

Response ID ANON-URZ4-5FJX-J

Submitted to Fast-track approval applications
Submitted on 2024-05-03 12:59:15

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Hopper Developments Limited

2 Contact person

Contact person name:
Andy Grey

3 What is your job title

Job title:
Chief Executive Officer

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:

PO Box 110, Orewa 0946

7 Is your address for service different from your postal address?

Yes

Organisation:
Hopper Developments Limited

Contact person:
Andy Grey

Phone number:
s 9(2)(a)

Email address:
s 9(2)(a)

Job title:
CEO

Please enter your service address:

4, 14 Tamariki Ave, Orewa 0931

Section 1: Project location

Site address or location

Add the address or describe the location:

Project Location

Hobbs Bay Gulf Harbour Whangaparaoa, Auckland

Adjacent Lot 1 DP152517, 5 Daisy Burrel Drive; NZTM 1760200, 5945000

File upload:

Location Plan.pdf was uploaded

Upload file here:

Appendix 1 - 24018-01 Hobbs Marina-P01 PROPOSED LAYOUT.pdf was uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

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NA91A_436.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Hobbs Bay Estate Limited (100% owned by Hopper Developments Limited) are the owners of the 13 hectare block of land adjacent to the proposed project location.

The adjacent shoreline is Esplanade Reserve vested in the Auckland Council.

The Seabed is Common Coastal Marine Area

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Hobbs Bay Estate Limited (100% owned by Hopper Developments Limited) are the owners of the 13 hectare block of land adjacent to the proposed project location.

The 13 hectare block is under construction for the development of 88 residential lots. Site establishment will be facilitated by having the contractor (Hopper Construction) already on site undertaking earthworks on this adjacent subdivision minimizing timelines and disruption. Ownership of the adjacent site enables access, storage, and delivery of materials, machinery and plant for the project delivery.

Hopper Construction is an earthworks and civil contractor, specialising in marine earthworks and residential subdivisions.

Section 2: Project details

What is the project name?

Please write your answer here:

Hobbs Bay Marina

What is the project summary?

Please write your answer here:

A 310 Berth Marina, including 10 Superyacht Berths, a Public Boat Ramp and an enhanced swimming beach at Hobbs Bay, are proposed adjoining the existing Gulf Harbour Marina. It will provide car and boat trailer parks, minor associated commercial facilities (e.g. marine retail and shop/cafe), public beach recreation and swimming facility. No industrial services or haul out and boat servicing facilities are planned.

The Marina will largely utilise and enhance demand and financial viability of existing commercial and industrial services at the Gulf Harbour Marina hub, while providing valuable additional boating infrastructure desperately needed in the region.

What are the project details?

Please write your answer here:

Four key features combine to facilitate this proposal:

1. The existence of one of Auckland's major marina facilities and boating hubs adjacent to the site
2. The natural Harbour Shape and adjacent breakwater enabling construction of the marina basin with a single groyne structure that is only as far seaward as the adjacent structures.
3. Ownership of almost all the properties landward of the site by a single party with an existing Development Consent and recent Iwi support in place.
4. The Applicant, Hopper Developments, have a long track record of excellence in the development and delivery of coastal waterways and property within the North Island of New Zealand.

The project comprises construction of a single 600m groyne to enclose Hobbs Bay, and excavation of the papa rock seabed to provide suitable all tide water. Excavated material will be retained on site and used to form the adjacent parking areas. All construction methodologies, site and foundation conditions and wave climate are well traversed by the existing Gulf Harbour Marina, subsequent Fairway Bay extension and public boat ramp groyne projects.

The objectives of the proposal are to provide maritime infrastructure to the Auckland Region to;

- a) Address the clear demand for additional marina berths demonstrated by skyrocketing berth costs and lack of available berths
- b) Address lack of Public boat launching and parking facilities demonstrated by the overuse and long wait times at the Gulf Harbour and other Auckland facilities
- c) Provide a safe swimming beach to the eastern Peninsula for developing/growing communities in and around Gulf Harbour
- d) Invest considerable privately raised capital in the local community and provide ongoing employment and revenue stream to the area. The facility will also support services at the adjacent marina.

