

Kōpū Marine Project Consultation and Engagement Summary

This report has been prepared to help aid the decision-making process as part of the COVID-19 Recovery (Fast-Track Consenting) Act 2020. Importantly the report gives overview of past, current and on-going community and Iwi engagement over the past two years, since the development of the Kōpū Marine Precinct Business Case and its adoption in June 2019.

The approach taken, as part of the implementation stage of the Kōpū Marine Precinct project has been a continuation and further strengthening of a partnership already created with surrounding community, Businesses and Iwi in Kōpū and wider, as part of the business case process.

Immediately following the announcement that Kōpū Marine Precinct Project had been identified by Government as a shovel ready project to support the economy during the COVID-19 rebuild, re-engagement with key project investors/Partners and stakeholders was progressed. A project Governance was set up to ensure key stakeholders and Iwi were at the forefront of the detailed design and feasibility testing to ensure strong buy in and maximise employment successes at the end of the project. The Governance Framework can be found below and ensures key project partners/investors are involved through the design and decision making and problem-solving aspects of the project.

The first step of this process was to re-engage with Iwi partner Ngāti Maru, who support the initiatives in the Kōpū area that promote real and direct economy and employment benefits for the people of Ngāti Maru. Key Landowners and businesses in Kōpū will employ new staff as a direct result of this infrastructure investment and are therefore also critical project partners. Early engagement with adjoining businesses in the Marine servicing sector was undertake early, followed by a range of other key stakeholders through a series of one to one meetings and workshops over the month of July, August and September, which culminated in a final meeting in September to confirm the project to progress through to detailed design.

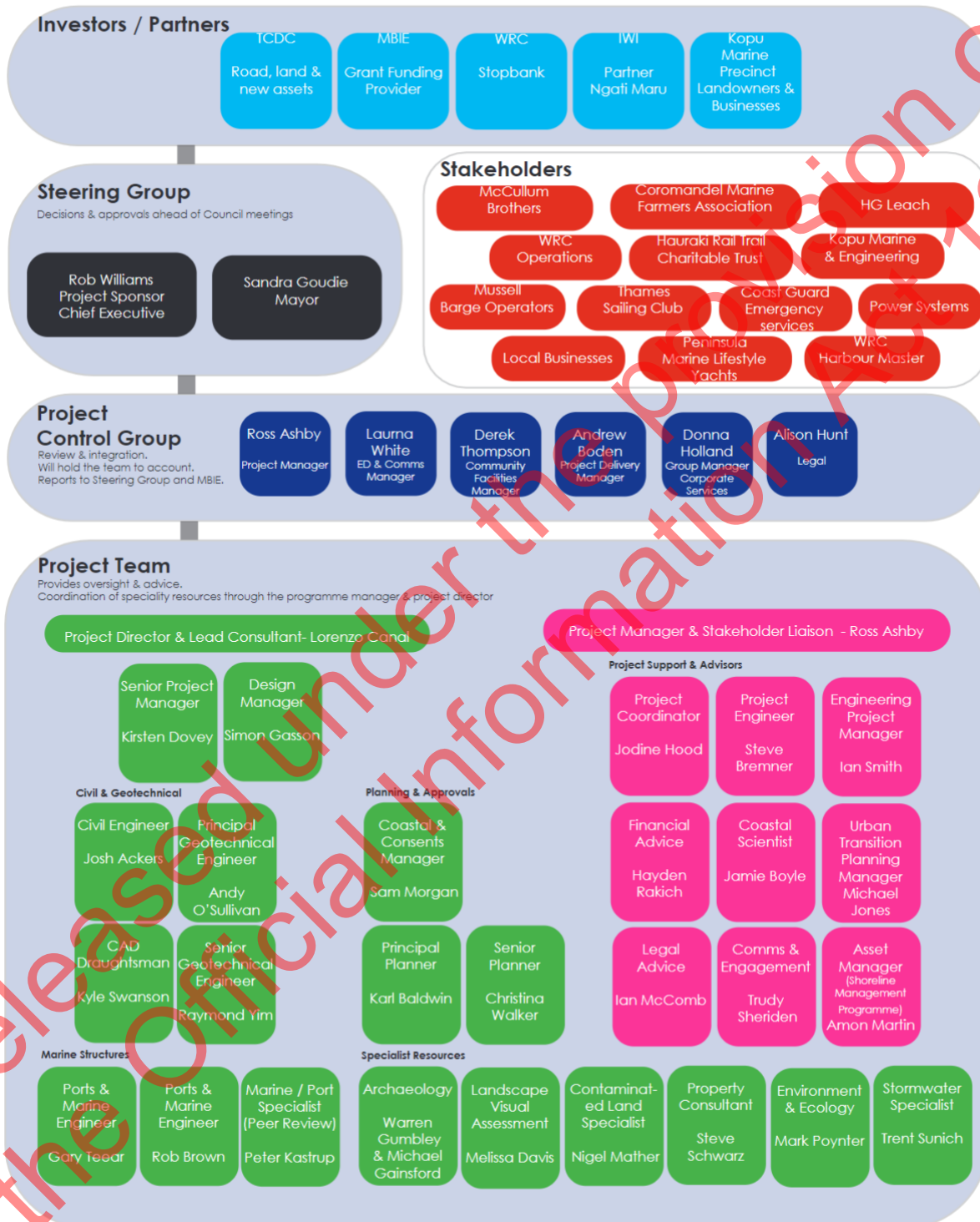
Below is a summary of the Key dates for Stakeholder and Iwi engagement:

- **12 August 2020** – TCDC and Provincial Development Unit (MBIE) announce funding for Kōpū of \$8.2M.
- **13 August 2020** – e-mail to Ngāti Maru
- **19 August 2020** – e-mail received from Barry Hughes Te Arawhiti (Office for Maori Crown Relationships) confirming no treaty settlement involvement at project site location
- **21 August 2020** - meeting with Thames Sailing Club
- **25 August 2020** – initial meeting with Coromandel Marine Farmers Association
- **8 September 2020** – Site visit to Orakei Marine and Port Road Whangarei to visit operating Marine servicing and engineering companies
- **9 September 2020** discussions with key stakeholders and local Kopu Businesses to inform the design including:
 - H.G. Leach & Co / McCallum Bros (Bulk Storage Terminal)
 - Kōpū Engineering / Kōpū Marine - Vaughan Austen & Andrew Austen.
 - Waikato Regional Council - Operations - Kenny Growden.
 - Waikato Regional Council – Harbour Master - Rob Edwards.
 - Marine Farmers Association - Gilbert James (Gold Ridge Marine Farms), Mike M (North Island Mussels Ltd) & Jake Bartrom (Coromandel Mussel Kitchen)
 - Thames Coastguard - Steve Mansell, Stephen Russek and Allan Benson (Thames Coastguards)
 - Lifestyle Yachts - Aaron Beattie.
 - Marine Power Systems - Rob Baldwin.
 - Peninsula Marine Ltd - Alan Thompson.
 - Thames Sailing Club - Rex Sturmy & Richard Sawyer

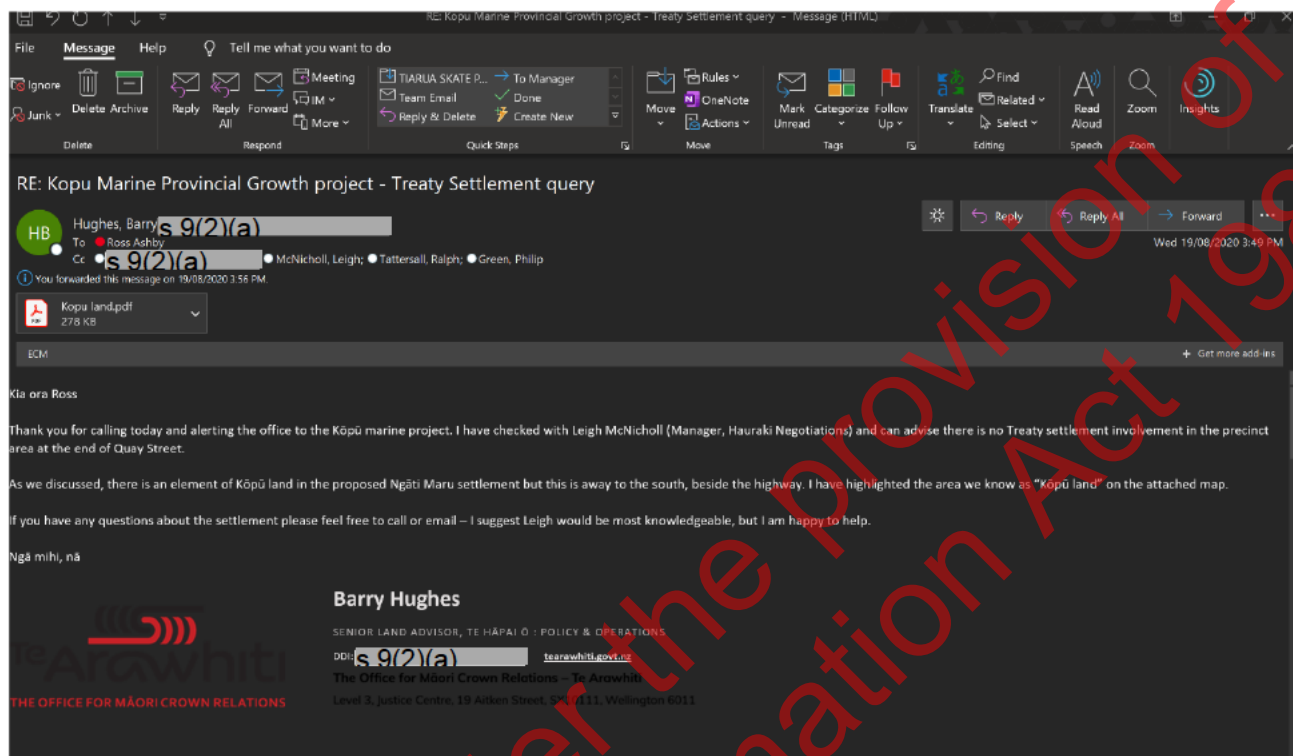
- **9 September 2020** – Meeting with Waati Ngamane to discuss proposed plan (see Meeting notes)
- **16 September 2020** – Meeting with Dianne Drummond Hauraki Rail Trail Charitable Trust
- **19 September 2020** – Celebration of funding announcement with Mayor and Deputy Prime Minister honourable Winston Peters
- **14 September 2020** – Letters sent to all 18 Iwi including Mana whenua Ngāti Maru (see list, letters, e-mails and responses below)
- **15 September 2020** – Thames Coromandel District Council formally adopt detailed design and grant funding of \$8.2M
- **22 September 2020** – Workshop presentation and site visit with Thames Community Board
- **15th October 2020** - Final Stakeholder Workshop to endorse plan. 30 plus attendance (see attendance schedule). Feedback questionnaire generated 15 submissions all in favour (see feedback summary)
- **1st October** – Communications with WRC consenting and regulatory team
- **22 October 2020** – Letter of support received from the Thames Community Board
- **22 October 2020** – Letter of support received from Coromandel Marine Farmers Association
- **28 October 2020** – Update e-mail to Ngāti Maru on project status and final design changes following Stakeholder workshop
- **4 December 2020** – Meeting with Ngāti Maru to confirm final design. Ngāti Maru support the proposal and will provide a Cultural Impact Assessment
- **10 December 2020** – Letter of support received from WRC. Letter of support received from Kopu Engineering. Letter of support received from Ngāti Maru. Letter forwarded to Department of Conservation with the scope statement and final design.

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Kopu Marine Precinct Project Governance



E-mail from Te Arawhiti – The Office for Maori Crown Relations



Summary of minutes from various stakeholder meetings 9 September 2020

STAKEHOLDER MEETINGS – SUMMARY

Purpose of Meetings:

Urban Solutions and TCDC met with key stakeholders to discuss and get feedback on the latest concept design for Kōpū Marine Precinct. The design has been developed since the announcement of the funding from the Provincial Growth Fund.

Project Name	Kōpū Marine Precinct
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Meeting Details

Date	09/09/2020 - 10/09/2020	Notes taken by	Josh Ackers
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Attendance

Attendees	Organisation	Email
Ross Ashby	TCDC	s 9(2)(a)
Lorenzo Canal	Urban Solutions Ltd	s 9(2)(a)
Simon Gasson	Urban Solutions Ltd	s 9(2)(a)
Josh Ackers	Urban Solutions Ltd	s 9(2)(a)

H.G. Leach & Co / McCallum Bros (Bulk Storage Terminal)

- Callum McCallum & Greg Needham (McCallum Bros Ltd), Corrie Leach (H.G. Leach & Co).

- Separation of recreational and commercial users is critical to address health and safety risks and operational issues;
- Confirmed that the existing barge wharf Facility is outside the scope of the proposed works;
- Lighting will aid in night operations.

Kōpū Engineering / Kōpū Marine

- Vaughan Austen & Andrew Austen.

- Kōpū Marine cannot afford to have the existing slipway shutoff during construction. The new slipway will need to be constructed in sections to mitigate this.
- The commercial wharf / pontoon needs be out of the way of boats swinging out from the slipway.
- A fender system adjacent the slipway will help guide boats in.

Waikato Regional Council - Operations

- Kenny Growden.

- The existing WRC silt trap on site can be filled in to extend the available area and prevent the requirement to shift the stopbank.
- A hardstand / washdown area on the river side of the stop bank will be challenging due to several constraints including environmental effects, ground settlement and flooding risks and is not recommended.
- An unbound granular pavement is best as historic attempts to seal the site have all been cracked and degraded over time.

Waikato Regional Council – Harbour Master

- Rob Edwards.

- More speed buoys up the Waihou River may be required to compensate for the increased boat traffic volume due to the Kōpū Marine Precinct development.

Marine Farmers Association

- Gilbert James (Gold Ridge Marine Farms), Mike M (North Island Mussels Ltd) & Jake Bartrom (Coromandel Mussel Kitchen)

- 1.5T mussel bags could potentially be unloaded from the wharf using HIABS on the barges to trucks.
- The on-water servicing on the floating pontoons would be used regularly with most barges requiring yearly on water servicing.

