



ARIKI TAHI SUGARLOAF WHARF LIMITED

Ariki Tahī (Sugarloaf Wharf) Expansion

Fast Track Consenting Application

14 August 2020

TABLE OF CONTENTS

	APPLICATION FOR A PROJECT TO BE REFERRED TO AN EXPERT CONSENTING PANEL	1
1.	APPLICANT	2
1.1	Applicant Details	2
1.2	Address for Service	2
2.	PROJECT LOCATION	3
2.1	Site Address/Location	3
2.2	Legal Description	4
2.3	Registered Legal Landowner(s)	4
2.4	Applicant's Legal Interest in the Land	4
3.	PROJECT DETAILS	5
3.1	Description	5
3.2	Staging of the Project	10
3.3	Consents/Approvals Required	10
3.4	Rule(s) Consent is Required under and Activity Status	10
3.5	Resource Consent Applications Already Made, or Notices of Requirement Already Lodged	11
3.6	Resource Consent(s)/Designation Required for the Project by Someone Other Than the Applicant	12
3.7	Other Legal Authorisations Required to begin the Project	12
3.8	Construction Readiness	12
4.	CONSULTATION	13
4.1	Government Ministries and Departments	13
4.2	Local Authorities	13
4.3	Other Persons/Parties	13
5.	IWI AUTHORITIES AND TREATY SETTLEMENTS	15
5.1	Iwi Authorities and Treaty Settlement Entities	15
5.2	Treaty Settlements	15
6.	MARINE AND COASTAL AREA (TAKUTAI MOANA) ACT 2011	16
6.1	Customary Marine Title Areas	16
6.2	Protected Customary Rights Areas	16
7.	ADVERSE EFFECTS	17
7.1	Anticipated and Known Adverse Effects of the Project on the Environment, including Greenhouse Gas Emissions	17
8.	NATIONAL POLICY STATEMENTS AND NATIONAL ENVIRONMENTAL STANDARDS	21

8.1	General Assessment of the Project in relation to any Relevant National Policy Statement (Including The New Zealand Coastal Policy Statement) and National Environmental Standard	21
9.	PURPOSE OF THE ACT	24
9.1	The Project's Economic Benefits and Costs For People or Industries Affected by Covid-19	24
9.2	Project's Effects on the Social and Cultural Wellbeing of Current and Future Generations	24
9.3	Whether the Project would be Likely to Progress Faster by using the Processes Provided by the Act Than Would Otherwise be the Case	25
9.4	Whether the Project May Result in a 'Public Benefit'	25
9.5	Whether there is potential for the Project to have Significant Adverse Environmental Effects	27
10.	CLIMATE CHANGE AND NATURAL HAZARDS	28
10.1	Description of Whether and How the Project Would be Affected by Climate Change and Natural Hazards	28
11.	TRACK RECORD	29
11.1	A Summary of all Compliance and/or Enforcement Actions Taken Against The Applicant by a Local Authority under the Resource Management Act 1991, and The Outcome of Those Actions	29
12.	DECLARATION	30
13.	CHECKLIST	31

APPLICATION FOR A PROJECT TO BE REFERRED TO AN EXPERT CONSENTING PANEL

(Pursuant to Section 20 of the COVID-19 Recovery (Fast-track Consenting) Act 2020)

This form must be used by applicants making a request to the responsible Minister(s) for a project to be referred to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

All legislative references relate to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act), unless stated otherwise.

The information requirements for making an application are described in Section 20(3) of the Act. Your application must be made in the approved form and contain all of the required information. If these requirements are not met, the Minister(s) may decline your application due to insufficient information.

Section 20(2)(b) of the Act specifies that the application need only provide a general level of detail, sufficient to inform the Minister's decision on the application, as opposed to the level of detail provided to an expert consenting panel deciding applications for resource consents or notices of requirement for designations.

We recommend you discuss your application and the information requirements with the Ministry for the Environment (the Ministry) before the request is lodged. Please contact the Ministry:

Email: fasttrackconsenting@mfe.govt.nz

The Ministry has also prepared Fast-track consenting guidance to help applicants prepare applications for projects to be referred.

Applications must be submitted to the Minister via email: fasttrackconsenting@mfe.govt.nz

1. APPLICANT

1.1 Applicant Details

Requestor: Ariki Tahi Sugarloaf Wharf Limited

Contact person: Nigel Bradly

Job title: Project Manager

Phone: s9(2)(a)

Email: s9(2)(a)

Postal address: Level 3, 23 Britomart Place

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1.2 Address for Service

Organisation: Mitchell Daysh

Contact person: Richard Turner

Job title: Director

Phone: s9(2)(a)

Email: s9(2)(a)

Postal address: PO Box 300 673

Albany

Auckland, 0752

2. PROJECT LOCATION

The application (click to place an “X” in the relevant box):

- ☐ does not relate to the coastal marine area
- ☒ relates partly to the coastal marine area
- ☐ relates wholly to the coastal marine area.

2.1 Site Address/Location

Ariki Tahi (Sugarloaf Wharf) is an existing commercial and recreational wharf facility located in Waipapa Bay, along the southern shoreline of the Coromandel Harbour. It is situated on Te Kouma Road and is located approximately 10km from the Coromandel Township, as shown in Figure 1.1 below.



Figure 1.1 Ariki Tahi Location

Waipapa Bay is defined by headlands to the east and west, and Te Kouma Road runs along the coastal margin. This location of the site is further illustrated in Figure 1.2 below.



Figure 1. 2 Ariki Tahi Location Close Up

2.2 Legal Description

Ariki Tahi is located on reclaimed land vested in the Crown under the Marine and Coastal Area (Takutai Moana) Act 2011. It is legally described as Lot 1 DPS 86095.

The reclamation works will occur in the seabed of Waipapa Bay.

Further information on the legal status of the site is provided in **Appendix A** to this document.

2.3 Registered Legal Landowner(s)

Ariki Tahi is publicly owned infrastructure managed by the Thames-Coromandel District Council.

2.4 Applicant's Legal Interest in The Land

As noted above, Ariki Tahi is located on reclaimed land vested in the Crown. The proposed reclamation works will occur in the seabed.

The management of the wharf infrastructure at Ariki Tahi will be via Ariki Tahi Sugarloaf Wharf Limited, who will hold any new resource consents. The Thames-Coromandel District Council, Coromandel Marine Farmers Association and the Ministry for Business Innovation and Employment (via the Provincial Growth Fund Limited) each hold 33% shareholding in Ariki Tahi Sugarloaf Wharf Limited.

