

0.0 MAPUA WATERFRONT AREA SUBMISSIONS AND HEARINGS DELIBERATION REPORT

Information Only - No Decision Required

Report To: Submissions Hearing
Meeting Date: 21 August 2017
Report Author: Sharon Flood, Strategic Policy Manager
Report Number: SH17-08-01

1 Summary

- 1.1 The Mapua Waterfront Area Options Document was publicly notified on 10 July 2017 and open for submissions for a five week period, closing on 14 August 2017. A total of 366 written submissions were received, including 19 late submissions received during the week following close of submissions. The Hearing Panel formally accepted 17 late submissions when the hearing commenced on 21 August 2017 and a further two on the 22 August 2017.
- 1.2 Most submitters focused their comments on one or more of the main themes listed A-H in Table 1 below. The table provides a summary of the number of submitters who supported, opposed or were neutral on each theme (where relevant), along with the total number of submissions received.

Ref.	Submission theme	Number of submitters			
		Support	Oppose	Neutral	Total
	The 6 key areas including proposed options and alternatives				
A	The Area Between Golden Bear Brewery and the Estuary				
1	Maintain the area as public open space / 'park' with minor improvements	234	-	2	242
2	Sale of the land for commercial use	7	190	2	201
B	Wharf Precinct				
3	A new storage facility location for the Tamaha Sea Scouts at Grossi Point	99	92	14	207
4	Enhance the delineation and design of the Shared Zone area	116	48	12	177
5	Sale of Council's commercial building interests	34	152	10	199
6	A new walkway linking the Wharf and Waterfront Park	99	86	10	197
7	Relocation of the Mapua Boat Club	37	147	14	199

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C	Waterfront Park				
8	Maintain the status quo, with minor upgrades	156	35	4	196
9	Further development of Waterfront Park	110	96	10	217
D	Remediated Land along Tahi Street				
10	Sale of the commercial zoned land and partial sale of residential zoned land	43	146	7	196
11	Land banking the entire remediated site	154	36	7	198
E	Grossi Point Reserve				
12	Maintain the status quo and maintain as a reserve	216	8	4	229
13	Provide boat storage facilities for the Tamaha Sea Scouts	107	88	15	212
F	Boat Ramp Facilities				
14	Undertake a feasibility study for a regional boat ramp	107	91	8	207
15	Upgrade the Rough Island (Moturoa/Rabbit Island) boat ramp	74	111	8	194
16	Upgrade the Grossi Point boat ramp	54	163	3	221
17	Develop a boat ramp in Waterfront Park	165	128	10	303
G	Parking, lighting and pedestrian safety				
18	Parking issues	31	5	2	38
19	Lighting and pedestrian safety	21	5	4	30
H	Other Comments				49

Table 1 – Summary of Number of Submissions Received

Submitter locations are shown in Figure 1 below.

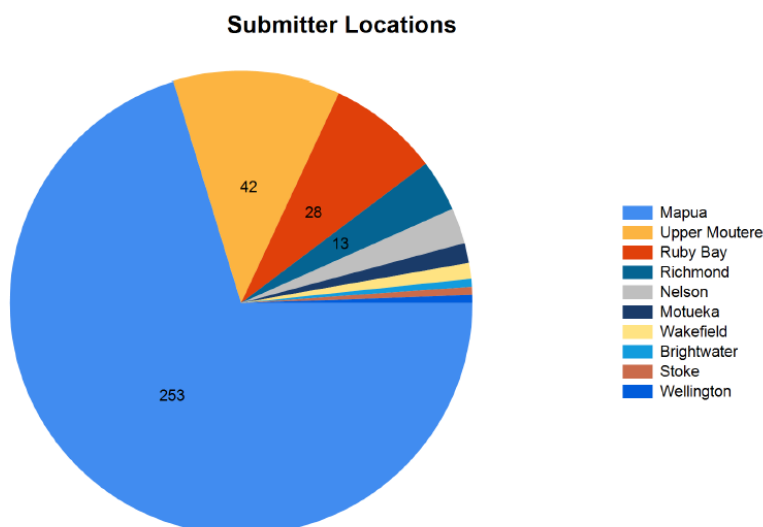


Figure 1 – Residential Location of Submitters

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The pie chart clearly shows that the majority of submitters are residents from Mapua. The next largest majority of submitters come from the nearby settlements of Upper Moutere and Ruby Bay. No submitter was from overseas, and only one submitter was from outside the Region.

Figure 2 shows that over half of the submissions received were via our online submission database. However, we still received a significantly large proportion by way of paper form. ‘Paper form’ means people wrote their submission on the hard copy form we published at the back of the Options Summary document (these were available from Council offices and libraries and delivered to residents letterboxes within the Mapua area).

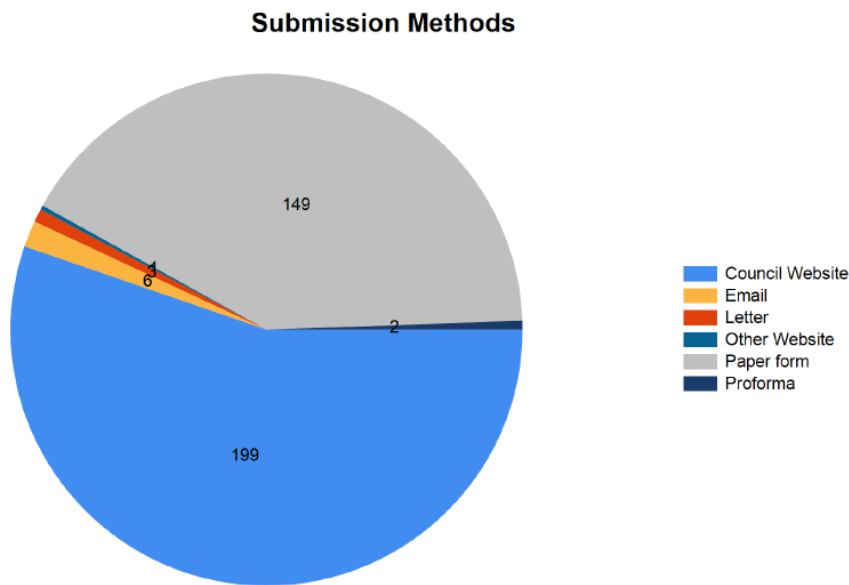


Figure 2 – Method of Submission

Note: the proforma and other website category seem to be in error due to way submitters have entered data.