Thames Coastguard

- Steve Mansell, Stephen Russek and Allan Benson (Thames Coastguards)

- The commercial floating pontoon will be useful to drive police / ambulance vehicles on for emergency pick up operations.
- A floating pontoon on the recreational boat ramp will be ideal for launching purposes.

Lifestyle Yachts

- Aaron Beattie.

- Will continue to use the hardstand area at Kōpū Marine.
- A fendering system which can be walked on adjacent the new slipway will be useful in helping navigate and hold onto boats in the river currents.

Marine Power Systems

- Rob Baldwin.

- Considers the mud-berth a cheaper alternative to the floating pontoon but will use the proposed floating pontoon for in-water servicing.
- Happy with the separation between recreational and commercial users. Consider constructing the recreational boat ramp and parking area first to free up the commercial area during construction.

Peninsula Marine Ltd

- Alan Thompson.

- 30+ carparks for recreational users will be required at least with a 2-lane recreational boat ramp. A pontoon in the middle of the two-lane boat ramp would be the best setup.

Thames Sailing Club

- Rex Sturmy & Richard Sawyer

- There will be demand for the public hardstand and it should be considered to consent the hardstand are Kōpū even if it cannot be constructed as part of this PGF funded project.
- Thames Sailing Club will keep operating from the hardstand at Shortland Street.
- Thames Sailing Club members will likely not use the floating pontoon as it is difficult to use in the current with no bow thrusters and a lot of boats will not make it up the Waihou river against the current.

Flyer for Kōpū Celebration - 19 September 2020

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Kōpū Business and Marine Precinct Celebrations



SATURDAY 19 SEPTEMBER
(time tbc)

Mayor Sandra Goudie cordially
invites you to help us celebrate the
\$8.2m Provincial Growth Fund grant
to develop the precinct

Special Guest
Deputy Prime Minister Rt Hon Winston Peters

We are bringing out the band
Kopu Station Hotel, 1 Kopu Road, Kopu

RSVP by 17 September to Lisa Dsouza

e: s 9(2)(a)

p: s 9(2)(a)



Summary of Iwi Engagement

Iwi	Communication	Response
Hauraki Māori Trust Board	<ul style="list-style-type: none"> Letter send via E-mail 14 September, Letter sent 1 October with final design and MACA request 	<p>e-mail received 2 October from Ted Shaw "Kia ora Ross, Yes we wish to be involved in this. The 15 Oct is not good for me but I will see if anyone else can make it."</p>
Ngāti Hei	<ul style="list-style-type: none"> Letter send via E-mail 14 September 	
Ngāti Maru	<ul style="list-style-type: none"> Meeting held 9 September to discuss design Letter sent 1 October with final design and MACA request Letter send via E-mail 14 September 	<p>Minutes saved – endorsed scheme, providing Cultural Impact Assessment</p>
Ngāti Paoa	<ul style="list-style-type: none"> Letter send via E-mail 14 September Update letter sent on 1 October 	<p>Bounced once on 14th, frank updated contact details and re-send e-mail 15th September. Frank confirmed that Hayden indicated Po would be the contact for RMA issues - yet to received contact for Po</p>
Ngāti Porou ki Harataunga ki Mataora	<ul style="list-style-type: none"> Letter send via E-mail 14 September Letter sent 1 October with final design and invite to 15 October meeting 	<p>E-mail 15 Sept - kopu is purview of other mana whenua grateful for continuing consultation so that they might be able to lever off any economic opportunities - Email received 1 October from John Tamahere - supporting project</p>

Ngāti Pūkenga	<ul style="list-style-type: none"> • Letter send via E-mail 14 September • Letter sent 1 October with final design and invite to 15 October meeting 	e-mail received 16 September from Ngāti Pūkenga Harry Mikaere fully support development and like to be kept fully informed
Ngaati Whanaunga	<ul style="list-style-type: none"> • Letter send via E-mail 14 September • Letter sent 1 October with final design and invite to 15 October meeting, • Letter sent 1 October with final design and MACA request 	Mike Baker Phoned (15 Sept)interested in site visit and being involved. E-mailed 15 September with cost breakdown and site visit end of September. E-mailed letter regarding MACA application and invite to 15 October
Ngāti Hako	<ul style="list-style-type: none"> • Letter send via E-mail 14 September • Letter sent 1 October with final design and MACA request 	
		E-mail Received 5 October 2020 Tena koe Ross Te Patukirikiri will defer to Ngāti Maru for this proposal.
		Heoi ano
Te Patukirikiri	<ul style="list-style-type: none"> • Letter send via E-mail 14 September • Letter sent 1 October with final design and MACA request 	William Peters Te Patukirikiri
Ngāti Tamaterā	<ul style="list-style-type: none"> • Letter send via E-mail 14 September • Letter sent 1 October with final design and MACA request 	

Ngāi Tai ki Tāmaki	<ul style="list-style-type: none"> Letter send via E-mail 14 September Letter sent 1 October with final design 	
Ngāti Rāhiri-Tumutumu	<ul style="list-style-type: none"> Letter send via E-mail 14 September 	email bounced on 14th, frank updated contacts - invite re-sent to Jill Taylor on 15th. Letter sent 1 October with final design
Ngāti Tara-Tokanui	<ul style="list-style-type: none"> Letter send via E-mail 14 September 	Letter sent 1 October with final design
Ngāti Pū (RMA Recognition in Whangamatā & Hikutaia)	<ul style="list-style-type: none"> Letter send via E-mail 14 September 	Letter sent 1 October with final design, response on 2 October 2020 from Ted Shaw "Kia Ora Ross, Yes we wish to be involved in this. The 15 October is not good for me but I will see if anyone else can make it."
Ngāti Huarere ki Whangapoua	<ul style="list-style-type: none"> Letter send via E-mail 14 September 	E-mail 15 Sept - no further involvement

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Letter sent 1 October with final design. e-mail received from frances on 6 October 2020 stating "Tena Koe Ross Ashby. Thankyou for the information you have provided. I think it would be better to arrange a hui to discuss concerns we have such as; It appears there has been no consultation with mana whenua whatsoever. What are considered to be stakeholders and the environmental impact of such as project aside from reducing fish stock, overfishing, dredging and trawling. What affect this will have on the ecosystems as a result of pollution and overfishing. Look forward to meeting with you. Nga mihi Frances Henare."

Ngāti Rongo-ū

Letter send via E-mail 14 September

MACA Ngāti Whanaunga

s 9(2)(a)

MACA Ngāti Tamaoho

s 9(2)(a)

Letter sent 1 October with final design and MACA request

Meeting Notes with Ngāti Maru – 9 September

Meeting with Ngāti Maru on 9 September 2020

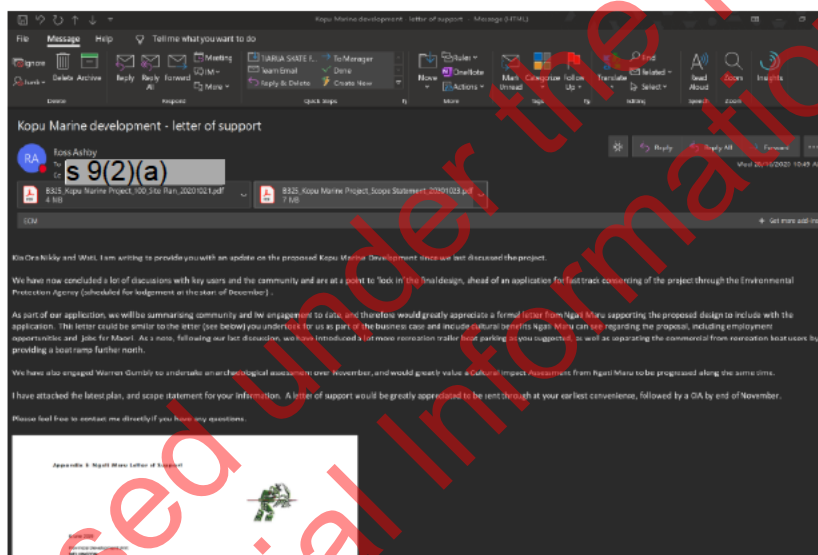
Present: Ngāti Maru - Waati Ngamane
TCDC - Frank Thorne, Ross Ashby, Michael Jones

- Recreational boat launching will be very significant there will be an increase in demand as a result, need a much wider boat ramp (double lanes)
- Supportive of the project overall
- Tourism is a significant part of the project for Ngāti Maru – real opportunity to grow the rail trail with a link to Kopu
- Ngāti Maru do have a stake in mussel farming
- Ngāti Maru boat building opportunities also important for Kopu
- Any plans need to future proof Kopu for the possible relocation of wharf hardstand and marina in the future

Action:

Waati requires updated plans so he can make comment.

Updated plan sent to Ngāti Maru 28 October 2020



Example Letter sent to Iwi



28th August 2020

Ngāti Maru

Via email: s 9(2)(a)

Tēnā koutou Waati, Paul and William

Re: Kōpū Marine Precinct

As you may be aware, In August 2020, a grant was allocated to Thames-Coromandel District Council to develop the Kōpū Marine Precinct from the Government's 'shovel ready' budget.

As Ngāti Maru is mana whenua of Kōpū and have been involved at a governance level for the development of the Business Case, TCDC is keen to continue our partnership with you as we move into the implementation stages.

The proposed Kōpū Marine Precinct project aims to:

- Enable existing marine demands to be met
- Enhance marine and supporting businesses and attract new business
- Improve the ability to service increased freight demand and provide resilience
- Enable tourism, recreation and emergency services to access the water safely and enjoy the resource
- Stimulate economic growth in the Thames-Coromandel and surrounding districts by:
 - Creating opportunities for partnerships with Iwi, community, and public/private sectors
 - Generating sustainable, skilled employment opportunities for locals and attract workers to the district, increasing productivity.

A copy of the concept plan is shown overleaf.

Further discussions with Waati on 9th of September highlighted the importance of this development in supporting the future marine business and tourism sector growth. There is also an importance placed on ensuring separation of Recreation boating activities from commercial activities.

As the project progresses, an archaeological assessment undertaken by Warren Gumbly, will be required, as well as a Cultural Impact Assessment. We would be grateful for your involvement in both components, with approve/review of the archaeological assessment, and preparation of the Cultural Impact Assessment. An updated plan is attached, and we expect to have a draft Archaeological report by end of September. We would like to have a Cultural Impact Assessment from yourselves in a months' time (Mid October). A review of the plan and estimate for the work would be appreciated.



We are looking to our ongoing partnership as the project develops.

Contact

If you have any questions or would like to meet on [site](#) please let me know and we can make arrangement towards the end of September.

Email – s 9(2)(a)

Tel – s 9(2)(a)

Ngā mihi

A handwritten signature in black ink, appearing to be "Ross Ashby", written over a horizontal line.

Ross Ashby

Thames-Coromandel District Council

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Example Letter sent to Iwi



Kōpū Marine Precinct Proposed Development - Takutai Moana Act.

Kia Ora John

I am writing with interest in the Hauraki Māori Trust Board's views of the proposed Marine Precinct Development at Kōpū, and more specifically I am keen to learn whether, in your view, the proposed development might have any implications for your application under the Takutai Moana Act.

An updated plan showing the proposed development is attached for your information.

Some of the key aspects of the development include:

- A new recreation boat ramp and parking area, including formation of King Street to provide public access.
- An all tide commercial wharf and pontoon to facilitate in-water servicing and loading vessels.
- Improvements to the existing slipway ramp for commercial use for hauling boats out to be serviced within the surrounding business land in Kopu.
- The existing bulk freight terminal currently leased to Leaches Quarry for barge operations will remain unchanged.

We will be looking to apply for a fast track resource consent by 30th of October. As part of the application we would be grateful for any comments you have on this proposal, including a letter of support should you deem it necessary. We would also like to know your views in respect to your application under Takutai Moana Act by 30th of October. Please direct any correspondence to me, Ross Ashby via email

s 9(2)(a) If you have any further questions, please feel free to ring me on s 9(2)(a)

Kind Regards

Ross Ashby
Project Manager
Thames-Coromandel District Council

Letter of Support from Ngaati Whanaunga



Ngaati Whanaunga Inc Soc
PO Box 160, Coromandel/ www.ngaatiwhanaunga.maori.nz

15th November 2020

Koopuu Marine Precinct

Attention: Ross Ashby
Project Manager
Thames-Coromandel District Council

Teena koe Ross,

Re: Provincial Growth Fund for the Koopuu Marine Precinct.

Ngaati Whanaunga Inc gives support to the Provincial Growth Fund application that the Koopuu Marine Precinct is applying for. Ngaati Whanaunga Inc supports this going forward as a positive outcome for Koopuu to develop the Industry.

This support is separate to the current the Cultural Values Assessment, or Cultural Impact Assessment (CIA) on Koopuu Marine Precinct extension, which our current status/position is neutral at this time.

Please contact the writer for clarification if required.

Naaku noa,

Mike Baker

Chairman

Ph S 9(2)(a)

Ngaati Whanaunga Inc Soc

Tribal Quote "Whanaunga Kaitahi Kohikohi e"

Invitation letter example to 15 October Stakeholder workshop

Kōpū Marine Precinct Key Stakeholder and Businesses Project Update 15 October 2020

Kia Ora Wati, Paul and William,

As Ngāti Maru have been project partners for the business case, we are excited to invite you to a project update to go through the final design for the marine facility at Kōpū. This design is an update following the original business case in 2018 you were heavily involved in, as well as meetings held with Ngāti Maru more recently over the past month.

After the announcement of the grant in August 2020, design development and planning of the scheme was commenced by the project team. As part of the design development, the project team consulted with the key stakeholders previously engaged during the business case phase. As well as Ngāti Maru the other key stakeholders consulted included: Waikato Regional Council Operations and Harbour Master, Ngāti Maru, H.G. Leach & Co and McCallum Bros. (Bulk Freight Terminal), Kōpū Marine and Engineering, Thames Coastguard, Thames Sailing Club, Coromandel Marine Farmers Assoc, Hauraki Rail Trail Charitable Trust, Marine Power Systems, Peninsula Marine and Lifestyle Yachts.