3. PROJECT DETAILS

3.1 Description

Project Name: Ariki Tahī (Sugarloaf Wharf) Expansion

Ariki Tahī is a shared commercial and recreational wharf facility in Waipapa Bay, Coromandel. The wharf is critical infrastructure to the successful aquaculture industry in the Firth of Thames / inner Hauraki Gulf. The wharf currently handles approximately 25,000 tonnes of harvested aquaculture (predominantly mussels) per annum. Ariki Tahī is also a popular location for launching recreational vessels into the Firth of Thames or Inner Hauraki Gulf. In this regard, the wharf includes a recreational boat ramp and some parking facilities for vehicles / trailers.

The New Zealand Government has set a target of achieving \$3 billion in annual sales of New Zealand aquaculture product by 2035.¹ This is to be achieved, in part, by maximising the value of existing marine farms and providing opportunities for open ocean aquaculture.

With the above in mind, it is noted that there is approximately 775 ha of newly consented aquaculture space in the Firth of Thames, as well as plans for additional aquaculture development in the area.² Aquaculture development in the Firth of Thames is expected to double in the coming years. Therefore, it is critical to enhance the facilities at Ariki Tahī and provide improved efficiency and safety of operations at the wharf.

In light of the above, the principal purpose of this project is to provide for growth in the aquaculture industry in the Firth of Thames / inner Hauraki Gulf. The upgrade of Ariki Tahī will increase capacity at the wharf from approximately 25,000 to 42,000 tonnes harvested aquaculture per annum. The upgrade of Ariki Tahī will enable aquaculture in the area to continue to grow production, facilitating the investment of approximately \$126 M and creating approximately \$822 M of district and regional benefits (and support the creation of approximately 800 jobs over a period of approximately 35 years).

The project comprises the following key components:

- Dredging of the approach channel to the wharf in order to provide an all tide approach for vessels (and periodic maintenance dredging);
- The reclamation of the Coastal Marine Area and the establishment of four berths for commercial vessels (90 m of usable continuous wharf edge);

¹ The New Zealand Government Aquaculture Strategy, September 2019.

² <https://www.aucklandcouncil.govt.nz/ResourceConsentDocuments/cst60335843-16-s92-ponu-marinefarmassessment-4-11-19-hudsonrf-response.pdf>

- The establishment of rock revetment and a separate recreational boat launching facility (including up to 15 car / trailer parking bays);
- Installation of a fence and gates surrounding the commercial wharf facilities; and
- Basic amenities.

The proposed layout of the expansion of Ariki Tahi is illustrated in Figure 1.3 below.

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the Official Information Act 1982

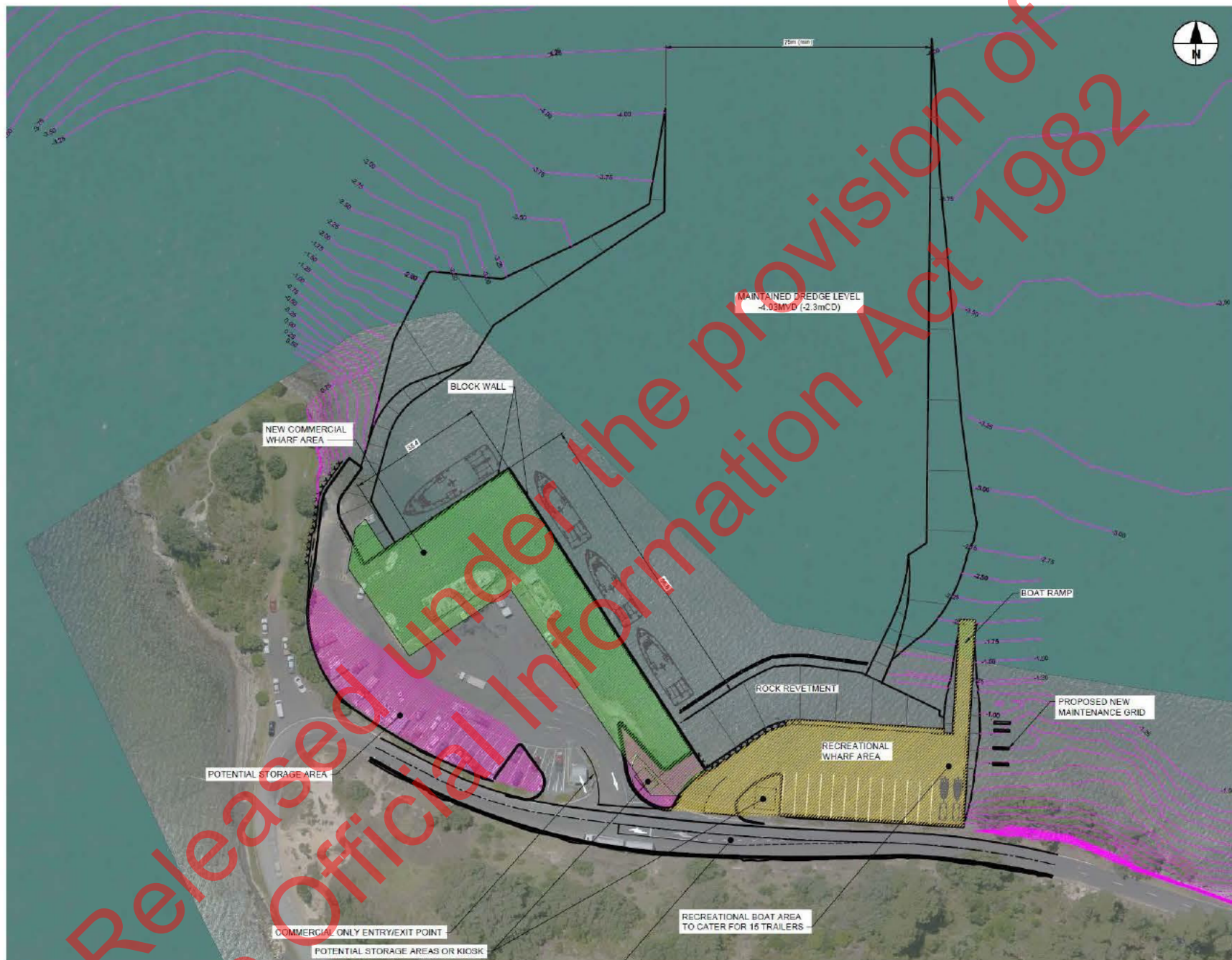


Figure 1. 3 Aerial view of Proposed Expansion Works - Ariki Tahī



Figure 1. 4 Before and After View of Ariki Tahi (Panoramic View)



Figure 1.5 Before and After View of Ariki Tahī (Western View)

3.2 Staging of the Project

Given the nature of the works involved it is not feasible to stage the upgrade works proposed at Ariki Tahi. In this regard, all construction works will occur over a period of approximately 18 months.