2 Purpose of the Report

2.1 The Purpose of the report is to provide the Hearing Panel with a summary of the submissions received and staff comments. Recommendations are also provided where appropriate.

3 Background

3.1 Mapua has experienced significant population growth over the last five years, placing pressure on the existing infrastructure. Within the waterfront area, development has been driven by various demands over time, meaning it has been piecemeal with no overall long term vision or strategic plan.

3.2 The Mapua Waterfront Area: Options for the Future consultation document was approved for release by the Community Development Committee on 6 July 2017. It was open for

submissions for five weeks between 10 July and 14 August 2017. The aim of the consultation document was to examine a range of Council preferred options as well as possible alternatives to accommodate the various and competing demands within the Mapua Waterfront area. The document focused on Council owned land.

Consultation and Submissions

- 3.3 Engagement with the community to discuss and progress the development of the Mapua Waterfront Masterplan has been comprehensive. The process began with a public survey undertaken over the summer of 2016/2017 to gather the views of residents and visitors on the current use of the waterfront area and aspirations for the future. A total of 723 survey responses were received that provided a variety of ideas and suggestions. The survey results were reported to Full Council on 23 March 2017 (Report RCN17-03-14).
- 3.4 In January 2017, Council engaged a consultant to help progress the project. From there a wide-ranging community engagement phase was initiated involving thirty-one individual face-to-face and group meetings. We augmented these meetings with three deliberative public 'Mapua Waterfront: Now to 2050' forums engaging 75 participants from a broad range of community groups, clubs and organisations. For those who were unable to participate, a total of 21 written responses were received.
- 3.5 Through the process, we made separate approaches to engage with the local iwi, with several providing comments and suggestions on the draft options document.
- 3.6 In July 2017, the Community Development Committee resolved to appoint full Council to the Hearing Panel to hear submissions on the Options document. The Committee also agreed that an iwi representative be appointed to the Hearing Panel. These resolutions are contained in report RCN17-07-04. One nomination was received for the iwi representative position, and this person was appointed to the Hearing Panel.
- 3.7 A total of 360 written submissions were received. A further 19 late submissions were received all of which were accepted by the Hearing Panel on 21 and 22 August 2017.

4 Discussion – Staff Comments

The following provides an overview of the submissions received and a staff assessment of each of the six topic areas in the consultation document.

AREA BETWEEN GOLDEN BEAR BREWERY AND THE ESTUARY

Maintain the area as public open space / 'park' with minor improvements (Proposed Option)

- 4.1 We received a total of 242 submissions on this topic, with 235 submitters in support, one in opposition and six neutral.
- 4.2 The majority of those commenting and agreeing with this option wanted to retain the grass area, but also add some improvements including:
 - keeping and/or extending the grass area and providing shade
 - allowing people to bring their own picnics including the ability to dine on fish and chips
 - providing better tables and seating
 - keeping and protecting the large Ngaio tree on the foreshore for children to play in

- recognising the cultural significance of the area through signage or other means
- 4.3 A small number of submitters, less than five, wanted structures such as toilets and/or bike stands to be located in the area. Others were happy for the dinghy ramp to remain on the site. The area was noted for its importance for ferry users and that the path down to the beach needed to be retained. Some submitters mentioned that they also wanted to see the boat ramp in the wharf area maintained.
- 4.4 The majority of submitters noted they wanted this to be a no alcohol area for families and that it should not be used for commercial use.
- 4.5 Staff agree that this area should be maintained as public open space and that Council staff work with the local community, iwi and other interested members to help improve and landscape this area in the short term (next 1-3 years). It is also recommended that we look to rezone this area in the TRMP to open space from its current zoning for commercial use.

Sale of the land for commercial use (Alternative Option)

- 4.6 In total 201 submissions were received on this option, the majority all in opposition (191) to this alternative option. There were however 8 in support of selling the land, while two were neutral.
- 4.7 In support of their submissions above, the majority of submitters opposed the sale of this area for commercial use, and wanted it retained as a public reserve.
- 4.8 Our recommendation as above, is that the land remains in Council ownership for continued public passive use of the area with modest improvements and that the area is rezoned.

THE WHARF PRECINCT

A new storage facility location for the Tamaha Sea Scouts at Grossi Point (Proposed Option)

- 4.9 In total we received 207 submissions on this proposed option. Of those, 101 submitters supported a new storage facility for the scouts in this location, while 92 were opposed, and 14 were neutral.
- 4.10 Of those that did support or were neutral about the proposal, many stated that they supported this provided the move to Grossi Point was what the Sea Scouts wanted. Reasons cited for supporting the proposal were that it would provide easy access for boat launching, the scouts needed more room for their expanding fleet of boats, difficulties associated with launching and carrying out flag and briefing ceremonies (given the increase in pedestrian traffic), restriction of vehicle trailer access, and the concern over the strong currents experienced at the wharf.
- 4.11 Of those submitters that disagreed with the proposal there was a mix of those who did not want to see any structures at Grossi Point, those who were concerned that the Scouts would lose their place at the wharf, and those who thought that the scouts should be relocated onto Waterfront Park with the Boat Club. The submitters who suggested that the Scouts be relocated to Waterfront Park were all strong supporters of a new boat ramp in that area.
- 4.12 Of particular note is the submission from the Tamaha Group Leader (submitter 14494). The submitter's view on behalf of the Tamaha Scout Club is that their preference is to be located in Waterfront Park, and that they support the Boat Club's proposal for a new boat ramp.

They do not see Grossi Point as an ideal or acceptable solution for their Club. The Club also did not support the proposal to use shipping containers for their storage purposes. Their view was that this would not be a suitable arrangement for long term storage of wooden boats and equipment. Issues with boat launching at Grossi Point were also mentioned including the inability to launch at low tides, exposure to strong southerly winds, generally a lack of a sea breeze making launching difficult, and the cultural archaeological importance of the site.

