

## **MAPUA BOAT CLUB – a club without a boat ramp!**

**Prepared by the Mapua Boat Club Inc. in response to the decision by the Tasman District Council to close the Mapua Wharf Precinct to all vehicles.**

1. The Mapua Boat Club (MBC) is committed to maintaining vehicle access to the boat ramp to launch and retrieve trailer boats and dinghies for moored boats, as well as vehicle access to the Mapua Wharf to service moored vessels in the Mapua channel and provide access to caterers etc that utilise the MBC premises.
2. The MBC requests what future the TDC sees for the wharf and boat ramp and what it thinks the wharf is actually for, is it for boat use or is it a rather large summer holiday diving platform? The TDC appears determined to remove boat users and their vehicles from the wharf precinct, yet if it weren't for boats and the MBC there would be no wharf or boat ramp.
3. Furthermore the permitted development has seen a never ending lure of vehicles and people to the end of the road – a dead end road where we have our wharf and boat ramp. It is inconceivable that any number of council planners and policy analysts could not see what the continued development was going to result in and is now forcing the Guardians of the Wharf (the MBC) and existing users from the very thing that they have fought to save since 1987. If one looks at any number of scenarios around the world you can see they clearly had the foresight to avoid this debacle.
4. The Mapua Channel is challenging water to negotiate and navigate due to large tide ranges and strong tidal flows and navigation over the Mapua bar is restricted by the tides hence placing limitations on boat movements on top of the other associated challenges.
5. The MBC does not and will not accept any vehicle restrictions, such as those announced recently by the Tasman District Council (TDC) as any such restrictions will remove the existing user rights that were granted by the Harbour Board in 1987 when the MBC stepped forward to save the Mapua Wharf and created an asset that has been enjoyed by MBC members and the wider public ever since.
6. As well as recreational boating activity that takes place at the wharf and boat ramp which includes kayaks, the sea scouts and other small boat users alongside trailer boats and moored boat tenders there has also been various levels of commercial activity such as the Mapua Ferry and the Mapua Jet Boats (circa 2002), Touch the Sea Aquarium all operated from the Mapua boat ramp and wharf. One would like to think these types of commercial activities may thrive in the future as the area continues to grow.
7. Councillors from the Ward that covers Mapua did not get involved in moving or seconding the motion closing the wharf. How can uninformed outsiders be responsible for decisions that impact significantly on Mapua Residents existing user rights.

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8. This decision was made by Engineering, we are informed Parks and Recreation had not heard about it and are on record of saying Grossi Point is already overloaded. Grossi point is a recreation area and was not designed as a car park, and has the wrong grass etc etc in addition to this Maori history would restrict appropriate modifications to improve boat launching.
9. When the Boat Ramp move to the Waterside Park was suggested for the original concept plan, it had already been decided the existing ramp would be staying. What has changed is the council putting retail and it's financial gain for the Council ahead of local interest, (Para 4.4 Wharf Closure)<sup>i</sup>. Therefore the view of the MBC is that the TDC needs to come up with an instant modification to the existing Waterside Park, and provide for launching and Car and trailer parks for a minimum of 30 rigs, the number on a good day at Grossi Point.
10. The tone of the report from the TDC makes it sound like the whole of Mapua wants more shops, more traffic, more parking and heaps of development in the Wharf 'Precinct'. It has gone way past the concept plan that I helped contribute to, and shows no signs of stopping
11. The MBC boat ramp was once a source of income for the MBC and access to the ramp and parking area has steadily been eroded over recent years as a result of increased business activity that has been attracted to the wharf area and allowed to continue with no thought, and in fact with disregard to the existing users. The MBC accepts the increased business activity around the wharf precinct has created conflict between pedestrians, cyclists, ferry users and vehicles this is absolutely no fault of the MBC and while the club concedes no thought or planning has been agreed to with regard to existing users rights access to the boat ramp and wharf will result and is resulting in diminished existing users rights.
12. The wharf precinct has evolved into a multi-use site and it is unacceptable to the Mapua Boat Club and its membership to simply be excluded by the TDC without any solution or meaningful consultation that ensures the existing user rights are recognised and maintained in our coastal village.
13. The removal of access to the boat ramp and the ability to launch boats in Mapua will present a major safety issue if access to the Mapua channel and estuary cannot be gained to affect the rescue of the crews of either boats or kayaks and swimmers or fishermen who may be in distress due to the challenging nature of the Mapua channel. Imagine if the ferry got into distress with 25 passengers on board and no rescue could be carried out due to lack of access to the channel as the tide is ripping out at 6 knots (11 kph)!
14. No so long ago the Club had a dinghy rack on the wharf for moored boat owners to store their dinghies – unfortunately this was dismantled on instructions from the TDC and replaced by restaurant tables. Moored boat owners were then required by the TDC to store their dinghies elsewhere and transport them for launch and retrieve at the boat ramp, now with the vehicular restrictions what are moored boat owners to do?