Some of the key outcomes of the design development and stakeholder consultation include:

- Separation of recreation and commercial operations to address health and safety risks and operational issues. The formation of King Street will provide public access to a new dedicated public recreational boat ramp and parking area. A barrier and gate will segregate the recreational and commercial areas.
- Marine hardstand servicing on the river side of the stopbank such as washdown, antifouling and painting is challenging due to a number of constraints including budget availability, environmental effects, ground settlement and flooding risks. As a response to these constraints, the scheme has been developed to accommodate out of water boat servicing access to areas on the landward side of the flood protection within the surrounding Kōpū Marine Precinct.
- An all tide commercial wharf and pontoon to facilitate in-water servicing and loading vessels.
- After consultation with Waikato Regional Council Operations, the relocation of the stopbank is no longer required. Instead the carpark and commercial area will be formed on land towards the coastal edge by filling the existing silt trap. It was confirmed with the bulk freight terminal operators and licence holders that the existing bulk freight barge wharf facility is outside the scope of the scheme and will remain unchanged.

As discussed previously, we will be looking to apply for a fast track resource consent by 30th of October. As part of the application we would be grateful for a letter of support from Ngāti Maru, and a Cultural Impact Assessment be completed by 30th October, if possible.

An updated plan showing the proposed development is attached for information prior to the meeting. This project update meeting will provide a forum to talk about the final proposed scheme and future opportunities at Kōpū.

If this date is unsuitable for you, please contact me on the details below.

When: 1 – 3 pm, Thursday 15 October 2020

Venue: Thames-Coromandel District Council Chambers.

Location: 515 Mackay Street Thames

RSVP: by close of business 9 October 2020

Contact: Ross Ashby s 9(2)(a)

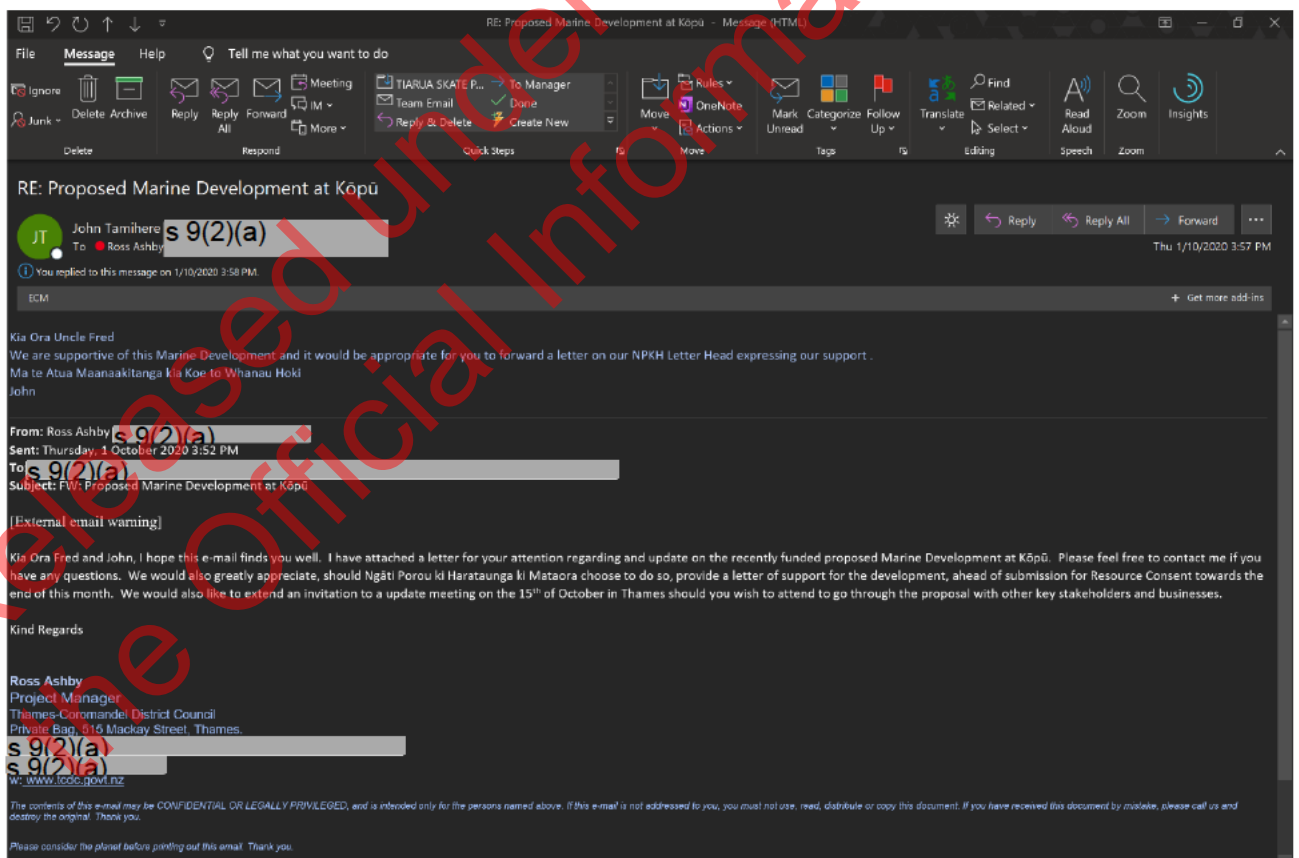
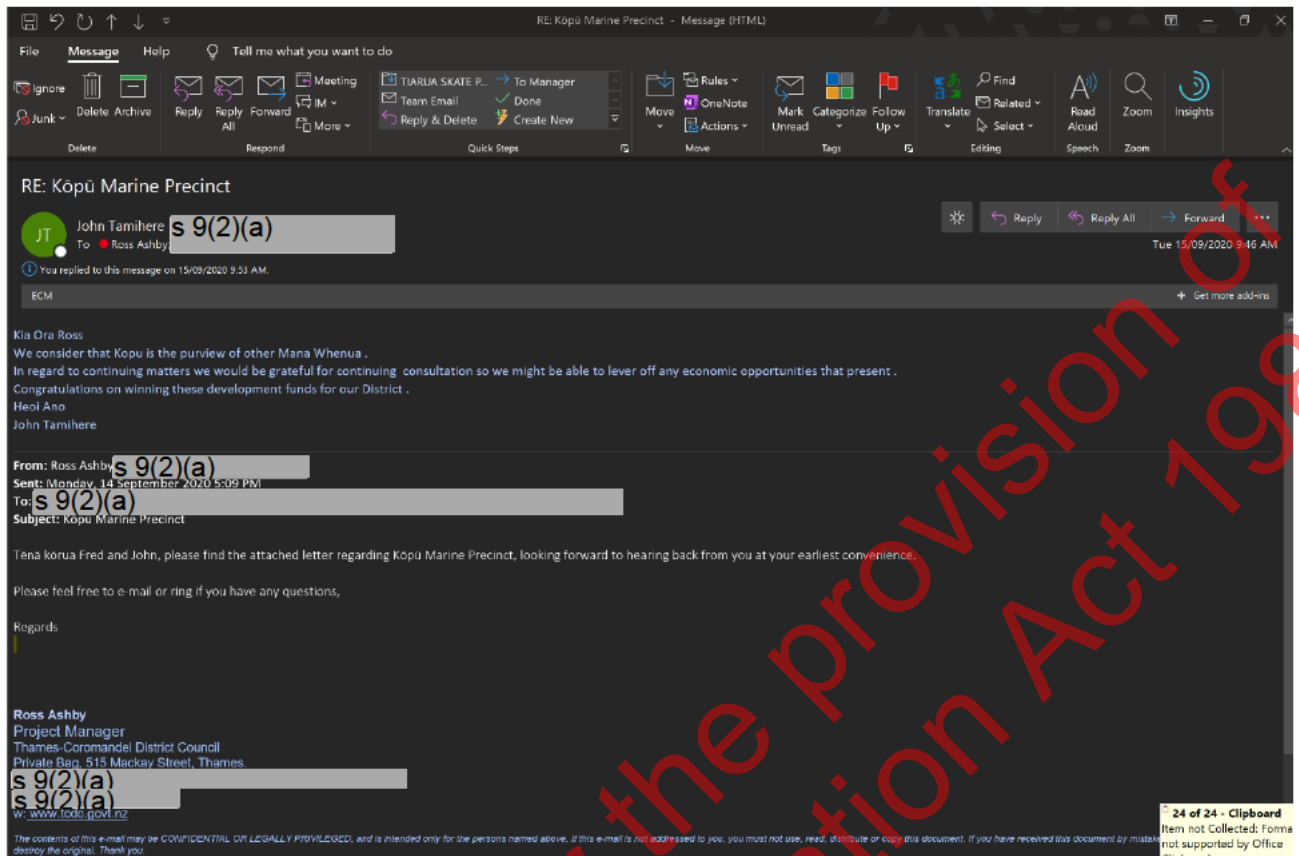
Emails: s 9(2)(a)

Regards

Ross Ashby



E-mails and letter of support from Ngāti Porou ki Hauraki





Te Runanga o Ngati Porou ki Hauraki

Chairman: Fred Thwaites
Mobile: 027 649 6633

Email: fred.npkh@gmail.com
Website: ngatiporoukihauraki.nz

Kia Ora Ross,

In regards to the proposed Marine Development at Kopu – Te Runanga o Ngati Porou ki Hauraki is supportive of the proposed plans.

Pine Harrison who is the deputy chairperson of the Hauraki Maori Trust will be attending the meeting on the 15th October in Thames.

Nga Mihi

Fredrick Thwaites
Chairman
Te Runanga o Ngati Porou ki Hauraki

6. Economic Development and Communications

6.1 Kōpū Marine Servicing Precinct Grant Funding Acceptance

Resolved

That the Thames-Coromandel District Council

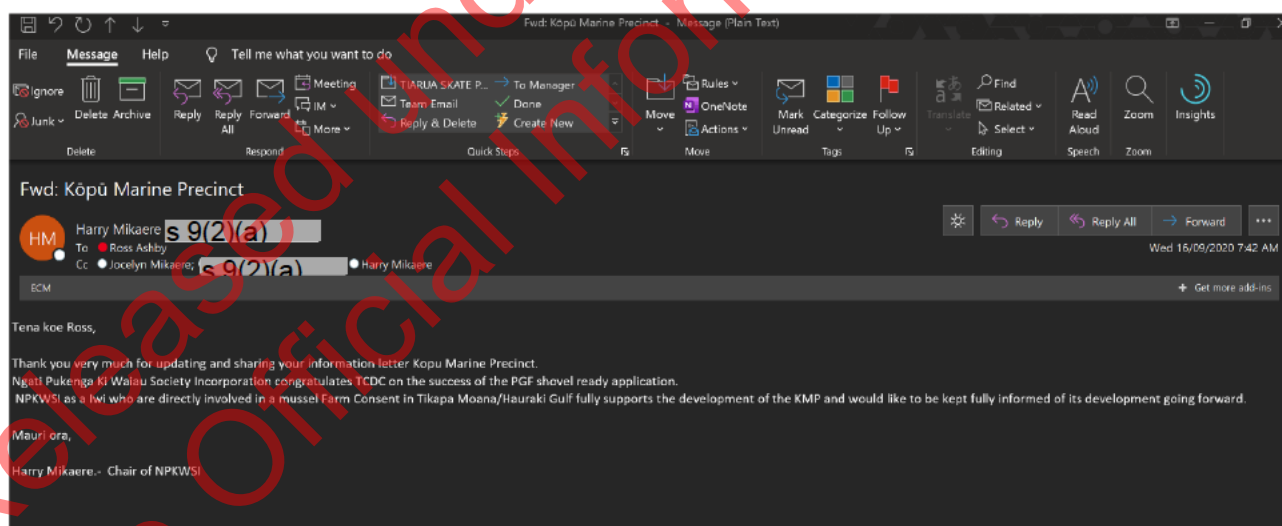
1. Receives the 'Comprehensive Report: Kōpū Marine Servicing Precinct Grant Funding Acceptance' report, dated 27 August 2020.

Unconfirmed Minutes
15 September 2020

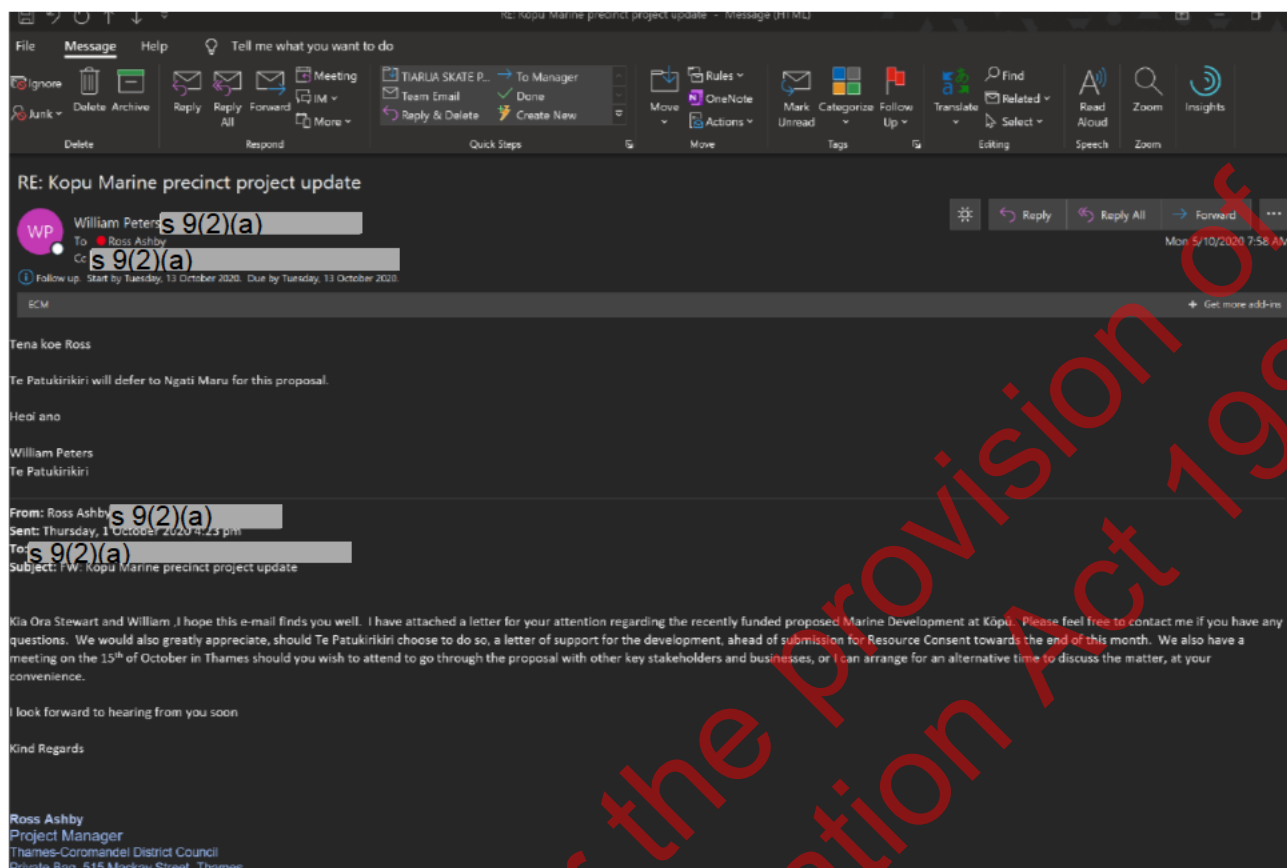
2. Accepts the Government Grant of \$8.2M for the Kōpū Marine Servicing Precinct and associated grant conditions, to progress project through until project procurement stage and delegates to the Mayor and Chief Executive authority to sign on behalf of Council.
3. Sets fees and charges and funding any operational and depreciation expenditure as part of the 2021-2031 LTP deliberations, subject to receiving updated financial model on final costs, and revenue.