- 4.13 As above, the submitter acknowledged the present difficulties with the Clubs location on the wharf regarding access, the need for more boat storage, and the large number of pedestrians in area making flag and briefing ceremonies difficult. At the hearing they commented on the recent extension of the deck and lease area for Jellyfish which will now make it more difficult for them to get their boats in and out of the storage facility.
- 4.14 Given the significant opposition to this proposal by the Tamaha Sea Scouts and others, staff recommend that this proposal does not proceed and that the Scouts boat storage facility remains for the time being on the Wharf. Whether a new facility is provided for the Scouts at Waterfront Park is dependent on the decision on a boat ramp in that area and whether a building can be accommodated in that location given the contamination issues. The boat ramp proposal is discussed in Section F, Option 17.
- 4.15 Note: This option is also discussed again below under Section E – Grossi Point, Option 13 – Provide Boat Storage facilities for Tamaha Sea Scouts.

Enhance the delineation and design of the Shared Zone area (Proposed Option)

- 4.16 In total, 117 submitters supported, 48 submitters opposed and 12 were neutral regarding the proposal to enhance the delineation and design of the Shared Zone area. The Shared Zone is the area identified in the proposal east (seaward) of the roundabout at the intersection of Aranui Road and Iwa Street. This area is a busy pedestrian area where people leave the precinct to walk across to Waterfront Park. It also fronts a number of shops including Kete, Coolstore Gallery, and Trail Journeys etc.
- 4.17 The submitters in support agreed that this area needed to be redesigned to ensure public safety and that if possible they wanted the parking to be limited for accessibility use, delivery vehicles and other essential users. They wanted to see the general driver deterred from driving through the area hunting for a park then having to turn around. This was especially for the larger campervans and cars with trailers which presented a large safety hazard. One submitter noted the difficulty with private parking for those nearby retailers and that vehicle access would still need to be provided for those premises. Another submitter (14393) noted that the shared zone signage was too large and dominating for the entrance way.
- 4.18 The submitters who opposed the proposal did not think any enhancement was necessary as their view was that the area works well at present, and any associated cost to improve the area was not justified. Those submitters who did not state a preference were unsure what the Shared Zone was, or they didn't have strong feelings on the proposal.
- 4.19 There is some difficulty in removing all parking from the inside the Shared Zone due to some parking spaces along the shop frontage being privately owned. It would be possible, however, to relocate the Councils parking spaces adjacent to Waterfront Park to the commercial zoned land connected to Waterfront Park (Lot 15 Aranui Road and Lot 5 Tahī

Street). This area, although not part of the options presented for discussion, is being land banked by Council with the possibility of accommodating parking.

- 4.20 Staff recommend that Council investigate further whether the Council parking spaces could be relocated to the land connected to Waterfront Park (Lot 15 Aranui Road and Lot 5 Tahī Street), and that vehicles are discouraged from using the area with the exception of those using disabled and private retail parks. The area could be redesigned at low cost to improve and smooth the road surface (where required). Further delineation could be achieved through road painting of the area to signal a reduced traffic speed and highlight the pedestrian use of the area. The entry shard zone sign could also be reduced in size if thought necessary.

Sale of Council's commercial building interests in the Wharf precinct (Proposed Option)

- 4.21 A total of 154 disagreed with the sale of our commercial buildings on the wharf, 35 submitters were in support, and 10 were neutral.
- 4.22 The majority of those that submitted on this issue opposed any sale of these assets. They were concerned that Council would acquire short term financial gain, but at a significant cost to the community and future generations. Most saw that without Council retaining the capability to manage future changes in the area, there was potential for inappropriate use and development under a private ownership model. Other reasons cited were the importance of the long term income stream for Council to help offset rates, the ability for the community to continue to be able to have a say, and the importance of the area for other than commercial interests. One submitter commented that "this space is the heart of the community" and that the public good is protected.
- 4.23 Those who supported the sale commented that owning commercial property is not a core function or skill of Council and that we should not be competing with local privately owned retailers. A small proportion of those that both agreed and disagreed with the proposal were supportive of only selling Shed 4, but that Council should retain ownership of the wharf buildings.
- 4.24 Overall, given the submissions received and the significant opposition to selling Council's commercial assets in the Wharf precinct, staff recommend that this proposal is not advanced.

A new walkway linking the Wharf and Waterfront Park (Alternative Option)

- 4.25 A total of 101 submitters supported a new link path, while 86 were opposed, and 10 were neutral.
- 4.26 Of those that supported the proposal some would like this done sooner rather than later, while others saw it as a long term project and not a high priority. Submitters thought the link path would help to connect the area, enhance pedestrian traffic flow, and encourage more use of Waterfront Park - which was seen as positive. Many liked the idea of being able to walk along the waterfront and also an obscured vista of the estuary.
- 4.27 Of those that disagreed, their reasons included cost, health and safety issues with the incompatibility of a thoroughfare along a working wharf, and that the link was not necessary as the walking access between the wharf and Waterfront Park was a short distance and acceptable. Some of those that disagreed submitted that the idea had merit, but only perhaps in the long term.

- 4.28 There were concerns raised by submitters that any walkway structure would need to be durable enough to withstand flooding and debris, and that a timber walkway would pose a slipping hazard when wet.
- 4.29 Of those that were neutral, some were indifferent, others thought that the walkway was a nice addition, but not necessary, and others could see issues around health and safety with the need for a railing barrier.
- 4.30 Staff are not opposed to the idea of creating a new walkway around the wharf. Overall the community are in favour of retaining this as an option in the long term. We recommend that this proposal is included in the Masterplan for the area, but in Years 10 – 20 when it can be revisited to determine if a walkway is still warranted and desired by the community.

