

Response ID ANON-URZ4-5F13-M

Submitted to Fast-track approval applications
Submitted on 2024-05-03 10:53:26

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Ministry of Business, Innovation and Employment

2 Contact person

Contact person name:
Robert Pigou

3 What is your job title

Job title:
Deputy Chief Executive and Head of Kānoa – Regional Economic Development & Investment Unit

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:

15 Stout Street, Wellington, 6011

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

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

Northport, Marsden Point, Whangārei 0171. Located approximately 140km North of Auckland CBD at the Entrance to the Whangarei Harbour.

File upload:
Site location.jpg was uploaded

Upload file here:
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Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

Section 1 Certificates of Title.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Northport Limited is the port owner and operating company for the multi-purpose cargo port at Marsden Point (Northport). Northport Limited is 50% owned by Marsden Maritime Holdings Ltd (MMH) and 50% by Port of Tauranga Limited (POTL). The overall North Port footprint is made up of multiple titles owned by Northport Limited and a lease over reclaimed land vested in the Crown.

- (a) the Crown owns the existing Northport reclamation, which is leased by Northport;
- (b) Northport Limited owns land adjacent to the existing reclamation;
- (c) Marsden Maritime Holdings owns the land in the proposed Maintenance Facility;
- (d) areas of the harbour that are proposed to be reclaimed or dredged are common marine and coastal area are common marine and coastal 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:

Ownership of the land and coastal marine area subject to the project and ownership.

The project is confident that all necessary property approvals for the project will be given by the relevant parties.

Section 2: Project details

What is the project name?

Please write your answer here:

Shipyard and Drydock Facility Project

What is the project summary?

Please write your answer here:

The Shipyard and Drydock Facility project at Northport includes a marine maintenance operation capable of servicing many of New Zealand's largest current and planned vessels including service of international vessels in the maritime sector. This project will secure marine sector maintenance activities in Te Tai Tokerau, Northland, increase the regional and national workforce through labour and high skilled engineering trades, improve infrastructure resilience in the shipping sector and national supply chains, strengthen regional, national and international partnerships.

What are the project details?

Please write your answer here:

The Shipyard and Drydock Facility project entails two main structures:

1. a 250 metre length floating drydock; and
2. a maritime maintenance operations facility (MMF) which is a permanent structure within which the drydock will be located.

The purpose of the project is to develop and operate a shipyard (made up of a dry dock and marine maintenance facility) that meets the current and likely requirements of the New Zealand merchant and naval fleet. The project will maximise the wider benefits associated with the shipyard for all stakeholders, including the maritime sector, hapū, industry, the wider community and the Crown, including carbon emission reductions. It will support the expansion of the Blue Highway in New Zealand to enable enhanced coastal shipping within a more resilient multimodal transport network. The project will contribute to increased naval efficacy, biosecurity and strategic resilience. Also provide coastal activities to play a greater role in ensuring the sustainability and resilience of New Zealand's supply chain.

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

Please write your answer here:

The project will not be staged, construction and delivery of the project assumes up to a 4 year timeline;

- Designing and Procurement: 9 months
- Construction and Delivery: 24 months
- Commissioning: 6 months

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

Please write your answer here:

The project will require all resource consent approvals under the Resource Management Act 1991 (RMA).

Regional Permits and Land use consents will be required from Northland Regional Council and Whangarei District Council, and will include but not be limited to land use, coastal works, use and occupation permits for the construction, operation and maintenance of the Drydock. Discharges to land and coastal waters for the construction and operation of the Drydock and marine maintenance facility.

The coastal area at Marsden Point has a range of 'zonings' as shown in the map below (taken from Northland Regional Council's online GIS maps), including the Marsden Point Port Zone, General Coastal and Significant Ecological Area (SEA).

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

Please write your answer here:

Northland Regional Council and Whangarei District Council.

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

Please write your answer here:

Northport Limited has applied to the Fast-track Consenting Bill for a separate project at Northport: the Northport Container Terminal Expansion.