Moved/seconded by: Christie/Rodley

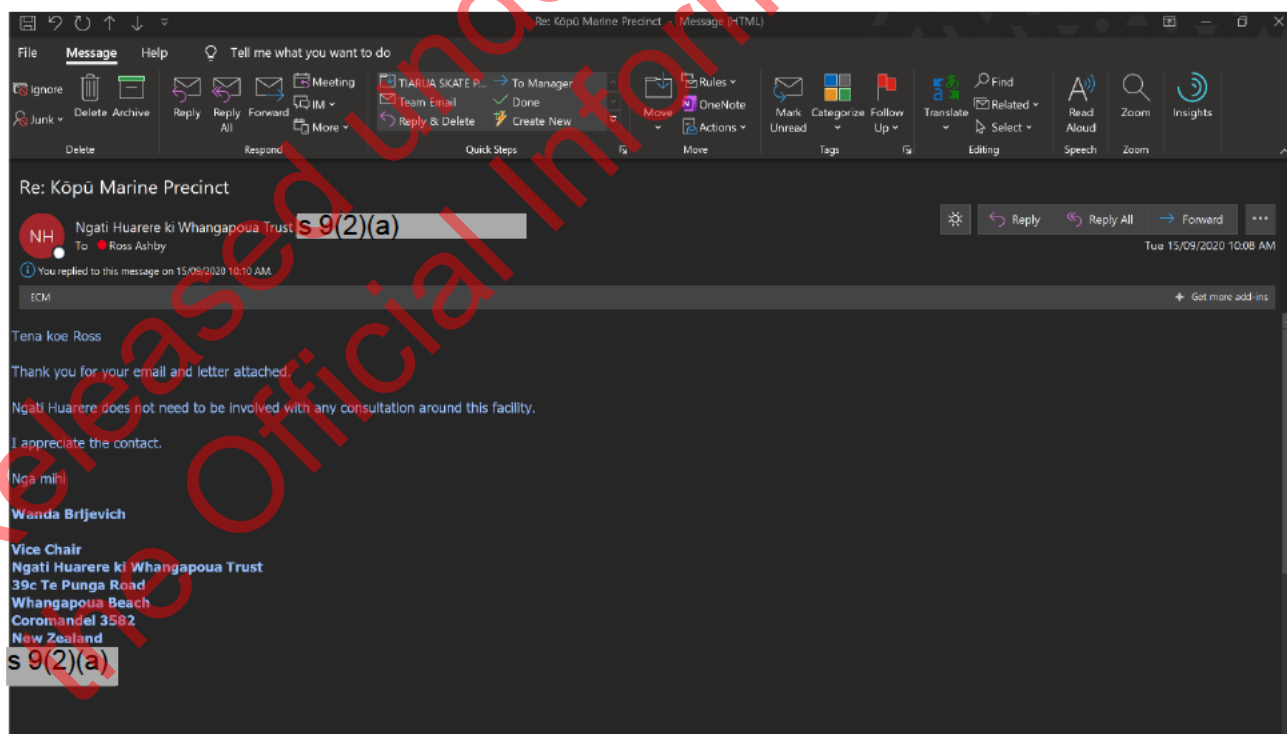
E-mail of support from Ngāti Pukenga Ki Waiau Society



E-mail communication from Te Patukirikiri



E-mail communication from Ngāti Huarere Ki Whangaopoua



Kopu Marine Project Key Stakeholder Meeting 15 October 2020 Attendance Sheet		
Name / Company	Contact Details	
Alan Thomson, Peninsula Marine Ltd	s 9(2)(a)	
Alan Young – landowner		
Craig Murch – Cool Electrical		
Rex Sturmey TSC		
Andrea McCartney Valley education		
Michael Baker		
s 9(2)(a) (TBA)		
Larry Judd		
Grant Price		
Eric Carter		
Tom Hollings Coromandel Marine Farmers		
Gilbert James – Gold Ridge Mussels		
Sharen Murch Cool Electrical		
Gary Blake Kopu Historic Bridge		
Steve Mansel Coast Guard		
Rob Baldwin		
Peter Revell		
Thames Community Board		
Keven Price		
Wendy and Gary		
Callum McCallum		
Mike Haynes		
Warwick Leach		
Mark Bailey		
Rob Edwards Marine Power Systems		
Peter Bull		
Vaughn Austin		
Mark ... WRC		
Kenny Growden WRC		
Anne Stewart Ball		
Martin Rodley Thames Community Board		
Robin Sinclair Thames Community Board		
Sandra Goudie Mayor TCDC		
Laurna White Economic Development and Communications Manager TCDC		
Ross Ashby Project Manager TCDC		
Lorenzo Canal Urban Solutions		
Kirsten Dovey Urban Solutions		



KEY STAKEHOLDER MEETING MINUTES

Purpose of Meetings:

Urban Solutions and TCDC met with key stakeholders to update them on the Kōpū Marine Project. This included a project overview including project outcomes, governance structure, funding obligations and the revised scope and alignment of infrastructure following the Design Workshop on 28 September 2020.

Project Name	Kōpū Marine Project
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Meeting Details

Date	15 October 2020	Minutes taken by	Kirsten Dovey
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TCDC & US Attendance

Attendees	Organisation	Email
Ross Ashby	TCDC	s 9(2)(a)
Sandra Goudie	Mayor, Thames-Coromandel	
Laurina White	TCDC	s 9(2)(a)
Lorenzo Canal	Urban Solutions Ltd	s 9(2)(a)
Kirsten Dovey	Urban Solutions Ltd	s 9(2)(a)

Attendance by Business Owners/Other

31 business owners and key stakeholders attended the meeting and listed their details on the attendance sheet.

Introduction:

By Sandra Goudie, Mayor – Thames Coromandel.

Sandra is fully supportive of the project.

Presentation:

By Ross Ashby & Lorenzo Canal

Key Stakeholder Project Update presentation. See attached.

A consultation questionnaire was prepared and could be accessed via a QR Code link provided.

The consultation questionnaire is to be forwarded to each person on the attendance sheet via email.

Key Stakeholders:

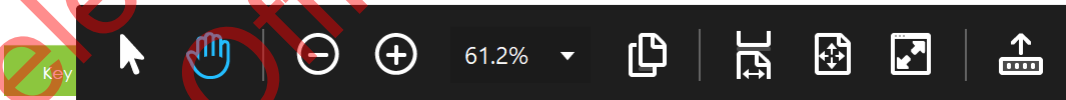
Compliance / Emergency Services

Waikato Regional Council (WRC), Operations Manager – Kenny Growden

- WRC Operations are in support of the scheme and have been working closely with the project team.
- The design change to leave the stopbank location unchanged and fill the silt traps to create the unsealed carpark is supported. The stopbank is a critical asset for flood prevention.
- The use of floodgates / stoplogs as an option lowering access heights through the stopbank would increase the risk of flooding and maintenance costs and therefore not supported. WRC are not in favour of increasing flood related risks, therefore the stopbank should be retained at its existing location and height.

Coast Guard – Steve Mansel

- Any improvement to boat launching and safe access to the water is very welcome and somewhat overdue.
- Coastguard operations may occur at night and when the weather is poor, so adequate amenity lighting is essential for safety reasons.
- Having a pontoon and gangway will aid the coast guard to offload to ambulances at the facility.
- Enough boat manoeuvring space on the water is important and could be challenging as usage increases. Therefore, the Coastguard is supportive of separating the recreational wharf from the commercial wharf.



Marine Servicing Businesses

Kōpū Marine – Vaughan Austen

- Generally supportive of the scheme and has been involved in the scoping of the scheme.
- As discussed at the design workshop, increasing the length of the wharf T head to enable trucks to better manoeuvre and use lifting equipment would be an improvement on the design and requested this be considered by the design team.

Bulk Freight

H.G Leach & Co - Warwick Leach

- Supportive of the scheme.
- Greatly supportive with the separation of the recreational wharf from the commercial wharf as this mitigates the current conflicts between Leach's operations and recreational boat users.

Landowners & Kopu Businesses

Metal Recoveries – Alan Young

- Supportive of the scheme.
- Upgrades to Leach's facility to provide for mussel unloading would be preferable with this Scheme. There is however an appreciation that this may happen as future works if the facility's demand increases and funding becomes available.
- Consideration should be given into constructing the recreational boat ramp in a V shape to enable recreational boat users to more safely launch and retrieve boats in strong currents.
- The existing overhead power cables in Kōpū are currently a health and safety risk for adjacent crane using operations and transportation of tall boats. It is recommended that some pressure be placed on the power board to underground the cables.
- Provision for a toilet facility in the scheme is highly recommended.

Community Organisations & Charitable Trusts

Kōpū Bridge Community Trust – Gary Blake

- Supportive of the scheme.
- Work is currently being undertaken on the old Kōpū bridge including opening up the swing span. This will lead to an increase of use up the river therefore it is suggested that the river channel be monitored and groomed.
- It is recommended that efforts are made to manage the river in the future.

Aquaculture

Coromandel Marine Farmers Association – Gilbert James

- There is disappointment that this scheme doesn't cater for mussel farmers and recommends that the Regional Council be approached for additional funding to cater for unloading mussels at this facility. It is understood that Sugarloaf will cater for this function, however it is not the preferred location.

North Island Mussels - Anne

- Consideration into the safe management of the commercial pontoon is recommended if future charter boats are to use the commercial pontoon, as this may be a health and safety risk if not managed correctly.

Coromandel Marine Farmers - Tom Hollings

- It is suggested that an opportunity may be available to install mooring piles parallel to the wharf to store vessels as there is limited mooring in the current design.

Wendy

- It is suggested that mooring facilities be considered in the design.

Kōpū Marine Project - Stakeholder Feedback

15

Responses

37:10

Average time to complete

Closed

Status

...

View results

Open in Excel

1. First and Last Name

More Details

15

Responses

Latest Responses

"Mitchell Edwards"

"Sharon Murch"

"Kevin Price"

2. Email Address

More Details

15

Responses

Latest Responses

s 9(2)(a)

3. Which Business or Organisation do you represent?

More Details

15

Responses

Latest Responses

"Thames Sailing Club"

"Cool Electric Limited"

"Kevin Price Ltd"

4. Where are you based?

More Details

Insights

- Kōpū (Waikato)

8
- Thames (Waikato)

3
- Other

4



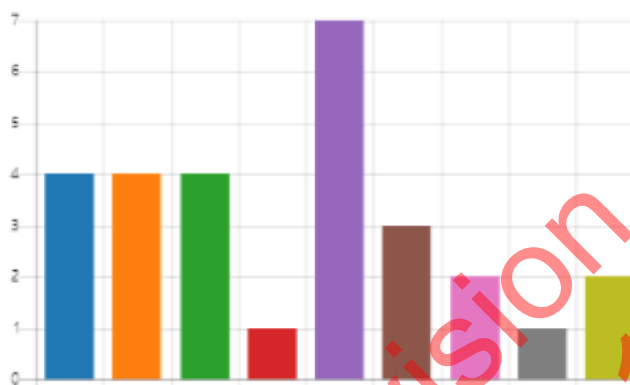
Questions

Responses **15**

5. What sector do you represent?

[More Details](#)

Marine Servicing Businesses	4
Compliance and Emergency s...	4
Recreational Boating	4
Bulk Freight	1
Landowners and Kōpū Busines...	7
Community organisations and...	3
Aquaculture	2
Iwi	1
Other	2



6. Do you support the Kōpū Marine Project?

[More Details](#)

Yes	15
No	0



7. Do you have any specific feedback or comments regarding the project plan presented at the meeting?

[More Details](#)

13
Responses

Latest Responses

- "The project plan as presented does not meet the proposed objectives ..."
- "I believe that issues raised by members of the Aquaculture Industry r..."
- "Will really put Kopu on the Map."

8. How will the Kōpū Marine project benefit your business or community (affected by Covid 19).

[More Details](#)

15
Responses

Latest Responses

- "The current project plan as presented does not meet the community r..."
- "Whilst our business has to date weathered the impact of Covid 19, w..."
- "We have some bare land on Queen St and we would like to do somet..."

9. How do you think this project may contribute to improving social and cultural wellbeing now and into the future?

[More Details](#)

14

Responses

Latest Responses

"Ngati-Marū submitted that a new ramp and haulout/hardstand area...