Relocation of the Mapua Boat Club (Alternative Option)

- 4.31 In total 148 were opposed to the relocation of the Boat Club, 37 submitters supported, and 14 were neutral.
- 4.32 The majority of submitters were opposed to this proposal. Many submitted that the Club provided an important service to community, especially with their role in water safety and rescue. They were also seen as an important focus and fabric of the wharf, and that that they must remain in that location in order to continue their connection and support of the museum. Others were opposed to the idea of the Club building being vacated, which could result in commercial use and spoil the wharfs appeal and community's ability to 'wharf jump' and fish without being watched by restaurant customers. Many submitters also recognised the guardian role the Boat Club has played in saving the wharf from demolition.
- 4.33 Of those submitters who didn't express a preference either way, many noted they were unsure of the Boat Club's situation and couldn't comment as to whether or where they should be relocated to. Others thought the boat ramp issue needed to be solved before this option could be discussed. A few noted that if the Boat Club shifted, the museum should remain on the wharf.
- 4.34 This proposal was an alternative option, and not one favoured by Council. Staff recommend that given Council's preference and the strong community opposition to relocation of the Boat Club, that this alternative option is not adopted.

WATERFRONT PARK**Maintain the status quo, with minor upgrades (Proposed Option)**

- 4.35 In total, 157 submitters supported this option, 35 disagreed and four were neutral.
- 4.36 The minor upgrades envisaged by Council under this option were small and included the provision of picnic tables and seating, community use barbecues, and potential shade sails and shelters.
- 4.37 Overall there is large support for retaining the area as a low key green space for picnickers and for community use. The upgrades supported by the submitters included more picnic tables, BBQs, rubbish bins and the planting of small trees for shade and shelter ('no more grasses'). A number of submitters sought that a children's playground be installed on the site, this was supported by a number of students who submitted from Mapua School – some of whom were wanting a larger more significant structure as discussed below. There was support for the playground from other submitters, provided it was low key and did not disturb the underlying contaminated soil. A small minority did not favour a playground in the Park.
- 4.38 Other upgrades included improvements to the toilet block with lighting, baby change tables and the upgrade of disabled access. The concrete seating was also commented on, including the request for no more concrete and the use of more natural and warm materials. A number also mentioned the amphitheatre and the desire to improve its function and use.
- 4.39 The majority of submitters who disagreed with this option (35) did not provide a reason, but of those that did, they wanted to see part of the area used for a boat ramp and associated buildings for the Boat Club and Scouts (seven).
- 4.40 Staff recommend that the low key nature of Waterfront Park is retained, and that a working group of Council staff and community members is established to develop a site plan for the area which includes the addition of picnic tables, seating, rubbish facilities, shade and barbecues. A low key playground should also be investigated as to how this could be accommodated on the site. As to whether a boat ramp and associated club rooms are located in Waterfront Park, is discussed below. If a boat ramp in Waterfront Park is supported by Council, this will need to be factored into any site plan for the area.

Further development of Waterfront Park (Alternative Option)

- 4.41 In total, 110 submitters supported further development of Waterfront Park, 97 were opposed and 10 were neutral.
- 4.42 The results for this option were almost evenly split between submitters. However, the majority of those in support of this option supported only minor upgrades to Waterfront Park, as discussed above under the status quo proposed option. This was highlighted by their comments – i.e. more seating, provision of barbecues, rubbish bins, shading etc. There was a degree of support from submitters (mostly school children who submitted) for a larger playground than that envisaged above, a skate park, or mini golf. Others wanted the playground to be more imaginative such as including a pirate ship with ladders and ropes, and one that provided for disabled use and access. There were also requests for an exercise area that both children and adults could use.
- 4.43 A significant number of other submitters in support of this option favoured the development of a boat ramp in the Park. Others specifically stated they did not support a boat ramp due

to concerns about leaching of contaminants from the site and pollution of the estuary, loss of green space, and that the area should be retained for children and family use.

- 4.44 Of those that did not support this option, most were opposed to further development in the area and did not want the site disturbed due to the contaminated nature of the underlying soil. Some submitters commented that the numbers using the Park did not warrant further investment. Half of the neutral submissions received also favoured a boat ramp in the Park.
- 4.45 Overall staff recommend that Option 8 above is adopted, and that an appropriate playground is investigated with Council staff, the school children, and the community as to what could be appropriate including the feasibility of providing such a feature on the site. The proposal for a boat ramp in Waterfront Park and other boat ramp options are discussed below.

REMEDIATED LAND ALONG TAHI STREET

Sale of the commercial zoned land and partial sale of residential zoned land (Proposed Option)

- 4.46 In total, 146 opposed any sale of Council owned land on this site, while 43 submitters were in support, and seven were neutral.
- 4.47 The majority of those in opposition wanted Council to land bank the entire remediated site (Option 11) and were opposed to the sale of any land in this area. A number of submitters opposing the sale, suggested that Council ownership of the site could be revisited in 10 years' time.
- 4.48 The principal reasons for submitters' opposition included:
- its use for overflow parking, self-contained camping, and community use
 - importance of retaining the open space in Council ownership and control
 - there is sufficient commercial use in the area and did not want to see any further development
 - concerns over the contaminated nature of the soil and any residential use of the area
 - the importance of the site for the variable oystercatcher (bird)
 - the site is a long term strategic asset, that Council should land bank for future needs
- 4.49 Submitters that agreed with this proposal supported it provided the remaining sites were land banked for future use, funds were used to help enhance the rest of the Mapua Waterfront area, and that it made sense to allow residential development. A number of supporters however were not in favour of allowing further commercial use. There were also suggestions that the land could be sold to a trust for community facilities such as for healthcare or for a retirement village/pensioner housing. A couple of submitters were in favour of selling the whole site as they thought Council should not be involved in an further commercial ventures, and that the funds should be used to contribute towards the costs of the remediation work as originally proposed.
- 4.50 Submitters 14282 and 14440 on behalf of the Mapua Tennis Club asked Council to consider establishing tennis courts on the remediated land along Tahi Street. The submitters expanded on their submission at the hearing with a request for the development two new asphalt courts to help cater for the growing tennis demand in the area. Asphalt courts were seen to be the best option as they are self-maintaining and hard wearing. The proposal was

that these would be open to the public for general use and the Club would maintain the nets and courts.

- 4.51 Of those submitters that did not either support or disagree with this option, there were questions raised over the safety of building on the contaminated land, that the site should be used for parking, and that no residential zoned land should be sold for development.
- 4.52 Staff recommend that given the strong community support to retain Council ownership in the short term, Council should retain ownership of all sites for now and revisit its use and purpose in the next 5-10 years. By then we should be in a better position to identify the pressures on the waterfront area, and which sections of the remediated land are required for parking, green space or for other purposes.

