area of river in question is not boatable under low flows, therefore higher flows that are required, would further reduce any chance of damage to fish eggs.

Conclusion -

Taking all the above various factors, as well as damage to fish spawn by flooding, predators, natural loss of egg germination etc. the effect of damage to fish eggs by jet boats becomes very minimal.

The frequency of use of this river by jet boats is also very small compared to other rivers in New Zealand, this also reduces the chance of damage still further.

How strong the flow has to be before it starts moving and thereby damaging the eggs has yet to be resolved.

7. Under most circumstances where jet boats normally operate I would suspect the effect of jet boats would be minimal on trout populations. In circumstances outlined in 5, then possibly a great deal of damage could be the result of a single boats operation. It would seem reasonable to me that mutual discussion and agreement to avoid this type of situation would be to everyone's advantage. As I understand it, this sort of gentleman's agreement has prevailed for many years with respect to salmon spawning areas.

I'm sure you will appreciate that from the above, specific sensitive trout spawning areas might exist, if the locals know of these, then I'm sure, any responsible organisation would not seek to create difficulties for itself and would ensure that they voluntarily avoided them.

Yours faithfully



(M. Flain)



Ministry of
Agriculture
& Fisheries

Fisheries Research Division
Kyle Street
Riccarton
Private Bag
CHRISTCHURCH
NEW ZEALAND

Telephone: 488 902

June 12 1979

Mr N.R. Keys
Rivers Committee Chairman
N.Z. Jet Boat Assoc. Inc.
P.O. Box 339
CHRISTCHURCH

Dear Mr Keys

Firstly to answer your questions.

1. Brown trout commence spawning towards the end of May, peak towards the end of June and finish by the end of July. Rainbow trout commence spawning mid-June, peak towards the end of July, finish mid-September.
2. It is possible that trout would spawn a little earlier in the Nelson/Marlborough area but not by a large time difference.
3. Spawning preference is for stable, shallow sidestreams. Evidence for main river spawning is scant, it does appear on occasions that this does happen on the Waitaki River, with its dams and somewhat controlled flow.
4. Eggs are extremely sensitive shortly after fertilisation from 2 days to 16 days, being most sensitive about the seventh day. This does depend on temperature.
5. We have not examined the effect of jet boats on trout eggs, but there is D. Ogles paper in the N.Z. Journal of Marine and Freshwater Research on the effects on salmon eggs. I suspect that areas where jet boats would operate normally, are unlikely to be trout spawning areas.

It would seem however, that if a jet boat were to go into a spawning side channel at low flow, then it might well cause damage to eggs in the redds. I would suspect your organisation would wish to avoid this situation. I would imagine it would be most uncommon and might be useful to advise members against.

6. Depending on the size of the fresh, it can vary from advantageous, by moving sediments and algae, allowing greater inter gravel flow, to very serious, if its large enough to start moving the stream bed.

9 June 1979

Mr M. Flain,
Fisheries & Research Laboratory,
Kyle Street,
Riccarton,
CHRISTCHURCH, 1.

Dear Sir,

On Dr. R. McDell's recommendation we would like your assistance and advice regarding spawning areas for brown and rainbow trout. It is essential that we research this aspect as far as possible so that we may endeavour to be considerate of fishing waters. As you know we ban the spawning areas for salmon to our members during the season.

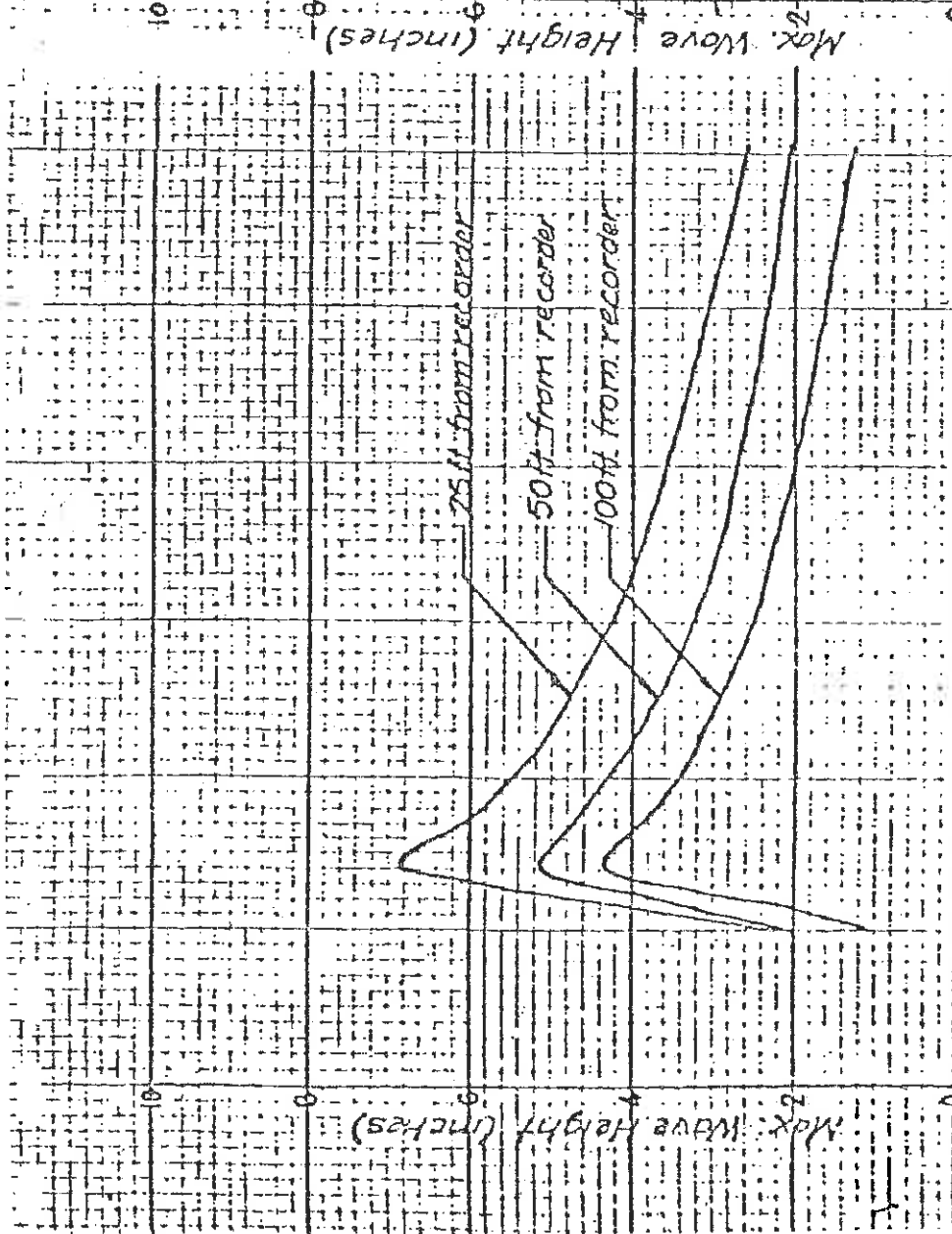
As requested per telephone I would like to submit the following questions:-

1. In Southland Rivers what time of the year do trout spawn?
2. Would trout spawn earlier, or later, in say the Nelson/Marlborough area?
3. Do trout spawn to any great extent in main flow water, i.e. reasonably swift; or do they prefer the quiet and shallow sidestreams?
4. What is the most critical period of time after spawning likely to be?
5. Specific effect of jet boats on fish that you have studied on the Waimak and any other rivers, especially in low flow conditions?
6. Effect of a fresh on spawning?
7. Effect of flooding on spawning?
8. In your opinion do you consider that jet boats cause any significant damage to trout at any time, bearing in mind the number of jet boats are not likely to increase in number because of fuel costs etc.

Thank you for your assistance in this regard. I look forward to an early reply and our meeting on Friday, 15 June.

Yours faithfully,

Noel R. Keys,
Rivers Committee Chairman.



DRAWN E.J.L. 2-6-64

TRACED

CHECKED E.J.L.

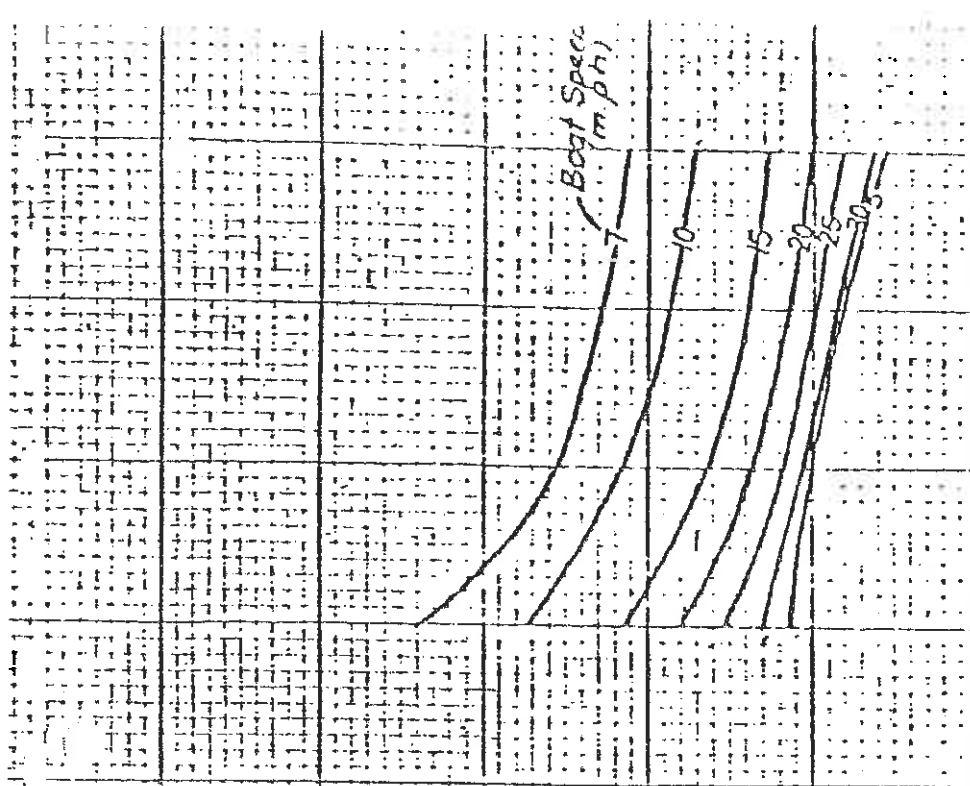
REVISION

J. M. BAIN

DIRECTOR OF PUBLIC WORKS

PRINCIPAL ENGINEER

FIGURE 5



DEPARTMENT OF PUBLIC WORKS N.S.W.

HARBOURS & RIVERS BRANCH

SPEEDBOAT WAVES. ALTERATION WITH DISTANCE FROM BOAT.

E 43

SCALE: -

EXTRACT from HAWKESBURY RIVER REPORT:
"EFFECT OF SPEEDBOAT ACTIVITIES ON BANK EROSION

Recommendations

Further any undermining tendency of speedboat waves appears to be of only minor importance, as such action is very slow and insignificant when it is considered that, in a few days, the passage of a flood causes damage of tremendously greater magnitude. Inspection of the banks, shows general erosion from high areas right down to the water level and there is no particular place where erosion is greatest.

The program of tests carried out has been comparatively brief but suitably scientific for the purpose in mind. That is, to find the relative erosive effect of speedboat waves on the Hawkesbury River. In the author's opinion the results point to the recommendation, that speedboat activities need not be restricted, as detrimental erosive effects are negligible. Water skiing activity in N.S.W. is probably at its greatest on the Hawkesbury River. Consequently it is unlikely that such activity would be the cause of bank erosion on other waterways in the State, provided the soils are similar. Wind action, however, could be far greater than the wave action due to skiing at other places where the fetch is larger.

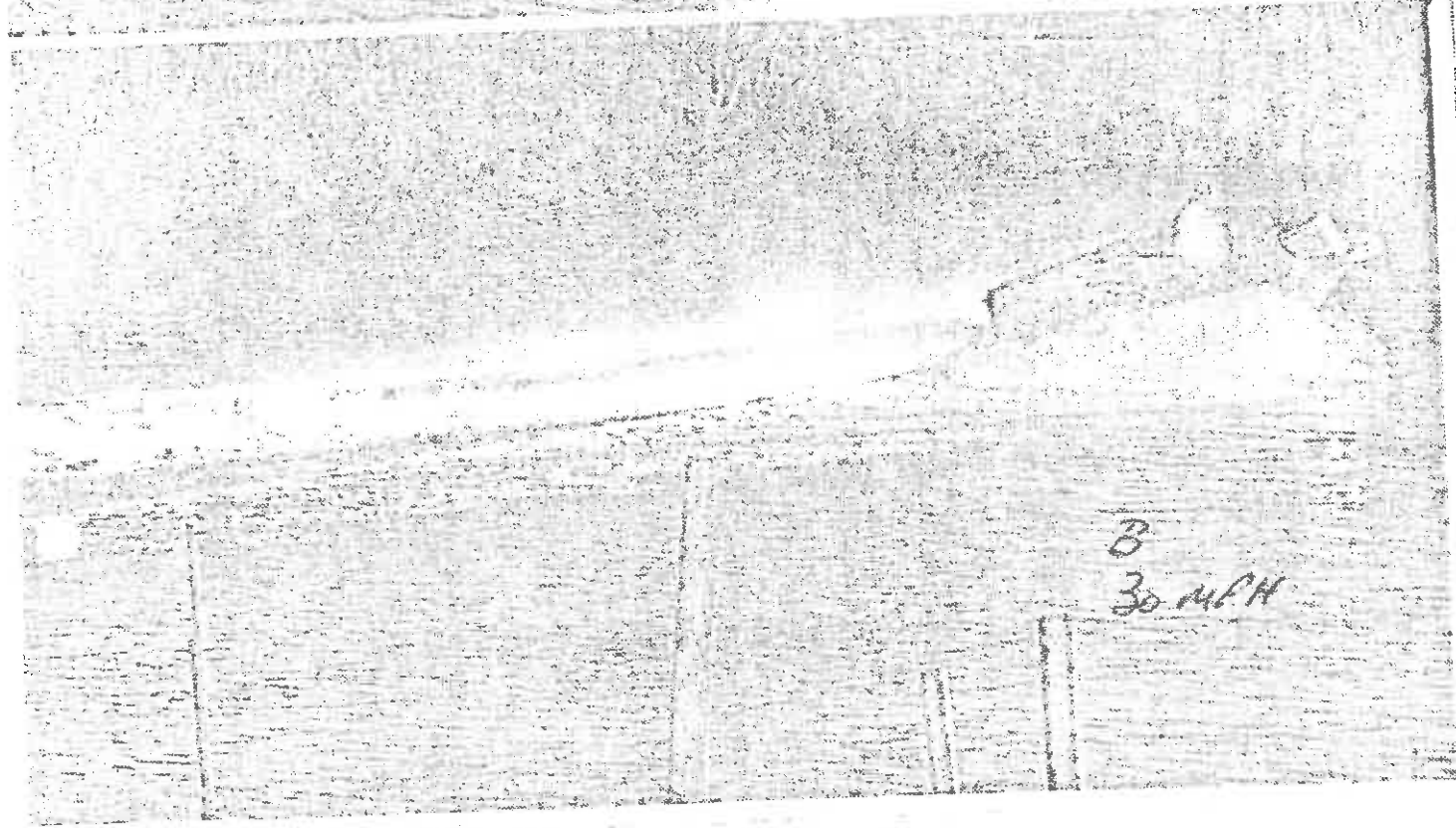
It is recommended that where speeds are restricted on waterways for wave reduction, there be some consideration given to the limits in the light of figure 3; where it is seen that speedboats travelling at 7 to 10 m.p.h. (6 to 9 knots) cause maximum wave heights.



TOP - WAVES MOSTLY WHITE - SPRAY.
BOTTOM - WAVES DISAPPEARED - BOAT STILL IN VIEW



A2
30 MPH



B
30 MPH

A1
30 MPH

A2
50 MPH



TEST OF BOAT WAKES DISTURBANCE TO BANKS
WAIMAKARIRI RIVER and KALAPOI RIVER
19 JUNE 1979

Boat Jet 44/V6 (standard jet boat design)

Personnel - Zane Findlay, Guy Mannerling, N.Z. Jet Boat Assn. (Inc).
as observer, Bob Reid, Assistant Rivers and Drainage
Engineer, North Canterbury Catchment Board.

Purpose of tests to examine effects of boat wakes on

- (a) shingle river-bed.
- (b) deep channel with mud banks.

- (a) 1. Shallow shelving bank. Refer illustration A1.
Boat passing 10m away from measuring stick at waters edge
water depth for boat 12".
Current speed 3 m.p.h.

Measured with boat travelling	Wave disturbance	
	Upstream	Downstream
4 mph	nil	nil
8 mph	7.5 cm	8.5 cm
30 mph	8.5 cm	9.5 cm

Note: The waves dissipate in the current generally and especially when the boat is travelling upstream. At the shore such small waves occur as to make it difficult to read and difficult to get repeat recordings.

The disturbance to the river-bed is negligible.

- (a) 2. Steep beach. Refer illustrations A2.
Boat passing 10m away from measuring stick at waters edge
water depth for boat 1m
Current speed 1 mph

Measured with boat travelling	Wave disturbance	
	Upstream	Downstream
4 mph	nil	nil
8 mph	3.5 cm	9 cm
30 mph	8.0 cm	14 cm
Boat 30m away 30 mph	3.0 cm	3 cm
Boat 3m away 30 mph	8.0 cm	10 cm

- (b) Deep Stream with mud banks (Refer illustration B).
Boat passing 10m away from measuring stick affixed to river
bottom 2m out from shore.
Water depth 2.2m
Current speed $\frac{1}{2}$ mph

Measured with boat travelling	Wave disturbance	
	Upstream	Downstream
4 mph	nil	nil
8 mph	11cm	15.5cm
30 mph	9cm	8cm

Note: The effect of greater wakes in maximum displacement at 8 mph is apparent.
The velocity even at high speed of the wake was not sufficient to dislodge floating grasses resting against the mud banks. It was sufficient to rock moored craft in the stream.

Conclusions

A passage of a jet boat travelling in a straight line past a point has little effect on river banks. The largest wave height produces, 15.5cm (6") is very small. The water velocity in the river which increases as the river rises in fresh will scour in a way which could not be made to occur by the larger low energy swell of the displacement boat or the small high energy wave of the 30mph boat.



Ministry of
Agriculture & Fisheries
New Zealand

136/14/-

Telephone: 488-902

Fisheries Research Laboratory
Ministry of Agriculture and Fisheries
Private Bag
CHRISTCHURCH

July 13 1976

Mr G. Mannering
N.Z. Jet-Boat Association
207 Cambridge Terrace
CHRISTCHURCH

Dear Mr Mannering

I refer to your questions regarding the probable effects of jet-boating on river trout populations.

Some work has been done by my Department in relation to jet-boats and salmon in the Waimakariri River; I believe the findings should also be relevant to trout. Divers kept watch on adult salmon while the boat passed above them and found that the fish took very little notice of the surface disturbance. The observations were made in water of 2-4m. depth. In very shallow water it is probable that the fish would scatter for cover, but I do not imagine they would be long in returning to their stations, once the disturbance had passed. This would be particularly so in regard to feeding trout. Resident fish are unlikely to move far from a familiar patch of stream.

The effects of the pressure wave of a jet-boat on trout redds in shallow water (30-50cm) could be damaging as D.G. Ogle has shown. But most of the productive spawning of trout takes place in the lesser tributaries which would be of little interest to boatmen. I feel sure an accommodation can be reached with angling organisations to ensure that jet-boats do not enter these small waters.

In regard to effects on stream invertebrates, these are likely to be minimal. Almost all these animals (larvae of caddis, mayfly, dipterous larvae other than sandfly, stonefly, dobson fly, etc.) live beneath the stones of the river bed or actually within the gravel. They are well adapted to keeping station in a strong current, even when feeding on the upper surface of stones. Their eggs are in most cases firmly attached to hard surfaces and difficult to dislodge.

I hope these comments answer your questions satisfactorily.
Yours sincerely

As.-G. 102

(C. L. Hopkins)

Provision / Clause	Support / Oppose	Submission	Decision Sought
Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakawau	Clearly indicate whether you support or oppose the specific provision.	State in summary the nature of your submission and the reasons for it. If suggesting a change to a map, please append a copy marked up with your proposed changes	State clearly the decision and or suggested changes you want Council to make in respect of the provision
6a/b Aorere river working	Support	It is common sense to amend to correspond with the whitebaiting season dates	To change dates as proposed
Figure 31 Takaka River	Support	By removing the speed restriction between Waitapu bridge and the sea allows this stretch to be navigated safely without the need for displacement	To change as proposed
Figure 32 a/b Motueka River	Oppose.	See separate attached submission.	
Figure 33 Waiatea/Waiatea Rivers	Support	The lowering of the minimum flow allows for more recreational boating opportunities per year and decreases the need for monitoring	To lower minimum flows as proposed.
Figure 34 a/b Buller River	Partly support Partly oppose.	See separate attached submission.	

Provision / Clause Please refer to the numbered bylaw or subclause, e.g 3.4 Wake, or figure e.g Fig 5 - Pakewau	Support / Oppose Clearly indicate whether you support or oppose the specific provision	Submission State in summary the nature of your submission and the reasons for it, if suggesting a change to a map, please append a copy marked up with your proposed changes	Decision Sought State clearly the decision and or suggested changes you want Council to make in respect of the provision
Page 84 All tidal rivers	Support		Introduce this new bylaw.