"By contributing to a strong local economy where people can support ...

"Everybody in Kopu would be on board with this project. I worked out ...

10. Do you think the project will create job opportunities?

[More Details](#)

[Insights](#)



11. Would you like to be sent the Registration of Interest (ROI) invitation for suppliers and contractors?

[More Details](#)



12. Do you have any further comments?

[More Details](#)

8

Responses

Latest Responses

"TSC is listed as a Stake Holder in your Project Governance page Ngat...

"The recreational boat ramp and car park are also an asset to this are...

"Thanks to the people who make this project a reality"

1. First and Last Name

15 Responses

ID ↑	Name	Responses
1	anonymous	Simon Gasson
2	anonymous	Ross Ashby
3	anonymous	Gilbert James
4	anonymous	Steve Mansell
5	anonymous	Marshall Hutt
6	anonymous	Aaron Beattie
7	anonymous	Rob Baldwin
8	anonymous	Anne Stewart Ball
9	anonymous	Richard Judd
10	anonymous	Dhugal and Debbie McLaren
11	anonymous	ALAN THOMSEN
12	anonymous	Gary Brunt & Wendy Hinds
13	anonymous	Kevin Price
14	anonymous	Sharon Murch
15	anonymous	Mitchell Edwards

2. Email Address

15 Responses

ID ↑	Name	Responses
1	anonymous	s 9(2)(a)
2	anonymous	
3	anonymous	
4	anonymous	
5	anonymous	
6	anonymous	
7	anonymous	
8	anonymous	
9	anonymous	
10	anonymous	
11	anonymous	
12	anonymous	
13	anonymous	
14	anonymous	
15	anonymous	

3. Which Business or Organisation do you represent?

15 Responses

ID ↑	Name	Responses
1	anonymous	Urban Solutions
2	anonymous	Tcdc
3	anonymous	Gold Marine Farm Ltd
4	anonymous	Thames Coastguard
5	anonymous	Cherrywood Homes Ltd
6	anonymous	Lifestyle Yachts Ltd
7	anonymous	Marine Power Systems Ltd
8	anonymous	Heritage and recreation/Kopu Bridge/Hauraki Railtrail/
9	anonymous	Cirtex
10	anonymous	Hydraulink Thames
11	anonymous	PENINSULA MARINE LTD
12	anonymous	Thorold Country House (Thorold Ltd)
13	anonymous	Kevin Price Ltd
14	anonymous	Cool Electric Limited
15	anonymous	Thames Sailing Club

4. Where are you based?

15 Responses

ID ↑	Name	Responses
1	anonymous	Auckland
2	anonymous	Thames (Waikato)
3	anonymous	Coromandel
4	anonymous	Thames (Waikato)
5	anonymous	Kōpū (Waikato)
6	anonymous	Pōroa
7	anonymous	Kōpū (Waikato)
8	anonymous	Tairua
9	anonymous	Kōpū (Waikato)
10	anonymous	Kōpū (Waikato)
11	anonymous	Kōpū (Waikato)
12	anonymous	Kōpū (Waikato)
13	anonymous	Kōpū (Waikato)
14	anonymous	Kōpū (Waikato)
15	anonymous	Thames (Waikato)

7. Do you have any specific feedback or comments regarding the project plan presented at the meeting?

13 Responses

ID ↑	Name	Responses
1	anonymous	Looks amazing!
2	anonymous	Somewhere in the project a facility for mussel farming should be provided.
3	anonymous	The plan as presented incorporates the needs of diverse groups while achieving the stated objectives.
4	anonymous	Are marina berths going to be offered to the stakeholders?
5	anonymous	Disappointed that the original hardstand plan is not going ahead. That to me a hard stand would bring the biggest revenue return and employment contribution than any of the other up grades. It is disappointing that council is not funding land, inland of the stop bank for a hard stand area where the coastguard could also have a shed to set up. Although it is possible for a private entity to look at this the cost involved for a private investor to do this would be to expensive for most.
6	anonymous	Generally we are happy with the design and have the following comments: 1. The upgrading of Quay St needs to minimise the gradient of the stop bank as much as possible on both side of the bank. Maybe look at 'cutting the corner' so it would be feasible to get large 30m boats to/from the ramp. It needs to be an easy operation. 2. Overhead power lines have to be buried in the vicinity of Quay, Queen, King and Kopu roads. 3. Don't restrict the commercial area by building the recreational area too close. We may not be able to use this as a washdown hardstand but there are plenty of other uses I can think of which will benefit businesses. The same goes for the wharf it is quite feasible that someone may want to extend the wharf by adding another pontoon in the future. The recreational ramp cannot interfere with future expansion if we are to get maximum economical benefit.
7	anonymous	Great separating out recreation boating activities from the commercial marine activities. (good Health and Safety management) Also great to see the gate protecting Hauraki Rail Trail businesses from the working traffic - recreational and commercial. Do need to think about any pedestrian/ trucks/ forklifts that may arise on the commercial pontoon and wharf if there is pedestrian traffic in the future from the recreational pontoon to the commercial pontoon. Going forward close dialogue and consultation with the marine businesses - trucking, mussel trucks.
8	anonymous	Great to see this development happening however we have concerns as to the current state of Queen St from Kopu Rd to King St. There is going to be increased traffic movements, parking and general activity which will impact existing commercial operations and create safety concerns. Queen Street needs to be widened with increased lighting as a part of this overall project.
9	anonymous	Plan looks fine. I would like to see the recreational ramp have both ramp strips in place so that the centre pontoon can be used safely and correctly with a flowing current. The comments about unloading mussels from the commercial wharf, is something to seriously think about, maybe as a future upgrade.
10	anonymous	Moving the recreational ramp north to leave more room around the commercial pier, good access for tour boat/commercial users in commercial area, in particular possible public access to passenger boat services, adequate room on pier for transport of commercial goods on and off pier, adequate lighting and provision for coffee cart type operation, hard stand area available for private individuals to work on boats.
11	anonymous	Will really put Kopu on the Map.
12	anonymous	I believe that issues raised by members of the Aquaculture Industry relating to the size of the proposed commercial wharf/pontoon were valid. I am aware that funding has been given to Coromandel for upgrades to the marine services there, however by increasing the size of the wharf to facilitate the unloading of product onto vehicles both from Coromandel and further south of there, provision is made to mitigate the effects of road closures on the Thames Coast due to weather events. Detouring via Whitianga is not always a reliable option as the roads can sometimes be closed south of Whitianga and at Hikua due to flooding.
13	anonymous	The project plan as presented does not meet the proposed objectives from the previous consultations that the TSC have presented to the project

8. How will the Kōpū Marine project benefit your business or community (affected by Covid 19).

15 Responses

ID ↑	Name	Responses
1	anonymous	Create lots of jobs!
2	anonymous	Yes
3	anonymous	This project will facilitate recreational fishing, tourism, several commercial activities and open up opportunities for entrepreneurs. This will generate employment and further business.
4	anonymous	The project will improve the safety of both Coastguard operations and recreational boating. The project will make launching and retrieving boats safer by reducing the requirement to have crew standing in swiftly flowing water. Likewise the landing of casualties on stretchers will be directly to ambulances situated on a pontoon making it safer and more comfortable for patients. Lighting will make night operations safer.
5	anonymous	N/A
6	anonymous	On water servicing will bring a new element to the companies service offering. Being able to handle and haul boats safely will make a huge difference to our business.
7	anonymous	It will provide a servicing base for immediate use, plus it will attract larger marine businesses (boatbuilders, charter operators etc) which will bring benefits for all businesses. This project has the potential to create a lot of jobs in an industry which is under represented in the Coromandel/Hauraki regions.
8	anonymous	This PGF project helps to go forward from COVID 19 lock down effects . Construction of the road, wharf and pontoons will create work for the Engineers, contractors and their sub contractors or employees. Sourcing local suppliers as much as possible will help the local economy to recover from COVID 19 impacts. eg Those doing the roading and construction of wharf area. Next steps providing the marine precinct businesses - this is where those jobs PGF look for will come from. Apprenticeship and Training opportunities for new jobs created. Essential to work with Marine Engineering ITO for Units of Learning and Certification needed. All the way in this project work with IWI who also are owners of some of the businesses in Kōpū Marine Precinct.
9	anonymous	As a key partner with the mussel industry in the region, we see this a great opportunity to increase efficiencies and streamline the supply chain. There will be significant commercial upside however if the mussel operators had scope to use the facility for a greater range of activities.
10	anonymous	Kōpū Marine project will provide improved access to enable us to service existing and future customers from a range of sectors.
11	anonymous	I think it we will have an increase public awareness of Kōpū, as a professional Marine servicing destination. more foot traffic in our shop creates more business and

12	anonymous	Our business has been perhaps 95% affected by Covid, we need any opportunity to develop services and interest locally to attract people from the wider catchment in our area.
13	anonymous	We have some bare land on Queen St and we would like to do something with it that would help boost the Marine Project along. Re: Covid 19 I spoke with one business owner in Kopu who has lost a very large slice of his trade as he is accommodation. The Kopu Marine Project can only be a help.
14	anonymous	Whilst our business has to date weathered the impact of Covid 19, we have experienced a number of people calling, asking for work - any work. Some of these people are registered in the electrical industry; others are not but are desperate for any type of work. Some were New Zealand residents before Covid struck; others are returned New Zealanders. Any opportunity to create employment, even small ones that are sustainable, will hopefully benefit some of these people and those entering the work force. Because people attract people, this in turn would create more demand for other services such as housing, education, retail, professional, etc. The community and businesses, including our own, have an opportunity to both survive and to grow and lessen the negative impacts that unemployment can bring such as crime and mental illness. If done with thought this would contribute towards creating a strong, vibrant community that should support all of its' residents. The Kopu Marine project is a positive step in this direction.
15	anonymous	The current project plan as presented does not meet the community requirements of a free useable boat ramp and has been siphoned off to provide a base for a selected few commercial operations surrounding the current boat ramp.

Released under the provisions of
the Official Information Act 1982

9. How do you think this project may contribute to improving social and cultural wellbeing now and into the future?

14 Responses

ID ↑	Name	Responses
1	anonymous	Yes! More fishing which is awesome!
2	anonymous	Yes
3	anonymous	This facility will create employment and an asset and amenity for the region.
4	anonymous	The improvements will increase the recreational use of the area attracting additional fishers and other boaties from other districts. It will also go some way in reducing the pressure on Waikawau and the issues that exist there due to overcrowding.
5	anonymous	It is important to develop the Kopu region as this region has stagnated for the last 20 years.
6	anonymous	More jobs, higher quality jobs, better skills for the workforce and generally a better developed area will bring huge benefits for all involved and the wider community.
7	anonymous	All groups working together will create social well being. Having a marine precinct that is growing activity, businesses and jobs will enhance well being. Cultural well being will be because of involvement of IWI and jobs for locals in Kopu area along with opportunity to undertake industry training and apprenticeship in Kopu area. Should raise the economics of the area with money spent in Thames businesses. (Symbiotic relationship. People visiting the Historic Kopu Bridge, Hauraki Rail trail recreational boating, fishing and hunting shop may find goods and services to purchase from commercial marine businesses.
8	anonymous	If the facility increases job opportunities in the region then there is an obvious social benefit. There is clearly potential for this with the facility.
9	anonymous	Kopu Marine will create a space and vibe for those that appreciate our waterways and surrounds. Potential for future developments if we do this right.
10	anonymous	Better facilities for recreational boating, tourist opportunities, ferries, river cruises etc.
11	anonymous	Any facility that is on the water or water based attracts people and Kopu has the chance to be more than just a commercial area, a place where people just want to hang out, have lunch by the water, enjoy the view of our two bridges etc. It has the added advantage of being right on the rail trail.
12	anonymous	Everybody in Kopu would be on board with this project. I worked out of my shed in Queen St Kopu for 20 years and I can tell you Kopu business people and residents very much look out for each other.
13	anonymous	By contributing to a strong local economy where people can support themselves, their families and the many charitable organisations that exist within the community. Much like on a plane that is about to crash, you take care of yourself before you can take care of others, otherwise no one benefits. When bills are paid people have the opportunity to support sports teams, the young & the elderly and in general all of those other things that make a community vibrant. People interact and ideas flow.
14	anonymous	Ngati-Marū submitted that a new ramp and haulout/hardstand area would greatly assist them as the current ramp/ haulout and hardstand located at Shortland Wharf is a hindrance to their development of the area. Ngati-Marū have previously promised to assist the TSC if the lease was to close for the current hardstand and a new location was to be found. An inclusion of a hardstand for the TSC would benefit boat owners from a wide area for servicing their boats as per the project brief and be accordance with Ngati-Marū's future.

9. How do you think this project may contribute to improving social and cultural wellbeing now and into the future?

14 Responses

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12	anonymous	Everybody in Kopu would be on board with this project. I worked out of my shed in Queen St Kopu for 20years and I can tell you Kopu business people and residents very much look out for each other.
		By contributing to a strong local economy where people can support themselves, their

Released under the Official Information Act 1982

Letter of support from Thames Community Board



22 October 2020

Ministry of Business, Innovation & Employment
Provincial Development Unit
P O Box 1473
Wellington 6140

To whom it may concern

Kōpū Marine Precinct

The Thames Community Board fully supports this project and the proposed design of the Kōpū Marine Precinct. Multiple stakeholder surveys, workshops and meetings have been undertaken with regional economic development representatives, as well as neighbouring districts as part of wider stakeholder engagement.

The Board strongly believes that business and the community will benefit significantly by having improved access to marine servicing, enhanced efficient commercial operations and subsequent improved profitability.

A fit-for-purpose facility, supporting commercial and recreational users, will lead to improved processing, manufacturing, tourism and research opportunities – providing resilience and adding value.

By maintaining and building on our location advantage, we can grow global industries and attract and retain skills and talent through increased local employment opportunities and concomitant local economic outputs.

