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# Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	Coromandel Marine Farming Association
Contact person (if follow-up is required)	Stephen Hand (Chair)
	s 9(2)(a)
	<a href="#">Click or tap here to enter text.</a>

## Comment form

Please use the table below to comment on the application.

Project name	Ariki Tahi Sugarloaf Wharf Upgrade
General comment	<p><b>The Coromandel Marine Farming Association</b></p> <p>The Coromandel Marine Farming Association (CMFA) represents the mussel and oyster farmers' of the Hauraki Gulf, who are concentrated around the Coromandel Peninsula and at Waiheke Island. Approximately 40% of the membership of the CMFA represents Māori owned businesses. As such, iwi and industry are inextricably entwined in the region and move forward in partnership in all respects. Income from marine farming plays a significant role in funding the activities of Hauraki iwi.</p> <p>The CMFA is <b>highly supportive</b> of the proposed upgrade to the Ariki Tahi / Sugarloaf Wharf (ATSW) at Te Kouma, Coromandel, and believe that this development is a <b>strong candidate</b> for the fast track consenting pathway.</p> <p><b>Marine Farming in the Hauraki Gulf</b></p> <p>The Hauraki Gulf is a major and critically important marine farming region in New Zealand. The Firth of Thames and the Hauraki Gulf are home to approximately one third (25,000 tonnes) of New Zealand's mussel production and a quarter (700 tonnes) of Pacific oyster production. The highly productive growing waters are complementary to the cooler slower growing mussel farming regions in the South Island. Māori are significant players in the marine farming industry in the Firth of Thames and Hauraki Gulf, holding approximately 40% of the available water space. Māori have strong growth aspirations for future investment in this sector, evident by recent proposals by the likes of Pare Hauraki Kaimoana for additional aquaculture opportunities in the Hauraki Gulf.</p> <p>The importance of aquaculture to the region was highlighted in a 2017 report undertaken by the New Zealand Institute of Economic Research (NZIER) "Aquaculture in the Coromandel", which noted:</p> <p><i>"Aquaculture is a key part of the social and economic fabric in the communities of Coromandel Township, Manaia and Whitianga where the majority of sector employees live and work. Iwi-owned</i></p>



*aquaculture assists community wellbeing with contributions from marine farming co-funding education and health services”*

#### **Future growth**

The marine farming industry in the Coromandel / Firth of Thames is set to grow significantly over the two decades, expanding annual production to an estimated approximately 42,000 tonnes of mussels.

This future growth is however contingent on upgrading ATSW to provide appropriately sized wharf facilities to handle the imminent volumes of mussels. ATSW is a publicly owned infrastructure asset located on the south side of Coromandel Harbour and is the sole wharf commercially and practicably available to the marine farming industry in the North Island. In this regard, approximately 90% of North Island mussels harvested each year pass over ATSW. There are **no feasible alternatives to ATSW** in the Waikato Region (or surrounding Regions) that can support the significant volumes of mussels projected to come over the following decades. Alternative sites have been investigated more than once since the current facility was constructed in the 1990s, but none have proven suitable, as noted below.

#### **Limitations of the current facility**

ATSW cannot continue to operate in its current state. The facility has reached a point where imminent growth of aquaculture, health and safety risks, operational inefficiencies, and lack of resilience to climate change threaten the ability for the wharf to remain functional. The industry urgently needs safe, user-friendly infrastructure to bring produce ashore and realise the economic potential of this very significant industry for the Thames Coromandel District, the Waikato Region, and New Zealand. In addition, mussel farms have attracted growing numbers of recreational fishing vessels over recent years, with those vessels and fishers generating income in other parts of the local economy. An upgraded recreational facility that is spatially separated from commercial operations is necessary in order to support this growth.

The expected outcomes for the Region from the Project include:

- improved efficiency (reduced waiting time) of vessels servicing marine farms;
- creation of up to 95 jobs during construction;
- enabling the creation of up to 286 new marine farming jobs in the Waikato / Bay of Plenty regions (at full development of consented mussel farming space);
- enabling the creation of up to 81 new jobs in processing harvested product;
- improved recreational infrastructure (including physically separating it from commercial users);
- climate change resilient infrastructure;
- enabling the growth in green shell mussel production from 25,000 to 42,000 tonnes per annum in the next 15-20 years; and
- a catalyst for further investment in vessels and related services.
- recreational fishing on mussel farms has seen enormous benefit for business across the Coromandel Peninsula in last 30 years, this will be enhanced by new separated recreational wharf facilities that improve safety and access to the marine environment.