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

No

Please explain your answer here:

No approval is required for the project by someone other than the applicant.

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

Please write your answer here:

Subject to approval timeframe, the project timeline is approximately 2024 – 2028:

- Regional leadership, Hapū/iwi authorities and stakeholder engagement; immediately.
- Investment, Design and Procurement: 9 months
- Construction Window and Delivery: 30 months
- Commissioning: 6 months

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- Whangarei District Council;
- Northland Regional Council;
- Hapū and Iwi authorities, Patuharakeke, Te Parawhau, Ngātiwai;
- Applicant groups under Takutai Moana Act 2011;
- Channel Infrastructure NZ;
- Marsden Maritime Holdings;
- Northport Limited and key stakeholders ;
- Whangarei Heads and Albany Road communities
- Kiwirail;
- General public, community and business of interest;
- Ministry of Transport,
- New Zealand Transport Agency - Waka Kotahi;
- Department of Conservation;
- Maritime NZ

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:

- In 2017 - Northport Vision for Growth Strategy commenced in 2017 as did consultation with persons above.
- In 2018 – Ministry of Business, Innovation and Employment funded a Shipyard and Drydock feasibility study.
- In 2022 - Northport Limited elected to decouple the east and west projects in the Northport Vision For Growth Development due to the marine ecology

effects mapped in the Significant Ecological Area (SEA).

- In 2022 – Independent experts were engaged by Northland Inc who concluded engagement for partnerships, economic and social benefits.
- In 2023 – Independent experts were engaged by Ministry of Transport who concluded engagement for a business case.

It is expected that Regional stakeholders prioritise an appropriate engagement approach for the project and confirm all effected persons. The group is expected to support stakeholder engagement.

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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:

Not applicable

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

There are no treaty settlements that currently apply to the geographical location and there are no customary titles granted although there are active claims.

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

Yes

If yes, what are they?:

Although there are no customary marine title areas granted in the area, the Ministry is aware that there is a Mana Whakahono-a-Rohe between Patuharakeke and Whangārei District Council. This provides for Patuharakeke Trust Board input into assessment of resource consent applications and other council functions (including but not limited to consideration of a hapū Environmental Management Plan in resource consent decisions, hapū involvement in resource consent monitoring, inclusion on resource consent hearing panels. Appropriate engagements will be made during the revised project design to give effect to the provisions of the hapū Environmental Management Plan.

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?

Yes

If yes, please explain:

An internal review of engagement and external actions by immediate stakeholders have proactively supported approaches to protect customary rights which include environmental management, governance positioning, partnership and good faith.

Upload your assessment if necessary:

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Section 5: Adverse effects

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

Please describe:

The Ministry has technical reporting from 2018-2023 which include a number of independent experts who have been committed to under take technical reports. See file attached.

The comprehensive assessments of all potential adverse effects have advised they can be managed with an appropriate planning and management framework. An update of some reports may be required.

A summary of potential adverse effects have also been included;

1. Coastal processes

The Project will impact coastal processes (tidal current and sediment transport). These impacts will be moderate adjacent to the development, and minor elsewhere in the harbour, inlet, and Bream Bay.

2. Landscape, natural character, and visual

Effects on landscape values, natural character, and visual amenity will range from very low to high depending on the viewpoint. Effects on outstanding natural landscapes will be minor or less, and effects on natural character will not be significant.

3. Noise and vibration

Construction noise will fall within the permitted activity limits specified in the Whangarei District Plan ("District Plan"). Noise from construction activity and operations will be reasonable and is proposed to be managed in accordance with a best practice noise management framework.

4. Indigenous biodiversity

Marine ecology effects (excluding birds and marine mammals) will be minor/transitory, subject to the implementation of management measures.

Coastal avifauna effects will be low to very low, taking account of management measures proposed.

Marine mammal effects will be less than minor, taking account of best-practice management measures proposed.

Effects on terrestrial flora (specifically dune vegetation) and habitat for fauna will be no more than minor.