The activities undertaken at the marina comprise boat mooring and berthage, public trailer boat launching and associated car parking, and public swimming and passive beach recreation. The marina will incorporate a public walkway along the landward boundary facilitating a connected coastal walkway.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The project would be effectively completed in a single stage. Once work commences construction will continue until completion. Within the project, however, staging will allow early project start and aid methodology. (Refer Appendix 2 (Table 1) for a High-Level timeline)

Construction Staging:

- 1. Construction of the main groyne – Protect site and contain dredging and construction - 6 months
- 2. Dredging of Basin with disposal and improvement of material onsite to form base of landward parking area – 3 months (stage 1)
- 3. Construction of landward parking area pavement, services, boat ramp roading etc - 3 months
- 4. Nourishment of beach
- 5. Installation of marina structures (piling pontoons gangways etc) – 6 months
- 6. Services to marina berths - 3 months

What are the details of the regime under which approval is being sought?

Please write your answer here:

Under existing Planning Legislation the project requires the following approvals:

RMA:

Section 12 Consent for Occupation, Activity and Construction within the Coastal Marine Area

Section 9 Land Use Consent for Earthworks and coastal construction activities

Section 15 Discharge Consent (Potentially) for discharge of contaminant (silt) during construction.

AUCKLAND UNITARY PLAN

Sea Bed

General Coastal Marine Area not subject to overlays or Controls. Plan alerts that the Seabed is subject to unsettled claims for Customary Title under the Marine and Coastal Areas Act

Adjacent and adjoining Coastal - Marina Zone

Adjacent Land

Zones: Open Space Conservation, Residential Large Lot Zone with granted Consent (BUN60406655) for 88No. 715-3801sqm. Lots

Overlays and Controls: Subject only to Macroinvertebrate Community Index – which extends over the entire Region

RESERVES ACT 1977:

The adjacent shoreline is Esplanade Reserve vested in the Auckland Council and use and development of the land will require a Landowner Consent.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Local Authorities

Auckland Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

No applications lodged to date for this specific Marina.

The adjacent terrestrial area has recently been granted approval for subdivision into 88 Lots via Consent BUN60406655.

Hopper Developments has previously consented or constructed similar Marina projects as follows:

1. Pauanui Waterways (1993-2024) is a 360 lot coastal residential subdivision. 250 of the lots allow the owner the ability to install a specified jetty to berth their boat outside their property.
2. Whitianga Waterways (2000-ongoing) is a comprehensive coastal subdivision complete with 1500 residential dwellings (including Retirement Village), retail, commercial, Marine servicing yard, Marina berths. To date 750 lots have been created and approximately 400 of these allow the owner the ability to install a specified jetty to berth their boat outside their property. In total the development should accommodate more than 700 boats.
3. Marsden Cove Waterways and Marina (2004-ongoing) is a comprehensive coastal subdivision providing for 800 residential dwellings (including Retirement Village), retail, commercial, Marine servicing yard, and a 240 berth Marina. To date 350 lots have been created and approximately 200 of these allow the owner the ability to install a specified jetty to berth their boat outside their property. In total the development should accommodate more than 600 boats.
4. Sandspit Marina (Hopper Construction basin construction only) is a 134 berth Marina completed in mid-2016 by the Sandspit Yacht Club with berths ranging from 12 to 18 metres.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

Hopper Developments Limited is the applicant.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Draft layout plans completed. Civil construction works could be started within six months of obtaining consent approval.

Funding, ownership of adjacent terrestrial space, construction contract model and contractor have been defined and are in place should permissions be granted. The adjacent land is almost all owned by the Applicant and in the process of subdivision into Lots that would be designed and sold to take advantage of the proposed marina.

The Applicant has extensive experience in similar construction and development projects with previous and existing projects at the Waterways in Whitianga, Marsden Cove and Pauanui. They have considerable experience and the systems and professionalism to ensure compliance and a very high level of amenity is maintained. Procurement will be facilitated due to the Applicant organisation having a contracting arm (Hoppers Construction Ltd) that is experienced in this type of work (Construction of Sandspit Marina 2016 and regularly undertake works within the Hoppers Waterways Projects). Similarly, site establishment will be facilitated by having the contractor already on site undertaking earthworks on the adjacent subdivision.

Funding can be rapidly realised due to funding streams for other ongoing capital projects including the subdivision adjacent to this site.

A staged start will allow very quick commencement of the initial groyne followed by the roll out of the balance of the project. Note the coordination with the adjacent subdivision will provide huge advantages for access and minimising affected parties. The Fast-track Approvals Process will allow this project to be coordinated with the adjacent subdivision.