JET BOATERS

The Buller River is commercially jet boated
in this area

BULLER CANYON TET
Please advise www.buller-tet.com.au
of intentions before launching & upon retrieval
03 523 9809

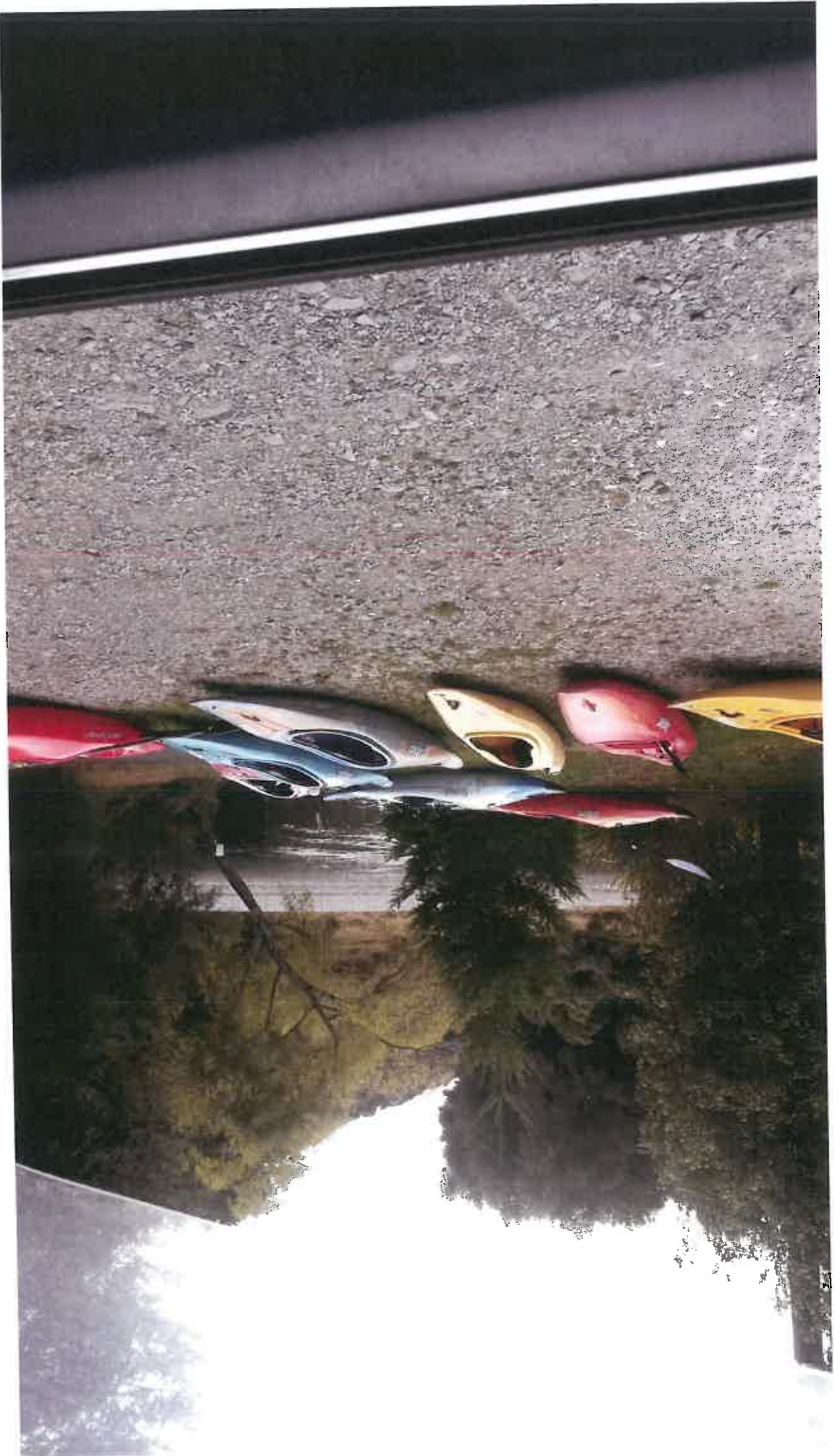
Tasman District Navigation Safety Bylaw

- Keep to the right hand (starboard) side of the river channel
- Upstream engine boat gives way to downstream boat
- Do not operate a vessel if river & weather conditions are unsafe
- Ensure that engine does not create danger or risk of damage to persons, vessels or structures
- Speed must not exceed 5 knots (9.3km/h) upstream of the confluence with the Mangrove River

Tasman District Council
03 523 9809









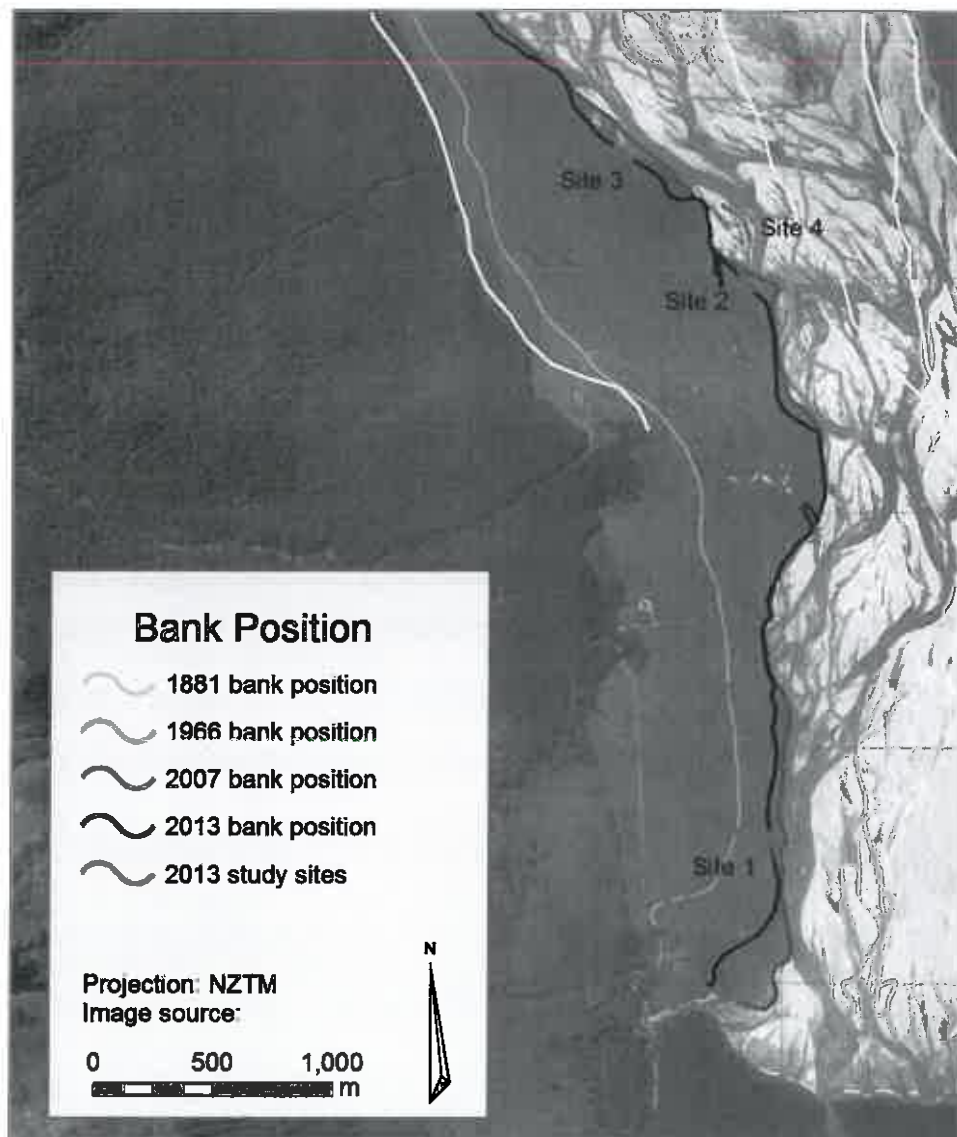






An evaluation of jet boat and natural river bank erosion in the lower Dart River, New Zealand

Dr Henry R Hudson
Environmental Management
Associates
hudsonh@es.co.nz



Environmental Management Associates

EMA 2014-01
March 2014

EMA

Citation: Hudson, H.R. 2014. An evaluation of jet boat and natural river bank erosion in the lower Dart River, New Zealand. EMA 2014-01 report for Ngāi Tahu Tourism-Dart River Jet Safaris. Environmental Management Associates, Christchurch, 60 pages.

Abstract

Effects of commercial jet boat operations on bank erosion were investigated in the high energy, gravel bed, lower Dart River. A critical issue is whether the natural westward channel migration into the river flats (braid plain) is accelerated by commercial jet boat activities, particularly with the use of larger, more powerful (twin engine), boats that generate somewhat larger waves.

Mapping in 1881 shows the river flowed along the western mountains. By 1966 the active channel migrated eastward across the delta up to ~1,475 m and river flats formed along the right bank of the lower several kilometers of the river. Since 1966 the river moved westward again. By 2007 the active channel moved up to ~500 m into the river flats with a loss of 120 hectares of land. From 2007 to 2013 the right bank position retreated up to ~60 m in the upper and middle sections of the river flats and up to ~290 m near the mouth. The movement of the active river into the right bank river flats is expected to continue because the bed in the middle of the Dart River is elevated and water is spilling into the lower lying channels along the right bank.

Passage of jet boats can accelerate erosion of unstable gravel banks in the active channel, but erosion is minor (centimeters) compared with small freshes and floods where metres to tens of metres of erosion occur. Bend erosion was observed in the absence of jet boat passage.

Erosion of the cohesive river flat banks was not evident with multiple boat passes. However, bank failures were observed in a small fresh; and bank retreat of 0 to 11.5 m was measured during a single small flood event. Differences in bank retreat are attributed to exposure and flow alignment. Extensive gravel bars that occur along the river flats can protect the river flats from erosion during floods. The position of these bars may change during floods and from flood to flood.

It is concluded that natural rapid erosion of the river flats of the right bank of the lower Dart River has been occurring for decades, and is likely to continue for decades. Jet boat induced erosion of the river flats was not evident. Moreover, there are extensive reaches where the channels used by jet boats are separated from river flats by extensive gravel bars. There is no potential for river flat erosion by jet boats in these circumstances.

Recommendations are made regarding bank stabilisation.

The information in this report is accurate to the best of the knowledge and belief of the Consultant. While the Consultant has exercised all reasonable skill and care in the preparation of information in this report, neither the Consultant nor Ngāi Tahu Tourism-Dart River Jet Safaris accept any liability in contract, tort or otherwise for any loss, damage, injury or expense, whether direct, indirect or consequential, arising out of the provision of this information.

Executive Summary

Ngāi Tahu Tourism commissioned Environmental Management Associates (EMA) to investigate the effects of their Dart River Jet Safaris commercial jet boat operations on river bank erosion in the lower Dart River. Following communications with locals, the Queenstown Lakes District Harbourmaster, Ngāi Tahu Tourism and the jet boat operators, the investigation was focused on erosion of the lower right bank of the river below the Glenorchy-Kinloch Bridge (river km 9.1).

The Dart is a high energy gravel bed river, with an extensive delta, that discharges into Lake Wakatipu. Several large floods occurred in recent years, the largest being 1,467 m³/s in January 2013. The mean annual flood is 1,237 m³/s.

Rapid erosion of the extensive braid plain (river flats) of the right bank of the lower Dart River has been occurring for decades, and is likely to continue for decades. There have been numerous attempts at river control along the lower right bank, but these have been largely unsuccessful because erosion is attributed to long term pro-gradation of the delta and westward migration of the active channels into the lower lying areas of the Dart delta. Over the longer term it is possible the lower Dart River will revert to its historic course along the western mountains.

A critical issue is whether westward channel migration is accelerated by commercial jet boat activities, particularly with the use of larger, more powerful (twin engine), boats.

Trials in Lake Wakatipu show larger, more powerful, Dart River Jet Safaris (DRJS) boats generate somewhat larger waves than their single engine boats; and similar or somewhat larger waves than jet boats in other NZ rivers. For empty DRJS boats on plane, at 2 boat lengths from the sailing line, waves of 112 mm (twin V8) and 105 mm (single V8) were recorded by an RBR-XR-620 pressure sensor. (The sensor was mounted 300 mm below still water level). At 5 boat lengths from the sailing line maximum wave heights decrease to ~82 mm for both boats.

At two boat lengths from the sailing line tight turns produced 111 mm waves, and wide turns 157 mm waves; stopping from plane generated a 176 mm wave; and two opposing boats passing on plane generated a similar maximum wave to a single boat (122 mm and 127 mm, respectively). For the loaded twin V8 a maximum size wave of 223 mm, at 2 boat lengths from the sailing line, occurred at 14 km/h (7.6 knots).

Previous New Zealand investigations indicate that planing jet boats are unlikely to initiate motion of bed gravels in shallow water (≥ 150 mm). Unvegetated banks, composed of fine, unconsolidated sediment, could be eroded by planing jet boats, but gravel banks were unlikely to be significantly eroded. Spray from jet boats could wash sand and silt off shorelines and banks.

Bank erosion trials in the lower Dart River show low slope gravel bars, and coarse bed material, were not measurably eroded in multiple boat passes. Measurable erosion could not be induced by jet boat operations in the cohesive braid plain banks of the lower Dart River. However, as

flows rose from 28 m³/s to 95 m³/s (later peaking at 128 m³/s) these cohesive banks were observed to spontaneously fail without jet boat operations, resulting in bank retreat in the sub-metre range.

Measurable retreat (up to 0.21 m) of a low (≤ 0.55 m) gravel scarp (D_{84} 52 mm) occurred with planing boats and stops and starts in a pseudo stable reach. Benchmarks were removed with a flow of ≤ 95 m³/s, indicating channel change of more than 2 m; with far greater changes as the flows rose to a peak of 128 m³/s. The downstream extension of the scarp was actively eroding near the apex of the bend in the absence of jet boat passage.

Bank positions were surveyed with RTK GPS before and after a 1,020 m³/s flood in June 2013. Large changes occurred in the active gravel bed channels. Bank erosion was highly variable with some braid plain bank pre-flood markers remaining, with other sections retreating up to 11.5 m. The variability is attributed to the exposure of the bank to high velocities. Large sections of braid plain bank are somewhat protected by extensive gravel bar deposits; and by deposits that form near the banks during high flow events.

To place these changes in context, historic bank positions were assessed from the bridge to the mouth. While there is little change in the bridge reach, dramatic changes occur in the bank position of the braid plain. There was essentially no right bank braid plain in 1881. By 1966 the braid plain bank position was to ~1,475 m eastward in the active channel. From 1966 to 2007 the active channel shifted westward eroding 120 ha of the braid plain; with more erosion to June 2013.

The major conclusions related to bank erosion in the lower river are:

1. Impacts from jet boats operations range from no measurable erosion to centimeters of bank retreat in the active gravel bed;
2. No change to metres of bank retreat occurred in a minor fresh; and a small flood realigned channels by tens of metres and changed channel patterns in the active gravel bed;
3. Measurable erosion could not be induced in the cohesive, exposed, right bank braid plain with jet boat operations;
4. A minor fresh induced braid plain bank failures, and a single small flood eroded up to several metres of bank; and
5. Since 1966 the right bank braid plain has retreated westwards tens to hundreds of metres. (The position of the left bank is relatively stable). This natural erosion is expected to continue.

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1 Introduction

Ngāi Tahu Tourism commissioned Environmental Management Associates (EMA) to investigate the effects of their Dart River Jet Safaris commercial jet boat operations on river bank erosion in the lower Dart River. Following communications with locals, the Queenstown Lakes District harbourmaster, Ngāi Tahu Tourism and the jet boat operators, the investigation was focused on the right bank of the river below the Glenorchy-Kinloch Bridge (river km 9.1) where significant erosion has occurred.

A major point of contention is the role of commercial jet boat operations in the recent rapid erosion of the lower right bank of the Dart River. To compare jet boat erosion and natural river bank erosion the following tasks were undertaken:

- Provide background information on the geomorphology and hydrology of the lower Dart River;
- Quantify historic and contemporary erosion of the lower right bank of the Dart River;
- Review the generation and patterns of jet boat wash and wake waves;
- Review the effects of jet boats on river bed and bank erosion;
- Determine effects of the Dart River Jet Safari operations on bank erosion in the lower Dart River; and
- Recommend further investigations.

2 Geomorphology and hydrology

The Dart River originates in mountain ranges and flows west then south some 60 km from the Dart Glacier to Lake Wakatipu. The river evolves from highly confined bedrock controlled channels in the headwaters to a wide prograding gravel delta in the lower reaches (Hudson 2005). The Rees flows to the east of the Dart, with a flow path directly south to Lake Wakatipu, with another flow path entering the Dart River about 1.4 km from the mouth (marked with an arrow in Figure 1).

The focus of this investigation is on the right bank of the river below the Glenorchy-Kinloch Bridge (river km 9.1) (Figure 1). Here the lower Dart River has two distinct segments (Hudson 2005):

- 1) A wide¹ braided reach (average width 1,220 m) extending from the mouth to river km 8; and
- 2) A confined reach (average width 440 m), extending from river km 8 to ~500 m above the Kinloch-Glenorchy Bridge, which has a strong tendency to a single thread channel.

¹ Active channel widths were estimated from aerial photographs and topographic maps. The active channel is defined as the riverbed between permanently vegetated floodplain banks.

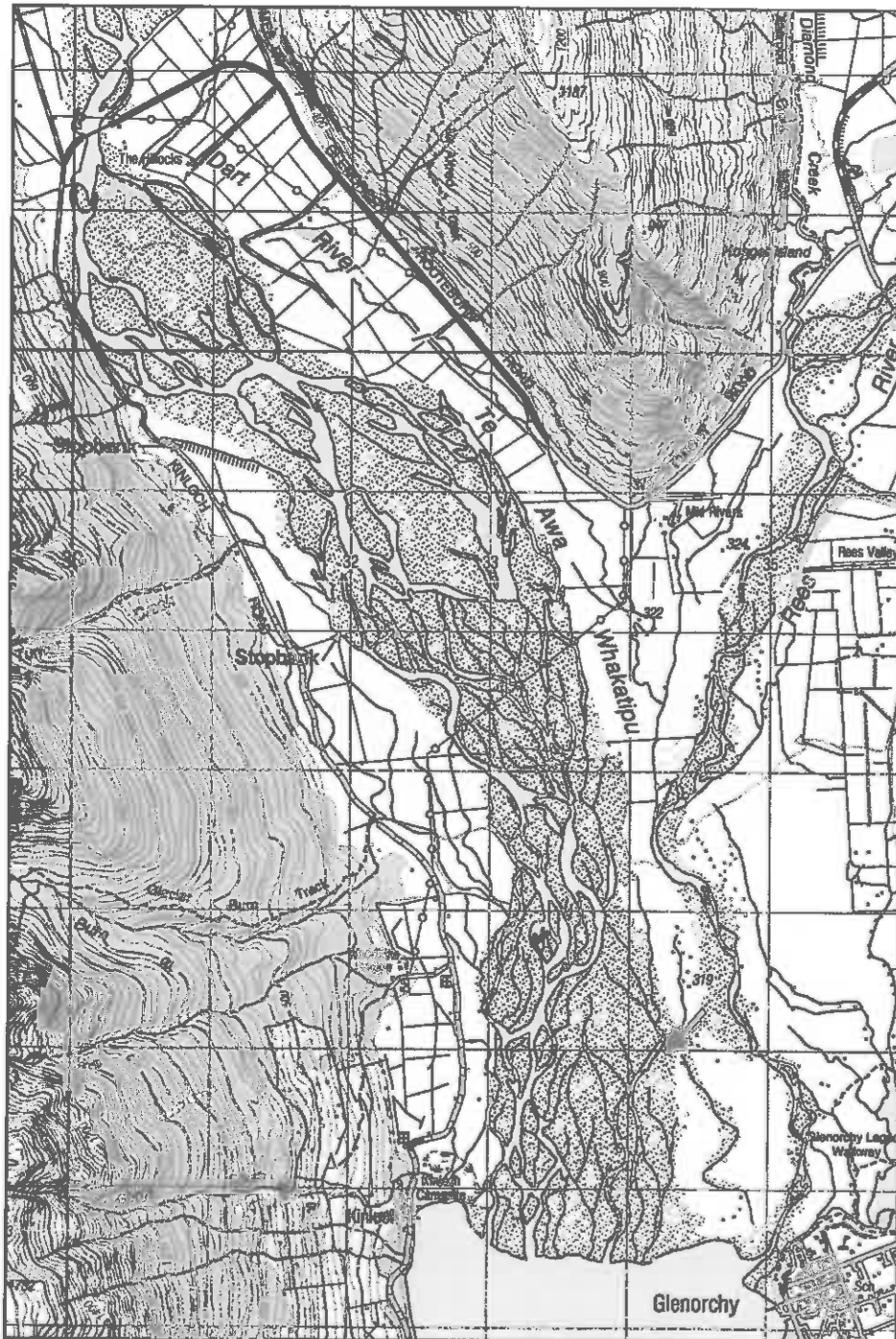


Figure 1. Geography of the lower Dart River

The delta is composed of gravel derived from largely unmodified, tectonically active, catchments of the Dart River (632 km²) and Rees River (405 km²) (Wild 2012). From the bridge to the delta front the bed slope of the Dart River is 2.8 m/km (detrended LIDAR data), and the median size (D₅₀) of the bed material varies from 11.0 mm to 15.5 mm near the bridge to 2.3 mm to 3.3 mm at the Kinlock shoreline (Wild 2012). The D₈₄ of the bridge samples is ~40 mm.