Land banking the entire remediated site (Alternative Option)

- 4.53 In total, 155 submitters were in support of land banking the entire site, 36 disagreed with this option and seven were neutral.
- 4.54 As could be anticipated, those submitters that opposed Option 10 above, fully supported this option and similarly those in support above disagreed with land banking the entire site. Submitters in favour wanted to see the entire site retained in Council ownership to provide for future use. In the interim, most were supportive of using the space for overflow car and boat trailer parking. One submitter commented that they would like to see the area used again for short term stays by RV and freedom campers, and that the no entry sign be removed.
- 4.55 As above, staff recommend that the entire site is land banked and revisited in the next 5-10 years.

GROSSI POINT RESERVE

Maintain the status quo and maintain as a reserve (Proposed Option)

- 4.56 In total, 217 submitters supported maintaining Grossi Point as a low key reserve, eight opposed the proposal, and four were neutral.
- 4.57 Overwhelmingly, the majority of submitters supported this proposal as they viewed the area as important for picnicking, barbecues, family games, birdwatching, and as an area for safe swimming and recreation. There was a mix of views on whether motorised boats and trailers should have access or be able to park there. There was also feedback about safety issues in the water between swimmers and motorboats and a call for demarcation of zones.
- 4.58 A number of submitters noted the reserves important cultural and heritage value and that these should be preserved and respected.
- 4.59 Of the eight submissions in opposition, they wanted to see Grossi Point upgraded to include facilities such as a children's playground. Those submitters who did not state a preference were in agreement of its maintenance as long as it meant no launching of large power boats, and that the pine trees and other exotics were removed and replaced with natives.
- 4.60 Staff recommend that Council staff work with iwi and the community to preserve Grossi Point Reserve's cultural significance and values, improve the areas environmental values, and enhance low key recreational use of the reserve area. The area is important for Iwi, and a number of cultural archaeological sites have been registered.

4.61 The issue of motor boat use and the upgrade of the existing boat ramp is dealt with below in Section F - Boat Ramp Facilities, (Proposal 16).

Provide boat storage facilities for the Tamaha Sea Scouts (Proposed Option)

- 4.62 In total, 108 submitters supported allowing a boat storage facilities in the reserve for the Scouts, while 89 were opposed, and 15 were neutral.
- 4.63 This option is also addressed on page 3 under Section B - Wharf Precinct, Proposal 3. In hindsight it was an unnecessary 'double up' to include this option in both places in the document. As to be expected, generally the same submitters commented on both questions, although there were a number that provided comment here and not in Proposal 3.
- 4.64 Feedback again was evenly split with those in support citing the same reasons as outlined in Proposal 3. In addition there were comments that a storage facility on the site would be critical for the Sea Scouts who needed more storage facilities. A few submitters suggested that the storage facility should be located by the toilet block or towards the northern boundary of the Reserve - leaving the rest of the area for park/recreation purposes. Similar to Proposal 3, many submitters supported this proposal on the condition that it was supported by the Sea Scouts.
- 4.65 In addition to the same points that were raised in Question 3, security issues were also mentioned and noted as an area of concern due to the relative isolation of the Reserve.
- 4.66 As above, staff recommend that a new storage facility for the Tamaha Sea Scouts does not proceed in this location. Depending on the outcome of the proposed boat ramp in Waterfront Park, staff recommend that the Sea Scouts boat and equipment storage remains where it is on the Mapua Wharf.

BOAT RAMP FACILITIES

Due to the divided community opinion over a boat ramp in Waterfront Park, staff have not provided recommendations on this issue.

Undertake a feasibility study for a regional boat ramp (Proposed Option)

- 4.67 In total, 108 submitters supported undertaking a feasibility study, 91 were opposed and eight were neutral.
- 4.68 There were mixed views on this proposal with a relatively even split between support and opposition. Those in support agreed that this was a logical starting point before any investment was made anywhere, and that other options aside from Waterfront Park needed to be explored. Submitters also thought it was important to understand the demand and associated implications of a boat ramp – i.e. parking, noise, number of users etc. Many commented that Mapua was not the solution for a growing boating population across the Region. Others, although they agreed with a regional feasibility study, supported a small scale boat ramp in Waterfront Park to be used by locals only.
- 4.69 Those that disagreed with the feasibility study noted that the Region already had a boat ramp in Motueka which was only a 20 minute drive away. In addition it was noted that there were other ramps on Rough Island and also in Nelson that local boat owners could use.

Some submitters thought a feasibility study was a waste of ratepayers' money and that Waterfront Park was the obvious location for a boat ramp. Of those submitters that were neutral, some did support the boat ramp in Waterfront Park. Their view was that Council was morally obliged to provide a boat ramp in Mapua given access to the wharf boat ramp had been restricted.

- 4.70 A feasibility study was proposed in order to review the current and future demand for boat access and launching, and to determine the best location including implications and cost. The Mapua Boat Club submission (14459) provides a high level overview of the advantages and disadvantages of five sites that they reviewed close to Mapua (Grossi Point, Broadsea Avenue, Mapua Leisure Park, Rough Island, and Waterfront Park). Their conclusion was that a boat ramp in Waterfront Park was the preferred option and most feasible of those five options reviewed.
- 4.71 From the submissions and information presented at the hearing, many submitters supported the development of another regional boat ramp, and noted that one was required to service the growing population in the District. However, they did not see this option as the solution for Mapua, and that any feasibility study should be addressed separately to Mapua's local boating access problem.