	<p><b>The effects of Covid-19 and benefits of fast-tracking</b></p> <p>Coromandel and the surrounding businesses have been hard hit by Covid 19, both as a result of reduction in earnings from tourism and as a result of downturns in other industries. Marine farming will play a key role in the region's recovery. The social fabric and wellbeing of the community has been severely impacted. Commencing this project through the fast track consenting pathway will crucially bring benefits 3 years earlier than anticipated and will kick start the recovery of the district and region post Covid. This opportunity to fast track industry growth is too good to miss, accelerate growth, enable downstream opportunities for mussels and the potential growth of farming new species (e.g. kingfish). The industry, iwi and community are fully behind the project, and going through a standard RMA consenting process has the potential to realisation of project benefits.</p> <p>There is a great deal of potential for growth and innovation, both in the farming and mussels and in the development of farming of new species. High-quality wharf infrastructure is critical to unlocking that potential, which has been in the 'slow lane' for too long. The CMFA believes that fast-track of consenting of ATSW will accelerate our ability to realise that potential by several years.</p>
<b>Other considerations</b>	<p>A Business Case was completed in 2019 outlined the rationale for investment and identified the potential benefits that could arise from the proposed upgrade. The business case arrived at a solution that met the following fundamental objectives:</p> <ul style="list-style-type: none"> <li>• An upgrade that reduces health and safety risk by physically separating recreational and commercial users.</li> <li>• A development that meets the current and future needs of the sector.</li> <li>• A development that satisfies the needs of existing recreational users.</li> <li>• A development that will withstand the effects of climate change.</li> </ul> <p><b>Key highlights</b> from the business case include:</p> <ul style="list-style-type: none"> <li>• The Cost Benefit Ratio is 1.10,</li> <li>• The net position (benefits less costs) is \$82.5m (\$45.7m - \$142.2m),</li> <li>• The return on Govt funding is \$1 : \$3.30.</li> <li>• Approximately 512 indirect employment from the on-water development.</li> <li>• Approximately 880 jobs will be supported once fully operational.</li> <li>• ~\$131 million of private investment into on-water and processing unlocked.</li> </ul> <p>Mana whenua have been involved in the project from the outset, including through their position within the marine farming industry, and are very supportive of the proposed upgrade. A Cultural Impact Assessment has been undertaken by the local iwi, and ongoing discussions have established a strong relationship between the project and affected Māori.</p> <p><b>Alternative locations:</b></p> <p>Significant effort has been spent exploring alternative locations where product could be landed over the last 15 years – with many of the assessment options being commissioned by the Thames-Coromandel District and Hauraki District Councils. These assessments have considered environmental, cultural and logistics matter related to the handling and processing of aquaculture product from the Firth of Thames and Hauraki Gulf. However, in short, there are no other facilities within reasonable distance that will be able to handle the forecast tonnage over the next 20 years.</p>

	<p>ATSW is the only feasible option due to the following:</p> <ul style="list-style-type: none"> <li>• ATSW is critical regional infrastructure that provides multiple benefits that distinguish it from other ports in the region. The combination of general all-weather, all-tide use with proximity to the Wilsons Bay marine farming zone, proximity to associated operational support bases (e.g. Kopu Marine Service Precinct) and finally, scope to provide for other use and users elevates this development above other potential options.</li> <li>• The facility is only 14km from Coromandel Town.</li> <li>• It is the only all-tide access, commercially sized wharf in the area that can handle the type of barges used by the marine farmers.</li> <li>• Marine farmers have used the port facility for over 25 years and have consequently built their operations and lives around operating here. At present, many marine farmers have land-based infrastructure / storage facilities near to the existing wharf.</li> <li>• ATSW is the best location to meet the objectives of the aquaculture sector. Commercial wharf facilities in Auckland Region are too far away to be realistic.</li> <li>• Kopu is not viable given that it does not have all-tide access and would require the dredging of sediments that are contaminated with heavy metals.</li> <li>• Coromandel Wharf is not viable based on cost and would also require heavy traffic movements through Coromandel Town.</li> </ul> <p><b>Local engagement:</b></p> <p>During both the business case phase and in the preparation of the technical assessments, significant engagement has occurred between the Project Team and local residents. A key concern that has been raised by locals is the noise of boats in the mornings. The CMFA and operators recognise the need to improve some of their practices in order to mitigate effects and have worked with sound engineers to develop best practice guidelines to minimise the impact on the residents.</p>
<b>[Insert specific requests for comment]</b>	<p>Click or tap here to insert responses to any specific matters the Minister is seeking your views on.</p>