The Dart and Rees catchments were subject to multiple glaciations extending into present day Lake Wakatipu (Suggate 1990). Following glacial retreat approximately 14,000 years ago large quantities of gravel and sand were deposited in the Dart and Rees valleys as outwash plains (Turnbull & Forsyth 1988). These deposits are actively eroded by tributaries and the Dart and Rees rivers. Additionally, mass wasting delivers large quantities of Schist bedrock into the rivers (Bishop & Forsyth 1988, McSaveney & Glassey 2002).

Otago Regional Council (ORC) operates rainfall recorders at the bridge (The Hillocks) and up valley at Paradise, and a flow recorder at the bridge.² The mean annual rainfall is 1,677 mm at The Hillocks (elevation 353 m), and 1,896 mm at Paradise (elevation 400 m).

The Dart River has a flashy regime, with rapidly rising peaks and recessions. In the period December 1996 to January 2007 ORC report a mean annual low flow of 17.1 m³/s; a seven day low flow of 10.7 m³/s; and a lowest recorded flow of 6.1 m³/s. Horrell & others (2012) calculate a mean annual flood (MAF) of 1,237 m³/s. Recent events exceeding MAF occurred in April 2010 (1,267 m³/s), February 2011 (1,469 m³/s) and January 2013 (1,467 m³/s) (Goldsmith & Williams 2013). The latter are the two largest floods on record.

3 Dynamics of the lower Dart River

At the bridge the active channel is about 165 m wide and is confined by bedrock headlands (Figure 3). Below the bridge (km 9.1) to km 7.4 the right bank is largely protected by bedrock or boulders (Figure 4). From the bridge to km 8.0 (the top of Kowhai Bush) there has been relatively minor change since the channel position was mapped in 1881 (Figure 3). In the Kowhai Bush reach the 1881 bank position was up to ~120 m east into the present active channel. The hill contours (Figure 1) and the 1881 bank position suggests that the braid plain extended into this reach at that time. The present right bank is against the Kowhai Bush hillside, with little change in bank position since 1966.

The extensive braid plain that now extends over lower 7.4 km of the right bank of the lower Dart River has experienced major shifts in bank position. In 1881 the active river channel was considerably wider, extending from approximately the present alignment of the left bank, to the edge of the western hills (Figure 5).

In the period 1881 to 1966 the active river channel effectively became narrower by moving eastward away from the right bank while essentially maintaining the left bank alignment (Figure 5). The active channel shift left an extensive braid plain along the right bank. In places the 1966 right bank was up to ~1,475 m east of the 1881 position. The old channels in the braid plain are clearly evident in Figure 6.

² <http://water.orc.govt.nz/WaterInfo/Catchment.aspx?r=Kawarau> Accessed Nov 2013

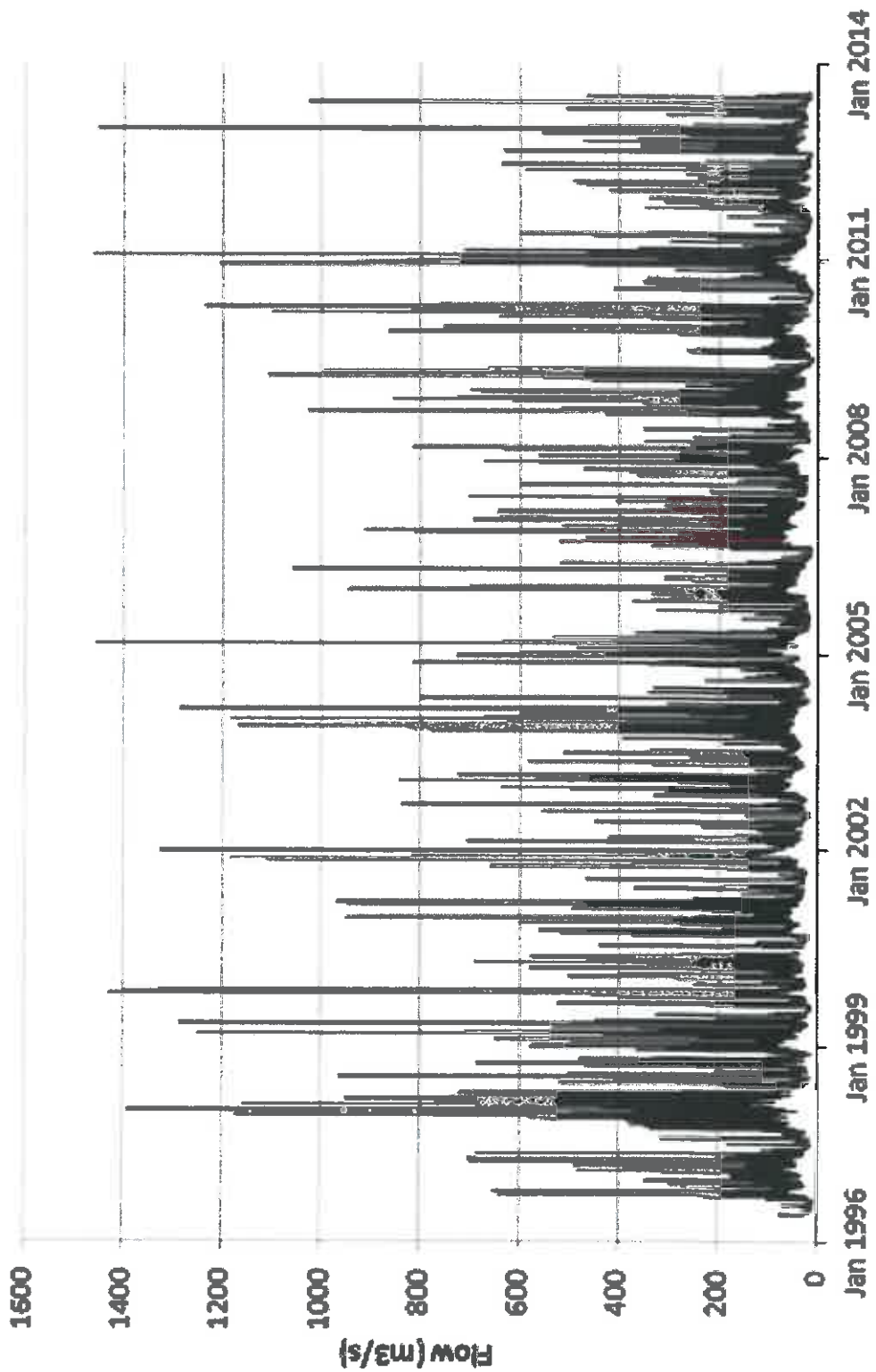


Figure 2 Flow in the Dart River at The Hillocks for the period of record to September 2013 (ORC data)

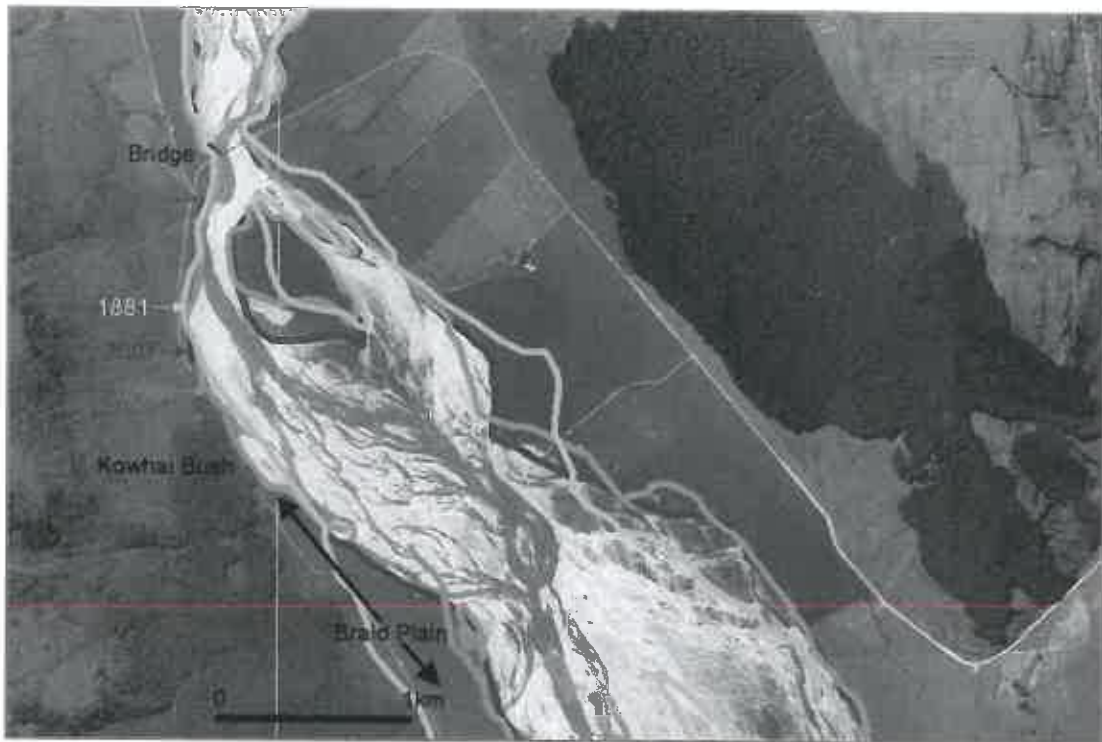


Figure 3. Dart River bridge reach with 1881, 1966 & 2007 bank positions (based on Wild 2012)



Figure 4. Right bank bedrock and boulders ~km 7.75 (2013 May 25)

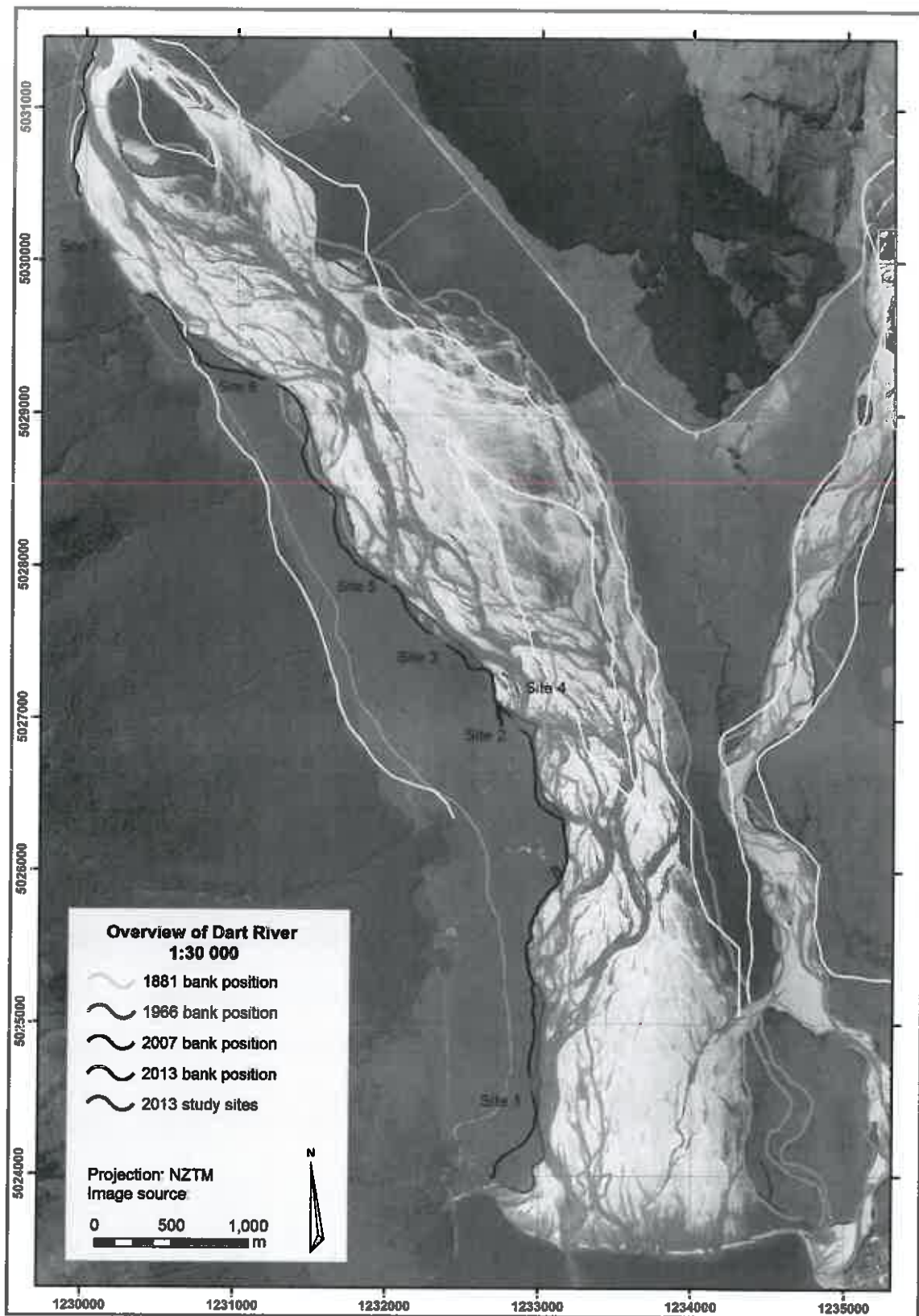


Figure 5. Lower Dart River study sites and historic and surveyed right bank position (2006 aerial photograph)

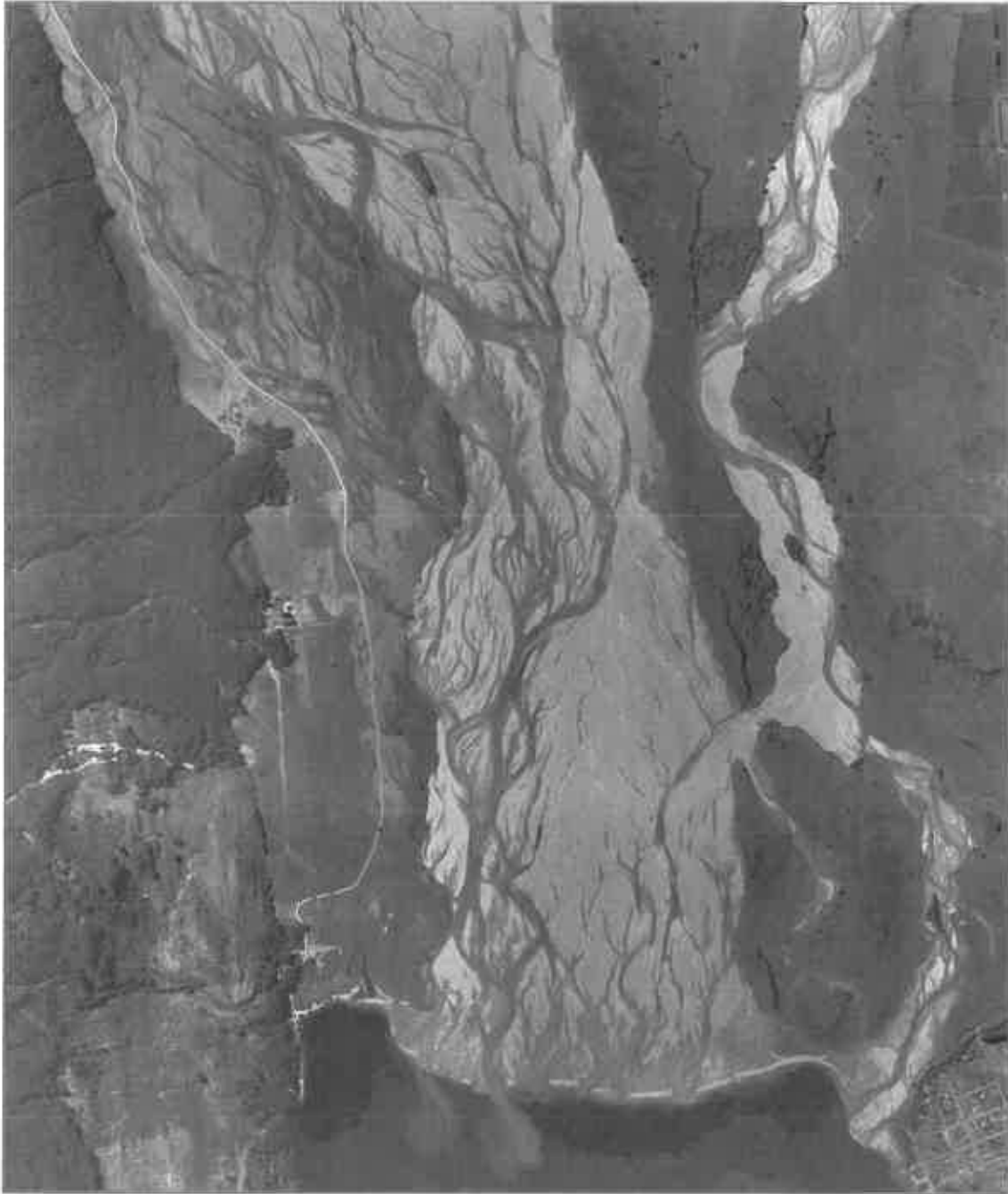


Figure 6. Lower Dart River braid patterns (LINZ photography 2000/2001)

Since 1966 the river has migrated westward eroding into the right bank braid plain (Figure 5). By 2007 the river had eroded up to ~500 m into the braid plain at river km 4.2; and by ~300 m to ~440 m over the lower 2 km of river. Wild (2012) calculated that over 120 hectares of the right bank braid plain in the lower 5 km of river was lost to erosion in the period 1966 to 2007. In this period the delta advanced ~210 m. These trends continue.

Bank positions were also mapped from 2011 LIDAR topographic data. Wild (2012) noted a further 6 ha of farmland was lost to Dart River erosion of the right bank in the period February 2007 – October 2011. The river bank retreated up to 70 m and delta pro-gradation of 34,100 m² occurred along the western side at Kinloch.

Wild (2012) attributes the channel migration to different elevations and flow paths across the prograding delta. LIDAR topographic data and cross section surveys indicate the bed is elevated in mid delta and Dart River active bed levels are lower along the right bank (Figure 7).

Flow will also be diverted from the crown of the pro-grading delta to the east, threatening Glenorchy. Wild (2012) concluded that bank erosion and delta progradation are likely to be continuous for the next 45 to 75 years with the inevitable result that the Dart River will take the shorter and steeper route to the lake via the lagoon at Kinloch.

For this investigation a right bank RTK-GPS survey was undertaken below the bridge in 06 June 2013.³ Bank edge details were recorded generally at 10 m intervals, with more detail in study reaches and where bank edges were less uniform. The bank positions portrayed in Figure 5 refer to the coherent vegetated edge of the braid plain (essentially what would be defined as the bank edge from aerial photographs). Material that had broken off or accumulated at the base of the bank, or lower elevation gravel point bars, were not included in this analysis.

In the period 2007 to the 2013 survey the right bank position retreated up to ~60 m in the upper and middle sections of the braid plain and up to ~290 m near the mouth (Figure 5). In other sections there was little erosion, or changes were within the accuracy of determining bank position from aerial photographs. The detailed site investigations are discussed later in the context of jet boat impacts.

Within the active river bed, channel displacements of tens of metres to hundreds of metres are evident in recent aerial photographs (Figure 8). Large scale changes can occur with relatively slow evolution with small freshes or rapidly with floods (e.g. video monitoring of the Waimakariri River at Crossbank; and the observations of DWK (1994) in the Shotover River).

³ The Kowai Bush river edge, which is largely bedrock and boulder protected, was not surveyed because GPS/GNSS positions were not available. The survey was undertaken by registered surveyors using a base station and real time kinematic GPS, on the Mount Nicholas Circuit 2000 with the NZVD09 Geoid model applied. Estimated accuracy is ±40 mm in the horizontal and ±50 mm in the vertical.