Completion of the entire project would be expected to occur 24 months after commencement of works. See Appendix 2 (Table 1) for a High-level timeline of the design and construction process.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Party: Tangata Whenua

Details: Consultation has been undertaken with 17 Iwi on the adjacent subdivision. Iwi deferred to Ngati Manuhiri as the area is within their Rohe.

Party: Local Government

Details: Auckland Council, Local councilors for the Whangaparaoa ward

Party: Central Government

Details: Hon M Mitchell, Member of Parliament for Whangaparaoa

Relevant Treaty Settlements

The importance of the coastal area to Maori has been recognised in treaty settlements. No particular rights exist over the relevant land or CCMA. Further direct consultation with Iwi may be required.

Relationship with Takutai Moana Act

No Customary Claims or Customary Titles have been granted for the relevant area of the CMA. A number of claims for Customary Title have been made over this area and the Act requires that these parties would need to be consulted during the approvals process.

Relationship to Maori Land Considerations

There are no relevant Maori land considerations affecting the proposal.

Relationship to Public Works Act 1981

No action is foreseen in relation to acquiring land under the Public Works Act 1981

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Party: Tangata Whenua

Details: Consultation has been undertaken with 17 Iwi on the adjacent subdivision. Iwi deferred to Ngati Manuhiri as the area is within their Rohe. Ngati Manuhiri provided a cultural assessment and subsequent support of the adjoining proposal. No special importance of the adjoining CMA was noted.

Further consultation would be required, but the indications are that no more than the normal importance than that with which Iwi regard the entire coastal marine area.

Date: April 2022

Party: Local Government

Details: Verbal Discussions have been held with Mr. W Walker, Auckland Councilor for the Area, and has provided informal verbal support to the proposal following discussions over the draft plan.

Date: February 2024

Party: Central Government

Details: Hon M Mitchell, Member of Parliament for Whangaparaoa, has provided written support to the proposal (Appendix 3)

Date: 2 May 2024

Upload file here:

Appendix 3 - 02.05.24 Hopper Developments Fast Track Support Letter.pdf was uploaded

Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

No action is foreseen in relation to acquiring land under the Public Works Act 1981

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

Relevant Treaty Settlements

The importance of the coastal area to Maori has been recognised in treaty settlements. No particular rights exist over the relevant land or CCMA. Further direct consultation with Iwi may be required.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Effects on Community and Neighbourhood – The Gulf Harbour Community is centered around the existing marina. The proposed significant major residential expansion at Hobbs Bay would be constructed and marketed as being partnered with and enhanced by the new and existing marinas. Local marina service industries are enhanced by matters of scale and the maritime businesses centered at Gulf Harbour will be afforded considerable additional demand by the new marina. The Marina is considered therefore to provide positive impacts for the local community. The marina will result in the loss of open space and natural coastline at Hobbs Bay, with the potential for this to result in negative effects. Further east the entire spit end is public reserve and unmodified coastline. However, the subject coast is adjoining an existing coast similarly modified to provide a marina. Due to the proximity of the adjacent marina the negative effects are therefore likely to be considered to be less than minor. Further, by expanding the marina Infrastructure provided in this location the pressure to modify previously unmodified sites is alleviated.

Social Cultural and Economic Effects

As set out the marina will result in positive Economic effects on the local economy and reinforce an existing commercial maritime hub. It will provide urgently demanded boating infrastructure for a growing city. Public opinion of the benefits of Auckland as a city is regularly recorded, in Census and other surveys, as being defined by the relationship to, and use of, the coast. Auckland (“City of Sails”) has a long tradition of boating and while the population has grown dramatically, and is intended to keep expanding and intensifying, no new boating infrastructure is planned. The proposed marina is therefore considered to have positive effects on the Social and Cultural fabric of Auckland society.

Landscape and Visual Effects

There is potential for any coastal development to create Landscape and Visual effects. By providing the marina adjacent to an existing facility, any effects are kept to an intensifying hub rather than taking, an as yet unfound, unmodified site and modifying it with maritime and landward access infrastructure. The natural shape of the bay lends itself to the marina such that only one breakwater structure will be required. This structure will run parallel to and adjoin existing similar structures of the existing marina. The breakwater will be at the foot of the cliff backdrop and, as demonstrated by the adjoining marina, the view of the high residentially developed back shore will tend to ameliorate visual effects for viewers from the water. Viewers from land will tend to look over the marina to uninterrupted sea views. The effects of the marina are considered to be acceptable.