Upgrade the Rough Island (Moturoa/Rabbit Island) boat ramp (Alternative Option)

- 4.72 In total, 111 submitters opposed upgrading the boat ramp on Moturoa, while 75 submitters were in support and eight were neutral.
- 4.73 A large number of those in opposition to this proposal did not comment as to why they disagreed. However of those that did, it was generally because they supported a boat ramp in Waterfront Park. The boat ramp on Rough Island was not seen as a suitable alternative for the Mapua boating community for a number of reasons including the travel distance from Mapua, limited access during low tides, and dawn to dusk Island open hours. One submitter (14336) commented on road safety as they had tried using the Rough Island boat ramp, but due to the difficulty of safely turning right onto Appleby straight in peak summer traffic they had not been back. Other reasons for opposition to any upgrade included the areas ecological importance.
- 4.74 Of those submitters that supported the upgrade of the boat ramp on Rough Island, many submitted that this was a good option as it didn't have the same issues as faced in Mapua regarding traffic congestion, pedestrian safety, and parking. The close proximity to Richmond and Mapua was also seen as a positive. It was noted that the hours of access to Rough Island would need to be extended to allow access at all times.
- 4.75 A number of those who neither supported or opposed the option, stated they were not sure if this was the best option and wanted to see the outcome of the regional feasibility study before making a decision either way.
- 4.76 What happens with this boat ramp is dependent on the outcome of the decision regarding a feasibility study, the proposed boat ramp in Waterfront Park, and whether Council are of a mind to upgrade the current boat ramp facilities in the Region.

Upgrade the Grossi Point boat ramp (Alternative Option)

- 4.77 In total, 163 submitters opposed the upgrade of the Grossi Point boat ramp, 55 were in support, and three were neutral.

- 4.78 A significant number of submitters strongly opposed this option. The main reasons provided for opposition were that submitters wanted to see Grossi Point kept for swimmers, walkers, picnickers and small craft - with minimal vehicle use. The archaeological significance of the area, and the importance of the Reserve for family use was also acknowledged. Many noted that the increased use of Grossi Point for boat launching, meaning that much of the Reserve had become used as a parking area for boat trailers. A number of submitters noted that an upgrade was unnecessary if a boat ramp was provided in Waterfront Park.
- 4.79 Of those submitters in support of upgrading the ramp, their view was that this seemed a reasonable low cost solution for the Mapua boating community. The benefits noted were: that it was away from the busy Mapua wharf area, it would reduce traffic congestion and address pedestrian safety issues. To solve the parking issues for boat trailers in the Reserve it was suggested that parking could be on the remediated land along Tahiti Street. Some of those in support acknowledged the difficulties of launching during low tide (unless on a King tide). One submitter suggested that the ramp could be extended and the channel dredged to allow all tide access. Submitter 14444 suggested that channel markers could be used to delineate boat lanes to separate boats from swimmers and other small craft.
- 4.80 Grossi Point has been used for boat launching for many years, and use has noticeably increased over the past few years with restricted access to the Mapua Wharf boat ramp and the growth in boat owners in the area. As discussed in Option E – Grossi Point Reserve, the site has a rich cultural history with recorded archaeological sites. Council's Reserves and Facilities Team in the past have discussed the need for an archaeological plan for the entire site, but this has not been carried out or currently budgeted for. If Council decides this is the best option, staff would need to consult further with Iwi to determine if there were any issues with upgrading a boat ramp in this location. Staff would also need to work with the local community to ensure traffic and parking were satisfactorily dealt with and channel demarcations were put in place to prevent further conflict between the different recreational users of the area.

Develop a boat ramp in Waterfront Park (Alternative Option)

- 4.81 In total, 165 submitters supported a boat ramp in Waterfront Park, 128 were opposed and 10 were neutral.
- 4.82 The development of a boat ramp in Waterfront Park has become a contentious and somewhat controversial issue within the community with mixed support, where submitters are either strongly in support or strongly opposed to the proposal. Those submitters that support a boat ramp in Waterfront Park are of the view that as Council has restricted/removed access to the Mapua wharf boat ramp, it is obligated to provide a replacement elsewhere in Mapua. Other submitters noted that as Mapua is a coastal community, a replacement boat ramp is required as boat owners should be able to access the coast and that Grossi Point was not a suitable alternative. Concerns over water safety at Mapua were also raised and that there was a need for a new boat ramp to provide quick and easy boat launching access.
- 4.83 Submitter 14558, although in support of the boat ramp, did not support the placement and orientation of the pontoon as proposed by the Boat Club and thought that there were many issues with this structure including ongoing maintenance from debris pile ups through to ultimate failure of the structure.

- 4.84 The Mapua Boat Club (submitter 14459) in their submission provided an amended version of their site layout for the proposed boat ramp at Waterfront Park. This included a reduced footprint for the access ramp and a new Scout Club storage facility in Waterfront Park. The Club have stated in their submission that their estimated cost for the boat ramp is in the range of \$750,000, excluding resource consent costs. In their submission the Mapua Boat Club also state that this ramp is not a regional solution, but a local Mapua solution only and that it should be limited in its use by non-locals. Their view was that this would aid to reduce any associated adverse effects. The Club's proposition is that the boat ramp should be funded by all Tasman ratepayers, but that they will fund some of the associated costs.
- 4.85 The Mapua Boat Club support the development of storage buildings on Waterfront Park for the Tamaha Sea Scouts. The new site design plans include a 172m² area for this purpose. The Boat Club's submission also included a signed petition. The petition is signed by approximately 400 supporters in favour of the boat ramp proposal and is included in your copy of the submission attachments.
- 4.86 As a boat ramp in Waterfront Park was not Council's favoured or proposed option in the Future Options document, the Mapua Boat Club on pages 29 to 31 of their submission (14459), provide comment about each of the implications/issues discussed in that document.
- 4.87 Of the submissions received in opposition to a boat ramp in Waterfront Park, the common theme was around keeping the area as a community space for families and picnics and the need to maintain the green space for future generations. Submitters were mostly concerned about the noise, traffic congestion, parking conflicts, and pedestrian safety issues that a boat ramp would bring in this location. Comments were made that if a boat ramp were to be developed in this location it would attract more boat owners to the area, leading to more congestion. This was seen as a significant area of concern for submitters, given the growing popularity of the Mapua Wharf area during the peak summer period.
- 4.88 Many submitters were also concerned about the contaminated nature of the site and the potential for toxic chemicals to leach into the estuary as a result of any soil disturbance required to build the boat ramp and access way. A large number of the student submitters from Mapua School did not support this option, they preferred to see the area used for a playground and other recreational facilities.
- 4.89 Of those submitters (10) that did not express a preference either way, they had mixed views. One submitter (13946) questioned whether enough research had been carried out into the tidal flows and the eddy as past history showed this location to be subject to log pile ups and a concentration of debris during storms and floods. At the hearings the submitter raised their concerns over the high probability of damage to the pontoon during times of floods and storms from debris collecting in the eddy. Another submitter doubted the proposed pontoon would withstand the swift currents experienced in the channel given its orientation, and also questioned the length of the pontoon required for access during low tides.
- 4.90 In summary the submissions received indicate that the development of a boat ramp in Waterfront Park is a very controversial issue which divided the community, with those either strongly in support or strongly in opposition to the proposal. In the Options document Council indicated that this was not its preferred or proposed option. At the time of Council's adoption of the Future Options document, the Mapua Boat Club amended their site plan proposal to reduce the footprint of the area required in Waterfront Park. This new site plan was included in the Options document that we released for public input so submitters had a