5. Channel navigation and safety, and oil spill risk

Potential effects around navigation safety and marine oil spill risk will be appropriately managed.

6. Biosecurity

Biosecurity risks from construction and from ongoing operation of the expanded port will be appropriately managed.

7. Archaeology

No archaeological sites have been identified within the Project footprint, and the potential for undetected subsurface remains within the Project area is very low.

8. Air quality

Any air quality impacts, including dust, can will be appropriately managed.

9. Transport

Traffic effects can be appropriately managed to maintain the safety and efficiency of the road network. Extensive discussions with representatives of NZ Transport Agency Waka Kotahi have previously traversed these issues.

Upload file:

Section 5 File Documents.pdf 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 Project is consistent with all applicable national policy statements, being the New Zealand Coastal Policy Statement 2010 ("NZCPS") and the National Policy Statement for Indigenous Biodiversity 2023 ("NPS-IB"). There are no national environmental standards of material relevance to the Project. See attached file.

File upload:

Section 6 File - National policy statements and national environmental standards.pdf was uploaded

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 fast-track approvals process is estimated to decrease the 8 year project to 4 years. Access to the proposed fast-track process will enable the Project to be processed in a significantly more time and cost-effective manner and provide an opportunity for streamlined decision making with considerable expert advisory. The fast-track process allows for adverse and positive effects to be considered against the opportunity cost for regionally and nationally significant projects. It will provide a much more streamlined process and decision-making framework for the consideration of the Project, offering a fit-for-purpose consenting pathway for the project to deliver clear regional and national benefits. Overall, the proposed faster, cheaper, simpler approvals system – which places more value on quality development to the delivery of major proposals.

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

Please write your answer here:

The Project will not negatively impact the efficient operation of the fast-track process. Rather, it will contribute to the efficient operation of the fast-track regime. The Project has the potential to demonstrate a rational development pathway that considers a multitude of requirements weighted against the growth benefits and with the potential to propose considerations to all affected persons.

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

Central government infrastructure priority list

Please explain your answer here:

This has been identified as a Regional Priority Project for the Regional Infrastructure Fund.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The Project will deliver infrastructure that is BOTH regionally and nationally significant. The project consists of a 250 metre long dry dock at Northport as part of a shipyard and marine maintenance facility, able to service many of New Zealand's current and planned vessels in the maritime sector. In addition to the dry dock itself, the proposed marine maintenance facility includes suitable berthage facilities, on-shore infrastructure and space for facilities required to undertake servicing and overhaul activities required by the maritime sector. Once complete, the infrastructure project will improve freight, commercial, transport and shipping supply chains.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

Well-functioning urban environments are environments that support reductions in greenhouse gas emissions and are resilient to climate change effects. The Project will make contributions in these ways by facilitating increased emissions-efficient transportation, compared to some other commercial transport modes, and enhancing resilience to climate change impacts (as outlined above).

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Project will deliver a range of significant economic, employment, social benefits for growth that include;

- An additional estimated \$290m GDP per annum by 2060 (mild case estimate);
- 1,135 new jobs (mild case estimate);
- Business activity providing confidence in the construction sector;
- Aquaculture and marine sector growth;

Te Tai Tokerau Northland has a unique opportunity to leverage its existing comparative advantages and established, scalable, marine sector. Investment by Government is likely to serve as a catalyst for substantial international and private sector commitments. Building resilience with significant economic infrastructure projects and benefits for Northland;

- Unlocking potential of up to 100 hectares of commercially zoned land in the surrounding area;
- Securing sea component of freight and logistics for the upper North Island;
- KiwiRail is re-opening the line between Kauri-Otiria and acquiring the land needed for a rail link to Northport at Marsden Point.

Will the project support primary industries, including aquaculture?

Yes

Please explain your answer here:

As a commercial, infrastructure, and transportation hub, Northport facilitates and contributes to a wide range of business sectors, including primary industry. This project would support development of the "Blue Economy" (the sustainable use of ocean resources for economic growth) particularly in the areas of port activities, shipbuilding and repair, maritime transport and government activities. The blue economy makes approximately \$4.47 billion in direct terms plus an additional \$4.27 billion indirectly, and employment in the maritime sector is a critical enabler of economic activity in New Zealand.