The upgrade works will, however, be scheduled around key periods of commercial and recreation activity Ariki Tahi – in order to minimise the potential for disturbance to existing activities.

3.3 Consents/Approvals Required

Relevant local authorities: Waikato Regional Council and Thames – Coromandel District Council.

Resource consent(s) / Designation required (click to place an “X” in the relevant box/s):

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Land-use consent | <input type="checkbox"/> Subdivision consent | <input checked="" type="checkbox"/> Coastal permit |
| <input checked="" type="checkbox"/> Water permit | <input checked="" type="checkbox"/> Discharge permit | <input type="checkbox"/> Designation |
| <input type="checkbox"/> Alteration to designation | | |

3.4 Rule(s) Consent is Required Under and Activity Status

The analysis in the table below is based on the current design for the upgrade of Ariki Tahi and may be subject to minor change based on the completion of the technical assessments.

Table 1: Rule(s) consent is required under and activity status - Ariki Tahi

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Waikato Regional Coastal Plan	16.3.7	Discharge of stormwater and contaminants resulting from activities occurring on the hard stand of the wharf.	Discretionary	CMA
	16.3.14	The damming or diversion of water within the Coastal Marine Area.	Discretionary	CMA
	16.4.24	The erection, placement, use and occupation of space by the extension and alteration,	Discretionary	CMA

of the wharf in the Coastal Marine Area.

	16.6.9	The disturbance of the seabed for maintenance dredging of the approach to the wharf.	Controlled	CMA
	16.6.12	The disturbance of the seabed and the deposition of material to the seabed as part of the capital dredging works for the wharf.	Discretionary	CMA
	16.6.20	The reclamation of the foreshore or seabed of the Coastal Marine Area.	Discretionary	CMA
Proposed Thames Coromandel District Plan – Appeals Version	Section 49 Rule 3	Marine equipment storage in the Marine Services Zone.	Restricted Discretionary	Existing wharf
	Section 49 Rule 7	Earthworks	Restricted Discretionary	Existing wharf
	Section 39 Rule 5	Vehicle crossing	Permitted or Restricted Discretionary	Existing wharf / Te Kouma Road
	Section 39 Rule 6	Vehicle parking, loading and manoeuvring	Permitted or Restricted Discretionary	Existing wharf

3.5 Resource Consent Applications Already Made, or Notices of Requirement Already Lodged

No other resource consent applications or notices of requirement have already been lodged for this, or a similar, project.

3.6 Resource Consent(s)/Designation Required for the Project by Someone Other Than the Applicant

No other resource consents / designations are required for the project by someone other than Ariki Tahī Sugarloaf Wharf Limited.

3.7 Other Legal Authorisations Required to Begin the Project

No other legal authorisations are required to begin construction of the project.

Whilst it is noted that Ariki Tahī is located adjacent to a registered heritage site (Ariki Tahī Pa), the proposed reclamation works are not anticipated to result in the potential disturbance of heritage material. Therefore, the project does not require an archaeological authority under the New Zealand Pouhere Taonga Act 2014.

3.8 Construction Readiness

3.8.1 Anticipated Construction Start and Completion Dates if the Resource Consent(s) are Granted

Ariki Tahī Sugarloaf Wharf Limited anticipate that the upgrades to Ariki Tahī will be operational by the 2022/23 Financial Year. In this regard, detailed design of the wharf upgrade is currently occurring in parallel with the preparation of resource consent applications.

Procurement and construction of the upgrade to the wharf is then expected to take approximately 18 months post the securing of resource consents.

4. CONSULTATION

4.1 Government Ministries and Departments

4.1.1 Detail all Consultation Undertaken with Relevant Government Ministries and Departments

Ministry of Business, Innovation and Employment – The Ministry of Business, Innovation and Employment are a 33% shareholder in Ariki Tahī Sugarloaf Wharf Limited. As such, they have been fully engaged in discussions regarding the upgrade of the wharf since inception.

Department of Conservation – The Department of Conservation have been advised of the proposed upgrade works to Ariki Tahī for some time, including during the funding process by the Provincial Growth Fund. Further discussions will take place once the draft marine ecology and landscape assessments are available.

4.2 Local Authorities

4.2.1 Detail all Consultation Undertaken with Relevant Local Authorities

Thames-Coromandel District Council – The Thames-Coromandel District Council currently manages Ariki Tahī and is a 33% shareholder in Ariki Tahī Sugarloaf Wharf Limited. As such, they have been fully engaged in discussions regarding the upgrade of the wharf since inception.

Consultation has also occurred with regulatory staff at the Thames-Coromandel District Council regarding the consenting process, potential implications for Council assets (e.g. Te Kouma Road) and the community of interest in Ariki Tahī.

Waikato Regional Council – As with the above, Ariki Tahī Sugarloaf Wharf Limited have engaged with the Waikato Regional Council with respect to this project for a period of over two years. To this extent, the Waikato Regional Council have committed funding to the upgrade of the wharf. More recent consultation with the Waikato Regional Council has focused on the consenting requirements and the potential use of the fast-tracking process.

4.3 Other Persons/Parties

4.3.1 Likely Affected Persons or Parties

The other persons or parties considered to be potentially affected by the project are largely considered to be limited to users of Ariki Tahī, as well as nearby residents. In this regard, the following persons or parties have been identified:

Coromandel Marine Farmers Association – on behalf of the commercial users of Ariki Tahī;

Pare Hauraki Kaimoana – representing the interests of Hauraki iwi in aquaculture development in the Firth of Thames; and

Waipapa Bay Resident Association – representing some of the key recreational users of Ariki Tahī and the nearest residents to the wharf facilities.

In addition to the above, Ariki Tahī is located in the rohe of Ngaati Whanaunga. Consultation has been occurring with Ngaati Whanaunga regarding the project since 2018 and a preliminary cultural impact assessment was prepared in February 2019 (attached as **Appendix B**). Ngaati Whanaunga have been contacted regarding the undertaking of a further cultural impact assessment and the potential use of a fast track consenting process.