Effects on Ecosystems

The ecosystems of the seabed are sparse and widespread. The marinas impact will be limited to the footprint of the one groyne on the southern side of the bay. The seabed will be dredged but the post development seabed will be slightly deeper, but otherwise similar to the existing. Observation from the adjacent marina is that the avian fauna populate the barrier groynes and roost there regularly and that fish life within the marina area increases markedly. There is no recognised historical kai moana resource affected by the proposal.

Disturbance of Habitat

As set out above only sparse habitat is disturbed by the groyne foot print and the life around the marinas tends to increase.

Aesthetic recreational, scientific historical, spiritual or cultural or special value to present or future generations

The future generations of Aucklanders will value, and are due, the access and recreation facilities that current generations have enjoyed. The population is growing at an unprecedented rate but there is a complete lack of planned water access infrastructure facilities. The proposed facility will help deliver the recreational and cultural experiences that were afforded previous Auckland generations.

Discharge of Contaminants

Contaminants do require management within a marina environment. The proposed marina will be a “clean” marina as it will avoid the servicing functions, which will remain with Gulf Harbour Marina. To our knowledge there are no measured discharges from the adjacent Gulf Harbour Marina, therefore this is an aspect that can be avoided with proper management.

Emission of Noise

Marinas are relatively quiet areas once operational and will be no more noisy than the adjacent existing facility. Adjacent housing will be built with full knowledge of the marina.

Effects due to Natural Hazard

The marina will protect the adjoining subdivision and residential areas from a coastal erosion hazard, and provides significant positive effects for the

hazard risks of the neighbouring terrestrial area. Overtopping may eventually occur at the marina. It has been designed to limit over topping for the next 50 years. Any sea level rise after this period may result in some landward construction of further walls and possibly a crest wall to the breakwater. By their nature marinas have primarily floating structures designed to withstand extreme weather events within their design life.

Effects due to Hazardous activities.

There will be no hazardous effects arising from activities in the proposed marina.

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Appendix 2 - High Level Timeline.png was uploaded

Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The relevant National Direction is provided via the National Policy Statement – Urban Development and National Coastal Policy Statement and the National Policy Statement for indigenous Biodiversity.

The NPS – UD recognises the national significance of having well functioning urban environments that enable people and communities to provide for their social cultural and economic well-being. An intrinsic part of Auckland communities wellbeing is the relationship and use of the waters around them. The current absence of planned infrastructure to support these communities will tend to lower the standard of wellbeing of our communities in the future. The provision of this water access node helps address this. It is entirely appropriate that the intensification of the residential accommodation facilitated by the NPS-UD is supported by improved and expanded community recreation facilities and opportunities.

Objective 4 of the NZCPS is to maintain and enhance the public open space qualities and recreation opportunities of the coastal environment. In an area of intensifying population provision needs to be made for infrastructure to allow increased use of the CMA by boating and maritime activities that underpin the value of Auckland communities. Similarly Objective 6 enables communities to provide for their social and economic wellbeing while protecting the coastal environment. The proposal will lead to increased opportunities for social interaction with the CMA, considerable private economic investment in the area while maintaining an efficient hub of marina and water access activities and therefore preventing the spread and resulting modification of wider unmodified areas.

Policy 6 requires public infrastructure should be enabled to provide for the reasonable foreseeable needs of population growth. Currently, while large population growth is planned and envisaged, and expected, no planning for future water facilities over those provided decades previously is planned.

Auckland ("City of Sails") is New Zealand's largest and most popular boating centre, with an estimated 9,500 boats moored or berthed across the region, with approximately 40% of New Zealand's boats residing in Auckland. There are currently 12 marinas in the Auckland Region with approximately 5,000 wet berths and 78 Mooring Management Areas that provide approximately 4,322 moorings. Demand for marina berths, haul out facilities and moorings in the Auckland area always outstrips supply. The closure of hardstand areas at Pier 21 (Wynyard Quarter) and The Landing (Okahu Bay) have increased this demand further in recent years.

In addition to boats moored in marinas and on moorings, there are a large number of trailer boat and personal watercraft ("PWC") owners in the region. Figures for boat trailer ownership in Auckland was 34,000 in 2011 with it traditionally increasing by between 2,000 and 2,300 a year. Based on this rate of increase there is an estimated 61,300 boat trailers in Auckland (no more recent figures have been found). Trailer boat owners are difficult to survey on usage and so these numbers are likely to underpredict boat usage.