Yours sincerely

Strat Peters
Chair
Thames Community Board

Communications with Waikato Regional Council Regulation Team

RE: Kōpū Marine Precinct Key Stakeholder and businesses Project Update 15 October 2020 - Message (HTML)

File Message Help Tell me what you want to do

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RE: Kōpū Marine Precinct Key Stakeholder and Businesses Project Update 15 October 2020

Ross Ashby
To: Suzanne O'Rourke; Ross Ashby
Cc: s 9(2)(a)

B325_Kopu Marine Precinct_Scope Statement_20201001.pdf
3 MB

ECM

Hi Suzanne, great thanks for the e-mail. We will be in contact as the project progresses through to the consenting stage, however in the mean time I have attached an updated scope statement for your information.

Thanks

Ross Ashby
Project Manager
Thames-Coromandel District Council
Private Box 615 Mackay Street, Thames.
s 9(2)(a)
s 9(2)(a)
www.thames-cromandel.govt.nz

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Please consider the planet before printing out this email. Thank you.

From: Suzanne O'Rourke s 9(2)(a)
Sent: Thursday, 1 October 2020 4:53 PM
To: Ross Ashby s 9(2)(a)
Subject: RE: Kōpū Marine Precinct Key Stakeholder and Businesses Project Update 15 October 2020

Hi Ross,

Good to see this project is progressing.

We would be interested in being involved once resource consent discussions are underway.

Where is that process at?

Suzanne O'Rourke | TEAM LEADER | Coasts and Inland Waters, Resource Use
WAIKATO REGIONAL COUNCIL | Te Kaunihera ā Rohe o Waikato
s 9(2)(a)

Waikato Regional Council, 1000 Great South Road, Hamilton, 3240

Letter of Support from Coromandel Marine Farmers Association



CoroMFA
COROMANDEL MARINE FARMERS' ASSOCIATION

22 October 2020

Ross Ashby
Kopu Port Project Manager
TCDC
E: s 9(2)(a)

Dear Ross

Our Coromandel Marine Farmers Association represents almost all the marine farmers of the Hauraki Gulf. As per the attached (pdf document) our members create annually \$100M of economic and other benefits, much of which is in the TCDC District.

You will be aware that our Industry is centred in the town of Coromandel and also aware of the major initiative we have underway to develop our Sugarloaf Te Arika Tahi landing port on the south side of Coromandel Harbour. Our fleet and its activities and its shore bases and most crews are domiciled at Coromandel. However we now have a fleet of some 2 dozen vessels of ever increasing average size. These vessels need regular eg annual service, plus periodic refit and need good purpose built facilities for that which are in ever shorter supply, with growth in Hauraki's population, activity and marine fleets.

We write to give our full support to this initiative to develop Kopu as a marine service centre and landing for vessels and related activities. We foresee this expanding considerably in years to come, such as expanded shipbuilding activity, as well as servicing. We foresee no significant adverse environmental effects and considerable socioeconomic benefits from Kopu development.

We see this development at Kopu as entirely complementary to our initiative at Sugarloaf Te Arika Tahi, and we wish the project and its supporters success.

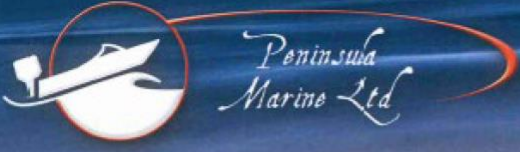
Yours sincerely


Stephen Hand
Chair

Coromandel Marine Farmers' Association (Incorporated)
Chair Stephen Hand, ph s 9(2)(a)
Accountant Mike White, Business One, PO Box 28, Thames 3540.
ph s 9(2)(a) email: s 9(2)(a)
Web <https://coromfa.co.nz>
Exec. Officer Tom Hollings, ph s 9(2)(a) email: s 9(2)(a)

Letter of Support from Peninsula Marine – Kopu Business

www.peninsulamarine.co.nz

 Peninsula Marine Ltd

Find us on facebook

67 Kopu Rd, Kopu
PO Box 324, Thames
info@peninsulamarine.co.nz
Ph: 07 8689 066

24 May 2019

Attn: Ross Ashby.

Provincial Development Unit

Dear Provincial Development Unit

I am writing in support of the Kopu Marine Precinct Business Case application.

We are a long established Marine Sales and Servicing business in Kopu, established some 30 years ago (1986). We service trailer boats upto 10 meters, Outboards, Sterndrives, both petrol and diesel. We are agents for Mercury Outboards, Mercruiser Sterndrives and Evinrude Outboards. Servicing being the main part of our business, we also sell new and used boat packages and chandlery etc.

We currently employ seven full time staff and one part time.

We also have a workshop based at the Whangamata Marina, servicing launches, yachts and charter boats etc. This is an ever increasing business which we could also expand to our Kopu operation by offering that service here. With better haul out facilities here at Kopu this would easily be possible. We could then advertise the service to outer areas, Auckland, Coromandel etc.

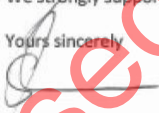
At this time our yard here at Kopu has been out grown by our business, we have just purchased , 66 Kopu Road for expansion.

Better facilities for haul outs, hardstand and recreational launching would certainly expand our business even more with the ability to offer employment for possibly another 6-10 staff.

I also think Kopu needs a better recreational launch ramp and parking area, separate from commercial operations. I have enquiries daily from my out of town customers about launching at Kopu.

We strongly support the proposed Kopu Marine Precinct investment.

Yours sincerely


Alan Thomsen
Director Peninsula Marine Limited

KOPU MARINE SERVICING AND BUSINESS PRECINCT

AQUACULTURE

Mussel spat availability, survival and retention has always been a concern for the mussel farming industry. Snapper predation on the bigger spat we call seed has also been a problem.

As more water space has been granted and developed, these problems have increased, and forced farmers to use more good growing water to grow their replacement seed, and this has reduced the area remaining to grow mussels to harvest size.

Fouling, especially in the Firth, is bad, and invasive species along with a blue mussel "take-over" has made farming very difficult. As more development takes place, the growing time to harvest sized mussel is extended and allows the fouling to become more established. This in turn has reduced the returns from the growing ropes.

Harvesting tonnage since 2010 confirms these problems:

<u>YEAR</u>	<u>COROMANDEL</u>	<u>AUCKLAND</u>	<u>TOTAL</u>
2010	23,511	2,581	26,092
2011	18,761	4,066	22,827
2012	19,508	4,216	23,724
2013	20,796	4,092	24,888
2014	22,451	4,824	27,275
2015	21,148	5,047	26,195
2016	24,798	3,169	27,967
2017	25,514	4,045	29,559
2018	22,591	2,451	25,042

AVERAGE : 25,952 T

FINFISH FARMING

The water space provided in Group B will never farm finfish. The water is too shallow and turbid. Protective nets would be needed to keep kingfish and sharks out and the fouling would be horrendous over both fish holding nets and the protective nets. Fish farms must be 3 kilometres apart for biosecurity reasons; this would allow only one farm in the block. Farmed kingfish can be purchased from Australia and priced very competitively with farming costs here.

SERVICE WHARVES – KOPU

When the mussel farming blocks in Wilsons Bay were planned by WRC, it was discussed and expected a wharf at Kopu would be needed. The projected production has not been achieved even though a large investment has been made in long lines and barges.

Some farmers would utilise Kopu, especially for unloading their crop, and this must be taken into consideration when designing the Sugarloaf Wharf. If Kopu were half the price of the Sugarloaf to unload a tonne of mussels, and the trucks saved a trip to Coromandel, then Kopu would be well used.

SUGARLOAF

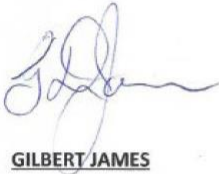
AECOM were asked to design a wharf at the Sugarloaf that could service and unload an annual volume of 60,000 tonnes of mussels. This is unrealistic and a design from this brief will not best serve the industry.

State Highway 25 is prone to slips and an alternative wharf site is required.

The road through Whitianga takes an extra three hours on a two-way trip and disrupts the distribution of live mussels throughout the North Island. The Golden Shore harvested at night to allow the truck to reach Thames before the road closed each morning.

SUMMARY

From a marine farming perspective, an alternative wharf is required at Kopu. Usage charges must be kept low and under control. This would require the TCDC to continue their wharf responsibilities and to hold both the resource consents.



GILBERT JAMES

Released under the provision of
the Official Information Act 1982

15 May 2019

Lifestyle Yachts Ltd

51 Moehau st Pipiroa, New Zealand
Mobile: s 9(2)(a) Telephone s 9(2)(a)

Dear Provincial Development Unit,

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a boat Building Business and have been operating on the Hauraki plains for the past 14 years. Using Kopu as a base to Haul out, launch and repair boats up to 20 meters in length. Kopu is an ideal location for improving facilities in the marine industry being close to Auckland where marina and hardstand facilities are at a premium and can be difficult and expensive to acquire for alteration repair and maintenance work. We are hauling an increasing number of boats out at Kopu but have had to turn work away as the facilities are not currently available.

We currently employ three full time staff and two part time staff.

We see the main barriers to expanding our business and employing more staff are the lack of facilities to kick start growth in the marine servicing industry at Kopu. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, including an upgraded slipway, new hardstand area, and an in-water servicing facility will increase growth for marine servicing and supporting industries.

If an immediate investment in a new hardstand area, and an upgraded slipway was made, including an on-water servicing facility, the ability to provide services to on-water boats we would see our businesses growing by an additional 3-4 employees.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely,

Aaron Beattie
Director



MARINE POWER SYSTEMS LTD
MARINE PROPULSION SPECIALISTS
T. +64 (0)21 191 0909
E. info@marinepower.co.nz
www.marinepower.co.nz

17 May 2019

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

Dear Provincial Development Unit,

We are writing in support of the Kopu Marine Precinct Business Case application, as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

Marine Power Systems Ltd is a Marine Engineering business offering technical services for commercial and private vessels up to 150m length. The mainstay of our work takes place throughout the North Island although we have provided service in places as far away as the Pacific Islands and the Middle East. We have been based in Kopu for 4 years and chose the location due to the proximity of our customers in Auckland, Tauranga and the Coromandel Peninsular.

We currently employ 2 full time and 1 part time staff. At present our business offers service to commercial vessels undergoing maintenance in Kopu although this facility is quite underutilised at the present time due to lack of infrastructure and resources. The lack of facilities has made the expansion of our business very difficult and has limited the number of jobs which we can create.

Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region; an industry which is rapidly expanding. The geographical position of Kopu with good transport links to Auckland, Tauranga and Hamilton means that the location holds excellent potential for future economic development in the marine sector, mainly through the support of aquaculture vessels but also expanding into private and charter vessels operating in the region. As much of our current work takes place at existing marine facilities around NZ, we believe we are in a strong position to understand the potential which Kopu has to become a major marine repair and servicing hub.

If an immediate investment in a new hardstand area and an upgraded slipway was made, we would see our businesses growing by an additional 3 employees.

If added investment included an on-water servicing facility, the ability to provide services to on-water vessels will unlock growth in our business for an additional 6 employees. We envisage that some of these new jobs would include apprenticeship and training opportunities for young people from the local area.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely

A handwritten signature in black ink, appearing to read 'Robert Baldwin', is written over a faint, large, diagonal watermark that reads 'Released under the Official Information Act 1982'.

Robert Baldwin – Owner/Director Marine Power Systems Ltd

ADVANCED AUTO REFINISHERS

Advanced Auto Refinishers,
Queen Street,
Kopu
15.05.2019

Dear Provincial Development Unit,

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are an auto refinishing business and have been operating in Kopu for 25 years. Our business chose Kopu because of the industrial nature of the area, proximity of businesses we work closely with and opportunity for expansion.

We currently employ 3 full time and 1 part time staff. Our business directly services Marine industry at Kopu by providing antifouling services.

Currently we see the main barriers to expanding our business and employing more staff are the lack of facilities to kick start growth in the marine servicing industry at Kopu. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, including an upgraded slipway, new hardstand area, and an in-water servicing facility will increase growth for marine servicing and supporting industries.

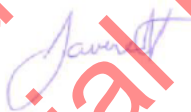
If an immediate investment in a new hardstand area, and an upgraded slipway was made, we would see our businesses growing by an additional employee.

If added investment included an on-water servicing facility, the ability to provide services to on-water boats will unlock growth in our business for an additional employee.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely,
James Sutton
Advanced Auto Refinishers



Subject: General marina and hardstand information

This letter is to give some indication into the general use of the Thames Sailing Club Marina and Hardstand areas.

The hardstand areas are open for public access and are accessed continually every day of the year by travellers, boaties and general public who have stopped for the purchase of refreshments from the cafe or fresh fish, bait or ice from the wharf shop.

They use the hardstand area for either turning around their vehicles to gain access to the main road or stopping to view the boats being serviced by their owners.

The Thames Multisport Club store a container on the hardstand for the storage of their canoes for which they use the ramp for paddling the Kauaeranga River.

Both commercial flounder fisherman, duck shooters and public launch their boats from the hardstand ramp along with club haul out activities .

The boat ramp is often used by the Thames Coastguard for both training and rescue operations.

All the above park their vehicles and trailers within the hardstand area.

The general public using the cycleway that crosses the hardstand are a constant flow going in either direction either cycling, jogging or walking and they always enjoy talking to the boat owners servicing their boats.

Large commercial delivery truck and trailer units also use the hardstand area to turn around their rigs before heading off. You can see this from our map of the hardstand where we only place boats around the perimeter or centre so as to leave a large turning radius for these vehicles.

The only restrictions we place on the public use of the area is for health and safety reasons when we are hauling out or launching larger boats by using the tractor or winch, in which case we employ signs and road cones to either warn the public or control the traffic flow around the working area.

TSC haul out approximately 80 vessels per year as that is about the maximum number we can handle, this obviously equates to 160 operations that require a high tide of sufficient height for the vessels to float from their trailers, yachts with a deep draft require "spring tides" for their use.

Each vessel would spend between \$500 - \$1,000 on anti fouling alone and considerably more on other repairs which is spent with local businesses e.g. upholstery, windows, Lpg, diesel, refrigeration, auto-electrical, electronics, mechanics, boat builder, engineering and hardware retailers let alone the liquor outlets.

If a bigger and better hardstand area was to be included within the Kōpū Marine Prescient we would be catering also for the Auckland area and Hamilton as at the moment we often refuse people for lack of space and facilities.