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15. Removing the access to the boat ramp prevents moored boat owners to get their dinghies to the water – what will become of the moored boats in Mapua? Moored boats in the Mapua channel add immense aesthetic value and character to the wharf and its surrounding area, Mapua would not be what it is today without that aspect to village. The coming and goings of boats and the life of boat owners using their boats is part of the wharf community and the coastal village that is Mapua – just as much as those who dine and shop.
16. The MBC requests that the TDC must accept a solution to be in place that will provide access to the channel for trailer boat and moored boat users before they remove the existing users by banning vehicular access to the wharf precinct, access rights that have been in existence since the harbour board donated the wharf facilities to the TDC in 1987.
17. The MBC has looked at a number of options and list these below for discussion.

Proposed Solutions	Discussion Points
1. Wharf Ramp (status quo)	<ul style="list-style-type: none"> <li>- Retain the existing ramp, does not solve the conflict between cyclists, vehicles and pedestrians</li> <li>- Most affordable option and needs to be maintained and retained until an agreed solution is found</li> <li>- Trailer manoeuvrability is becoming an issue as buildings have encroached on traditional parking area</li> <li>- Trailer parking is an issue, parking in Aranui Road or Tahī Street creates safety issues with tending boat while parking trailer, and congestion issues with delays in clearing the boat ramp &amp; floater area</li> </ul>
2. Grossi Point (A)	<ul style="list-style-type: none"> <li>- (A) is the development of the existing launch area</li> <li>- Provides enough area for organised trailer parking</li> <li>- TDC Parks and recreation says this area is already overloaded and was not designed as a car park, and has the wrong grass etc.</li> <li>- Maori history would restrict appropriate modifications to improve boat launching</li> <li>- Has limited launch time due to lack of water restricting launching to 2-3 hours either side of high tide</li> <li>- Conflict with swimmers and boats already exists and would only increase</li> </ul>
3. Grossi Point (B)	<ul style="list-style-type: none"> <li>- (B) is the area west of (A)</li> <li>- Has the same concerns as (A)</li> </ul>
4. Grossi Point (C)	<ul style="list-style-type: none"> <li>- (C) is the area east near the existing Toilet block</li> <li>- Has the same concerns as (A)</li> <li>- Would require some dredging of the channel</li> </ul>
5. Waterfront Park (A)	<ul style="list-style-type: none"> <li>- (A) is the area closest to the wharf</li> <li>- Closest to club facilities on the Wharf</li> <li>- Has area for trailer parking 30+ rigs minimum</li> <li>- Will require redesign of the unused park area</li> </ul>
6. Waterfront Park (B)	<ul style="list-style-type: none"> <li>- (B) is the area furthest from the wharf</li> </ul>
7. Leisure Park	<ul style="list-style-type: none"> <li>- As this is private land there could be issues in securing as a site</li> </ul>

	- It is however an ideal site and could be privately managed?
8. Iwa St Marina	- Dredging of estuary between Iwa Street and The Leisure park to create a marina and launching ramp with supporting marine services - This could be done in conjunction with the Leisure Park evolving into a marine centre
9. Ruby Bay Marina	- Build a sea wall and enclosed marina with access from Ruby Bay/McKee domain
10. Ruby Bay (Broadsea Ave)	- Chaytor reserve at the end of Broadsea Ave - There is an existing boat ramp for small boats - Access to this could be reopened and improved providing an alternative launching area for small craft
11. Dinghy Rack	- The return of a dinghy rack at the wharf area for moored boats - Having a dinghy rack at the wharf outside Jellyfish will allow for those with moored boats to store their dinghies improving access.

The MBC preferred option is **OPTION 5** and sees this as a long term solution to both the traffic conflicts in the wharf precinct and ensures access is secured to the water for boat owners into the future.

The MBC seeks the support of the Wharf Forum Group and the Mapua Districts Community Association in its effort to preserve vehicle access to the wharf and boat ramp until such time as an agreeable solution is achieved for the whole community.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

**Tim Robinson**  
**Chair Mapua Boat Club Wharf and Ramp Sub Committee**  
**Vice President Mapua Boat**

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<sup>i</sup> TDC meeting 30 July 2015 – Mapua Wharf Closure and Parking Improvements.