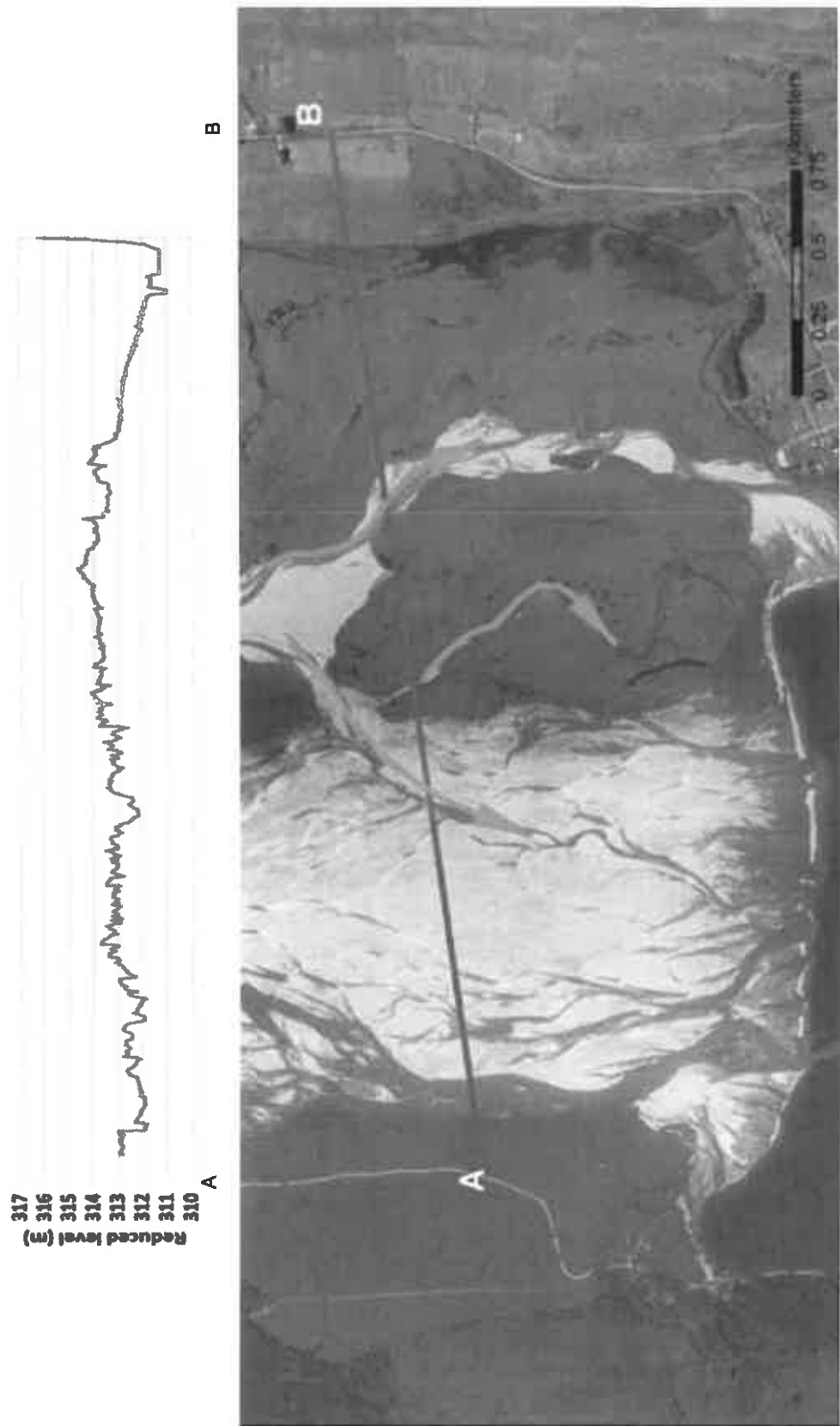
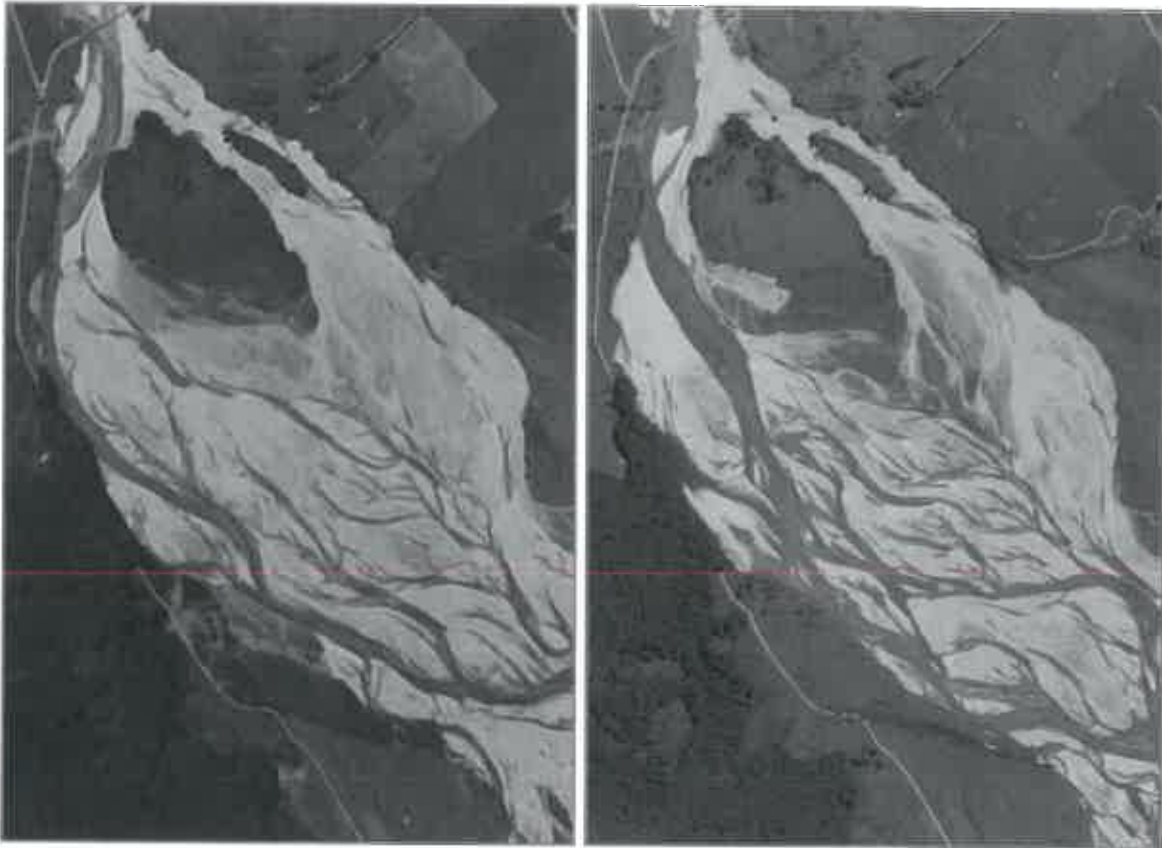


Figure 7 Lower river October 2011 cross section (based on Goldsmith & Williams 2013)



**Figure 8. Lower Dart River aerial photographs 1998 & 2006
(source: ORC and Google Earth, respectively)**

4 Boat generated wake waves

4.1 Wave patterns

As a boat moves forward water piles up at the bow, depression of water occurs behind the boat (Figure 9), and transverse and divergent waves are generated (Figure 10). At the cusp line, where these waves intersect, (2 boat lengths from the sailing line) the wave height is greatest (Bhowmik, Miller & Payne 1990; Glamore 2008).

The wave pattern generated is largely independent of the shape of the vessel⁴ but it is affected by water depth, degree of lateral restriction and speed (Macfarlane, Bose & Duffy 2012).

Vessels are designed to operate in different displacement modes. Smaller, faster vessels, such as jet boats, can reach a speed where the vessel transitions to planing mode (supercritical) and the size and type of wake changes. For deep, open water (or deep wide channels)⁵ four speed regimes that produce different wave patterns and heights are illustrated (Figure 10).

⁴ Stumbo and others (1999) report that the angle of the divergent waves reduces as bow shapes change from blunt to streamlined.

⁵ In deep water (depth/wavelength > 0.5) water depth has little impact on wave characteristics (Maynard 2001) and boat wakes from different boats should be comparable (Glamore 2008).

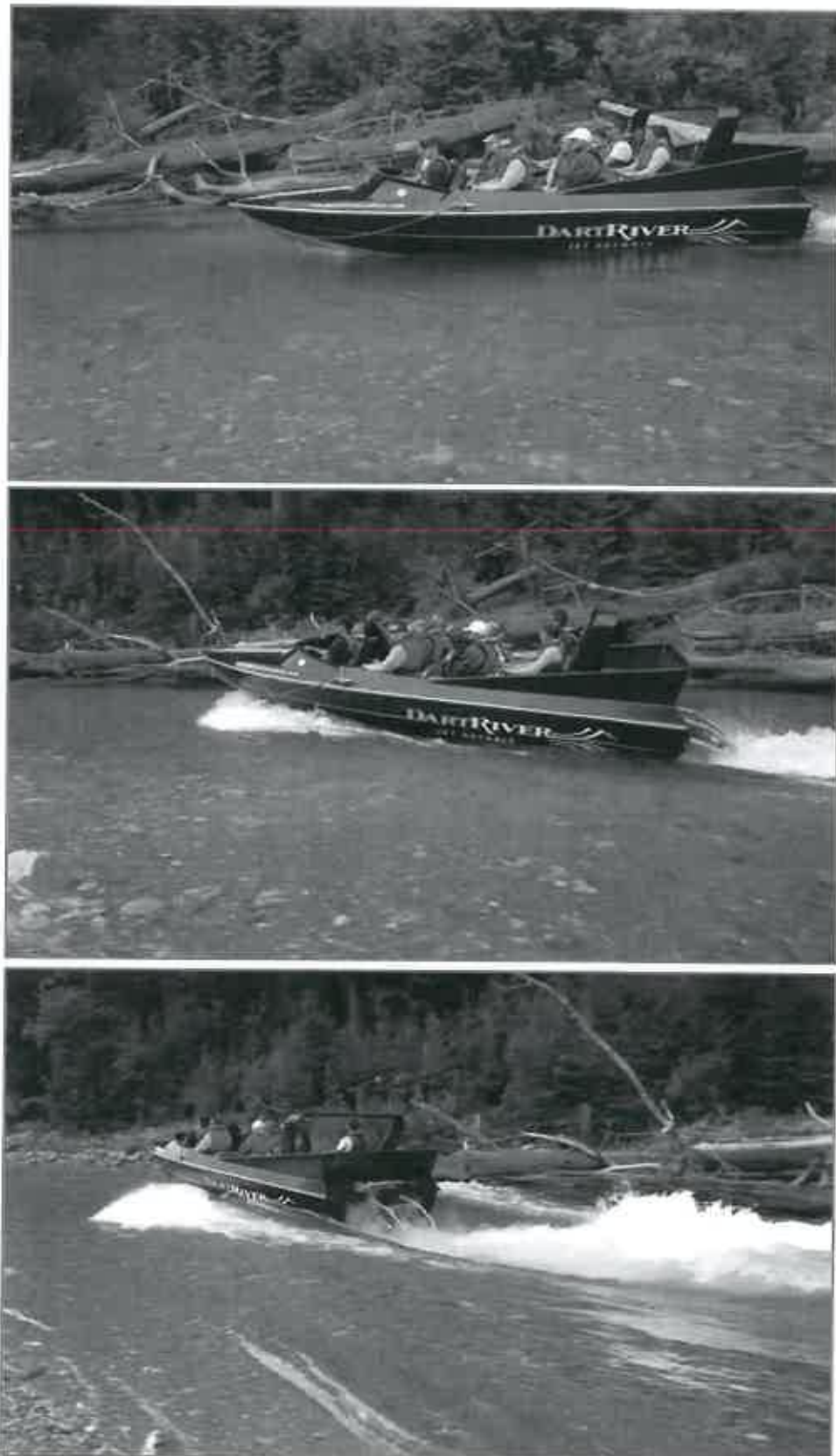
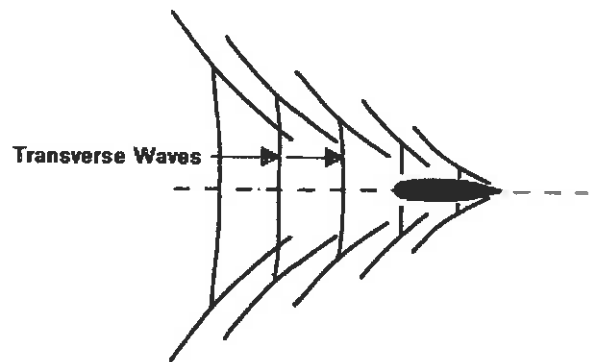


Figure 9 Jet boat start up

Sub-Critical

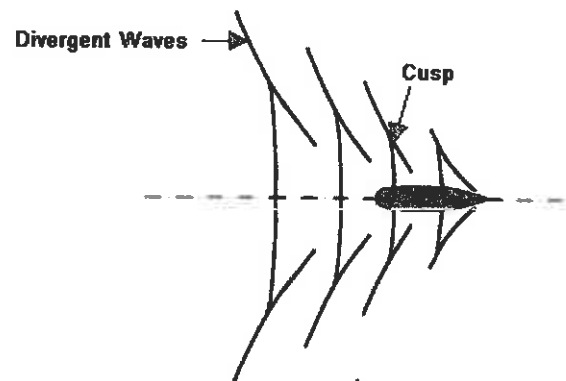
$Fr_h < 0.75$

- Short-crested divergent waves
- Transverse waves present

**Trans-Critical**

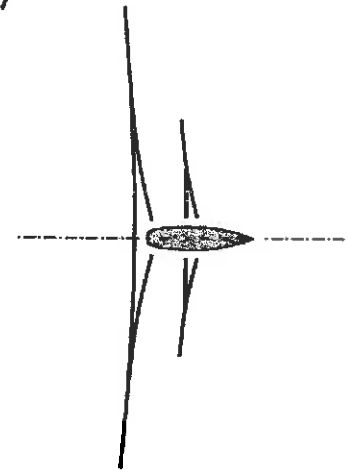
$0.75 < Fr_h < 1.0$

- Divergent wave angle increases
- Period of leading waves increases

**Critical**

$Fr_h = 1.0$

- One or more waves perpendicular to the sailing line
- Crest length grows (laterally) at a rate equal to the vessel speed

**Super-Critical**

$Fr_h > 1.0$

- No transverse waves
- Long-crested leading waves
- Two or more wave groups having similar periods may exist

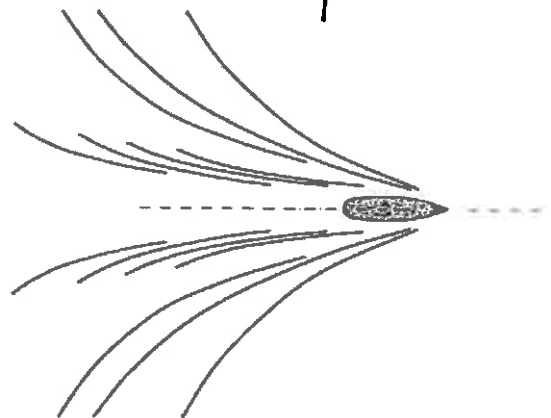


Figure 10 Simplified depiction of wave wake patterns (based on Mcfarlane and others 2012)

Two types of wave are commonly produced. Transverse waves are produced most notably from the stern of the boat at right angles to the sailing line. Divergent waves are generated obliquely from the bow, stern and where there are abrupt changes in hull geometry (hips in the hull) (Bhowmik and others 1990; Kirk, Single & Bunting 2000).

As discussed by Glamore (2008), a boat generated wave train initially appears as an accumulation of superimposed waves. As the waves move away from the sailing line, the waves become fully developed and can be individually characterised by a wave height and wave period. Full development of waves occurs within 2 to 5 boat lengths. When waves are fully developed, the period remains constant, but the wave height decreases with distance from the sailing line.

Wave heights decay with distance from the vessel as the total energy per wave is distributed over a larger area (citations in Bhowmik and others 1990). Wave heights generally reduce to half their initial value within about 5 boat lengths lateral to the sailing line, thereafter wave height decay with distance is much less rapid (Kirk & others, 2000). Maynard (2001) reports similar trends, but the decay is more rapid in Johnson Lake ($x^{-0.40}$) than the Kenai River ($x^{-0.29}$).

Froude Numbers

Vessel Froude number,
based on boat length (L):

$$Fr_L = V/\sqrt{gL}$$

Depth Froude number,
based on water depth (h):

$$Fr_h = V/\sqrt{gh}$$

V is the boat speed
g gravity

Kirkegaard & others 1998;
Macfarlane & others 2012

Numerous studies have demonstrated that wake waves become larger and contain increasing amounts of energy peaking at values where the velocity of the vessel and the velocity of the waves are equal (the critical speed; $Fr_h \sim 1.0$) (Kirk and others 2000; Hill & Beachler 2002). If this critical speed range ($Fr_h \sim 0.9-1.1$) coincides with a vessel Froude number (Fr_L) ~ 0.5 , where maximum wave resistance occurs, particularly high waves can be generated (Kirkegaard, Kofoed-Hansen & Elfrink 1998). For boats that are 5 to 6 m in length, the critical speed corresponding to the $Fr_h \sim 1.0$ and $Fr_L \sim 0.5$ simultaneously, is 6.79 to 7.47 knots (12.55 to 13.84 kph).

As discussed by Kirk & others (2000), at supercritical speed the vessel is faster than the wave, the transverse waves are lost and wave energy decreases; and the longer, faster waves are on the outside of the wave group and subsequent waves are shorter and slower.

Desktop methods to assess the generation of wake waves have been developed by Glamore (2008) and Macfarlane and others (2012), but there are have limitations and practical difficulties in application (e.g. discussions in Macfarlane and others 2012). Water depth has little impact on wave characteristics in "deep water" (depth/wavelength (d/L) > 0.5); and progressively more impact until "shallow water" ($d/L < 0.04$) where wave speed is completely determined by water depth (Maynard 2001).

Apart from shallow riffles and rapids (water depths of 10 to 20 cm), where "shallow water" prevails, and deep pools (> 2.6 m), jet boats in the

Dart River operate in transitional waters (i.e. $d/L = 0.04$ to 0.50). Therefore, as noted by Gourlay (2011) "Due to the site-specific nature of boat waves and associated erosion, full-scale measurements remain the method of choice for assessing the erosion potential of boat waves as compared to natural processes."

Another consideration is the type of boats. While there is a substantial literature on boat wakes, there are few investigations on jet propelled boats as used in New Zealand (Kirk & others 2000; McConchie & Toleman 2003) or of these boats operating in high energy gravel bed rivers (Hudson 2005). This situation prevails although there are comprehensive investigations of boats powered by outboard motors with jet units replacing the propeller (e.g. commercial operators in Alaska; Hill, Beachler & Johnson, 2002; Maynard, Biedenharn, Fischenich & Zufelt, 2008). Other investigations of jet propelled boats are in relatively low energy environments (e.g. Gordon River, Australia, Bradbury 2005).

Commercial river jet boats in New Zealand typically have large displacement inboard engines (e.g. single V8 Figure 9; or twin V8 Figure 11) and carry 12 to 24 passengers. They are often ~5 to ~7 m long with a beam of 2 to 2.5 m. Boats are typically shallow or moderate-vee planing hulls. The boats are propelled by pumping water from an intake in the hull and discharging a jet of water through a contracting orifice at the rear of the boat. This allows the boats to travel through shallow water (approximately 10 cm depth) at high speed. Deeper water is required for starts (>750 mm).

McKinlay & Smale (2001) recorded wave heights in the Dart River. Seven Dart River Jet Safari boats were monitored travelling upstream along straight channels.⁶ There are few details of the survey methodology (a level, staff and tape are mentioned with reference to measuring the height and distance from the water's edge of roosting birds). They report wakes had a mean height of 91.3 mm (range 17.5-205.0 mm) and washed up a mean distance of 1 m (range 0.66-1.43 m). The variation was attributed to factors such as the distance of the boat from the shore, and the speeds of the boat, and the current.

Findlay & Mannering (1979) measured jet boat wake waves in the Waimakariri River. Their study shows the influence of water velocity, depth and speed on wave height. Water velocity is not explicitly considered in many other investigations. In the Waimakariri River on a fast flowing (1.34 m/s), shallow shelving bank (300 mm of water), 10 m from the sailing line travelling downstream, there were no waves at 6.4 km/h, 85 mm waves at ~13 km/h, and 95 mm waves at ~50 km/h.

⁶ In the Kenai River Alaska, Maynard (2001) reported that the maximum wave height was the same for upstream or downstream travel for planing jet boats. However, the upstream boats had a greater wave period, hence more energy. In sub-critical mode both maximum wave height and wave period were greater for upstream boats.



Figure 11. Dart River Safaris DRS10 twin V8 engine 7.1 m jet boat used in the bank erosion trials (2013 May 25)

Travelling upstream Findlay & Mannering (1979) found boat waves were 10 mm smaller. They noted the dissipation of waves in the current particularly when the jet boat was moving upstream. In 1 m of water, at lower velocity (0.45 m/s), waves were larger (maximum 140 mm at 50 km/h, 10 m from the sailing line), and there was a rapid dissipation of the wave height (30 mm at 30 m).

In the slower moving (0.225 m/s), deeper (2.2 m) Kaiapoi River waves were larger and peaked at slower speed (travelling upstream: nil at 6.4 km/h; 155 mm at 13 km/h; 80 mm at 50 km/h) (Findlay & Mannering 1979).

DWK (1994) undertook video measurements of boat wakes and spray during turns of Shotover Jets in the Shotover River. (This is a fast flowing river). Fully laden 4.9 m to 5.2 m boats travelling at full power generated relatively small waves (maximum size 100 mm) travelling both upstream and downstream in a 25 m wide alluvial channel.

Kirk and others (2000) measured wake waves with a capacitance gauge and calculated wave energy from a 6 m jet boat in the Waikato River upstream of River Road and at Aratiatia.

At River Road the river was about 50 m wide and the centre channel line was 4 m deep at the time of investigations. Controlled trials were undertaken in mid channel and 5 m from the edge in 2 m of water. Kirk and others (2000) reported the following:

- At 5 knots (~10 km/h), traveling upstream 5 m from the shore in 2 m of water, the maximum wave height at the shore was 125 mm (19 N/m²);

- At 5-10 knots (~10-20 km/h), travelling upstream in the centre of the channel, the maximum wave height at the shore was 232 mm (66 N/m²);
- At 5-10 knots (~10-20 km/h), travelling upstream 5 m from the shore in 2 m of water, the maximum wave height at the shore was 89 mm (9.8 N/m²);
- At 35 knots (68 km/h) the maximum wave height was 54 mm (3.5 N/m²) (the direction of passage was not specified); and
- Planing spin turn: maximum wave height 107 mm (14 N/m²).

At Aratiatia a commercial jet boat was observed undertaking routine operations. The depth was 4.4 m at the channel centre line and the jet boats passed 60-70 m away from the measurement site.