4.3.2 Consultation Undertaken with the Above Persons or Parties

As noted in the sections above, all of the above parties have either been involved in discussions with Ariki Tahī Sugarloaf Wharf Limited since the inception of the project or have been formally briefed as part of the design process.

5. IWI AUTHORITIES AND TREATY SETTLEMENTS

5.1 Iwi Authorities and Treaty Settlement Entities

5.1.1 Consultation Undertaken with Iwi Authorities whose Area of Interest includes the Area in which the Project will Occur

Table 2 Consultation Undertaken with Iwi Authorities

Iwi authority	Consultation undertaken
Ngaati Whanaunga	Engagement with Iwi and commissioning of an additional Cultural Impact Assessment

5.1.2 Consultation Undertaken with Treaty Settlement Entities whose Area of Interest Includes the Area in which the Project will Occur

Table 3 Consultation Undertaken with Treaty Settlement Entities

Treaty settlement entity	Consultation undertaken
N/A	N/A

5.2 Treaty Settlements

5.2.1 Treaty Settlements that Apply to The Geographical Location of the Project, and a Summary of the Relevant Principles and Provisions in those Settlements, including any Statutory Acknowledgement Areas

There are no treaty settlements that apply to the geographical location of the project. In this regard, it is understood that settlement negotiations between Hauraki iwi and the Crown are ongoing.

6. MARINE AND COASTAL AREA (TAKUTAI MOANA) ACT 2011

6.1 Customary Marine Title Areas

6.1.1 Customary Marine Title Areas under The Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the Location of the Project

There are no customary marine title areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the site.

6.2 Protected Customary Rights Areas

6.2.1 Protected Customary Rights Areas under The Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the Location of the Project

There are no protected customary rights areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the site.

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7. ADVERSE EFFECTS

7.1 Anticipated and Known Adverse Effects of the Project on the Environment, including Greenhouse Gas Emissions

Ariki Tahi Sugarloaf Wharf Limited have commissioned a number of environmental assessments to inform the Assessment of Environmental Effects for the resource consent applications. These assessments are currently being prepared and the following represents a summary of what is known with respect to these potential effects. It is also expected that a range of mitigation measures will be proffered by Ariki Tahi Sugarloaf Wharf Limited as part of the proposed consent conditions.

Overall, it is not considered that the project will generate significant adverse effects on the environment.

Positive Effects

- The redevelopment of the Ariki Tahi will address existing capacity and logistical constraints at the wharf. In this regard, the redesign of the wharf will enable the clear separation of commercial and recreational activities – providing a safer working and recreational environment than currently exists.
- The enhanced commercial area at Ariki Tahi will enable an increase in the production capacity of harvested aquaculture in the Firth of Thames from 25,000 to 42,000 tonnes per annum. Market Economics have assessed the value added from this project to include facilitating the investment of approximately \$126 M in the local economy and the creation of approximately \$822 M of district and regional benefits (and support the creation of approximately 800 jobs over 35 years).
- The proposed design of the Ariki Tahi has sought to take into account storm events of increasing intensity and expected sea level rise, providing a regional asset that is more robust and resilient to natural hazards.

Construction Effects

- Construction of the upgrade works at Ariki Tahi are expected to take approximately 18 months. During this time, it is expected that there will be some temporary noise, dust and discharge effects associated with various construction activities.
- Construction effects will typically be managed in accordance with standard construction practices in order to avoid, remedy or mitigate potential adverse effects on the environment. In this regard, construction noise will be managed with NZS6803:1999, and dust emissions will be managed on site so that there are no objectionable discharges beyond the construction site.

- The construction footprint for the reclamation and dredging activities will be undertaken over the smallest area possible in accordance with the mitigation measures recommended by the project's marine ecologist (in order to minimise potential effects on the benthic environment and marine ecology). The preliminary design of the wharf also incorporates the disposal of dredge material with the reclamation structures – minimising the potential disposal of material to other parts of the Coastal Marine Area.

Landscape and Visual Effects

- The site is not located in an outstanding natural landscape / feature in any of the relevant statutory planning documents (e.g. the Waikato Regional Policy Statement and the Proposed Thames-Coromandel District Plan – Appeals Version), nor is it identified as an amenity landscape. As such, the site is not considered to be overly sensitive to the type of development that is proposed.
- The upgrade of the Ariki Tahi is not expected to have notable adverse effects on the landscape and the visual catchment of Waipapa Bay. In this regard, the area is already utilised for recreational and commercial activities and there will not be a change in the type of activities occurring at the site. The Marine Services Zone in the Proposed Thames-Coromandel District Plan – Appeals Version (in which part of the site is located) also recognises the need to accommodate marine-related industrial and commercial activities at this location.

Natural Character Effects

- As with the above, the site is not located in an identified area of outstanding natural character in any of the relevant statutory planning documents. As such, the site is not considered to be overly sensitive to the type of development that is proposed.
- Natural character effects on the coastal environment will be principally limited to the dredging of the channel and the reclamation of the wharf facility. As previously discussed, these activities will be occurring in an area of the coastal environment that is already modified (i.e. by the existing wharf and road infrastructure) and which can support the expansion of the wharf facilities that are proposed.
- The upgrade of the Ariki Tahi will not materially impact on coastal processes or vegetation in the area that contribute to natural character.

Marine Ecology Effects

- The key potential marine ecology effects relate to the dredging of the channel and the reclamation for the wharf, and the potential for these activities to impact on the benthic environment and coastal water quality. These potential effects are unavoidable in order to provide for the future expansion of Ariki Tahi. However, the proposed works are being confined in an area that is already modified and is not

subject to an identified area of significant ecological value in any of the statutory planning documents.

- The area is also not critical habitat / feeding / navigation for marine mammals.
- It is proposed that the reclamation and dredging works be undertaken in accordance with the recommendation of the Project's marine ecologist. Furthermore, it is considered that stormwater run-off from the wharf to the coastal marine area will be improved in light of the stormwater treatment measures that are proposed.

Natural Hazard Effects

- Ariki Tahī is located in a reasonably sheltered area at Coromandel Harbour, which is why it is a favoured launching spot for recreational vessels and suitable for the loading / unloading of commercial vessels. Notwithstanding this, the wharf has been designed to respond to dynamic conditions in Coromandel Harbour – with a rock revetment and reclamation structures proposed to provide long-term protection of the structure.
- In addition to the above, the potential for sea level rise has been accounted in the design of the wharf facilities. In this regard, the design of the reclamation will enable future raising of the wharf should different sea level rise scenarios (modelled by the Ministry for the Environment) eventuate.