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:

There are significant emissions reduction benefits to maintaining vessels in New Zealand rather than steaming to other countries. The emissions impact of New Zealand vessels steaming internationally for servicing and maintenance are significant. A typical large vessel steaming to Singapore burns 50 tonnes of fuel oil a day for a 28 day round trip, resulting in approximately 1,400 tonnes of fuel for round trip. This equates to 4,380 tonnes of CO₂-e, as well as fuel costs in excess of NZ\$1.4m and is repeated twice in every 5-year period for every ship in the fleet. While the fuel efficiency of vessels varies and the steaming time will depend on the overseas dry dock location, having a suitable facility in New Zealand will decrease fleet emissions by hundreds of thousands of tonnes of CO₂-e in the coming decades.

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

Yes

Please explain your answer here:

The Project will enable Northport to be resilient to natural hazards. It will also enable Northport to fulfil an enhanced role in responding to national or regional emergencies, including under the Civil Defence Emergency Management Act 2002 under which ports are defined as "lifeline utilities". Specifically, when in a state of regional or national emergency, ports are often crucial to response efforts, as demonstrated in recent events including Cyclone Gabriel and the Auckland flooding. As extreme weather events increase in frequency and impact due to climate change, we can expect the requirement for unscheduled and emergency repairs for individual vessels to increase.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

The Project will address significant environmental issues. The ways in which the Project will contribute positively to significant environmental issues have been outlined in response to other questions. In addition to the carbon emissions savings associated with the vessel transits there are additional environmental considerations and benefits associated with the shipyard. These include the ability to provide ship to shore power to the vessels and the provision of a dry dock biofouling facility.

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

Yes

Please explain your answer here:

The Project is consistent with district and regional planning documents, including:

- Te Taitokerau Northland Economic Action Plan 2021;
- Whangarei District Council Vision for Growth Strategy 2021;
- Pending final release - Taitokerau Economic Wellbeing Pathway, Te Rerenga 2024 (Lead by Northland Inc, Far North District Council, Northland Regional Council, Whangarei District Council, Kaipara District Council. Supported by Te Kahu o Taonui, Ministry of Social Development, Ministry of Business innovation and Employment).

Anything else?

Please write your answer here:

The growth plans at Northport, Marsden Point have attempted to be realised through the implementation of a 10+ year growth strategy in Northland. Large Vessels (eg. New Zealand Navy ships, interisland ferries, coastal carriers, some ocean-going fishing vessels); currently need to go abroad to Sydney

or Singapore dry docks for under water maintenance and the development opportunity has significant regional and national support. Previous constraints including complex consenting pathways, ownership and unrealised plans have limited the potential of the asset.

The technical advice over this time frame has presented a variety of options and the proposed project has been anchored to strategic development activity that includes;

- Rail, connectivity, regional and national partnerships.

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

Yes

If yes, please explain:

The expected project outcomes have been analysed with the Treaty Impact Analysis for the Fast Track Approvals Bill and commits to achieving economic outcomes through partnership.

Section 8: Climate change and natural hazards

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

Yes

If yes, please explain:

Ports have a functional need to locate in the coastal marine area. They are therefore exposed to coastal natural hazards, including as a result of climate change. As extreme weather events increase in frequency and impact due to climate change, we can expect the requirement for unscheduled and emergency repairs for individual vessels to increase.

In the face of major climate change events – such as Cyclones Hale and Gabrielle – the vulnerability of our roading network has been highlighted, and the viability of the Blue Highways that can link our long, narrow, maritime nation have been made apparent. Coastal shipping may need to play a much greater part in our transport infrastructure in the future.

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:

Enforcement action taken against Northport by the Northland Regional Council. See file below.

Load your file here:

Section 9 - Track Record.docx was uploaded

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:

Robert Pigou

Important notes