With Auckland's population predicted to increase from 1.72 million in 2021 to 2.3 million by 2048, there is expected to be a consequential increase in the number of boat owners and demand on marinas, moorings, boat ramps, trailer parking and supporting facilities.

Therefore, in accordance with Policy 6, the proposal provides public infrastructure for the foreseeable need of the current and future population.

The NPS – IB provides for Councils to identify significant natural areas (SNA) and manage the effects of new activities on them. The proposal is outside any area defined as an SNA and adjacent an existing modified area. There are indications that some of the natural biodiversity, including fish stocks and shore birds are thriving in the adjacent marina environment. Clause 3.10 requires subdivision and use to avoid adverse effects on SNA. Much of the coastline does have the values of an SNA and, by enhancing the existing hub outside the SNA, adverse effects on other SNAs are avoided.

File upload:

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

The project requires, under Part 2 Subpart 1 S10 (1)

(a) A resource Consent under the RMA

(f) A Coastal Permit under the RMA

- 2) The applicant has identified all Consents, authorities and permissions being applied for under the process
- 3) The approvals may be granted under the Fast-track Approvals Bill
- 4) The approval is sought for all approvals required for the project.

Under Section 17, referring the project is consistent with delivering an infrastructure and development project with significant regional benefits. Although the project has not been identified by a central or local government plan or strategy, that is because there is no plan or strategy formulated nation-wide or Regionally for the provision of boating infrastructure. The Auckland Council has confirmed that there is no Regional strategy or planning for any boating facilities or Infrastructure in New Zealand's largest maritime centre.

The project will deliver regionally significant infrastructure. The region is characterised by its access to and use of the water by its communities. Yet the vast majority of its marina facilities, and public boat ramp facilities were provided prior to or in the 1900's. Only the Sandspit Marina (2016), Waiheke Marina and minor extensions to some of the existing facilities have been created in the last 25 years. This is despite the population increasing by 50% (1.2 million to 1.8 million) over that time. The population is predicted to reach 2 million by 2040 and there is no scope or planning to provide any facilities over what was provided for for just over half that number.

Marinas and Year Constructed:

Westhaven 1930's
Halfmoon Bay 1970's
Milford 1968/75
Hobsonville 1980
Bucklands Beach 1987
Pine Harbour 1988
Gulf Harbour 1995
Bayswater 1998
Viaduct 1999
Sandspit 2016
Kennedy Point - Waiheke 2023

The proposal delivers significant economic benefits by facilitating private (non-government) investment in the Auckland Region estimated to be \$70-90million and ongoing revenue of \$150-250 million (and likely \$30m p.a.). This includes the opportunity of international revenue from Superyachts. The proposal builds on and financially supports an existing service hub creating additional demand for established and new businesses.

The proposal provides mitigation of the coastal erosion hazard for the communities landward of the proposal. The coastal erosion is ongoing and progressive along the cliffs of the coastline north of Auckland. The marina at the cliff toe will prevent future erosion of the cliff.

The proposal is consistent with Local and Regional Planning and spatial strategies, providing recreational facilities in one of the fastest growing areas within the Region. A Region that has neglected to plan for future infrastructure of this nature, which is demanded and valued by the communities. The proposal is consistent with the major roading infrastructure improvements provided by central and local government providing access to the site, in particular, the soon to be completed O Mahurangi - Penlink project that will give access more directly to the outer Whangaparaoa Peninsula.

Note, the coordination with the adjacent subdivision will provide huge advantages for access and minimising affected parties. The Fast-track Approvals Process will allow this project to be coordinated with the adjacent subdivision. Similarly, site establishment will be facilitated by having the contractor already on site undertaking earthworks on the adjacent subdivision.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

- High level political support has been obtained
- Recent Iwi consultation and report for the adjoining land does not indicate values will be compromised for this project. Development of the land was supported by the relevant Iwi.
- Development of Penlink/o Mahurangi is ongoing - public infrastructure works enable connectivity to end of Whangaparaoa peninsula and the proposed development
- Project is consistent with ongoing support and demand for the ferry terminal and the service connecting Gulf Harbour to downtown Auckland
- Applicant ownership of almost all the adjacent land addresses adjoining landowner effects
- Construction access from landward is significantly simpler as a result
- Low risk construction as Applicant is also the funder and has a long record of successful developments of this nature
- One of the two protection structures (groynes) required is already in place
- Proposal is to intensify an area of existing marina infrastructure allows less adverse effects than establishment in a new location and is consistent with national policy direction

Has the project been identified as a priority project in a:

Other

Please explain your answer here:

There are no central, local government or sector plans or strategies for additional boating infrastructure within the Auckland area, the most heavily populated and intensive boating community in the country.