Traffic Effects

- A transportation assessment of the proposed upgrade at Ariki Tahī is currently being proposed. However, the layout of the wharf has sought to be cognisant of potential traffic safety concerns by separating entry / exit points for commercial and recreational traffic off Te Kouma Road and the provision of separating parking bays for cars and trailers to the wharf area.

Amenity Effects

- The key potential amenity effects from the operation of commercial vessels at Ariki Tahī are noise and lighting. A noise assessment is currently being prepared, but the intention is for noise at Ariki Tahī to comply with the relevant standards in the Proposed Thames- Coromandel District Plan – Appeals Version.
- Any potential lighting at the wharf will also be controlled in accordance with the relevant standards in the Proposed Thames- Coromandel District Plan – Appeals Version.

Cultural Effects

- A cultural impact assessment for the upgrade of Ariki Tahī was prepared by Ngaati Whanaunga Incorporated Society in February 2019 (attached as **Appendix B**). The assessment notes that the wharf is located within an important cultural landscape

(being Tikapa Moana), which is of high cultural and spiritual significance to Ngaati Whanaunga.

- The cultural impact assessment also notes that Ngaati Whanaunga have an interim position of being neutral towards the project (until further information is provided). It also notes that construction measures will need to be planned and implemented to safeguard and mitigate effects on Tikapa Moana. Ngaati Whanaunga have also sought that a more comprehensive Cultural Impact Assessment be prepared as more information becomes available – which is currently being commissioned.

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the Official Information Act 1982

8. NATIONAL POLICY STATEMENTS AND NATIONAL ENVIRONMENTAL STANDARDS

8.1 General Assessment of Relevant National Policy Statements (including The New Zealand Coastal Policy Statement) and National Environmental Standard **New Zealand Coastal Policy Statement**

The New Zealand Coastal Policy Statement ("NZCPS") recognises the importance of the use and development of the coastal environment, and seeks to enable people and communities to provide for their social and economic wellbeing through its use and development recognising that:

- The protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits; and
- Functionally some uses and developments can only be located on the coast or in the CMA and these activities should be provided for in appropriate places.

The NZCPS also promotes the efficient use of occupied space, including, inter alia, by requiring that structures be made available for public or multiple use wherever reasonable and practicable. The NZCPS seeks to only impose a restriction on public walking access to, along or adjacent to the coastal marine area where such a restriction is necessary, inter alia, to ensure a level of security consistent with the purpose of a resource consent.

Apart from the functional requirements for the commercial wharf, Ariki Tahi will also provide for an upgraded recreational boat ramp and parking facilities. As mentioned in Part VII, it is impractical to allow public access to the commercial part of Ariki Tahi due to safety and security reasons.

In respect of reclamation, the NZCPS seeks to avoid reclamation of land in the coastal marine area, unless:

- Land outside the coastal marine area is not available for the proposed activity; and
- The activity which requires reclamation can only occur in or adjacent to the coastal marine area;
- There are no practicable alternative methods of providing the activity; and
- The reclamation will provide significant regional or national benefit.

Where a reclamation is considered to be a suitable use of the coastal marine area, the NZCPS requires in considering its form and design to have particular regard, inter alia, to:

- The potential effects on the site of climate change, including sea level rise, over no less than 100 years;

- The shape of the reclamation and, where appropriate, whether the materials used are visually and aesthetically compatible with the adjoining coast;
- The use of materials in the reclamation, including avoiding the use of contaminated materials that could significantly adversely affect water quality, aquatic ecosystems and indigenous biodiversity in the coastal marine area;
- The reclamation will provide significant regional or national benefit;
- Providing public access, including providing access to and along the coastal marine area at high tide where practicable, unless a restriction on public access is appropriate; and
- The ability to avoid consequential erosion and accretion, and other natural hazards.

In considering proposed reclamations, the NZCPS also directs to having particular regard to the extent to which the reclamation and intended purpose would provide for the efficient operation of infrastructure.

Ariki Tahi was identified as the ideal marine farm wharf location in a report by Ben Dunbar-Smith to the Hauraki Development Group and the best option of all the alternatives investigated. As such, in providing functional efficiency for the anticipated growth in aquaculture harvesting and enabling capitalisation on its significant regional benefit, there are no practicable alternative methods to avoid reclamation.

As indicated in Part VII of this application, the preliminary design of Ariki Tahi will provide for climate change (including sea level rise) and will be informed by the project's marine ecologist to avoid, remedy or mitigate effects on water quality and aquatic ecosystems and the project's civil engineer to minimise erosion and an increase of natural hazards.

The reclamation and dredging footprint will be over the smallest area possible in accordance with the mitigation measures recommended by the project's marine ecologist. The regional benefits of Ariki Tahi in economic, social and infrastructure terms have been validated in the various parts of this application. The disposal of dredge material will be incorporated with the reclamation structures to minimise the potential disposal of material to the Coastal Marine Area.

The NZCPS sets out to preserve the natural character of the coastal environment and protect natural features and landscape values.

As discussed in Part VII, the site is not located in an outstanding natural or amenity landscape or feature/ area of outstanding natural character / significant ecological value and this part of area of the coastal environment is already modified. As indicated in Part VII of this application, the proposed wharf is located within the Marine Services Zone. Accordingly, no significant adverse effects on the natural character or landscape values of the site area are anticipated.

The NZCPS also seeks that management of the coastal environment take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment. The cultural impact assessment for the upgrade of Ariki Tahu prepared by Ngaati Whanaunga Incorporated Society notes that the wharf is located within an important cultural landscape (being Tikapa Moana), which is of high cultural and spiritual significance to Ngaati Whanaunga. Through continued consultation with Ngaati Whanaunga Iwi and their preparation of a subsequent cultural impact assessment once more information becomes available, it is considered that the proposed activity sits comfortably with these NZCPS provisions addressing tangata whenua matters.

Section VII of this application concludes that adverse effects on the environment will be appropriately avoided, remedied, or mitigated. For this reason, it is considered that the proposal aligns comfortably with the direction of the NZCPS and is appropriate development at the site.

Hauraki Gulf Marine Park Act 2000 -

The Hauraki Gulf Marine Park Act 2000 ("HGMPA") is of relevance to the project as a consent authority must have regard to Sections 7 and 8 of the Act when considering a resource consent application for the Hauraki Gulf, its islands and catchments. These sections express matters of national significance and are required to be treated as a New Zealand coastal policy statement under the RMA. HGMPA seeks to provide for:

- Economic well-being and use of coastal marine area for economic activities;
- Recreational well-being and use of coastal marine area for recreation;
- Maintenance of soil, air, water and ecosystems of coastal marine area;
- Social well-being;
- Relationship of tangata whenua with coastal marine area and islands; and
- Cultural well-being.