- At 35 knots (68 km/h) travelling downstream the maximum wave height was 89 mm (9.8 N/m²); and
- At 35 knots (68 km/h) travelling upstream the maximum wave height was 107 mm (14 N/m²).

McConchie & Toleman (2003) also observed boats wakes in the Waikato River. They reported maximum wake waves of 6 to 133 mm with a jet skis, outboard motor boat and jet boat, driven 15 m from the shore at 10 km/h (5.4 knots) and 50 km/h (27 knots), with measurements from 3 m to 7 m from the shore. The jet ski produced the smallest waves. Contrary to Kirk & others (2000), the propeller boat produced smaller wake waves than the jet boat; and larger waves were observed at planing speed than slow speed. McConchie & Toleman recognise that larger waves would be generated at intermediate speeds.

The wave wake patterns and wave heights described above are for an essentially straight sailing line. However, one of the features of jet boat operations in braided gravel bed rivers is the necessity for frequent turns. Additionally, spin turns are a feature of many jet boat tours. Unfortunately, as noted by Macfarlane and others (2012), there do not appear to be many studies that have attempted to quantify the effect of a turning boat, with only generic statements along the lines that the waves are focused on the inside of a turn and spread on the outside of a turn (e.g. Macfarlane & Cox 2004; Schmied and others 2011).

Macfarlane and others (2012) describe tight turns (2 to 3 times the waterline length of the boat) from ski boats:

- The height of the primary waves on the outside of a turn are less than the equivalent straight line condition due to wave spreading;
- The waves measured on the inside of a tight turn comprise just those generated continuously during the turn. The disturbance generated by the turn is localised and the medium to far-field wave energy dissipates rapidly due to diffraction.

- Once the waves on the inside of a turn pass through their nominal focus point somewhere near the centre of the turn, the waves then diffract as they propagate away from the focus point. A tight turn is therefore potentially more preferable than a wide turn in terms of reducing wave energy that reaches the shoreline.

In terms of model experiments of wide turns for larger vessels at constant speed, Macfarlane and others (2012) found:

- The height of the waves on the inside of the turn were greater than those for the same vessel travelling in a straight line;
- It is possible that those waves on the outside of the turn may be at least equal to in height, if not marginally larger than the straight line case; and
- The outer waves should spread more as they propagate away from the sailing line, thus reducing their likely impact on the surrounding environment.

4.2 Wave generation trials

Dart River Jet Safari boats are larger and more powerful than most of the boats discussed in the above sections. Also, apart from Sutherland & Ogle (1975) (who did not measure waves), the investigations discussed earlier were in deeper, lower velocity, water than operationally utilised in the Dart River. Hence, with the permission of the Harbour Master, a trial was undertaken in deep water in Lake Wakatipu, without restricted channel effects to compare wave generation. In deep water (depth/wavelength >0.5), boat wakes from different boats should be comparable across different sites (Glamore 2008).

A pressure transducer was mounted on the Kinloch pier, projecting 1 m into the water at a sensor depth of 300 mm. At the time of survey the water depth was 2.3 m at the end of the ~70 m long pier. Depth rapidly increased off shore: 4.4 m deep 5 m from the pier; 7.2 m deep 10 m from the pier, and 40 m deep ~500 m from the pier. Depths gradually decreased shoreward (-5m 1.6 m deep; -10 m 1.4 m deep).

The RBR XR 620 pressure transducer, which samples six times per second (6 Hz), has been used in similar experiments (e.g. Fonseca & Malhotra 2012). Other investigations have employed paper chart recorders (Dorava & Moore 1997), 8 Hz pressure transducers (Gourlay 2010), and ≤ 30 Hz capacitance wave gauge (Hill and others 2002).⁷

With 6 measurements per second there is potential for truncation of the wave peaks, particularly if the sensor is relatively deep. However, for the Lake Wakatipu trial setup, with a sensor depth of 300 mm, truncation of wave peaks is not a major issue. For Figure 12 the worst case scenario would be an underestimate of maximum wave height by 3.4% and the trough by the same amount.

⁷ <http://www.oceansensorsystems.com/products.htm> OSSI-010-002E Accessed Nov. 2013. The RDR sensor that was also may be set to a faster sampling interval, but this was not specified.

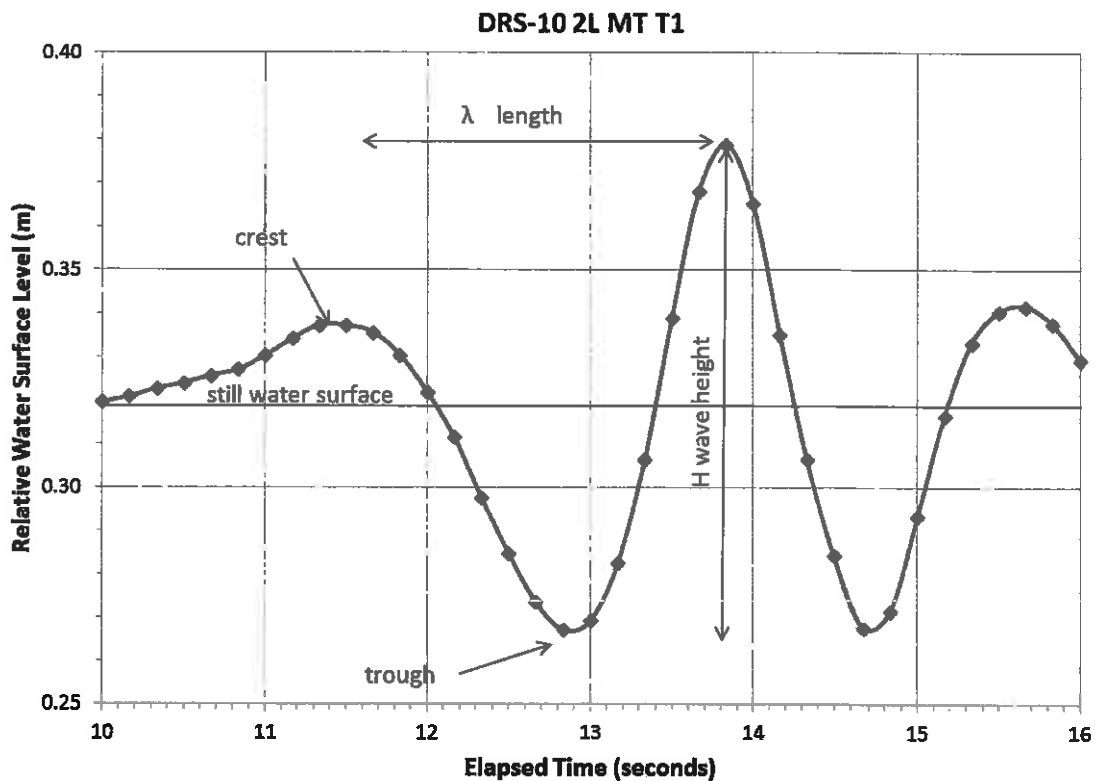


Figure 12 Wave generated from DRS-10 on plane

More importantly, Ellis, Sherman & Bauer (2006) compared wave heights from a capacitance wave gauge (which was presumed to be accurate) against pressure transducers mounted 0.44 m, 1.44 m and 2.44 m below the mean water surface in 3 m of water. They found maximum wave heights from the pressure transducers were smaller than corresponding capacitance wave gauge measurements, with the differences increasing with water depth. Based on their findings, uncorrected maximum wave heights for a pressure transducer mounted 0.3 m below the mean water surface may be ~70% of the actual wave height. Various corrections are proposed, which show the effects of correcting the pressure records are not uniform within the wake, but lesser underestimates still occur. Therefore, no correction was attempted for the Dart trials – the wave heights are taken as underestimates, but are useful to compare between trials and with other investigations using similar pressure transducers.

Several tests were undertaken in Lake Wakatipu with laden boats (passengers or water bladders). The tests were conducted in calm conditions with no conspicuous waves. Tests were undertaken primarily with a sailing line 2 boat lengths from the sensor (coinciding with the maximum wave height where cusps form from transverse and divergent waves- Figure 10) and at 5 boat lengths as recommended by Glamore (2008). After initial runs, trials were not continued at 10 boat lengths. Maximum wave height dissipated as expected to about 25% of the two

length wave height; and in any case, 70 m is far in excess of the operational distance of a jet boat from the river bank in the Dart River in normal operations. Trials were repeated 3 to 5 times.

Distance from the pier to the sailing line was surveyed with a laser distance meter. The 2, 5 and 10 boat length sailing lines were established by alignment to buoys and landmarks. For each pass the distance from the pier was checked with the laser distance finder and recorded. For speed sensitive trials (generation of maximum wave and 5 knot speed limits), speed was measured with a hand held GPS on the boat.

Trials focused on some of the more problematic areas of prediction, notably measuring the wave wake of a turning boat, a boat that speeds up and slows down, and passing boats (Macfarlane and others 2012). There is also little specific information on maximum wave generation. For fully loaded, twin V8 powered boats (Figure 11) the results are as follow based on the **maximum recorded heights from 3 to 5 trials:**

- As a base for comparison, a planing jet boat (30 km/h) generated a 127 mm wave at the pressure sensor which was 2 boat lengths from the sailing line;
- Wide planing turns undertaken with the apex of the bend 2 boat lengths from the pressure sensor generated a 157 mm wave. Spray was projected spray several metres away from the boat;
- Tight planing spin turns ("Hamilton turns") with the apex 3 boat lengths from the pressure sensor generated a 111 mm wave. This is comparable to the findings of Kirk and others (2000) who reported a maximum wave height of 107 mm for a smaller jet boat. Spray was projected about 25 m away from the boat;
- The transition from a standing start to plane is very rapid (e.g. Figure 9) and the waves that are generated appear to be smaller than coming to a stop from plane. The maximum size wave generated coming to a halt 2 boat lengths from the sensor was 176 mm;
- The maximum size wave generated by boats passing in opposing directions, with a separation distance of 5 m, was 122 mm; and
- The maximum size wake wave of 223 mm 2 boat lengths from the pressure sensor occurred at 14 km/h (7.6 knots).

Twin V8 engine boats generate larger wake waves than the single V8 engine boats. For empty boats on plane, at 2 boat lengths, the maximum size waves are 112 mm and 105 mm, respectively. At 5 lengths this decreases to ~82 mm for both boats.

4.3 Wash and wake wave erosion

In this section the physical impacts of wash and wake waves are described in terms of suspension of bed material and erosion of shorelines.

Wash results from turbulence generated by propulsion (e.g. propeller wash; USEPA 1993) and by pressure fluctuations propagating to the bed as the craft passes (Sutherland & Ogle 1975). Wake effects are defined here as the transverse and tangential waves generated by the passage of a boat.

Numerous studies document the effects of propeller driven boat passage in waterways. While it is clear that fine bed material can be resuspended in shallow water, wash energy depends, among other things, on speed and power, hull shape and displacement (Liddle & Scorgie 1980). Effects on bed stability are highly dependent on the type of bottom material, water depth and channel width. Maximum disturbance occurs in confined, shallow, water bodies with fine textured, exposed, bottom sediments with frequent passage of boats (e.g. Sparks 1975; Karaki & van Holten 1975; Murphy & Eaton 1983, Garrard & Hey 1987, Sande, Huesig & Linke 2000).

In shallow (1.5 m) open water Crawford (1998) found the greatest bed disturbance was caused by slow moving deep-vee hull boats, rather than planing boats. Planing boats produce waves rather than drawdown and at high speed there was less influence from the pressure waves of planing hulls. Crawford (1998) found that because the propeller wash does not fan out as the boat wake does, it remains a localized phenomenon, even in shallow water.

There are few investigations of jet boat bed erosion. Sutherland & Ogle (1975) mapped pressure gradients with boat passage over a pressure sensing system built into the gravel bed of the Ashley River, New Zealand. Six speeds (ranging from ~5 to 40 km per hour), three boat positions and three water depths (150, 300 and 450 mm) were evaluated. The steepest pressure gradients occurred near the bow of the boat and immediately behind the intake. They noted further small fluctuations as the stern and the wash behind the boat moved over a given point.

Pressure gradients were used by Sutherland & Ogle (1975) to deduce flow velocities under jet boats in shallow water (150 mm to 450 mm). Typical surface values ranged from 0.18 to 0.3 m/s. Fluctuations occur over a time interval as short as 0.2 seconds. Bed stability can be calculated for a high energy gravel bed river based on observations of the initiation of motion in the Waimakariri River, New Zealand (Carson & Griffiths 1987). The measurements of Sutherland & Ogle (1975) suggest that velocities resulting from the passage of a planing jet boat in water depths of 150 to 450 mm are not sufficient to initiate motion of gravel sized particles. But the velocities would probably be sufficient to suspend sand and finer bed material (e.g. a lee deposit in a pool in a gravel bed river).

Hill, Beachler & Johnson (2002) measured near bank turbidity and near bottom disturbance at six sites in the braided, or partly braided, gravel bed Chilkat River, Alaska. An optical backscatter sensor was used to determine sediment suspension (by correlation with turbidity) from jet-driven outboard motor craft ranging from 4.84 m to 9.8 m in length. Near

bed velocities were also recorded with an acoustic doppler velocimeter (ADV). Maximum near bed velocities were produced by the largest boats. The boats travelling near the 'critical' speed (Froude depth value near unity) induced much larger near bed velocities than slower ($Fr_h \ll 1$) or faster boats on plane ($Fr_h \gg 1$).

Bed material was suspended at the low energy (mean velocity 0.074 m/s), shallow (maximum depth 1.2 m) Site 4 reach of the Chilkat River. Unfortunately, bed material size was not specified but is possibly sand (the median size (D_{50}) of the bank is very fine sand: <0.075 mm). The maximum velocity 10 cm from the bed was 79 cm/s. The velocity range of the other 17 trials of boat passage in the reach was 9.02 cm/s to 40.55 cm/s (Beachler & Johnson 2002).

Similarly, Beachler & Hill (2003) found recreational boats travelling at very low speed ($Fr_d \ll 1$) or high speeds ($Fr_d \gg 1$) caused little bed disturbance even in shallow water lakes. Indeed, maximum bed velocities were lower for high speed craft. As expected, near bed velocities were maximized at a depth-based Froude near unity, which coincided with a speed of 5 to 13 mph (8-21 km/h). At the shallowest depth (1.27 m) for the propeller boat trial maximum near bed velocities of ~70 cm/s occurred. For the personal water craft (jet ski), maximum near bed velocity was ~50 cm/s at a depth of 61 cm.

As noted previously, based on Carson & Griffiths (1987) the maximum near bed velocities reported above by Beachler & Johnson (2002) and Beachler & Hill (2003) would not initiate gravel motion in a high energy gravel bed river (but could initiate motion of sand or finer bed material).

Stopping and starting and tight circling (10 m radius circles) of jet skis was "... observed to cause some suspension of fine surficial sediment" in shallow coastal water (~50-60 cm depth) (CSA 1997). However, sediment plumes were not reported in jet boats operations in high energy gravel bed rivers (Figure 9; Hudson 1998, 2005). Limited wash effects may occur because the thrust of a jet propulsion unit is not directed down toward the bed. The jet unit is direct upwards toward the water surface (~5 degrees from the plane of the boat) to lift the bow of the boat and reduce drag (Figure 9; Thelning pers. comm.⁸). Additionally, there may be limited fine sediment deposits available on the bed for resuspension in areas where jet boats normally stop and start.

Factors influencing vessel-generated shoreline erosion include the distance of the boat from shore, boat speed, side slopes, sediment type, and depth of the waterway (e.g. citations in USEPA 1993). Local differences in plants (especially the reinforcing effect of root systems of large trees), protection from fallen trees, the position of the site in relation to bends and wind-driven waves and river current variations (Bradbury & others 1995) and type of boat determine rates of erosion.

As discussed previously, Kirk and others (2000) measured wake waves calculated wave energies. They found that speed restrictions can induce

⁸ Trevor Thelning, Engineer, Hamilton Marine, Christchurch (cited in Hudson 2005).

critical wave conditions thus maximising erosive potential. They concluded that boat wakes are a contributory factor in shoreline erosion in narrow sections of river, especially where there is a steep, unconsolidated bank unprotected by vegetation and at sites on the outside of channel bends.

The energy calculations of Kirk and others (2000) are helpful in assessing potential effects on gravel bed channels. In brief, a planing jet boat travelling ~25 m from shore generated 3.5 N/m²; a planing spin turn generated 14 N/m²; and off-plane at 5 to 10 knots 66 N/m². (Travelling closer to shore generated less energy: at 5 m from the sailing line, in 2 m of water, the 5-10 knot energy was 9.8 N/m²). As a rule of thumb, the critical shear stress required to move a particle (N/m²) is approximately the same as the particle's diameter in millimetres (Gordon, McMahon, Finlayson, Gippel & Nathan 2004). Hence, for normally loose bed material a planing boat wave might be able to move very fine gravel (2-4 mm) and at maximum boat generated wave heights very coarse gravel (32-64 mm) could be moved. Cobbles (64-256 mm) and boulders (256 mm) are unlikely to be removed from the riverbed by boat generated waves. Highly imbricated bed material would be more erosion resistant.

McConchie & Toleman (2003) calculate that boat wake generated waves are substantially larger than wind generated waves on the Waikato River (because of limited fetch). Nearshore boat wake generated suspended sediment concentrations ranged from 1 to 740 mg/l, with background levels of 1 to 31 mg/l. There was no general relationship between maximum wave amplitude and suspended sediment concentration. Unconsolidated sand, without vegetation protection, had the greatest potential to be eroded by boat waves.

In both of these studies the relative importance of boat generated erosion against natural river erosion was not measured. In the Upper Kaituna River, Bay of Plenty, a study by the New Zealand Jet Boat Association (NZJBA 1993) estimated that 20-50% of the total observed erosion may be attributable to jet boat passage. (The basis of this estimate is not provided in the article). Banks vary from near vertical with no vegetative cover to gentle, well vegetated banks. Material varies from cohesive in some sections to easily erodible layers of sand/ash/pumice materials. In contrast, in the Kaiapoi River, Findlay & Mannering (1979) noted "the wake was not sufficient to dislodge floating grasses resting against the mud banks."

In the Shotover River DWK (1994) noted erosion in the bedrock gorge was ineffectual. At the time of their survey flood flows had deposited a silt drape on the banks several metres above the current water level. Successive water levels were evident in the silt. The majority of the banks were cobble, small boulder dominated. The most potentially erosive gravel-cobble bank had a 1:5 slope with a D₅₀ of ~3.36 mm and D₈₄ of ~18 mm. They conclude: "As evidenced in the last two and a half months the river banks can be substantially reformed by floods but the jet boats wash at full load/speed has no effect on the majority of beaches and little effect on others even after an average of 25

movements per day for 25 years. Planing turns from jet boats can have an effect on sensitive river banks where the turn is undertaken too close to the bank and the sheet of water is deposited directly onto the bank."

5 Dart River bank erosion

5.1 Introduction

Boat wake erosion is site specific, depending on a broad range of factors such as shoreline profile, water depth, bank material composition, and boat characteristics (size, speed, displacement, upstream or downstream direction, and position of the boat relative to the shoreline). While it is possible to theoretically calculate wave generation and wave energy, and subsequent bank erosion, it is tenuous to extend these findings to a particular reach of river, and to compare site specific boat generated erosion with site specific erosion without boat passage. As noted by Gourlay (2011) "...full scale measurements remain the method of choice for assessing erosion potential of boat waves as compared to natural processes." This is the approach taken to evaluate bank erosion in the lower Dart River.

The focus of the investigations was on bank erosion, particularly the ~9 km lower right bank from the bridge to the mouth. Short term river bank erosion was investigated at seven sites encompassing a range of site characteristics (Figure 5). The methodology varied by site.

5.2 Bridge reach – site 7

Site 7 was located at the right bank in the reach immediately below the bridge. Concern was expressed that this bank was eroding as illustrated in Figure 13. The top photograph shows that post the January 2013 flood the lower bank has fine sediment deposits that are wet, and erosional features are evident (specifically horizontal waterlines that are at most centimeters apart; and rills that run down slope). The lower photography shows that at the time of photography the river flows were relatively low, and the site is isolated from the flowing channel by an extensive point bar and ponding. This was interpreted as being indicative of general bank retreat into trees that are about 150 years old.

In May 2013 this bank was essentially devoid of fine sediment and the river was flowing along the bank (Figure 4) more akin to the situation illustrated in the left aerial photograph of Figure 8.

Wave run up was observed from the trial boat planing upstream and downstream, stopping and starting, and turning in the reach. Observations were also made of a commercial boat passing upstream and downstream.