realistic understanding of what the new Mapua Boat Club proposal included. The location of the Tamaha Scout Club building on Waterfront Park was not put forward as an option in our Consultation Document.

- 4.91 Submitters and staff across Council have raised a number of concerns over the placement of a boat ramp in Waterfront Park. Each issue is addressed in turn below.
- 4.92 The first issue raised is the contaminated nature of the site. This area has not been remediated to a safe residential standard, but is suitable for reserve use purposes. The area is capped to the required standard for recreational use and the entire site has been engineered to prevent stormwater percolating through the soil. A one page summary is attached in Appendix 1 from Jenny Easton – a former Council employee, (now retired). Jenny was previously Council's Resource Scientist involved in the remediation of Fruitgrowers Chemical Company and other contaminated sites. As the rules currently stand the site can be disturbed, but there are strict requirements from Ministry for the Environment around reinstatement of the cap and a resource consent would be required. Also for further reading visit MFE site: <http://www.mfe.govt.nz/more/environmental-remediation-projects/mapua-contaminated-site-clean>
- 4.93 The second issue, raised by Council staff, is the location of Council's gravity sewer and high pressure wastewater pumping main that discharges raw effluent to the Nelson Regional Wastewater Treatment Plant on Bells Island. Both of these pipes are strategic Council assets and if broken will create a significant environmental discharge of raw sewerage directly into a highly populated area and into an estuary of significance. Attachment 2 is a copy of an email sent from Jeff Cuthbertson – Senior Utilities Officer to Martyn Barlow (Mapua Boat Club) outlining the importance of these assets and his opposition to the construction of a boat ramp.
- 4.94 The third issue is the proposed boat ramp structure which includes a pontoon that would be constructed horizontal to the tidal flow. Our Harbourmaster has indicated he has significant concern over this structure in terms of its length and orientation to the current. He sees this as a particular safety issue with the possibility of both boats and people being swept under the pontoon structure. There are also questions over how the structure would bear up against the swift currents experienced in the channel on a daily basis and also during storms and floods events with the associated debris. In terms of sea rescues the Harbourmaster noted that due to the size of Council's boat, this is moored at Motueka so any rescue by him would be effected from there. He noted that it is also still possible to launch a rescue boat at the Mapua Wharf boat ramp as the traffic bollard could be retracted in the event of an emergency.
- 4.95 The Mapua Boat Club at the hearing indicated that they would provide the Hearing Panel with a copy of their engineers report on the 14 September 2017. We are expecting that this report will provide answers to some of the technical questions raised by the Hearing Panel. Although Council has funded the Clubs engineering report and site plan, staff suggest that the report is peer reviewed given the sensitive nature of the site, the dynamic nature of the Mapua Channel, the opposition by nearly half the submitters, the proposed capital costs of the boat ramp, and the likely ongoing maintenance costs of the structure.
- 4.96 Staff recommend that final deliberations on this issue are delayed until we receive the further information from the Mapua Boat Club. This will allow you to make a recommendation on this issue based on full information.

PARKING, LIGHTING AND PEDESTRIAN SAFETY

In a section entitled 'other considerations' the issues of parking, lighting and pedestrian safety were canvased.

Parking Issues

- 4.97 In total, 31 submitters submitted agreed that there was a parking issues in Mapua, five disagreed and two were neutral.
- 4.98 Of those submitters that agreed there was an issue, ideas put forward to solve the parking problem included land banking the remediated site along Tahi Street, better planning, establishment of a parking fee on public holidays and weekends, and removal of all car parks in the wharf area.
- 4.99 Of the five submitters that disagreed parking was an issue they in fact put forward suggestions for also solving parking including support for time limited parking nearest to the wharf, banning freedom campers, and that parking spaces along Tahi Street be extended to allow for trailer parking.
- 4.100A clear majority wanted the remediated land along Tahi Street retained for parking.

Lighting and pedestrian safety

- 4.101 In total, 21 submitters thought that there were lighting and pedestrian safety issues, five disagreed and four were neutral.
- 4.102A number of submitters thought that better lighting was required for evening ambiance but more importantly for security and safety. A particular need was expressed for lighting to be installed between the parking areas and the wharf and also to the public toilets in Waterfront Park. Many made the request that low level lighting is installed to retain the night skies and ambiance.
- 4.103 With regard to pedestrian safety the shared zone area was raised as an area in particular where 'near misses' had been witnessed on a number of occasions between vehicles and pedestrians. It was noted this is a high volume pedestrian zone with people walking from the wharf precinct to Waterfront Park and that pedestrian safety was paramount.
- 4.104 Submitter 13969 commented that the cameras installed needed to be better quality for high resolution night time use.
- 4.105 Staff recommend that we undertake further investigation with regard to installing appropriate lighting around the area. This has been an ongoing issue in the area and is still not resolved due to the difficulty in installing cabling in Waterfront Park which requires digging into the cap. The Shared Zone area is discussed in Section B – Wharf Precinct above.

'OTHER COMMENTS' FROM SUBMITTERS

- 4.106 We received numerous other comments from submitters that ranged from topics already covered above to development in the area and upgrade of water and wastewater to issues with the online submission form.
- 4.107 Submitter 13820 commented on Mapua residents' having to pay for the upgrade of the wastewater and water assets and their view was that Council is subsidising developers, and

perhaps we should look to a targeted rate. They submitted that the development and upgrade of Waterfront Park was something everyone benefited from, so should be a general ratepayer cost.