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

# Harry Haerengarangi Mikaere CNZM

668 State Highway 25

Manāia

Coromandel 2581

14 December 2021

Hon. David Parker  
Minister for the Environment  
Parliament Buildings  
Wellington 6160

## **Ariki Tahi Sugarloaf Wharf – Application for Fast-Track Consenting Referral**

Tēnā koe e te Minitā

Thank you for inviting the Coromandel Marine Farming Association (CMFA) to comment on the above application. I have reviewed the comments provided by the CMFA, in my capacity as a member of its Executive Committee, and fully support it. I also wanted to add to those comments, from my own point of view.

I have been involved with the aquaculture industry in Tikapa Moana (the Hauraki Gulf) since its earliest days, more than 30 years ago, as our whānau, hapū, marae and iwi took leading roles in that pioneering industry. Today, as well as my involvement on the CMFA Executive, I am a director of the national industry body, Aquaculture New Zealand, a Trustee of the Pare Hauraki Fishing Trust, Chair of Pare Hauraki Assets Holdings Limited, Trustee of the Hauraki Fishing Group and director of Tikapa Moana Enterprise Ltd. Since 1976 when my wife and our two daughters moved from Rotorua to Manāia in 1978 we were blessed with identical twin sons alongside raising our children we have established our own personal businesses in Aquaculture, Health and Real Estate and we continue to manage these businesses assets today.

The CMFA response to you states that Hauraki iwi are inextricably linked with the marine farming industry in our region, and that is very true – to the extent that neither can really prosper unless both are succeeding. I have a very direct experience of this inter-relationship: in addition to the industry roles noted above, I have been a Trustee of the Hauraki Māori Trust Board since its establishment in 1989. I have represented my Iwi Ngāti Pukenga ki Waiau Society Incorporated (NPKWSI) through to today. I have been committee member of Ngāti Pukenga ki Waiau Society Inc' since its establishment in 1990, by the end of the 1999

Ngati Pukenga was successful in its application for a Thirteen and a half hectare Resource Consent for the Farming of mussels this has been a great investment.

As well as being a long-term resident of Manaia, I have been a Trustee of Manaia Marae since 2000 and am currently chair of that Trust, which has achieved a great deal in this time in redeveloping the overall infrastructure and building of a new wharenuī on the marae. In each of these roles, I have seen income earned from NPKWSI investment and the Coromandel Marine farming Association individual members in the aquaculture industry in support of the aspirations of whānau, hapū and iwi.

Hauraki iwi have supported, and been part of, the growth of aquaculture in Tīkapa Moana for the best part of a generation now, not just because of the benefits it has brought us, but because we recognise it as an environmentally benign industry which allows us to see our kaimoana presented on the tables of Aotearoa and the world. We view sustainable aquaculture activities as consistent with, and an expression of the, the role of Hauraki iwi as kaitiaki of Tīkapa Moana/Hauraki Gulf.

Redevelopment and expansion of the Ariki Tahi Wharf is essential to enabling the next phase of growth in our industry, including the cautious steps Hauraki iwi and others are taking into farming of new species. At the same time, an upgraded recreational facility which is well-separated from the risks inherent in commercial operations is consistent with our commitment to manaaki the local community and others who come to the region for pleasure.

My whānau and I are also heavily involved in the health sector in our region. We own the only rest home and private hospital in the Coromandel Township and I chair Te Korowai Hauora o Hauraki and the Hauraki Primary Health Organisation. Although Covid-19 case numbers have been low in the region to date, we know that will change over the coming months. The demands of vaccinating, testing and caring for cases in the community and supporting others through lock-downs has already taken a toll on our people and resources.