Based on the information provided in other parts of this application, it is considered that the proposal aligns comfortably with all these HGMPA provisions.

9. PURPOSE OF THE ACT

9.1 The Project's Economic Benefits and Costs For People or Industries Affected by Covid-19

The marine farming industry in Coromandel is recognised as being the North Island capital of the aquaculture industry – with 90 % of mussels grown in North Island waters passing through the Thames-Coromandel District. As such, it is a significant contributor to both the regional and national economies. The Ariki Tahī cannot continue to operate in its current state due to significant health and safety risks, operational inefficiencies, and lack of resilience to climate change. If no expansion goes ahead, the potential for the wharf to be shut down due to the above risks would have a massive impact on the ability of marine farmers to bring their product to market, and will subsequently affect the local and national economies.

As mentioned in Part VII of this application, the combined economic impact of this project has been calculated by Market Economics to be at \$822 million (total) over 35 years with a value-added impact of \$126 million from the associated capital expenditure. It is noted that the value of the ongoing economic impact will be substantially greater at \$696 million – approximately five times the size of the capital expenditure-related impacts. In terms of employment, this new level of activity would support 880 jobs once fully operational – and over half (54%) of the supported jobs will be local (Thames-Coromandel, rest of Waikato, Tauranga, rest of Bay of Plenty).

In terms of the regional distribution of the economic impact, almost half (45%) of the value-add impacts are expected locally (Thames-Coromandel, Tauranga, the rest of Waikato, and the rest of Bay of Plenty). In relation to the ongoing economic impacts (i.e. when operational), almost half (49%) of the impacts will be felt locally. In addition, approximately a third of the capital expenditure-related impacts will be felt locally. This is worth an estimated \$42 million to local economies.

9.2 Project's Effects on the Social and Cultural Wellbeing of Current and Future Generations

The redevelopment of Ariki Tahī will provide positive social and cultural impacts associated with the development of aquaculture in the Firth of Thames. As mentioned, the project will create an improvement in the recreational infrastructure, and will also provide additional training, upskilling and job opportunities. More than half of the employment effects will be felt in the Waikato and Bay of Plenty, and the Thames-Coromandel and Tauranga Districts.

As mentioned, in terms of cultural impacts, the aquaculture Industry is a strategic priority of the Iwi of Hauraki and this project creates further opportunity for the achievement of iwi

aspirations. Iwi are already an active and significant investor and owner of the aquaculture assets in the area. They hold more than 40 % of allocated aquaculture space in the Firth of Thames so are the major contributor and beneficiary in the sector.

9.3 Whether the Project would be Likely to Progress Faster by using The Processes Provided by The Act Than Would Otherwise be the Case

It is considered that this project would progress faster by using the determination processes provided for under the Act. In this regard, the resource consent applications would highly likely be publicly notified under the normal statutory tests of the RMA and would involve public submissions and a hearing process.

The prospect of an appeal to the Environment Court under the normal statutory process under the RMA cannot be predicted at this time, but it cannot be ruled out either. Any such appeal would add further delay (possibly up to 18 months) to the consenting timeframe.

9.4 Whether the Project May Result in a 'Public Benefit'

9.4.1 Employment/Job Creation

The new level of economic activity that will be unlocked by the project will support 880 jobs once fully operational. More than half of these will be located in the Waikato and the Bay of Plenty. This includes those jobs supported by both the capital expenditure (one-offs), and the ongoing activities. There will also be upskilling and training opportunities for the public who are interested to become involved in the marine aquaculture industry.

9.4.2 Housing Supply

N/A

9.4.3 Contributing to Well-Functioning Urban Environments

N/A

9.4.4 Providing Infrastructure to Improve Economic, Employment, and Environmental Outcomes, and Increase Productivity

The project will unlock economic activity, environmental outcomes and increase productivity significantly. It is an enabler for Mussel farmers to continue to grow production, investing \$126 M and creating \$822 M of district and regional benefits, as well as supporting the creation of 880 jobs over 35 years. With respect to productivity, the upgrade will increase production capacity from 25,000 to 42,000 tonnes / year over the next 35 years.

In regard to environmental outcomes, the wharf will be designed and constructed to avoid, remedy or mitigate potential adverse effects based on modern standards and technology, as well as current national policy directions as opposed to those that applied in 1993 and 1994 when the existing wharf was respectively consented and constructed.

9.4.5 Improving Environmental Outcomes for Coastal or Freshwater Quality, Air Quality, or Indigenous Biodiversity

As discussed in Part VII of this application, the environmental adverse outcomes for coastal water quality, air quality or indigenous biodiversity will be avoided, remedied or mitigated by implementing the recommendation from the project's marine ecologist, civil and acoustic engineers within the design and the construction methodology.

9.4.6 Minimising Waste

All providers will need to consider the waste streams and environmental footprint of their activities, in line with the policy directives of relevant legislation regarding the coastal environment throughout the construction procurement process.

9.4.7 Contributing to New Zealand's Efforts to Mitigate Climate Change and Transition More Quickly to a Low Emissions Economy (on Terms of Reducing New Zealand's Net Emissions of Greenhouse Gases)

The design of the upgraded Ariki Tahi will consider and provide for the effects of climate change, inclusive of sea level rise and increased frequency of weather-related events.

This can be exemplified by how the design of the wharf has been planned around a 200 year Annual Recurrence Interval 'wave event', which will be able to withstand the average of the highest 1% of all waves in a design storm event. As such, this design basis has been established with potential climate-change related impacts in consideration and will allow the industry to continue to operate despite shifts in the environment.

9.4.8 Promoting the Protection of Historic Heritage

The closest site associated with historic heritage is Site T11/28, at 260 Te Kouma Road, Te Kouma located directly east of the wharf site. There will be no impact on the historic heritage on Site T11/28 (Ariki Tahi Pa) as a result of the project.

9.4.9 Strengthening Environmental, Economic, and Social Resilience, in terms of Managing the Risks from Natural Hazards and the Effects of Climate Change

This project will enhance the environmental, economic, and social resilience of the district by building long-term climate change resilience into the wharf, ensuring that it can continue to operate well into the future. The upgraded Ariki Tahi will be designed with due consideration of potential climate-change related impacts and will allow the industry to continue to operate at optimum capacity despite there being shifts in the environment.