- 4.108 Submitters 12864 would like to see the provision of public showers in the area to enable bike riders the ability to 'freshen up' after a ride and before visiting the restaurants and bars in the area.
- 4.109 As discussed elsewhere in this report, several submitters stated that Council is obliged to provide a boat ramp for Mapua given residents can no longer access the wharf ramp. Many commented in this section again their support or opposition to a boat ramp in Waterfront Park. Submitter 13896 expanded on his earlier submission about concerns regarding the pontoon and safety issues with vessels trying to moor alongside it during certain currents - risking damage to both vessels and the pontoon. He also expressed concerns about sediment build-up downstream from the pontoon and ramp.
- 4.110 Submitters 13931, 14131 and 14283 made suggestions about traffic issues and some ways of solving the current congestion and safety issues. One suggestion was that we remove the roundabouts and instead replace with stop signs for traffic leaving the wharf and from Tahi Street. Reducing traffic speed down to 30km/hr was suggested as a way to make the road safer for cyclist and pedestrians including school children. Concern was expressed about the use of Higgs Road and that we should ensure traffic is directed along the main road to Mapua wharf. Submitter 13931 also queried whether a visitor centre should be provided.
- 4.111 Submitter 14021 was concerned about the commercial activity, the number of liquor licenses, and the need to balance this with a family friendly area to reflect the ports origin. With only half the commercial area developed the submitter requested that Council rezone its vacant sections on the corner of Tahi Street and Aranui Road. Reference was also made to the Golden Bear Brewery and that this is a light industrial activity that should not be in the commercial zone.
- 4.112 Submitter 14109 stated their concerns over Council's past consultation with only the Mapua Community Association and no other affected parties including the Boat Club. Their view was that Council had an agenda to move the Boat Club off the Wharf, and was critical that they and the Scout Clubs were not seen as affected parties when Shed 4 was built. If they had been consulted, their view was that the boat ramp situation would have been solved by now.
- 4.113 Several submitters made mention of Mapua being a special place and Council's responsibility to protect it for future generations by retaining ownership of the commercial buildings and vacant remediated land.
- 4.114 Submitter 14319 attached a petition endorsing a family park and children's playground as the preferred option for Waterfront Park, and opposing the boat ramp. The submission from the Boat Club (14459) also included a petition from its members and supporters for a boat ramp in Waterfront Park.
- 4.115 Submitters 14282 and 14440 on behalf of the Mapua Tennis Club asked Council to consider establishing tennis courts on the remediated land along Tahi Street. Their submission was expanded on at the hearing to a request for two asphalt courts to help cater for the growing tennis demand. Asphalt courts were seen to be the best option as they are self-maintaining

and hard wearing. The proposal was that these would be open to the public for general use and the Club would maintain the nets etc. as required.

4.116 Heritage NZ (submitter 14603) commented that the Mapua area is rich in Maori History and that it is an area that is archaeologically and culturally significant with evidence of long term occupation in and around the beaches. If Council were of a mind to sell the commercial buildings on the wharf they sought that a heritage covenant be attached prior to sale to protect the important historic heritage values of the wharf buildings. At Grossi Point Heritage NZ is encouraging us to include a qualified archaeologist to undertake identification of sites in the reserve. For the three alternative boat ramp options (Grossi Point, Rough Island and Waterfront Park) their view was that an archaeological authority should be obtained before any work begins.

4.117 Submitter 14458 provided a large amount of evidence regarding Council's legislative and policy requirements and that these had not been followed by Council with regard to the construction of Shed 4 and also to the removal of access rights to the boat ramp on the wharf. This was especially in reference to the Boat Club and Tamaha Sea Scouts not being seen as affected parties. During the hearing, reference was also made to a Bylaw preventing traffic from accessing the ramp between the hours of 10am to 7pm and they should have been notified as an affected party.

Staff note: There is no bylaw for this area. The wharf precinct is privately owned land by Council so we have the ability to stop traffic thoroughfare without the need for a bylaw. A decision was made to include the information in our Traffic Bylaw to clarify that the area is not open for vehicle access during those hours.

A few submitters provided positive comments about Council's work on this project.

- Submitter 13969 said "Keep up the good work... the wharf area is now a very safe walking area that is well utilised and TDC's decision to create this has be excellent... well done for observing how the wharf use has changed and creating the correct infrastructure to accommodate this change - large numbers of people now safely enjoy using this area all year round!!":
- Submitter 14083 said – "Keep engaging with the community. TDC do a good job but you won't be able to please everyone. Getting the opinion of the community is not always easy but they will let you know if you get it wrong. Good luck."

Please also refer to the minutes from 21 August and 22 August 2017 and statements tabled by submitters who spoke at the Hearing.

5 Conclusion

5.1 There has been widespread community interest and input into the development of the Mapua Waterfront Area Masterplan. In total 347 written submissions were received between 10 July and 14 August 2017. An additional 19 late submissions were received after 14 August 2017.

5.2 The report provides a summary of the submissions received and staff comment and where appropriate recommendations on each of the key areas and issues. Generally submissions were in support of Council's proposed options in the consultation document. The exceptions were the proposed sale of Council owned buildings at Mapua Precinct, sale of the

remediated land in Waterfront Park, and the location of a storage facility for the Tamaha Sea Scouts at Grossi Point Reserve.

6 Next Steps / Timeline

- 6.1 A copy of 'All Submissions' has been distributed to Hearing Panel members via Diligent. The folder contains:
- a) complete submissions, listed in the order they were received (i.e. from lowest to highest submitter ID number);
 - b) submission points sorted by themes A-H listed above;
 - c) a summary of the submissions on each topic; and
 - d) submission attachments received
- 6.2 The staff report is to aid the Hearing Panel with their deliberations scheduled for the 24 August 2017.

7 Attachments

1. Appendix 1 - Review by Jenny Easton of Waterfront Park proposal
2. Appendix 2 - Email to Martyn Barlow Mapua Boat Club (15 June 2017)