The absence of visitors from Auckland over recent months has had negative impacts on the local economy, even while it has helped keep our people safe. Fast-track referral of the Ariki Tahi Wharf redevelopment will significantly boost the ability of our aquaculture industry to contribute to the recovery from those losses over the short-term, but also to further embed environmentally-sustainable marine farming as a contributor to our whānau, hapū, iwi, communities and region over the long term.

Mauri ora,



Harry Haerengarangi Mikaere CNZM

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# Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

*This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.*

Local authority providing comment	Thames-Coromandel District Council
Contact person (if follow-up is required)	Rob Williams (CE)
	s 9(2)(a)
	Click or tap here to enter text.

## Comment form

Please use the table below to comment on the application.

Project name	Ariki Tahī Sugarloaf Wharf Upgrade
General comment – potential benefits	<p>Thames-Coromandel District Council (TCDC) is the local authority that owns the public infrastructure at Ariki Tahī Sugarloaf Wharf (ATSW).</p> <p>TCDC has been involved with the project from the outset; we participated in the Steering Group for the Business Case, and now have two Board members (Mayor Goudie and Councillor Morrissey) on Ariki Tahī Sugarloaf Wharf Ltd (ATSWL) following Provincial Growth Fund investment in 2020. TCDC is fully supportive of the proposed upgrade and believe that it is a prime candidate for the fast track consenting pathway. Working alongside business, iwi, and the broader Thames-Coromandel and Waikato/Auckland communities, we are keen to assist the aquaculture industry thrive and succeed.</p> <p>The site is zoned for marine industry and the proposal is consistent with the District Plan and could contribute to the sustainable growth of marine farming. This project has alignment with the <b>Kōpū</b> Marine and Business Precinct Project, which was recently successful in receiving s 9(2)(b)(ii) Provincial Growth Funding in October 2020 and is currently being assessed by the government's Fast Track Panel. <b>Kōpū is complementary to Te Ariki Tahī/Sugarloaf as it will provide the marine servicing facility for commercial fishing boats using the Sugarloaf.</b></p> <p>For the aquaculture industry to succeed, a reliable, safe and fit-for - purpose supply chain is essential, with the most pressing infrastructure need for an upgraded, safe, climate resilient wharf facility to land product within Coromandel Harbour. ATSW is currently limited due to its size, and existing consent requirements and this could prevent the aquaculture sector from reaching its potential in the district and wider regions.</p>

	<p>Additionally, the wharf currently presents significant health and safety risks due to the co-location of commercial and recreational users. This situation needs to be remedied and the proposed redevelopment could alleviate these issues.</p> <p>Pare Hauraki Kaimoana (a commercial fishing subsidiary of The Hauraki Māori Trust Board) have also lodged a resource consent application with Waikato Regional Council, with public submission closing January 2022, for approval to establish, operate and maintain aquaculture activities in the Coromandel Marine Farming Zone for 35 years. The species to be farmed include kingfish, mussels (including the catching of spat), sea cucumbers, sponges, kelp, algae, and seaweeds. If the consent is successful, all the catch will be taken over Te Ariki Tahī/Sugarloaf Wharf.</p> <p>Auckland Council has ear-marked s 9(2)(b)(ii) to support the success of a Hauraki Gulf seaweed pilot farm project, which if successful, would scale up regenerative ocean farming and create numerous environmentally sustainable jobs in the region. MPI is also contributing to the three-year pilot, funding nearly s 9(2)(b)(ii) through the Ministry for Primary Industries' Sustainable Food and Fibre Futures Fund. This pilot project will see seaweed product being brought over Te Ariki Tahī/Sugarloaf Wharf, which will further increase use.</p> <p>In summary, TCDC believe this proposal has significant benefits for the Thames-Coromandel District, would add considerable value to the aquaculture industry in the Auckland and Waikato Region and for New Zealand, through additional investment and employment opportunities in an area where such opportunities are currently very limited.</p>
General comment – significant issues	<p>As noted above the proposal is consistent with the District Plan, which identifies the ATSW as key infrastructure for the marine farming industry. As such, there are no significant issues. It has been a consented structure for many years and is essential to economic growth and investment into Maori business opportunities.</p> <p>We note that there are concerns from some Waipapa Bay residents about the potential for noise impacts arising from industry activity in the mornings. However, a noise assessment is being prepared and we are confident in the industry's commitments to finding a workable solution.</p> <p>There have also been concerns regarding traffic volumes, as historically Te Kouma Rd, where the wharf is sited, has been a traffic bottleneck as vehicles turn onto SH27. TCDC is upgrading the Te Kouma Rd, which will alleviate some of the pressure and is also in discussions with Waka Kotahi/NZTA about the importance of ongoing investment in the SH network. This project also has provision for recreational carparking which will delineate these users from the commercial users.</p>
Is Fast-track appropriate?	Yes, fast track consenting pathway is appropriate for this project.
Environmental compliance history	ATSWL is an entity formed for the purpose of this proposal; as such it does not have any environmental compliance history in the Thames-