It will also contribute to the improvement of resilience and sustainability of connectivity, within and / or between regions. It will provide a resilience feature for the western Coromandel Peninsula should weather events make SH25 unpassable.

9.4.10 Other Public Benefit

As discussed in Part VII of this application, there is very clear evidence of there being numerous public benefits as a result of this project. These are benefits other than an increased profitability for the applicant. Public benefits will also include an increase in safe and user-friendly infrastructure which will avoid, remedy and mitigate the current extreme health and safety risks. In addition, the TCDC does not need to use its own capital budget to create the facility. As such, freeing up the capital budget available for other priority servicing and public works.

9.5 Whether There is Potential for the Project to have Significant Adverse Environmental Effects

A number of technical assessments are currently being prepared to guide the design of the project and to ensure that any potential environmental effects are appropriately avoided, remedied or mitigated. The key matters requiring management are amenity effects, marine ecology effects and cultural effects.

10. CLIMATE CHANGE AND NATURAL HAZARDS

10.1 Description of Whether and How the Project Would be Affected by Climate Change and Natural Hazards

Providing for sea level rise over a 100 period at the outset of construction of the wharf would result in a disconnect of the proposed commercial wharf area with the level of vessels at low tide. To resolve this issue, the preliminary design has factored in the future raising of the wharf as may be required. The initial commercial wharf structure will incorporate a block sea wall that will be able to built upon as sea levels rise.

The design life of the commercial wharf structure was defined based on "AS 4997 – 2005 Guidelines for the Design of Maritime Structures". The design life of maritime structures depends on the type of facility, its intended function, and the owner's requirements. According to AS 4997, the maritime structures should be designed for the highest wave likely to occur on the structure over the selected design life and an annual probability of exceedance based on the function category of the facility. Based on the annual probability of exceedance of design wave events, a 200-year ARI event has been selected for preliminary design.

11. TRACK RECORD

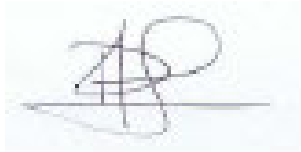
11.1 A Summary of all Compliance and/or Enforcement Actions Taken Against The Applicant by a Local Authority under the Resource Management Act 1991, and The Outcome of Those Actions

Local authority	Compliance/enforcement action and outcome
N/A	N/A

Released under the provision of
the Official Information Act 1982

12. DECLARATION

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

A handwritten signature in black ink, appearing to be 'J. D.', written over a light blue grid background.

13 August 2020

Signature of person or entity making the
request

Date

Released under the provision of
the Official Information Act 1982

13. CHECKLIST

Where relevant to your application, please provide a copy of the following information (click to place an "X" in each box to confirm):

- ☐ Correspondence from the registered legal land owner(s)
- ☐ Correspondence from persons or parties you consider are likely to be affected by the project
- ☐ Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
- ☐ Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
- ☐ Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.

Internal Memo

To: Bill Naik
Manager Crown Property Management &
Pastoral

From: Jan Webster
Portfolio Manager

Date: 29/10/2012

File Ref: A1341980

Subject: **Status of Reclaimed Land at Te Kouma
Road, Coromandel (Sugar Loaf Wharf) -
Lot 1 LTS 86095**

Purpose To seek your agreement as to the status of the land and your execution of a certificate under section 33(2) of the Marine and Coastal Area Act 2011 (MACAA).

Reference Please find attached: a review by Roger McLeod of the information supplied by the Department of Conservation (DOC) and a certificate for your signature.

Background This land was initially administered by DOC under the Foreshore and Seabed Revesting Act 1991 and then the Foreshore and Seabed Act 2004 (FSA).

In 2008 the Thames-Coromandel District Council (Council) made a freeholding vesting application to DOC under the Resource Management Act 1991 (RMA). Negotiations were still ongoing when MACAA came into force in 2011. On September 2011, solicitors acting for the Council made a request under section 41(4) of MACAA that the RMA application for vesting of the reclaimed land at Te Kouma (Sugar Loaf Wharf) be referred to the Minister for Land Information.

Roger McLeod has reviewed the information supplied by DOC and I agree with his conclusion that the land was, immediately prior to the commencement of MACAA, part of the public foreshore and seabed under FSA. On the commencement of MACAA, the full and beneficial ownership of the land vested in the Crown absolutely pursuant to section 31 of that Act and ceased to be subject to FSA.

The current status is therefore land of the Crown under the Marine and Coastal Area Act 2011.

The information provided meets the requirements of the LINZ interim standard, LINZ S15004, for dealing with coastal reclaimed land.

Delegation The land is subject to subpart 3 of part 2 of the MACAA and you hold a delegation from the Minister of Lands to certify that status under section 33(2) of the MACAA.

**Action
Required**

I recommend that you:

1. agree the status of the land as set out above, and
2. sign the attached certificate under your delegated authority.

Recommended by



Jan Webster
Portfolio Manager

Recommended by



Bart van Stratum
Technical Leader

11/12/2

Endorsed by



Phil Royle
Team Manager CPM

Agree/Disagree



Bill Naik
Manager Crown Property Management & Pastoral

Released under the provision of
the Official Information Act 1982

**Certificate under Section 33(2) of the
Marine and Coastal Area (Takutai Moana) Act 2011**

Pursuant to Section 33(2) of the Marine and Coastal Area (Takutai Moana) Act 2011, and to a delegation from the Minister for Land Information, I William Malcolm Naik, Land Information New Zealand certify that the land described in the schedule below and shown on the attached plan is reclaimed land subject to subpart 3 of Part 2 of the Marine and Coastal Area (Takutai Moana) Act 2011.

SCHEDULE

South Auckland Land District

Area (ha)	Description
0.4595	Lot 1 LTS 86095; Part Bed Coromandel Harbour

Dated at Wellington this 12th day of December 2012


.....
Manager Crown Property Management & Pastoral

10 September 2012

J Webster
Portfolio Manager
Crown Property Management
LINZ
Wellington

Jan

Status of Reclaimed Land at TeKouma Road, Coromandel. (Sugar Loaf Wharf)

Your request of 5 September to review the information supplied by the Dept. of Conservation and advise the current status of the land refers.

The land is now described as Lot 1 LTS 86095, surveyed in 1998, with a total area of 0.4595ha. The reclamation was authorised by a coastal permit no. 920214 and approved pursuant to s.245 of the Resource Management Act 1991 by the Minister of Conservation in February 1999.