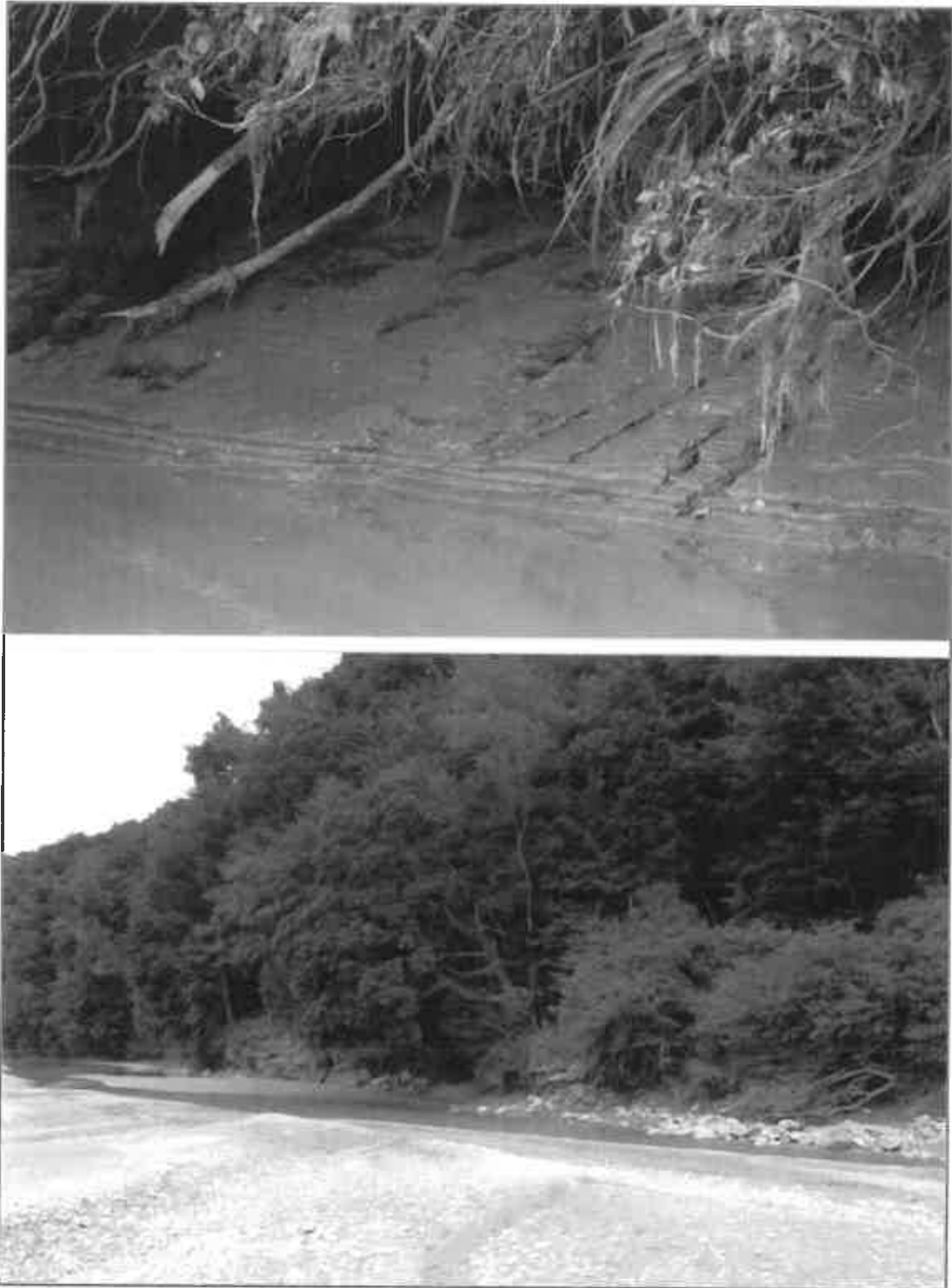


Figure 13. Site 7 right bank bedrock and boulders with an eroding silt drape post January 2013 flood (courtesy A. Angus)

There was no conspicuous plume of sediment released from the bank and no movement of the cobbles and boulders was observed. However, this does not exclude jet boats having a role in removing the fine sediment deposits evident in Figure 13. Fine sediments can be removed with waves and spray from turning jet boats. Further upstream wash is evident on the sandy-fine gravel scarp face but not on the more gently sloping coarser material (Figure 14).

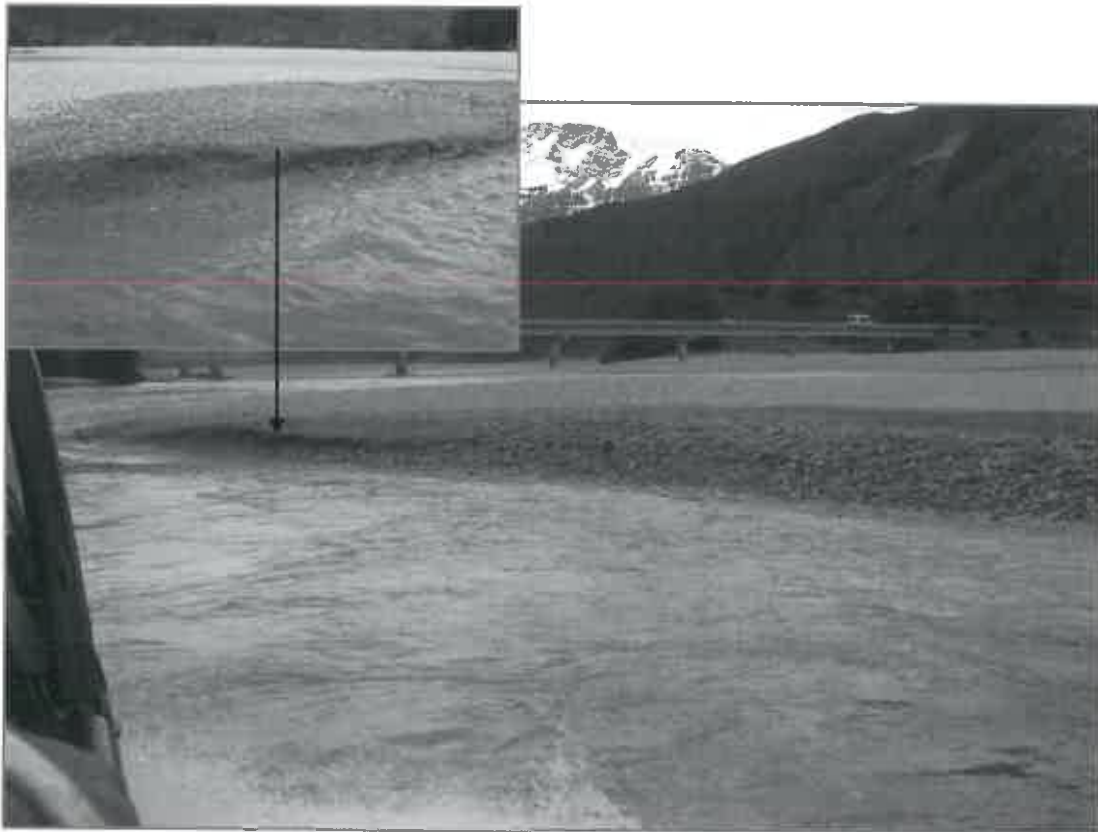


Figure 14. Wash of fine gravel from a turning jet boat

While jet boats could remove the fine sediment evident in Figure 13, the deposits and pattern of erosion are consistent with fine sediment deposition during the January 2013 flood (1,467 m³/s), with subsequent shoreline erosion and rilling as waters levels declined post flood. Additionally, the bank was isolated from the main channel where jet boat passage occurs. Finally, the bank position has not materially changed since the 1966 survey (Figure 3).

5.3 Stopbank erosion – site 6

Site 6 is located at the right bank around km 6.25, where a ~600 m long stopbank was constructed near the upstream end of the braid plain (Figure 1 & Figure 5). The date of construction is not reported, but Wild (2012) noted that various river engineering works were undertaken since

the 1950s in the Dart River. The stopbank is evident in the 1998 aerial photograph (Figure 8).

Concern was expressed by Mr. Angus that jet boat operations weakened two lines of willows “to a degree that they were unable to withstand a high flood.” This interpretation is not consistent with the available evidence. Specifically:

- There was little erosion protection afforded by the willows upstream of the stopbank.
- The braid plain upstream of the stopbank was actively eroding.
- The stopbank willows remain and the river flows along the stopbank.



Figure 15 Site 6 stopbank at the top of the braid plain (Google aerial photograph 2006 Feb 18)

From Figure 15 it is apparent that in February 2006 the two lines of willows referred to consist of continuous mature willows on the upstream edge of the stopbank, and a fragmented line of various size willows in the braid plain ~20 to ~40 m upstream of the stopbank. The fragment line of braid plain willows would have little erosion protection value because the river could flow between the patches of larger willows and uproot the smaller willows.

Pools of water are evident in a linear depression that extends along the upstream face of the stopbank. Hence there was little to resist the river close to the stopbank. A breach across the braid plain is evident ~175 m from the end of the stopbank, with exposed gravel in the breach and in the depression. The tip of the braid plain was eroded.

By the time of the 2007 bank survey, the breach expanded and the river flowed along the lower ~230 m of the stopbank (Figure 5). Subsequently, the remainder of the braid plain upstream of the stopbank was eroded so that by 2013 the river flowed along the length of the stopbank (Figure 5). For much of the stopbank the willows remain in place. Remnants of the fragmented line of braid plain willows that were located ~20 to ~40 m from the stopbank are evident (Figure 16).



Figure 16 Site 6 stopbank and remnants of eroded braid plain willows in the channel (2013 May 25)

Recent erosion is consistent with long term erosion. The bank position is reverting to the 1881 alignment but continued downstream braid plain erosion is constrained by the stopbank (Figure 15). Specifically:

- Immediately upstream of the stopbank the 2013 right bank position is almost in alignment with the historic bank positions (1881, 1966 and 2007) (Figure 5).
- The braid plain that developed in the period 1881 to 1966 has subsequently retreated up to ~180 m from 1966 to 2007; and up to ~110 m from 2007 to 2013 (Figure 5).
- In terms of area, over two thirds of the area was eroded in the period 1966 to 2007.
- The stopbank and willows presently constrain the migration of the river further downstream into the braid plain.

5.4 Stopbank erosion – site 5

At site 5 a stopbank was constructed ~5 km from the mouth, but not reported by Wild (2012). The date of construction is unknown. The lower part of the stopbank has riprap and the core of the stopbank is gravel (Figure 17). Remnants of the riprap are seen to project ~20 m into the active channel, but the end of stopbank has been washed away. The compacted gravel is unlikely to be eroded with jet boat wash. The rip rap would be stable apart from periods with large floods.



Figure 17 Site 5 eroded stopbank (2013 May 25)

5.5 Active gravel bar – site 4

Site 4 is an active gravel bar in the main channel near the right bank at km 4.0 (Figure 5); with a gently sloping foreshore transitioning into an actively eroding scarp face downstream (Figure 18). The bank was up to 550 mm higher than the water level (at a flow of 28 m³/s); with a scarp face of up to 375 mm and basal talus⁹ up to 175 mm. Photogrid analysis of 100 clasts indicates the surface material has a coarse gravel median particle size (D₅₀ 18 mm) and a D₈₄ of 52 mm (very coarse gravel). As noted earlier, Wild (2012) reported the bulk bar deposits are finer; with a D₅₀ of 11 to 15 mm (medium gravel), with a D₈₄ ~40 mm (very coarse gravel).

Prior to the jet boat trials, two metal pins were driven into the bed as benchmarks, a graduated baseline (fibre tape) was established between the benchmarks, and distances were measured from the baseline to the

⁹ The basal talus is the accumulation material; that falls from the scarp face.

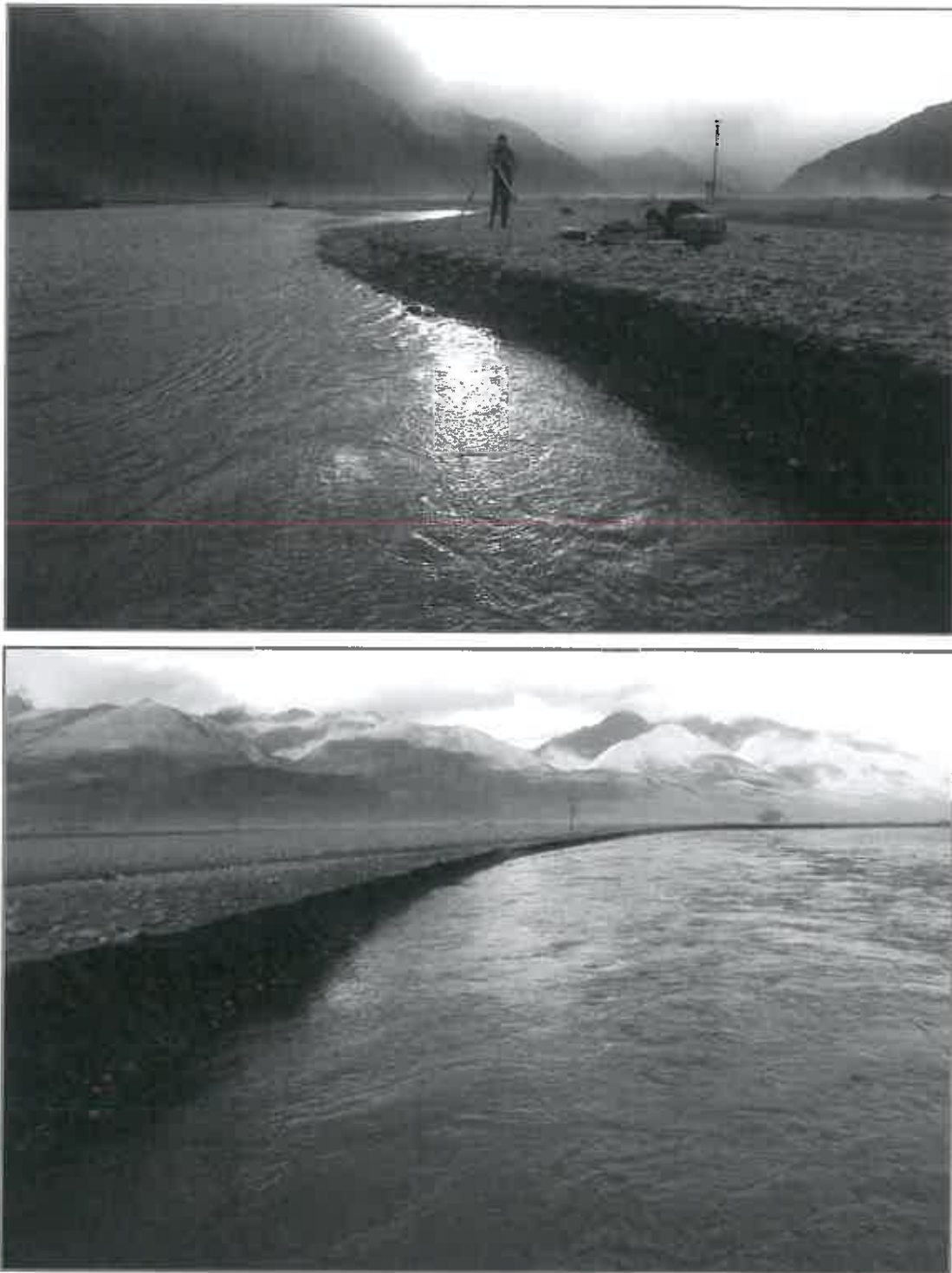


Figure 18 Site 4 view upstream (top) and downstream (bottom) (2013 May 25)

scarp face at 1 m intervals at right angles to the 50 m long baseline (Hudson 1982). At 1 m intervals a strip of paint was sprayed up the face and 30 cm back onto the bar surface. The paint strip provides a visual reference for change (Figure 19). The position of the scarp face, referenced to the benchmarks, was surveyed with a total station to just

above the apex of the bend (Figure 18). Downstream the scarp was being eroded by the river without jet boat passage.

Water depths and mean velocities were measured near the bank at a flow of $28 \text{ m}^3/\text{s}$. The maximum near bank velocities in the survey reach occurred above the apex of the bend (at the downstream tripod in Figure 18). The mean velocities were 0.81 m/s 1 m from the bank (depth 0.87 m); and 1.04 m/s 2 m from the bank (depth 1.49 m). It was too deep and fast for wading measurements further into the channel. Over a survey length of 50 m the median channel width was 26 m.

A loaded jet boat passed through the survey section 11 times on plane, and also stopped and started 3 times during the survey. The sailing line was near mid channel; hence the boat was approximately 2 lengths from the shore. The boat was turned further upstream and downstream of the survey section.

Observations were made of scarp retreat with boat passage. There was zero measured retreat for the first 13 transects; up to 21 cm for the middle 11 transects (average of 14.9 cm); and ranged from 0 to 8 cm for the remainder of the transects. The overall average retreat was 4.75 cm for the trials. Scarp collapses were irregular and local (~1 m at a time) (Figure 19). Collapses were interspersed with period of stability as the over-steepened basal talus was removed.



Figure 19 Site 4 irregular local gravel bar scarp collapse

The trials were discontinued because high winds and rain occurred. Flows increased from $28 \text{ m}^3/\text{s}$ at the time of survey to $95 \text{ m}^3/\text{s}$ the following morning. The site was revisited when flows were $95 \text{ m}^3/\text{s}$ and rising. The benchmarks, which were established ~2 m from the water edge the previous day, could not be relocated.

When flows dropped to $\sim 33 \text{ m}^3/\text{s}$ 4 days later, the site was re-photographed. Metres of channel shift occurred along the surveyed bank as a result of the peak flow of $128 \text{ m}^3/\text{s}$ (Figure 20).

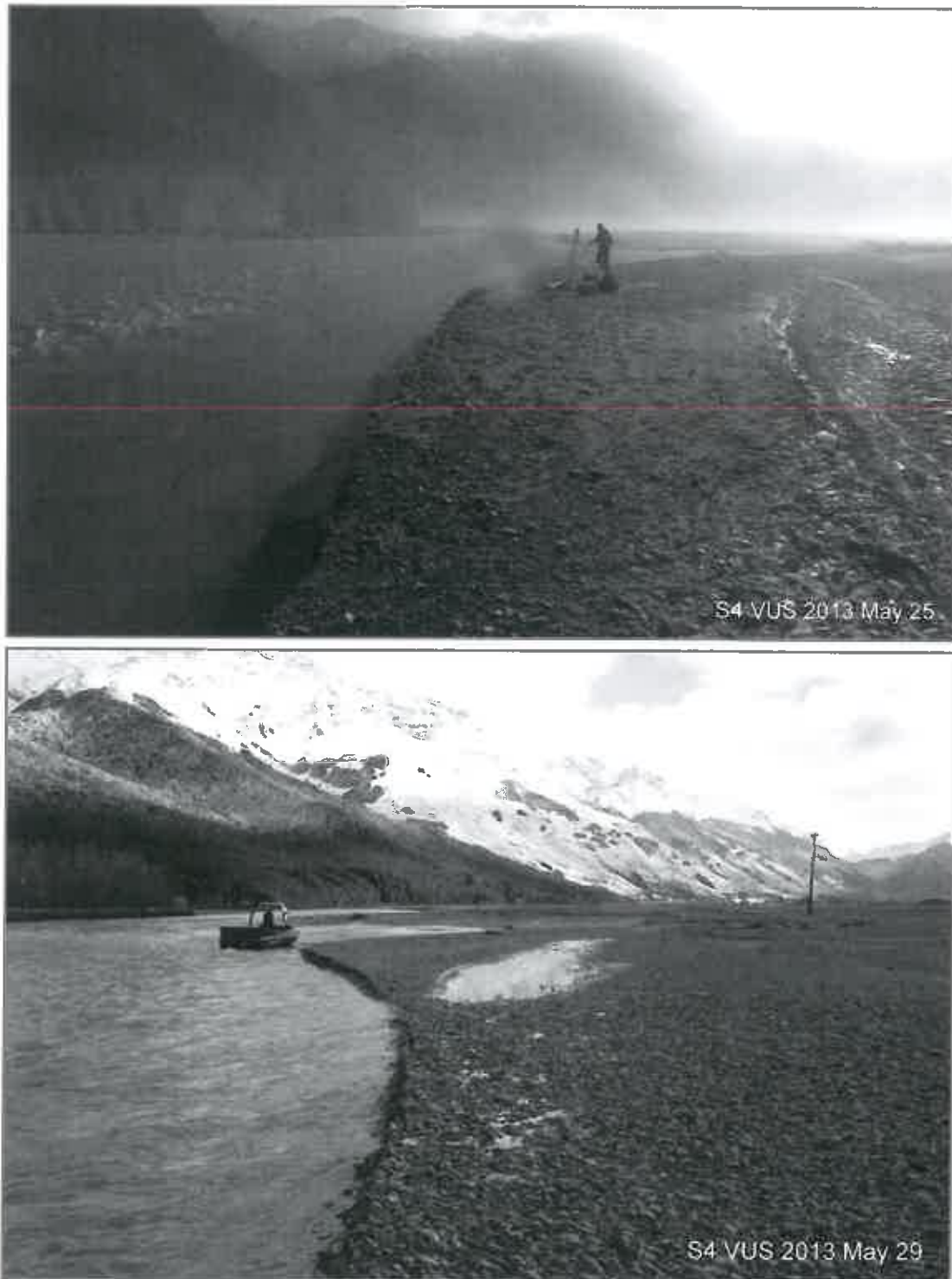


Figure 20 Site 4 before and after a $128 \text{ m}^3/\text{s}$ fresh (view upstream 25 & 29 May 2013)

A flood peak of 1,020 m³/s occurred on 02 June 2013 (the mean annual is flood 1,237 m³/s). Before and after photographs show the channel alignment changed by tens of metres, and the channel configuration changed considerably (Figure 21). Similar changes occurred upstream.