This expanded haul out would create several jobs and supply extra work for the local engineering and boat yard services.

The current Shortland wharf is often used for servicing marine vessels both private and commercial and is now hindered by the expansion of the Cafe and this can cause friction as the wharf is still in use.

Regards

Mitch Edwards

Thames Sailing Club

16 May 2019

Thames District Council



Dear Provincial Development Unit,

Kopu Marine Precinct Business Case - Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a Hydraulics business and have been operating in Kopu for 20 years. Our business chose Kopu because we base ourselves in Kopu and travel to all parts of the Coromandel Peninsular.

We currently employ 3 full time staff. Our business directly services Marine industry at Kopu by providing all hydraulic services which are an integral part of how marine boats operate.

Currently we see the main barriers to expanding our business and employing more staff are the lack of facilities to kick start growth in the marine servicing industry at Kopu. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, including an upgraded slipway, new hardstand area, and an in-water servicing facility will increase growth for marine servicing and supporting industries.

If an immediate investment in a new hardstand area, and an upgraded slipway was made, we would see our businesses growing by an additional 2 employees.

If added investment included an on-water servicing facility, the ability to provide services to on-water boats will unlock growth in our business for an additional 3 employees.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on **S 9(2)(a)**

Yours sincerely

Dhugal and Debbie McLaren

Managing Directors

DDM Developments Ltd t/a Hydraulink Thames

DDM Developments Ltd t/a
Hydraulink Thames
14C Kopu Road, Kopu, Thames 3578, PO Box 453, Thames 3240, New Zealand
Phone +64 7 868 9435 Fax +64 7 868 9436 Mobile +64 274 900 924

Best under pressure

Hydraulink
Hose and Fittings

15 May 2019

Carswell Construction Ltd
90 C Kopu Road
P O Box 529
Thames

Dear Provincial Development Unit,

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a service industry – construction, building and garage door supplier and have been operating in Kopu for forty years. Our business chose Kopu because it is the entrance to the Coromandel Peninsula an industrial area with high visibility. It is the main industrial area for Thames with marine access.

We currently employ 11 full time and 2 part time staff. Our business directly services Marine industry at Kopu by building and servicing/maintenance for the businesses in this area.

Currently we see the main barriers to expanding our business and employing more staff is the lack of facilities to kick start growth in the Marine Servicing Industry at Kopu. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, such as slipways, hardstands and in-water servicing would provide greater tidal access and increase potential for Marine servicing and supporting industries.

If an immediate investment in a hardstand for 40 boats, extension and improvement of the existing slipway for boat extraction and launching was made, our business would grow with additional employees. If the investment included the ability to provide in-water servicing of at least two boats this could unlock growth in our business for extra employees to support the in-water servicing.

If the Kopu Marine Precinct Business Case developed this would increase demand for our services and have on going advantages with positive development growth in the area. It would make Kopu a more vibrant industrial hub with all businesses growing.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely

John Carswell
Carswell Construction Ltd

28.5.2019

Dear Provincial Development Unit,

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a Flooring and Window Treatments business and have been operating in Kopu for 3 years. Our business chose Kopu because we purchased an existing flooring business.

We currently employ 10 full time. Our business directly services Marine industry at Kopu by providing floor coverings and window treatments.

Currently we see the main barriers to expanding our business and employing more staff are the lack of facilities to kick start growth in the marine servicing industry at Kopu. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, including an upgraded slipway, new hardstand area, and an in-water servicing facility will increase growth for marine servicing and supporting industries.

If an immediate investment in a new hardstand area, and an upgraded slipway was made, we would see our businesses growing by an additional employee.

If added investment included an on-water servicing facility, the ability to provide services to on-water boats will unlock growth in our business for an additional 2 employees.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely

Katrina Robertson

Managing Director

31 May 2019

A&G Price
Beach Road
Thames



A&G PRICE LTD
Beach Rd, Private Bag
Thames 3540
New Zealand
Ph: +64 7 868 6060
Fax: +64 7 868 6071
Email: info@agprice.co.nz
www.ag-price.com

Dear Provincial Development Unit,

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a heavy engineering business and have been operating in Thames for 150 years. Our business supports the marine industry by manufacturing cast, fabricated and machined new components and re-manufacturing worn out components either directly for the boat owners or through other local engineering companies undertaking this work.

At present the bulk of the local work is for smaller vessels, with the building of the Kopu marine facility this would allow the larger vessels currently working the aqua industry in the Thames firth to be serviced locally and could also allow for building and launching of new vessels. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, including an upgraded slipway, new hardstand area, and an in-water servicing facility will increase growth for marine servicing and supporting industries.

We currently employ 43 full time and 3 part time staff

With investment in a new hardstand area, and an upgraded slipway, we could see our businesses growing by an additional 3 employees and if the facility has the capacity to accommodate building and launching of new vessels, (i.e. Mussel Barges) we could see two or three times this many additional employees being required.

If added investment included an on-water servicing facility, the ability to provide services to on-water boats will also unlock growth in our business.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely

Barry Ingle
Sales Manager
Ph: s 9(2)(a)
Email: s 9(2)(a)

Hunting & Fishing _ Thames Ltd.
103 Kōpū Road.
THAMES. 3578.

Dear Provincial Development Unit,

Kōpū Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kōpū Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a Hunting, Fishing & Camping Outdoor Retail business and have been operating in Kōpū for 14 years. Our business chose Kōpū because of the coastal area and location. There is a high need for local and tourist hunting, camping and especially fishing resources and equipment.

We currently employ seven full-time and one part time staff. Our business directly services Marine industry at Kōpū.

Currently we see the main barriers to expanding our business and employing more staff are the lack of facilities to kick start growth in the marine servicing Industry at Kōpū. Kōpū is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, including an upgraded slipway, new hardstand area, and an in-water servicing facility will increase growth for marine servicing and supporting industries.

If an immediate investment in a new hardstand area, and an upgraded slipway was made, we would see our businesses growing by an additional ten employees.

If added investment included an on-water servicing facility, the ability to provide services to on-water boats will unlock growth in our business for an additional four employees.

We strongly support the proposed Business Case for Kōpū Marine Precinct investment.

If you have any further queries please do not hesitate to contact me or s 9(2)(a)

Yours sincerely

Grayson Reynolds
Owner/Director.

15 May 2019

Terry Jeffcoat (2013) Limited
15 Kopu Road
Kopu
Thames

Dear Provincial Development Unit,

Kopu Marine Precinct Business Case – Job Creation and Economic Growth Statement

We are writing in support of the Kopu Marine Precinct Business Case application as a business that will see real and direct economic and employment benefit as a result of the investment proposed.

We are a truck service and repair business and have been operating in Kopu for over 30 years. Our business chose Kopu because it is the gateway to the Coromandel.

We currently employ 10 full time staff. Our business directly services transport and materials handling in Kopu by supplying parts and service.


Currently we see the main barriers to expanding our business and employing more staff is the lack of facilities to kick start growth in the Marine Servicing Industry at Kopu. Kopu is located at the doorstep of New Zealand's second biggest aquaculture export region, and centrally situated between Auckland, Tauranga and Hamilton and has significant economic development potential. Investment in good quality infrastructure, such as slipways, hardstands and in-water servicing would provide greater tidal access and increase potential for Marine servicing and supporting industries.

If an immediate investment in a hardstand for 40 boats, extension and improvement of the existing slipway for boat extraction and launching was made, our business would grow to an additional 2 employees. If the investment included the ability to provide in-water servicing of at least two boats this could unlock growth in our business for an additional 2 employees to support the in-water servicing.

We strongly support the proposed business case for Kopu Marine Precinct investment.

If you have any further queries please do not hesitate to contact me on s 9(2)(a)

Yours sincerely


G P Craig
Director

You replied to this message on 6/06/2019 11:42 AM.

From: s 9(2)(a)
To: Ross Aubrey
Cc:
Subject: Kopu Marine development
Message: 0050_001.pdf (51 KB)

Hello Ross

Thanks for calling in yesterday

Please see attached old news article on a Whangarei boatyard from 2012. It has marine maintenance annual earnings.

Also check out the new marine servicing development that has been approved for Wynyard Quarter, Government is putting up 100 million expecting 500 more jobs

A whole different league obviously, And focussed on bigger boats but it shows the market potential.

As discussed a list of future advantages for the Thames community.

-The Ability for new businesses in the area relating to any form of marine activity.
This may include.

- Boatbuilding
- Marine based Engineering
- Sail making and rigging.
- Chandlery
- Naval architecture/design
- deck gear machinery sales
- Mussel harvesting equipment development and manufacture.
- Marine electronics, sales fitting and servicing
- Marine electricians
- Marine surveying
- Marine upholstery
- propeller manufacture and alterations
- Hydraulic sales and fitting/servicing
- Cabinet making, Interior fit outs
- Engine rebuilding
- Engine servicing
- Boat painting
- Stainless steel fabrication and fitting

These are all very highly skilled trades, and a fantastic opportunity for future training as more marine work is attracted to the area.

There is a lot of skilled people in existing local business that could branch out to include this work if they choose, Or there is the opportunity for people to start new businesses.

Currently in New Zealand there is no apprenticeship in Marine engineering, I would like to see Units developed and taught to cover the vast amount of differences from other types of Engineering.

I know this project should not have any influence what happens at the Sugar loaf, But it has many benefits for the whole Mussel Industry.
One major factor is the ability to be able to unload mussels in Kopu in the event of road closures.

It also would allow for goods to be transported by barge from Kopu, to new and existing farms including floats, Anchors, Stocking all items already being manufactured in Kopu.

I'm sure there will be mussel barges operating out of Kopu in the future.

I believe there is a future market for tourism based activities these could include.

- River cruises to run in conjunction with the rail trail between Kopu, Paeroa, Te Aroha, and Kaitiaki
- River cruises Run in conjunction with the Paeroa maritime Park.
- Sailing Charters leaving and returning from Kopu
- Fishing Charters from Kopu
- Ferry service to Auckland, Waiheke and Coromandel.
- Boat hire

-The river offers many opportunities but has no facility for these to be explored.

I realize funding will be difficult and payback is going to be slow initially, But the benefits to the wider community could be huge.

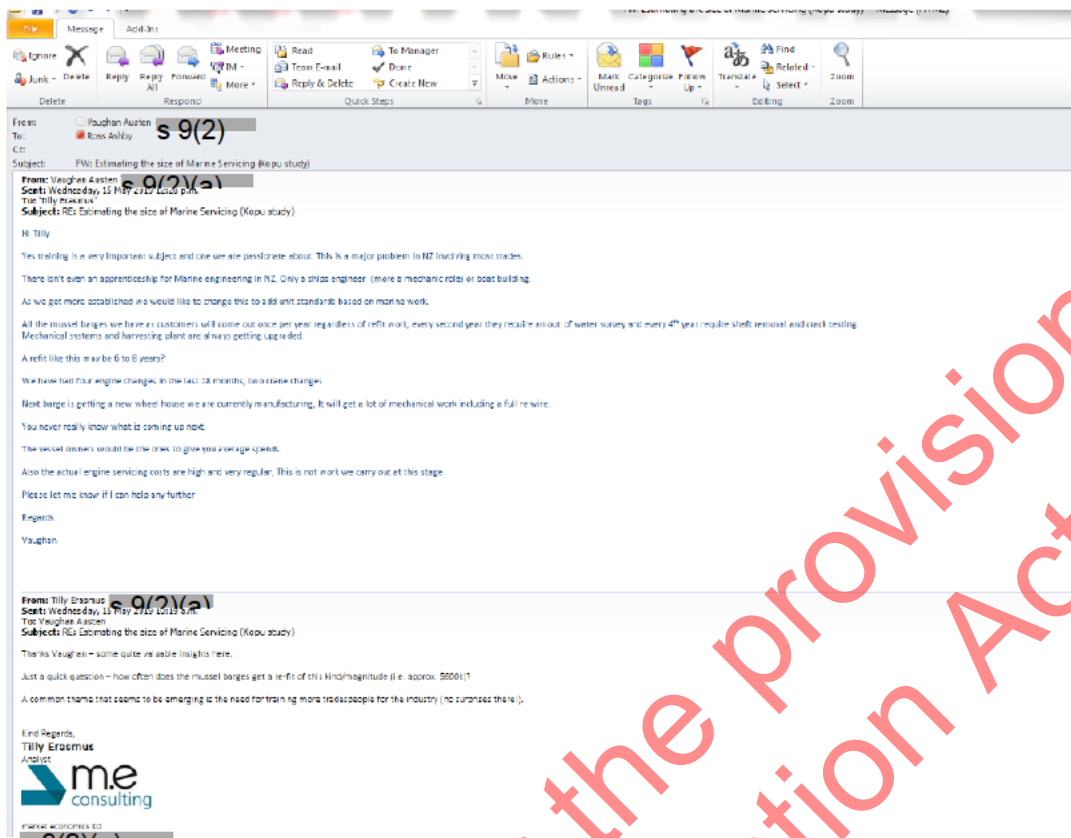
A lot of the Job creations won't happen instantly If this goes ahead but I can see approx 10 more jobs created in our business.

Let's hope this concept can be sold to the government and mostly covered by the PGF funds.

Kind regards,
Vaughan Austen - Director
KOPU MARINE
KOPU ENGINEERING



PO Box 463, Thames. Ph s 9(2)(a)
E mail: s 9(2)(a) web: www.kopu.co.nz





6 June 2019

Provincial Development Unit
WELLINGTON

Tēnā koe

KŌPŪ MARINE PRECINCT BUSINESS CASE

Ngāti Maru is mana whenua of Kōpū, a significant historical area for our people.

We support those initiatives in the Kōpū area that promote real and direct economic and employment benefits for the people of Ngāti Maru, the district, and the tourism and marine sectors.

Ngāti Maru is therefore pleased to confirm our support for the Kōpū business case development for future marine business and tourism sector growth in the Kōpū area.

We appreciate Thames Coromandel District Council involving Ngāti Maru in this business case at a governance level and their ongoing engagement with us.

We looking forward to being a partner in a positive outcome for Kōpū.