This is an absence of overarching guidance that this project is seeking in part to address

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

There are only 11 significant marinas in the region. These are, as previously demonstrated, oversubscribed and inadequately service the demand. This is represented by the skyrocketing berth prices and extensive wait times at boat ramps during busy season. Provision of this infrastructure is significantly limited by the issues with establishing large carparking and vehicle access facilities on the coast, in the context of the current Consenting regime.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The NPS – UD recognises the national significance of having well functioning urban environments that enable people and communities to provide for their social cultural and economic well-being. An intrinsic part of Auckland communities wellbeing is the relationship and use of the waters around them. The current absence of planned infrastructure to support these communities will tend to lower the standard of wellbeing of our communities in the future. The provision of this water access node helps address this. It is entirely appropriate that the intensification of the residential accommodation facilitated by the NPS-UD is supported by improved and expanded community recreation facilities and opportunities.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The proposal delivers significant economic benefits by facilitating private (non-government) investment in the Auckland Region estimated to be \$70-90million and ongoing revenue of \$150-250 million (likely \$30m p.a). This includes the opportunity of international revenue from Superyachts. The proposal builds on and financially supports an existing service hub creating additional demand for established and new businesses.

Based on an assessment for a Northland marine development undertaken for the Northland Regional Council, positive economic benefits included:

- Direct employment of 53 FTE persons
- Increased GDP by \$4.3million and household income by \$3.4m
- Including the flow on effects (induced and direct) increases the GDP impact to \$9.7m and creates 115 FTE jobs

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The project will provide coastal erosion protection to the adjacent residential development which will mitigate the future hazard to this site

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The marina will protect the adjoining subdivision and residential areas from a coastal erosion hazard; and provides significant positive effects for the hazard risks of the neighbouring terrestrial area. Levels will be set for the 50 year Inundation level including 1%AEP tide, significant weather events and SeaLevel rise. Overtopping may eventually occur at the marina. Continued sea level rise after this period may require topping of walls. Marinas with primarily floating structures are designed and renewed to withstand significant weather events and predicted changes in sea level.

The marina environment is completely protected from increased storminess by design and will present a soundly insurable facility to accommodating

valuable vessels.

Earthquake natural hazard tend not to effect low rise structures for which the design tends to be governed by wind and gravity load cases.

Will the project address significant environmental issues?

No

Please explain your answer here:

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

Unitary Plan encourages intensification of existing marina areas rather than development of new areas. The project is sited directly adjacent to the Gulf Harbour Marina and utilises one of the existing breakwaters in the new design. It also uses the commercial haul-out facilities and boat servicing of this existing marina rather than creating a new activity of this nature in the new site

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

The project does not occur on land returned under a Treaty Settlement or that is identified Maori land, Maori customary land or set apart under Part 17 of Te Ture Whenua Maori Act 1993.

The proposal does not occur in a customary title area or protected customary rights area under the Marine and Coastal Area (Takutai Moana) Act 2011
The proposal is not for aquaculture, and does not require reference to or is anyway contrary to the provisions of the Crown Minerals Act, Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act. It is not prevented under section 165 of the RMA and does not occur on a national reserve under the Reserves Act 1977

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

The marina will protect the adjoining subdivision and residential areas from a coastal erosion hazard; and provides significant positive effects for the hazard risks of the neighbouring terrestrial area.

Levels will be set for the 50 year Inundation level including 1%AEP tide, significant weather events and SeaLevel rise. Overtopping may eventually occur at the marina. Continued sea level rise after this period may require topping of walls. Marinas with primarily floating structures are designed and renewed to withstand significant weather events and predicted changes in sea level.

The marina environment is completely protected from increased storminess by design and will present a soundly insurable facility to accommodating valuable vessels.

Earthquake natural hazard tend not to effect low rise structures for which the design tends to be governed by wind and gravity load cases.

Tsunami hazard caused damage to the Tutukaka marina primarily due to wave amplification of the enclosed harbour. Tsunami energy entering the Hauraki Gulf does not have the same amplification and damage from Tsunami is not recorded.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

There have been no compliance or enforcement actions taken against the Applicant

Load your file here:

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Andrew Alistair Grey

Important notes