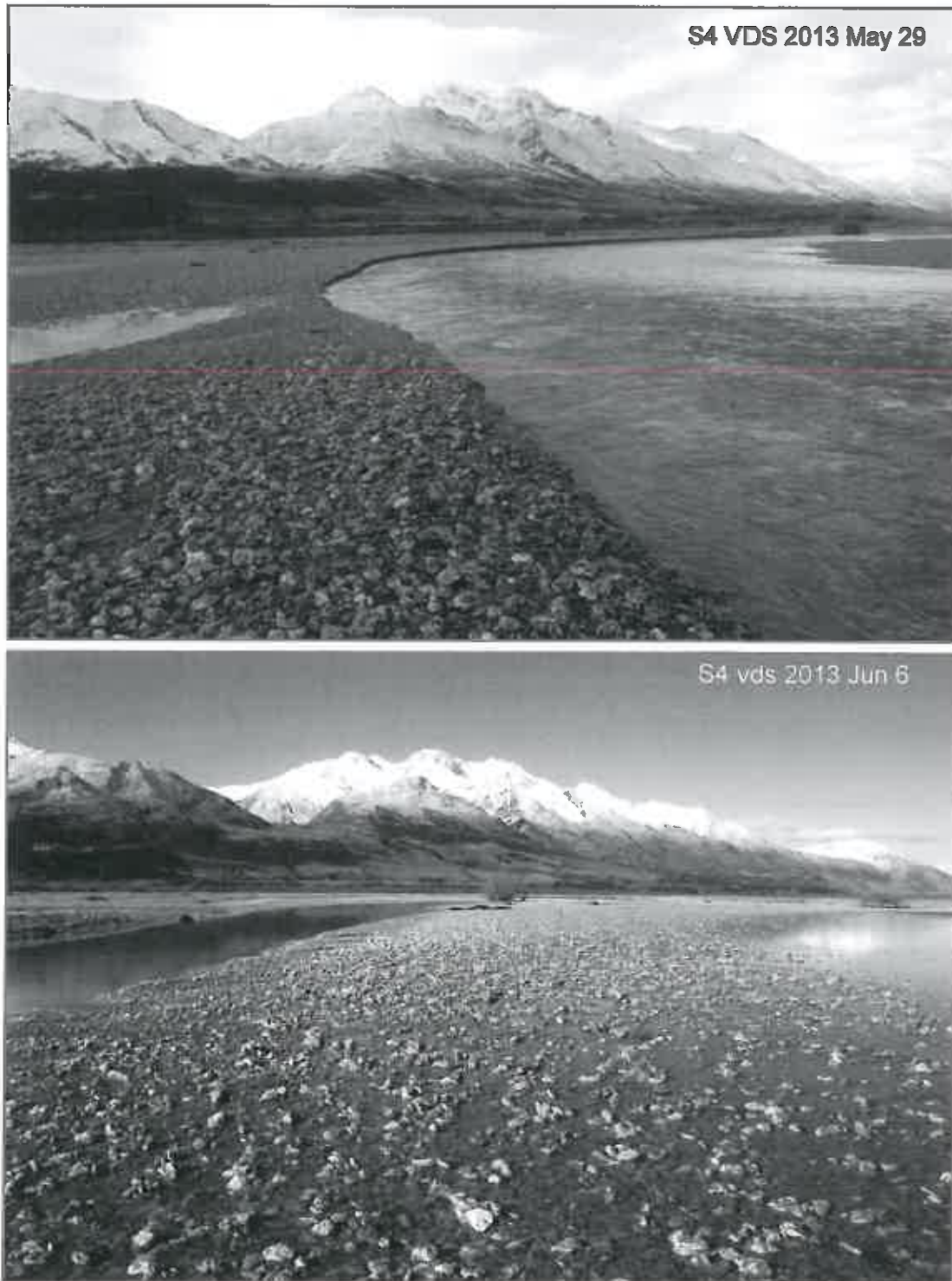


Figure 21 Site 4 before and after a 1,020 m³/s flood (view downstream 29 May & 6 June 2013)

5.6 Braid plain – site 3

Site 3 is located ~4.6 km from the mouth on the right bank braid plain (Figure 5). The average bank height at this site was 0.95 m above water level at the time of survey (28 m³/s). The bank is composed of cohesive, dominantly clay sediment, overlying ~150 mm of coherent gravel. At the time of the jet boat trials the surveyed section of bank was largely exposed scarp faces, with limited fragments of collapsed vegetated bank material in the channel (Figure 22).



Figure 22 Site 3 right bank following jet boat passage trials (2013 May 25)

Before detailed surveys were undertaken an assessment was made of whether measurable retreat would occur with jet boat operations. To undertake this assessment paint was sprayed from the exposed scarp face to the waterline and on vegetated material at roughly 1 m intervals. In some sections, where water was lapping up the gravel, the spray paint did not adhere.

Ten passes were made on plane in a loaded jet boat at a flow of 28 m³/s. In addition, stops and starts were made in the reach. The bank was closely examined to determine if the boat trials removed sediment or induced bank collapse. Such changes were not observed (Figure 22). However, in a few instances there is uncertainty if the washed gravel was moved or the lack of paint reflected the fact that the paint dispersed when it was applied on wet gravel prior to the boat trial.

The site was revisited the next morning when flows were 95 m³/s and rising; and again 4 days later when flows decreased to ~33 m³/s. The intervening peak flow was 128 m³/s. High velocities occurred along the bank at 95 m³/s and extensive bank failure was observed (Figure 23).



Figure 23 Site 3 bank failure at 95 m³/s (2013 May 26)

The amount of retreat was not quantified for the fresh of 26 May which peaked at 128 m³/s. However, it was found that sections of bank which were observed to fail at 95 m³/s were largely devoid of the clumps of vegetated bank a few days later (Figure 24). The failure dimensions, and the geometry of the bank, suggest bank retreat in the sub-metre range occurred for sections of bank.

A detailed survey of the bank position was undertaken by registered land surveyors using RTK GPS on 30 May 2013 when flows decreased to 28 m³/s. The detailed survey was repeated as part of the bridge to mouth survey undertaken on 6 June 2013 at a flow of 47 m³/s. A flood peak of 1,020 m³/s occurred on 02 June 2013.

Post flood significant channel change was evident. The main channel was displaced several channel widths and an extensive bar developed adjacent to the surveyed braid plain (Figure 25).

The survey showed bank erosion was highly variable, ranging from no change (the blue paint was still visible) to 2.2 m of erosion (Figure 26). Limits to the erosion may be because of gravel deposition (Figure 25). To place these changes in context, in 1881 there was essentially no braid plain in this reach as the bank alignment was along the edge of the hills ~730 m west of the present position. At its greatest recorded extent (1966), the braid plain was ~1,250 m east of the 1881 position. From 1966 to 2007 the edge of the braid plain migrated westward ~440 m. There was an additional westward migration of ~70 m from 2007 to 2013.

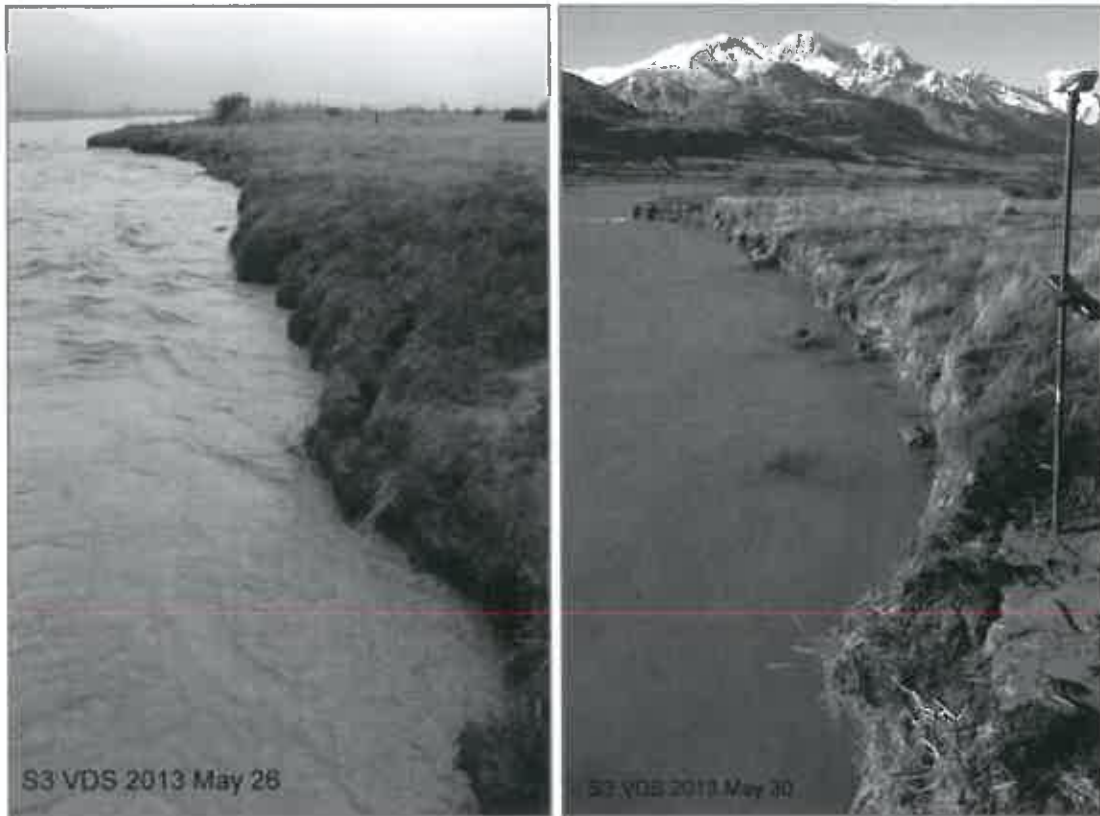


Figure 24 Site 3 bank failure at 95 m³/s (2013 May 26) and after the peak flow of 128 m³/s (20 13 May 30)



Figure 25 Site 3 view to left bank (2013 Jun 06) following a flood of 1,020 m³/s on 2 June

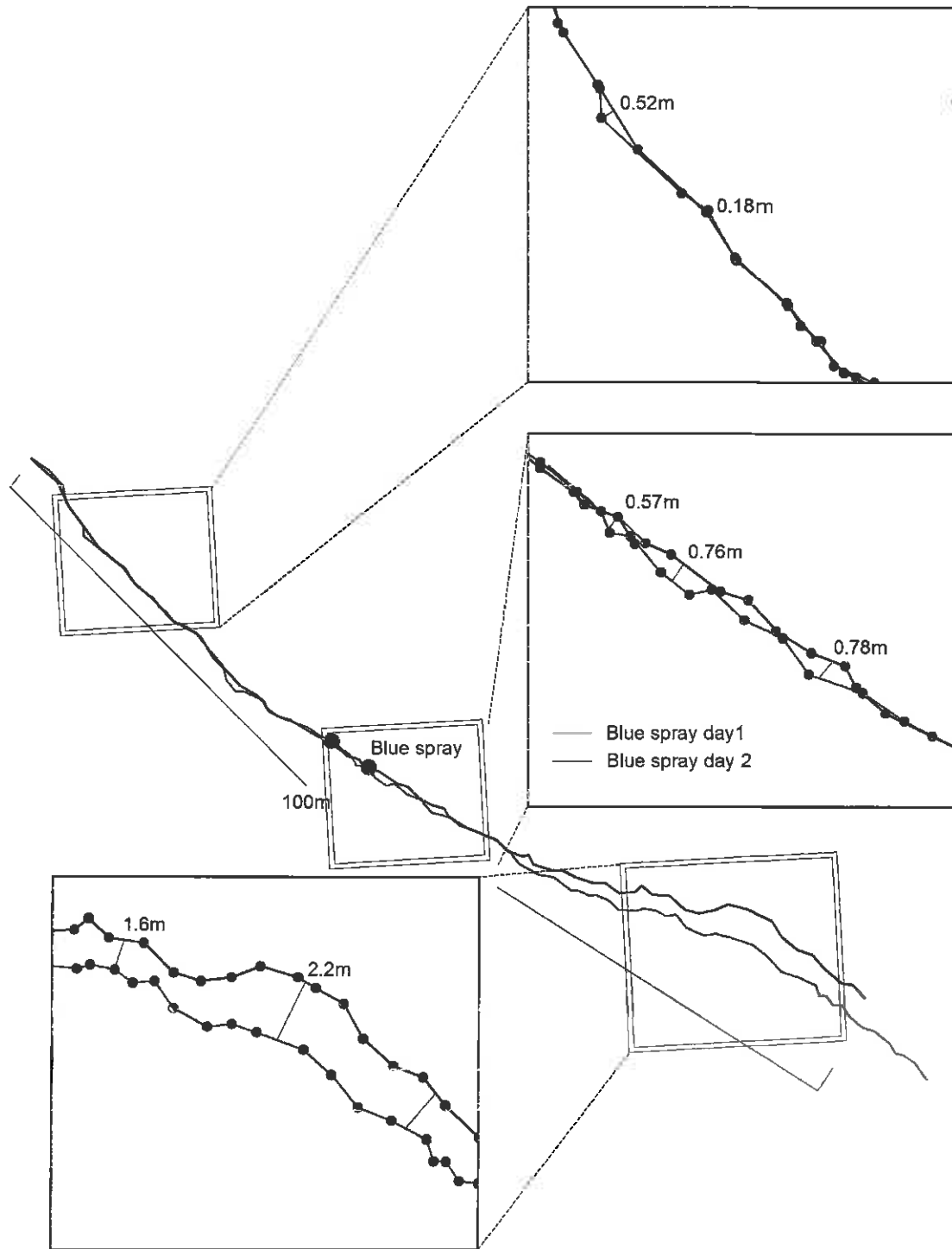


Figure 26 Site 3 bank position before (black line) and after (red line) a 1,020 m³/s flood

5.7 Braid plain – site 2

Site 2 is located ~3.8 km from the mouth on the right bank braid plain (Figure 5). The average bank height at this site was 1.15 m above water level at the time of survey (28 m³/s). The bank is composed of cohesive, dominantly clay sediment, overlying irregular coherent gravel which was up to ~200 mm high. At the time of the jet boat trials the surveyed section of bank was predominantly overhanging or failed vegetated bank. Tension cracks and recent failures were evident (Figure 27).



Figure 27 Site 2 view downstream pre trials (2013 May 25)

Following the approach described for site 3, paint was sprayed from the exposed scarp face to the waterline and on vegetated material at roughly 1 m intervals. Ten passes were made on plane in a loaded jet boat at a flow of 28 m³/s. In addition, stops and starts were made in the reach. The bank was closely examined to determine if the boat trials removed sediment or induced bank collapse. Such changes were not observed (Figure 28).

The site was revisited the next morning when flows were 95 m³/s and rising and again 4 days later when flows decreased to ~33 m³/s. The intervening peak flow was 128 m³/s. High velocities occurred along the bank at 95 m³/s and removal of much of the basal bank material was observed, and new bank failures were observed (Figure 29). The amount of retreat was not quantified, but the observed changes suggest at least the tens of centimeter of erosion occurred for some of the bank.



Figure 28 Site 2 exposed scarp following jet boat passage trials (2013 May 25)



Figure 29 Site 2 removal of basal bank deposits & bank failures observed at 95 m³/s (2013 May 26)

Detailed bank surveys were undertaken on 30 May 2013 and repeated on 6 June, following a flood of 1,020 m³/s. Post flood significant channel change was evident. The main channel was displaced several channel widths and an extensive bar developed adjacent to the surveyed braid plain (Figure 30).



Figure 30 Site 2 view downstream following a flood of 1,020 m³/s (2013 Jun 06)

The survey showed bank erosion was highly variable, ranging from no change (the blue paint was still visible) to 3.4 m of erosion (Figure 31). Limits to the bank erosion may be because of gravel deposition along the right bank during the 02 June 2013 flood (Figure 30 cf. Figure 27).

To place these changes in context, in 1881 there was essentially no braid plain in this reach as the bank alignment was along the edge of the hills ~800 m west of the present position. At its greatest recorded extent (1966), the braid plain was ~1,050 m east of the 1881 position. From 1966 to 2007 the edge of the plain migrated westward ~170 m; with a further ~70 m migration from 2007 to 2013.

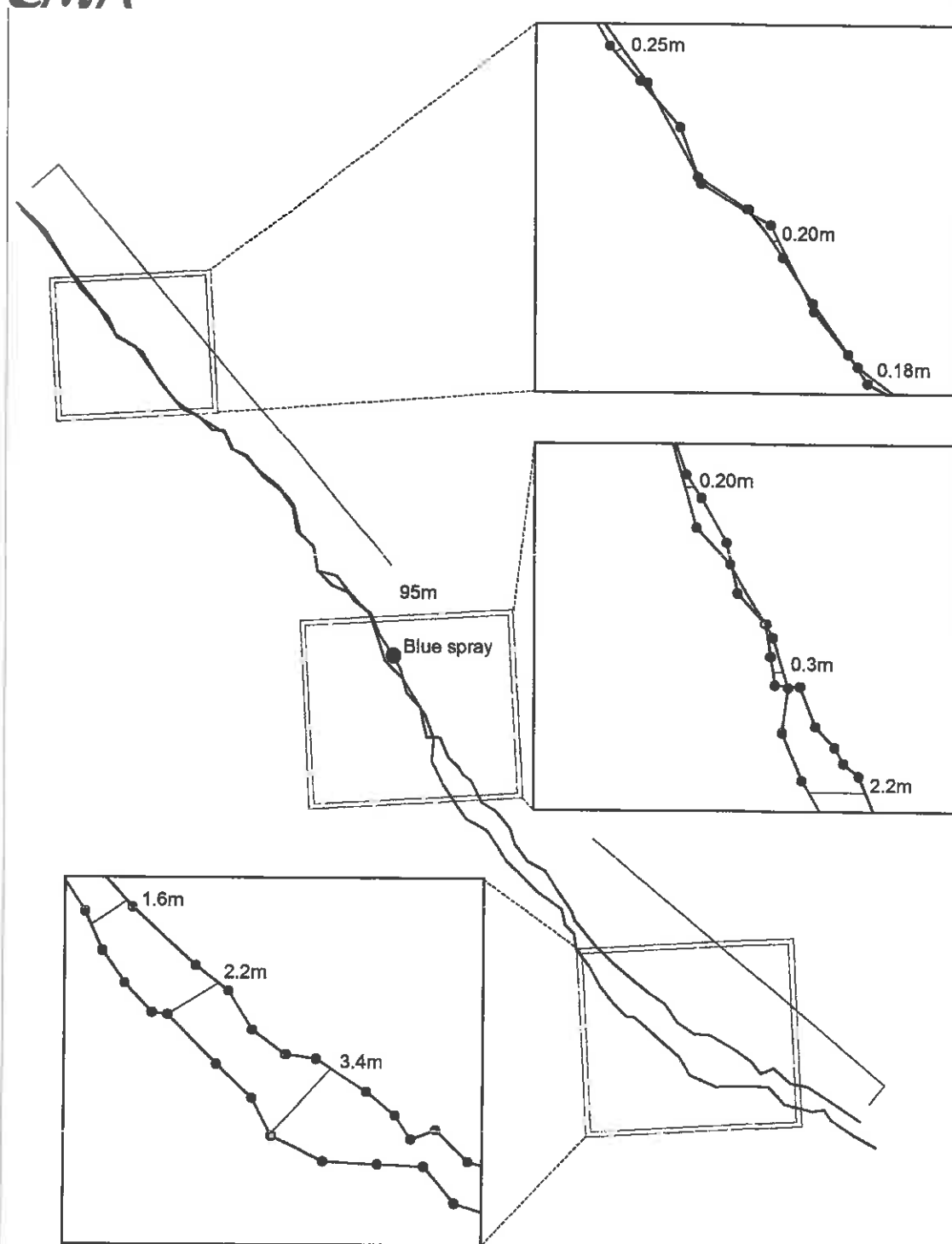


Figure 31 Site 2 bank position before (black line) and after (red line) a 1,020 m³/s flood

5.8 Braid plain – site 1

Site 1 is located ~1 km from the mouth on the right bank braid plain (Figure 5). The average bank height at this site was 1.25 m above water level at the time of survey (28 m³/s). The bank is composed of cohesive, dominantly clay sediment, overlying irregular coherent gravel which was up to ~280 mm high. At the time of the jet boat trials the surveyed section of bank was predominantly exposed scarp face, with overhanging vegetated tufts and limited basal accumulation of vegetated bank material (Figure 32).