	Coromandel District. As the current operator of ATSW, TCDC has had no issues with compliance. The Project team has been following resource consenting guidelines and best practice planning advice in regard to environmental (and other) compliance requirements. We are confident that this will continue.
<b>Reports and assessments normally required</b>	The Project Team has prepared all the necessary engineering and technical reports required for a consent application, as well as detailed economic analysis, a Cultural Impact Assessment, and overall Assessment of Environmental Effects. This has followed an in-depth assessment involving technical reports and options analysis produced during the PGF-funded Business Case phase.
<b>Iwi and iwi authorities</b>	All iwi that are listed in the application. Primary engagement has been with Ngāti Whanaunga, however broader engagement has occurred with other Marutuahū iwi in the area.
<b>Relationship agreements under the RMA</b>	There are no formal iwi co-management or Joint Management Agreements in the Thames-Coromandel District.
<b>Insert responses to other specific requests in the Minister's letter (if applicable)</b>	<p>1. <i>Are there any reasons that you consider it more appropriate for the project, or part of the project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?</i></p> <p>Comprehensive consultation on the design and layout of the project has occurred with Waikato Regional Council, TCDC, iwi and stakeholders. Nothing has arisen through processes to date that would suggest that the FTCA would not be appropriate. To the contrary, the delays associated with an RMA consenting process will mean the District wouldn't receive the employment and economic benefits of an upgraded facility until a number of years in the future, allowing for Environment Court appeals.</p> <p>2. <i>What reports and assessments would normally be required by the council for a project of this nature in this area?</i></p> <p>For a project of this nature, TCDC would expect reports relating to landscape and visual effects, cultural impacts, traffic, benthic ecology and water quality, noise effects, and construction and operational effects.</p> <p>3. <i>Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your district?</i></p> <p>ATSWL is a new entity formed for the purpose of this proposal; as such it does not have any environmental compliance history in the Thames Coromandel District. However, as noted above, as the current operator of ATSW, TCDC has had no issues with compliance.</p>
<b>Other considerations</b>	This project has taken on additional importance to the Thames-Coromandel District following COVID-19. The District has suffered economic impacts from the downturn in tourism (recreational fishing) and aquaculture in particular, so the acceptance of the ATSW into the fast track consenting pathway would greatly assist with construction jobs and future marine farming growth.

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.



# Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

*This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.*

<b>Local authority providing comment</b>	Waikato Regional Council
<b>Contact person (if follow-up is required)</b>	Amy Robinson, Manager – Regional Consents
	s 9(2)(a)
	s 9(2)(a)

## Comment form

Please use the table below to comment on the application.

<b>Project name</b>	Ariki Tahi (Sugarloaf Wharf) Upgrade
<b>General comment – potential benefits</b>	WRC considers there is a strong economic development, and multiple and wide-reaching benefits, should this project proceed.
<b>General comment – significant issues</b>	<p>WRC has not reviewed the technical documents that support the proposal, but matters that should be considered and mitigated include:</p> <ul style="list-style-type: none"> <li>• Amenity effects, particularly on nearby residents</li> <li>• Landscape, natural character and visual amenity</li> <li>• Cultural values</li> <li>• Ecology including benthic, coastal birds, biosecurity</li> <li>• Water quality including: <ul style="list-style-type: none"> <li>○ sediment and heavy metal discharges from seabed disturbances</li> <li>○ ongoing stormwater discharges from the reclamation area</li> <li>○ discharges from the maintenance grid</li> </ul> </li> <li>• Coastal processes, structural integrity and climate change resilience (including natural hazards and adaptation)</li> <li>• Navigational Safety</li> </ul>
<b>Is Fast-track appropriate?</b>	<p>WRC considers that the proposal will significantly support the aquaculture industry which has been highly impacted by COVID-19. It is likely to increase economic activity while realising the objectives and goal of the New Zealand Government Aquaculture Strategy.</p> <p>The proposal will also create a benefit to the general public due to the proposed improved recreational boat launching facility.</p> <p>There is a residual concern that nearby residents are more affected than the public at large and that participation of these people in the fast-track consent process may be limited.</p>
<b>Environmental compliance history</b>	There is no environmental compliance history as Ariki Tahi Sugarloaf Wharf Limited is a recently incorporated company for the purpose of upgrading Ariki Tahi Sugarloaf Wharf.
<b>Reports and assessments normally required</b>	Assessments of effects on:

	<ul style="list-style-type: none"> <li>• Amenity including on nearby residents</li> <li>• Landscape, natural character and visual amenity</li> <li>• Cultural values</li> <li>• Ecology including benthic, coastal birds, biosecurity</li> <li>• Water Quality including sediment and heavy metal discharges from seabed disturbances &amp; ongoing stormwater discharges from the reclamation area, discharges from the maintenance grid</li> <li>• Coastal processes, structural integrity</li> <li>• Climate change resilience including natural hazards and adaptation and accessibility of access road in the future</li> <li>• Navigational Safety</li> </ul>
<b>Iwi and iwi authorities</b>	<p>The groups that have mana whenua in the area are recorded as:</p> <ul style="list-style-type: none"> <li>• Hauraki (Collective) represented by Hauraki Maori Trust Board</li> <li>• Ngati Hako</li> <li>• Ngati Maru</li> <li>• Ngati Paoa</li> <li>• Patukirikiri</li> <li>• Ngati Pukenga Ki Waiau</li> <li>• Ngati Tamatera</li> <li>• Ngati Whanaunga</li> </ul> <p>There are additional groups that have made applications under the Marine and Coastal Area (Takutai Moana) Act 2011:</p> <ul style="list-style-type: none"> <li>• Ngaati Tamaoho</li> <li>• Samuel Phillip George</li> </ul>
<b>Relationship agreements under the RMA</b>	Not applicable
<b>Insert responses to other specific requests in the Minister's letter (if applicable)</b>	<ol style="list-style-type: none"> <li>1. Are there any reasons that you consider it more appropriate for the project, or part of the project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA? See above</li> <li>2. What reports and assessments would normally be required by the council for a project of this nature in this area? See above</li> <li>3. Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your region? See above</li> <li>4. Are you aware of any parties with an interest in the project site which is greater than the general public? Nearby residents</li> </ol>
<b>Other considerations</b>	<ol style="list-style-type: none"> <li>1. WRC approved a \$2m equity grant in March 2021 for the project under its Regional Development Fund (RDF). The purpose for establishing the RDF was to "Enable Waikato Regional Council to make strategic investments in projects that will provide</li> </ol>

	<p>inter-generational benefit by improving the region's economic outcomes in a way that also supports environmental, social and cultural outcomes".</p> <p>Whilst the council decision and funding deed is confidential under Sections 6 and 7 of the Local Government Official Information and Meetings Act 1987 (LGOIMA), Section 48(1) the following clauses may be relevant for consideration:</p> <ul style="list-style-type: none"> <li>• Drawdown of funding is dependent on a range of matters including: <ul style="list-style-type: none"> <li>○ ATSWL having obtained all resource consents and building consents required to build and complete the project.</li> <li>○ WRC being satisfied that ATSWL has considered the current WRC integrated climate change response document during the design process of the project plan.</li> </ul> </li> <li>• ATSWL warrants that it will not dump excavation materials into the surrounding coastal marine area (<i>WRC understands that this is no longer proposed</i>)</li> <li>• ATSWL is to actively consider blue highway and/or low carbon options for transportation of product, with an update of this activity in the six-monthly reports to WRC</li> </ul> <p>2. Wharves do not meet the Waikato Regional Policy Statement definition of "regionally significant infrastructure". However, WRC considers that the upgrade would provide significant regional benefits.</p> <p>3. Should this project be accepted for fast-track consenting, WRC recommends that technical assessment reports are independently peer reviewed and that these peer reviews are made available to WRC prior to, or at the time of, any request for comment.</p>

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