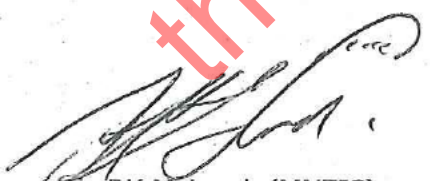
It is clear from the information supplied that the land was reclaimed from the foreshore during the period 1993 - 1994.

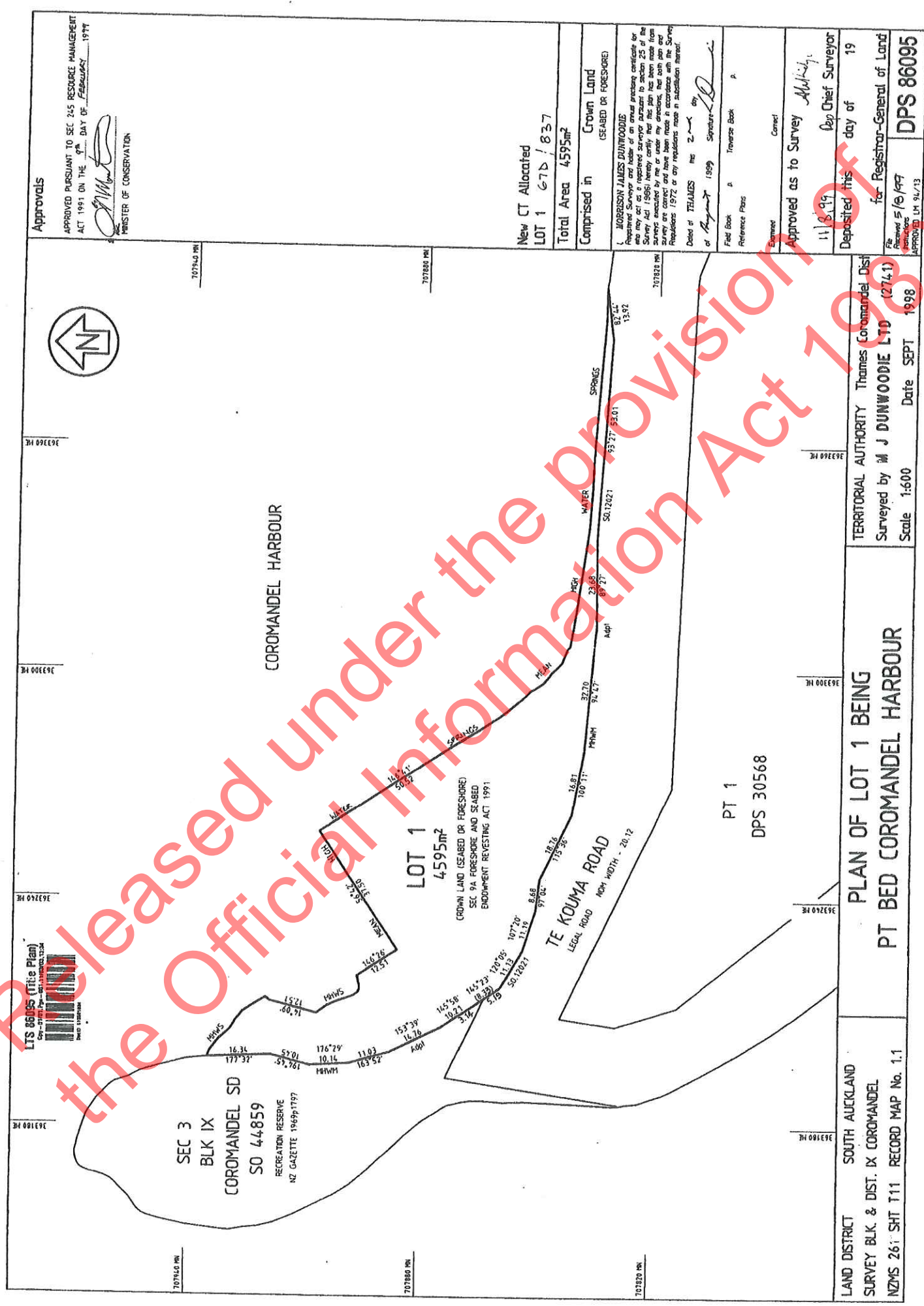
The latest *cadastral* plan of the foreshore boundary is LTS 86095 which adopted the landward boundary of MHWM from SO 12021 and established MHWS as the seaward boundary of the reclaimed area.

The wharf area has been developed for the dual purposes of Aquaculture and Recreation and is occupied by the wharf and associated facilities.

The survey plan notes that the area was "Crown Land" by virtue of the Foreshore and Seabed Revesting Act 1991. Since then, Section 18 of the Foreshore and Seabed Act 2004 vested land reclaimed before that act in the Crown. Following that, Section 31 of the Marine and Coastal Area Act 2011 vested the full legal and beneficial ownership of all existing reclaimed land in the Crown absolutely.

The current status is therefore land of the Crown under the Marine and Coastal Area Act 2011 by virtue of S.31 of that Act and lies within the administrative jurisdiction of the Minister for Land Information.


RK McLeod (MNZIS)



Approvals

APPROVED PURSUANT TO SEC 245 RESOURCE MANAGEMENT ACT 1991 ON THE 9th DAY OF FEBRUARY 1997

[Signature]
MINISTER OF CONSERVATION

New CT Allocated
LOT 1 678 / 837

Total Area 4595m²

Comprised in Crown Land
(SEABED OR FORESHORE)

I, MORRISON JAMES DUNWOODIE
Registered Surveyor and holder of an annual practicing certificate for who may act as a registered surveyor pursuant to section 235 of the Survey Act 1965, hereby certify that this plan has been made from surveys executed by me or under my directions, that both plan and survey have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof.

Dated at TEANAKA this 2nd day
of August 1999 Signature *[Signature]*

Field Book p. Traverse Book p.
Reference Plans

Examined
Approved as to Survey *[Signature]*

11/8/99 Dep. Chief Surveyor
Deposited this day of 19

for Registrar-General of Land
File Received 5/10/99
APPROVED LK 9/1/13

DPS 86095

TERRITORIAL AUTHORITY Thames Coromandel Dist
Surveyed by M J DUNWOODIE LTD (2741)
Scale 1:500 Date SEPT 1998

PLAN OF LOT 1 BEING
PT BED COROMANDEL HARBOUR

LAND DISTRICT SOUTH AUCKLAND
SURVEY BLK. & DIST. IX COROMANDEL
NZMS 261: SHT T11 RECORD MAP No. 1.1

PT 1
DPS 30568