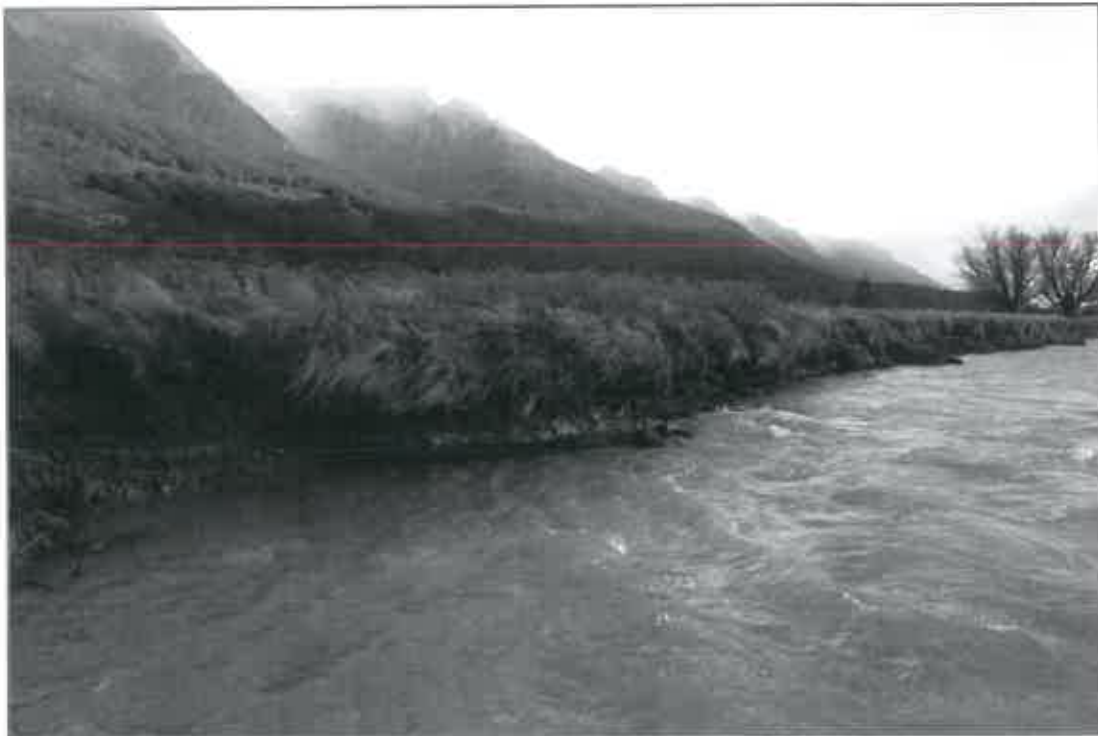
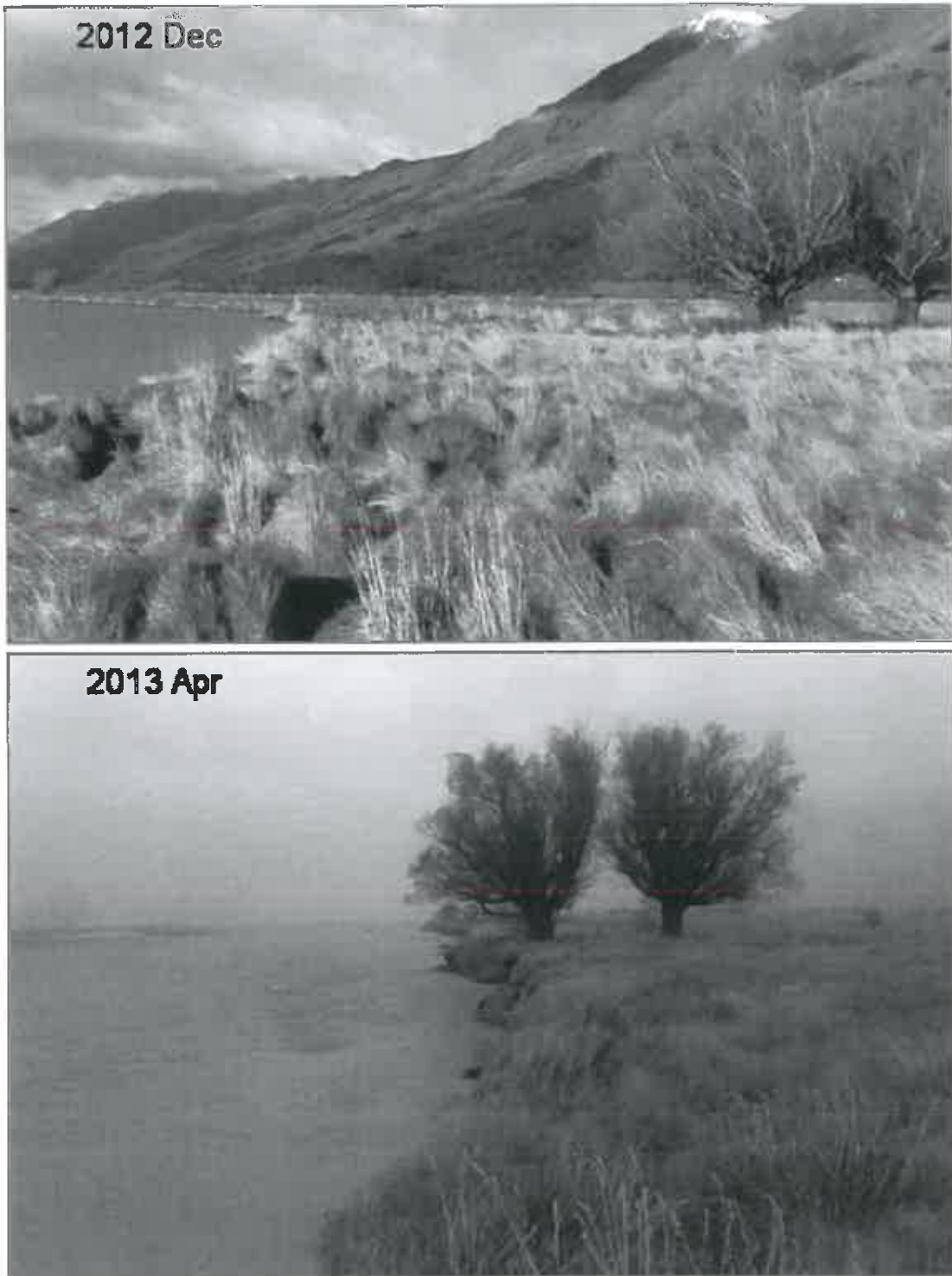


Figure 32 Site 1 view upstream post trials (25 May 2013)

This site was identified by Mr. Angus as having experienced significant recent erosion (Figure 33). From October 2012 to April 2013 the photographs of Mr. Angus indicate that ~16 m of erosion occurred at the trees.¹⁰ Further erosion in the reach is evident on 25 & 29 May 2013, but the trees appear to provide local stability from the root ball and overhanging vegetated soil (Figure 34).

Following the approach described for site 3, paint was sprayed from the exposed scarp face to the waterline and on vegetated material at roughly 1 m intervals. Ten passes were made on plane in a loaded jet boat at a flow of 28 m³/s. In addition, stops and starts were made in the reach. The bank was closely examined to determine if the boat trials removed sediment or induced bank collapse. Such changes were not observed (Figure 32).

¹⁰ Scaled from the photographs and measured distances between the trees at 1 m height.



**Figure 33 Site 1 view downstream October 2012 & April 2013
(courtesy of Mr. Angus)**



Figure 34 Site 1 view downstream 25 May & 29 May 2013

The site was revisited the next morning when flows were 95 m³/s and rising and again 4 days later when flows decreased to ~33 m³/s. The intervening peak flow was 128 m³/s. High velocities occurred along the bank at 95 m³/s and new bank failures were observed (Figure 34 & Figure 35).



Figure 35 Site 1 view upstream 26 May 2013 at 95 m³/s

Detailed bank surveys were undertaken on 30 May 2013 and repeated on 6 June, following a flood of 1,020 m³/s. The main channel alignment was maintained along the right bank through the study reach. Bank erosion was highly variable, ranging from no change (the blue paint was still visible) to 11.5 m of erosion (Figure 36).

To place these changes in context, the earliest recorded bank position (1966) was 400 m east of the present location at site 1 (Figure 36). Much of the change in bank position occurred in the period 1966 to 2007 (from ~350 to ~380 m). From 2007 to 2013 the maximum retreat was ~50 m.

Greater changes occurred below site 1 to the delta front at Lake Wakatipu. Between 1966 and 2007 the right bank retreated ~280 to ~400 m, with an additional retreat of up to ~250 m from 2007 to 2013.

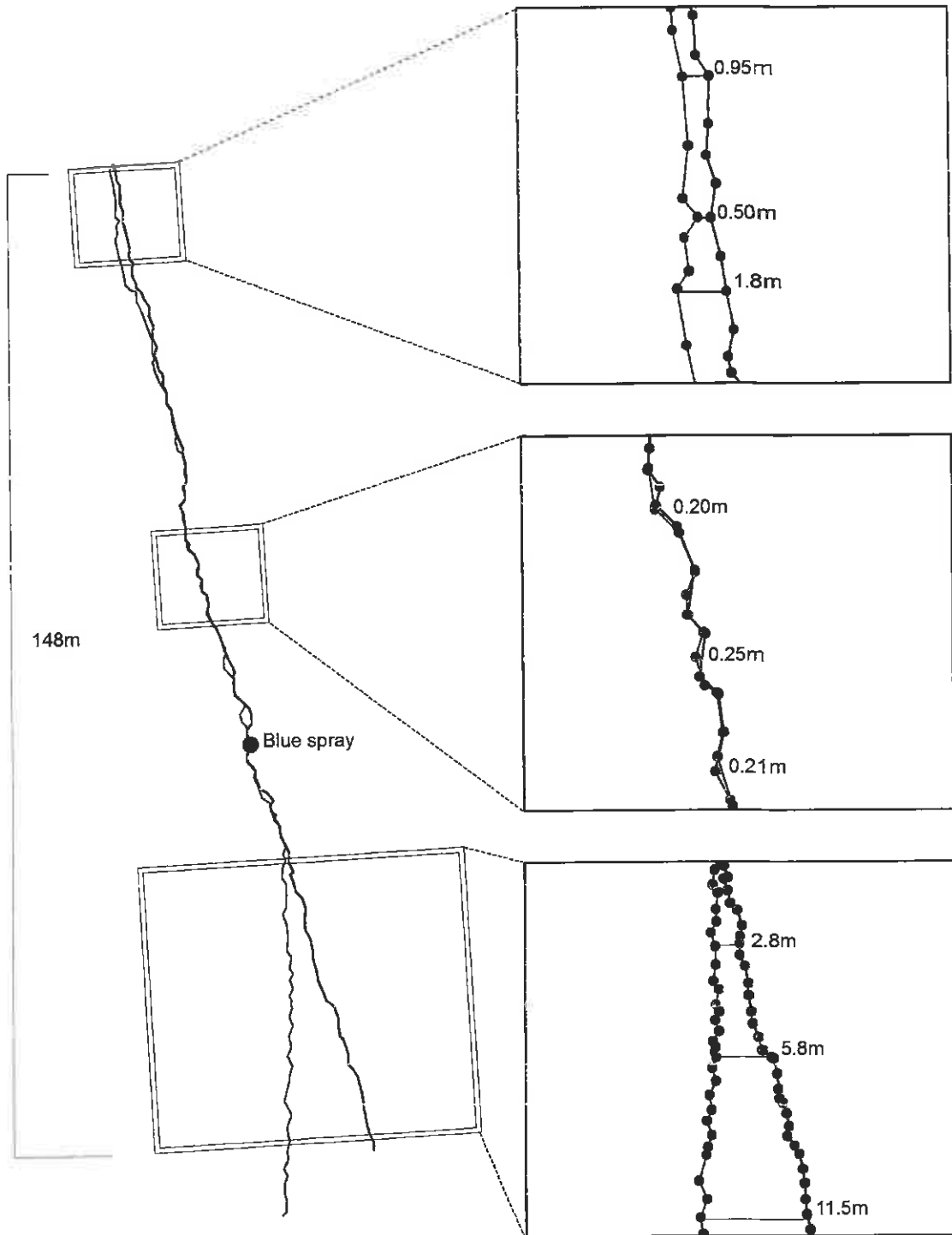


Figure 36 Site 1 bank position before (black line) and after (red line) a 1,020 m³/s flood

5.9 Discussion

Lateral instability in the lower Dart River is highly variable (Figure 5). The bridge reach is confined by bedrock headlands, and there has been relatively minor change in the river bank position above river km 8 since mapping was undertaken in 1881 (Figure 3). The stability of the right bank in this reach, including site 7, is attributed to bedrock and boulder exposures in this reach. Further downstream, much of the left bank has maintained its alignment since 1881, but the right bank has experienced large changes in position (up to 1,475 m) of the braid plain (Figure 5). Six sites were examined in the braid plain reach.

Wild (2012) commented that the earliest documented bank protection works for the Dart River date back to the 1950s and consisted of "log retard" and stopbanks along the right bank to protect the braid plain leasehold land and the road. She continues, "Otago Catchment Board records indicate that earlier attempts to prevent farmland erosion in the lower reaches of the Dart River were eventually fruitless; bank protection works appear to have been regularly compromised or completely destroyed during flood events." The exception is the stopbank at the head of the braid plain which is described as "effective for current bed levels." The stopbank was investigated (site 6), and an alternative view is taken.

The 1966 survey shows the stopbank was isolated from the active river channel, and even after significant bank retreat the stopbank remained isolated in February 2006 (Figure 15). The 2007 survey indicates that ~230 m of the ~600 m long stopbank was exposed to the active channel (Figure 5). Since then about 6 ha of braid plain was eroded, with bank retreat of up to 110 m, and the river presently flows along the willowed stopbank (Figure 16). The timing of the recent bank retreat is uncertain in terms of particular flood events. Between the 2007 and 2013 surveys there were 9 floods $\geq 1,000 \text{ m}^3/\text{s}$ (Figure 2). Investigations of braid plain erosion further downstream demonstrate that a $1,000 \text{ m}^3/\text{s}$ event is capable of causing metres of bank retreat.

At present the stopbank was observed to largely arrest further erosion into the braid plain. However, erosion of the eastern end of the stopbank is evident following the June 2013 flood (Figure 37). It is uncertain if the stopbank can withstand multiple floods, but it is likely that the end of the stopbank will erode unless protective measures (e.g. boulder placement) are taken. But even boulder placement may be precarious as evident at site 5 (Figure 17).

If the stopbank breaches, or the end of the stopbank continues to erode, there is little to prevent the active river reclaiming the braid plain. The ultimate result could be a reversion to the 1881 bank position along the western edge of the hills resulting in the loss of the road and the land. This westward channel migration is driven by the river bed being higher in mid channel, with the natural tendency of the river to flow toward and along the lower elevation western margin (Figure 7).



Figure 37 Erosion of the eastern end of the stopbank at site 6 (6 June 2013)

There were differences in the amount of bank retreat within and between the braid plain sites. The bank heights and composition are quite similar. The major differences appear to be related to the alignment of the bank and flow direction and to the isolation of the bank from the high flow velocity. Further, measurable bank retreat is not limited to flood events.

Measurable erosion could not be induced by jet boat operations in the cohesive braid plain banks of the lower Dart River. However, as flows rose from 28 m³/s to 95 m³/s (later peaking at 128 m³/s) cohesive banks were observed to spontaneously fail. Much of the failed material from prior to the fresh, and which fell during the fresh, was not evident when flows declined (e.g. Figure 23 Figure 24). The observed bank retreat was in the sub-metre range.

Large changes occurred in the active gravel bed channels with a 1,020 m³/s flood. Shifts in channel position of tens of metres were documented as were changes in channel form (Figure 21). For the braid plain bank positions were surveyed with RTK GPS before and after the flood. Bank retreat was highly variable. Some braid plain bank pre-flood markers remained with other sections of bank retreating up to 11.5 m.

The variability in bank retreat is attributed to the exposure of the bank to high velocities. Large sections of braid plain bank are somewhat protected by extensive gravel bar deposits (Figure 38). The bank survey showed that at 41 m³/s about half of the braid plain bank was isolated from the flowing river. These sections would not be subject to erosive forces from the river (or jet boats) until the bars were inundated. These lateral bar deposits are not static between events (Figure 8) and during events (e.g. Figure 29 & Figure 30).

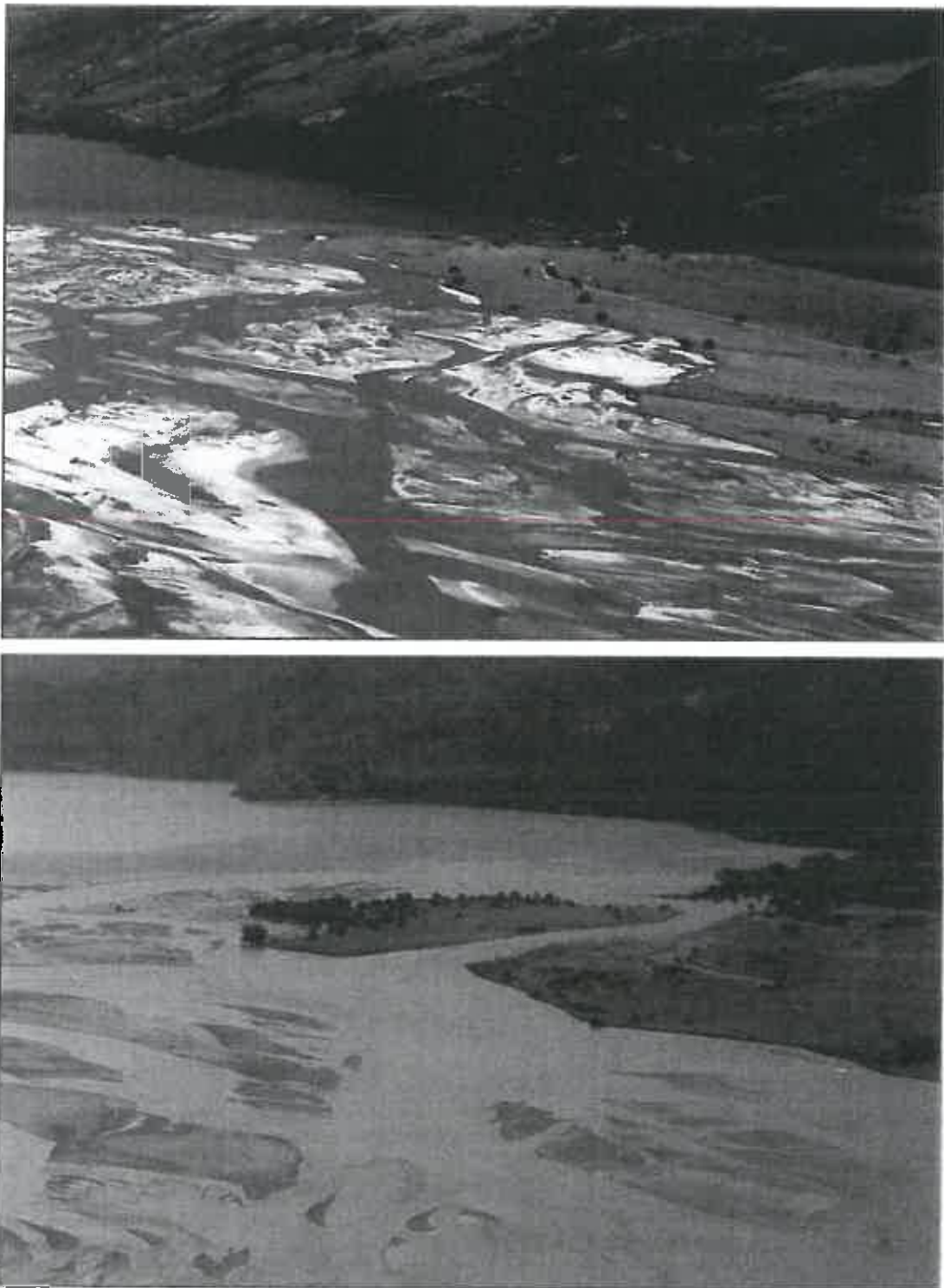


Figure 38 Lower Dart River pre-flood and during the 13 January 2013 flood

6 Recommendations

The critical issue for Kinloch residents is the continued erosion of the lower Dart River right bank braid plain. Presently the downstream progression of the bank retreat at the upper end of the braid plain is controlled by a stopbank. Failure of this stopbank will probably cause unimpeded retreat of the upstream end of the braid plain with a significant risk to the road in a few years.

It is recommended that the stopbank is monitored, and the willow protection maintained as required, to mitigate the risk of stopbank failure. Consideration should also be given to stabilising the eroding end of the stopbank. However, this may be problematic from a river engineering perspective and cost.

A range of bank stabilisation measures should be considered for other eroding sections of the braid plain. Again, potential solutions may be problematic from a river engineering perspective and cost.

Limited trials were undertaken of wake wave generation from the Dart River Jet Safari boats. It is recommended that trials be undertaken to compare a range of jet boats in a semi controlled environment to quantify wave generation and energetic for normal jet boat operations (stop, starts, plane, turns, passing).

Further, jet boat impacts on bed and bank stability have been evaluated in a narrow range of river conditions using large New Zealand style jet boats. Also, different approaches have been employed. It is recommended that a standardised testing regime be employed to document impacts in a broader range of river conditions.

7 Conclusions

The Dart is a high energy gravel bed river that experiences major channel shifts within the active riverbed from flood to flood, and lesser change with smaller events.

Rapid erosion of the extensive braid plain of the right bank of the lower Dart River has been occurring for decades, and is likely to continue for decades, because the river is spilling into the lower elevation channels on that side of the delta.

Trials in Lake Wakatipu show larger, more powerful, Dart River Jet Safaris (DRJS) boats generate somewhat larger waves than their single engine boats; and similar or somewhat larger waves than jet boats in other NZ rivers.

On plane, a wide turn can generate a larger wave (maximum 157 mm) than a tight turn (maximum 111 mm) or a boat on a straight sailing line (127 mm). Waves are suppressed somewhat when opposing boats pass (maximum wave 122 mm). Stopping from plane generated a maximum wave of 176 mm; and the maximum wave generated was at 14 km/h (223 mm).

A few other New Zealand investigations suggest planing jet boats are unlikely to initiate motion of bed gravels in shallow water (≥ 150 mm); or play a significant role in erosion of gravel banks. Spray from jet boats could wash sand and silt off shorelines and banks, but again this was considered to be minor compared with natural processes.

A critical issue is whether westward channel migration is accelerated by commercial jet boat activities. The bank erosion investigations in the lower Dart River demonstrate the following:

1. Impacts from jet boats operations range from no measurable erosion to centimeters of bank retreat in the active gravel bed;
2. No change to metres of bank retreat occurred in a minor fresh; and a small flood realigned channels by tens of metres and changed channel patterns in the active gravel bed;
3. Measurable erosion could not be induced in the cohesive, exposed, right bank braid plain with jet boat operations;
4. A minor fresh induced braid plain bank failures, and a single small flood eroded up to several metres of bank; and
5. Since 1966 the right bank braid plain has retreated westwards tens to hundreds of metres. (The position of the left bank is relatively stable). This natural erosion is expected to continue.

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