Noho ora mai
na


Wati Ngamane

Chairman

Kōpū Marine Project

Key Stakeholder Update

15 October 2020



Introductions – Who are we

- **Thames Coromandel District Council:**

- Sandra Goudie, Mayor – Thames-Coromandel
- Ross Ashby, Andrew Boden, Laina White

- **Urban Solutions:**

- Lorenzo Canal and Kirsten Dovey

- **Key Stakeholders:**

- Compliance / Emergency Services - (WRC, Harbour Master, Coast Guard)
- Recreational Boaties - (Coast Guard, Thames Sailing Club, Peninsula Marine)
- Marine Servicing Businesses - (Kopu Marine, Lifestyle Yachts, Marine Power Systems, Peninsula Marine)
- Bulk Freight - (McCallum Bros, H.G. Leach & Co)
- Landowners and Kopu Businesses - (Hunting & Fishing, Metal Recoveries, Cool Electric, Hydraulink, A&G Price)
- Community Organisations - (Hauraki Rail trail, Thames Sailing Club, Wintec, Kopu Bridge Community Trust)
- Mussel Farmers - (Paddy Bull Ltd, Goldridge Marine Farms, Coromandel Marine Farmers Assoc., North Island Mussels)
- Iwi



Agenda

1. Project Update <ul style="list-style-type: none">- <i>Business Case & Funding Grant</i>- <i>Governance</i>- <i>Project Objectives</i>- <i>Funding obligations</i>	1:00 – 1:30	30 mins
2. Project Scope	1.30 – 2.20	50 mins
3. Stakeholder Feedback	2.20 – 2.50	30 mins
4. Refreshments	3:00 onwards	

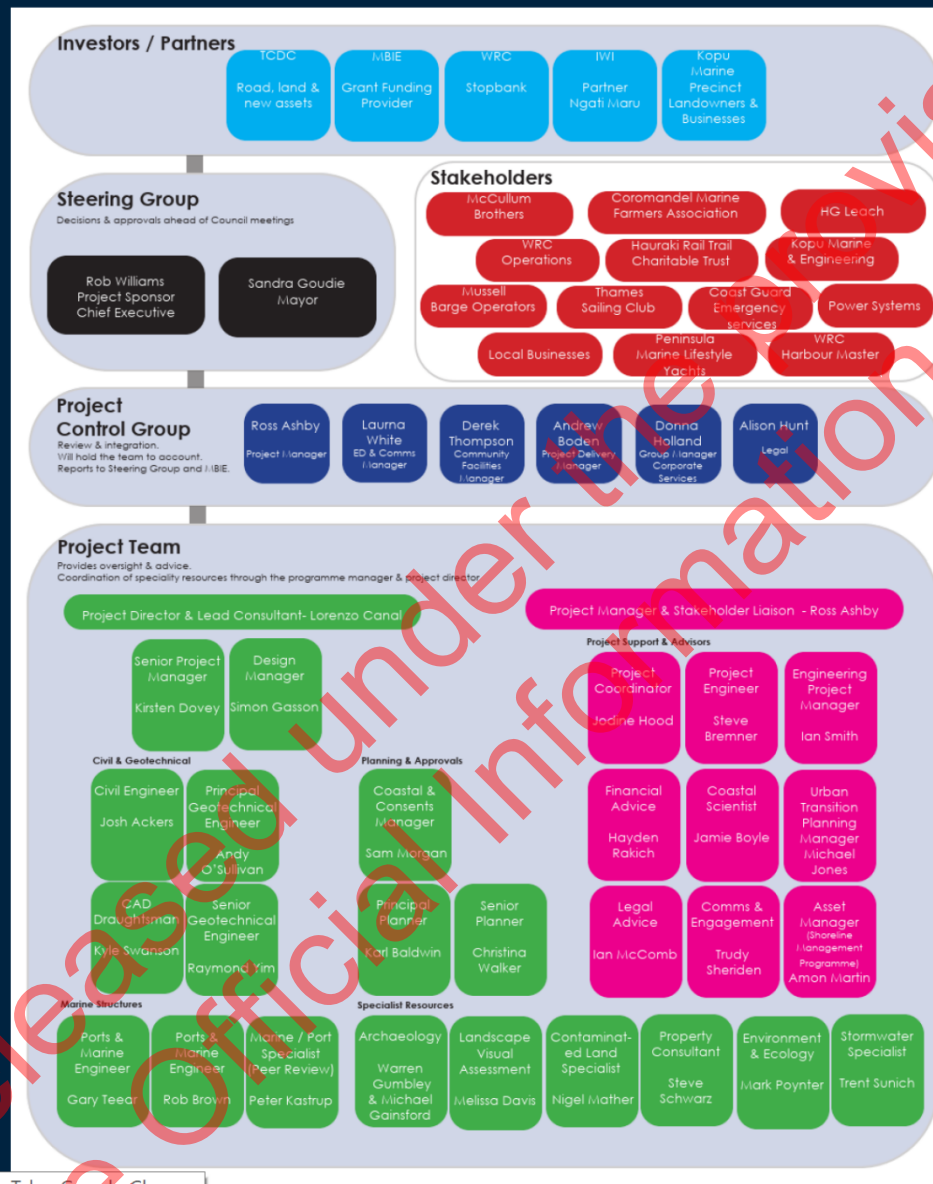


Existing facility at high tide

What's happened since the 2019 stakeholder workshop?

- Lodged PGF application for \$9.36m based on outcome of workshop
- PDU Rejected Grant ☹️
- COVID-19 ☹️
- Resubmitted grant application
- \$8.2 million grant announced by the MBIE from the Provincial Growth Fund 😊
- Marine infrastructure at Kōpū to support NZ's economic recovery as part of the Covid-19 response and recovery fund.
- Project has started with 24 months to deliver project (Oct 2020 – Oct 2022)
- Individual key stakeholder engagement to refine scope (July – Sept 2020)
- Technical design workshop to verify wharf / pontoon construction (Sept 2020)
- **Key Stakeholder Update Meeting** to reconfirm support for scheme and fast track consent application
- Project setup and governance in place ready to “move at pace”

Project Governance

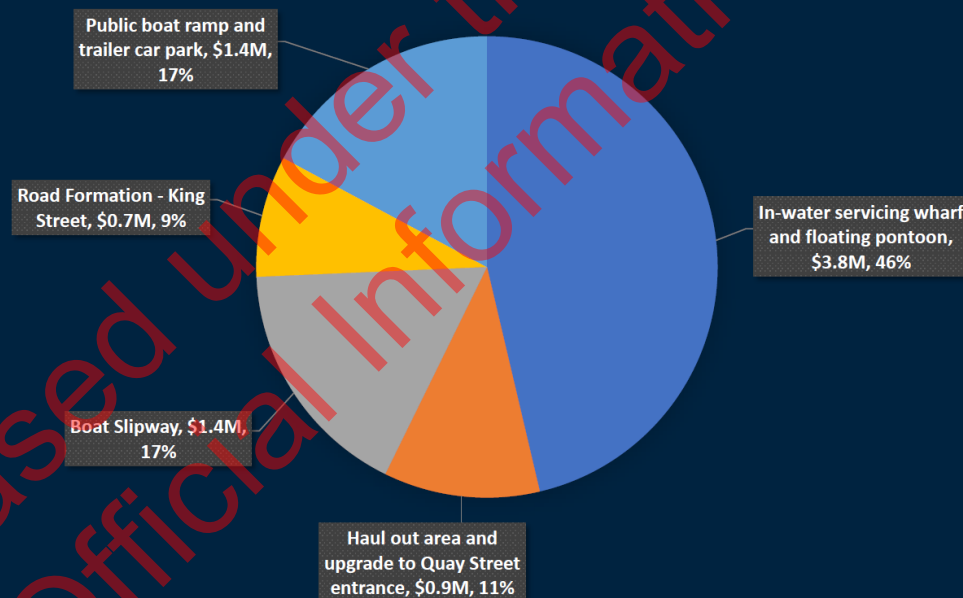


Let's Not Forget - Project Outcomes

- **Strategic Outcomes (ILM Business case)**

1. Enhance **marine servicing** and **supporting businesses** to the area (40%)
2. **Retain freight** use and provide infrastructure resilience to the Aquaculture Industry (30%)
3. Help enable tourism, recreation, emergency services to access water safely (20%)
4. Unity of investment direction with our community, iwi and stakeholders (10%)

Funding Allocation - \$8.2m





Let's Recognise our Project Funding Obligations

- **MBIE Covid Recovery Funding Outcomes:**

- a) Employment with social procurement outcomes recognising the need to be inclusive.
- b) Investment toward a more productive, sustainable and inclusive economy, enabling Waikato region to grow and support a modern and connected New Zealand.

- **Procurement Approach:**

- Registration of Interest (ROI) invitation to inform procurement strategy
- Likely to be a number of work packages based on type and complexity of work i.e. Civil/Roading/Carpark, Boat ramp/Slipway, Wharf, Pontoon
- List of local recommended local suppliers and sub contractors to be provided as part of tendering process
- Tender evaluation will have some weighting towards meeting our funding obligations for social outcomes i.e. local employment, job training, inclusiveness
- ROI invitations via GETS and Tenderlink– Nov/Dec 2020
- Tendering phase programmed upon design and consenting completion in March / April 2021



Project Scope

- **Funding to deliver the following:**
 - a) A wharf and floating pontoon enabling in-water marine servicing and vessel loading
 - b) An expanded, unsealed haul out area and upgrade to Quay Street entrance, suitable for truck deliveries and boat haulage to hardstands within the marine precinct
 - c) An upgraded, sealed slipway
 - d) Formation of a new access road (King Street)
 - e) A public boat ramp and car park for recreational trailer boat users to provide safe separation from commercial activities

LEGEND:

- Property Boundary
- Existing Stop Bank / Hauraki Rail Trail
- Stormwater Culvert
- Stormwater Swale
- Fencing (Type TBC)

PROPOSED SCOPE:

- 1 Commercial wharf / pontoon
- 2 Commercial slipway
- 3 Commercial area
- 4 Recreational boat ramp
- 5 Recreational car parking (30 parks)
- 6 King Street (New access road)
- 7 Future recreational car parking (30 parks)

NOTES:

1. Bearings & coordinates are in terms of Geodetic Datum 2000, MT Ben Circuit.

2. Levels are in terms of Mean Sea Level Datum 1953 BM AE 53 RL ± 0.00m



urbansolutions
projects

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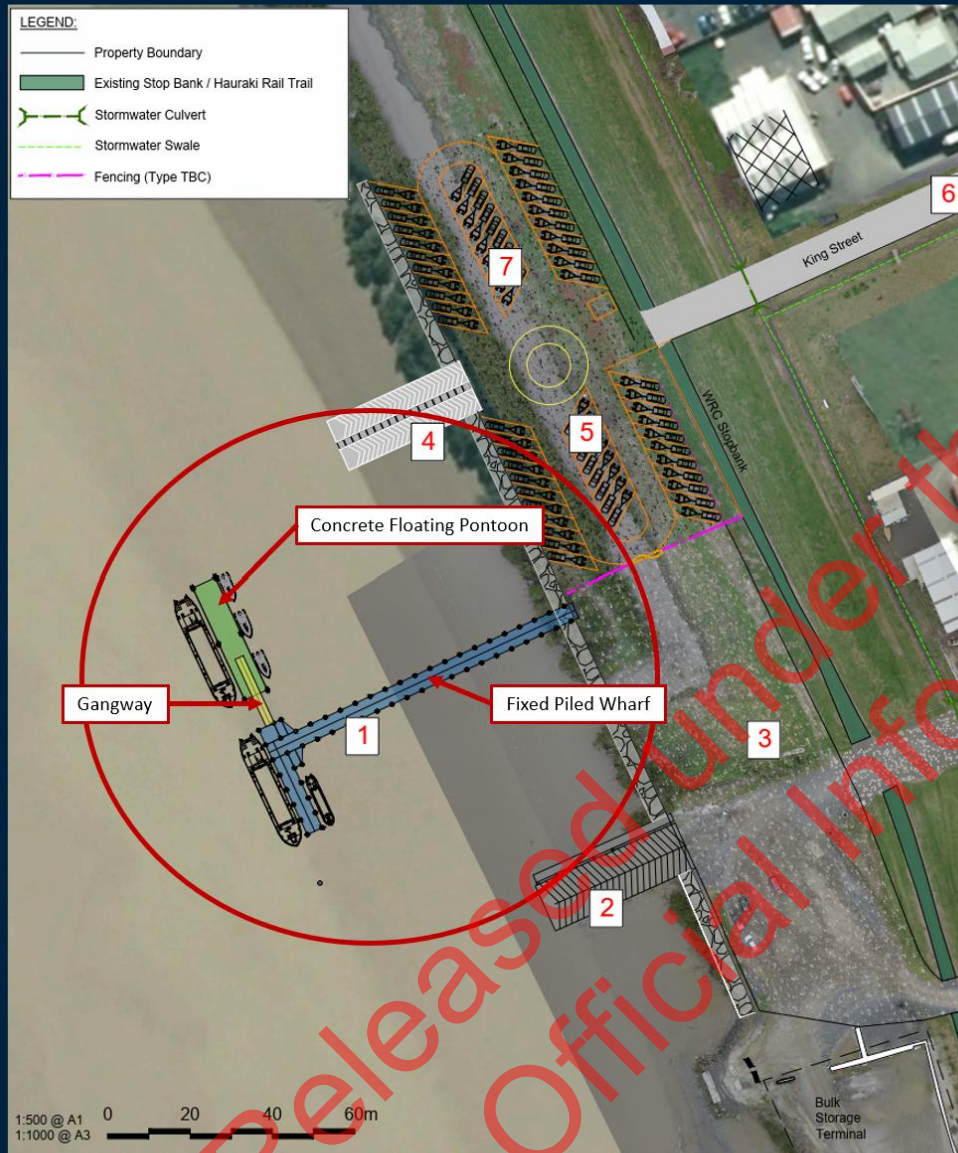
project:
KOPU MARINE PROJECT

sheet:
PROPOSED SITE PLAN

client:

THAMES COROMANDEL DISTRICT COUNCIL

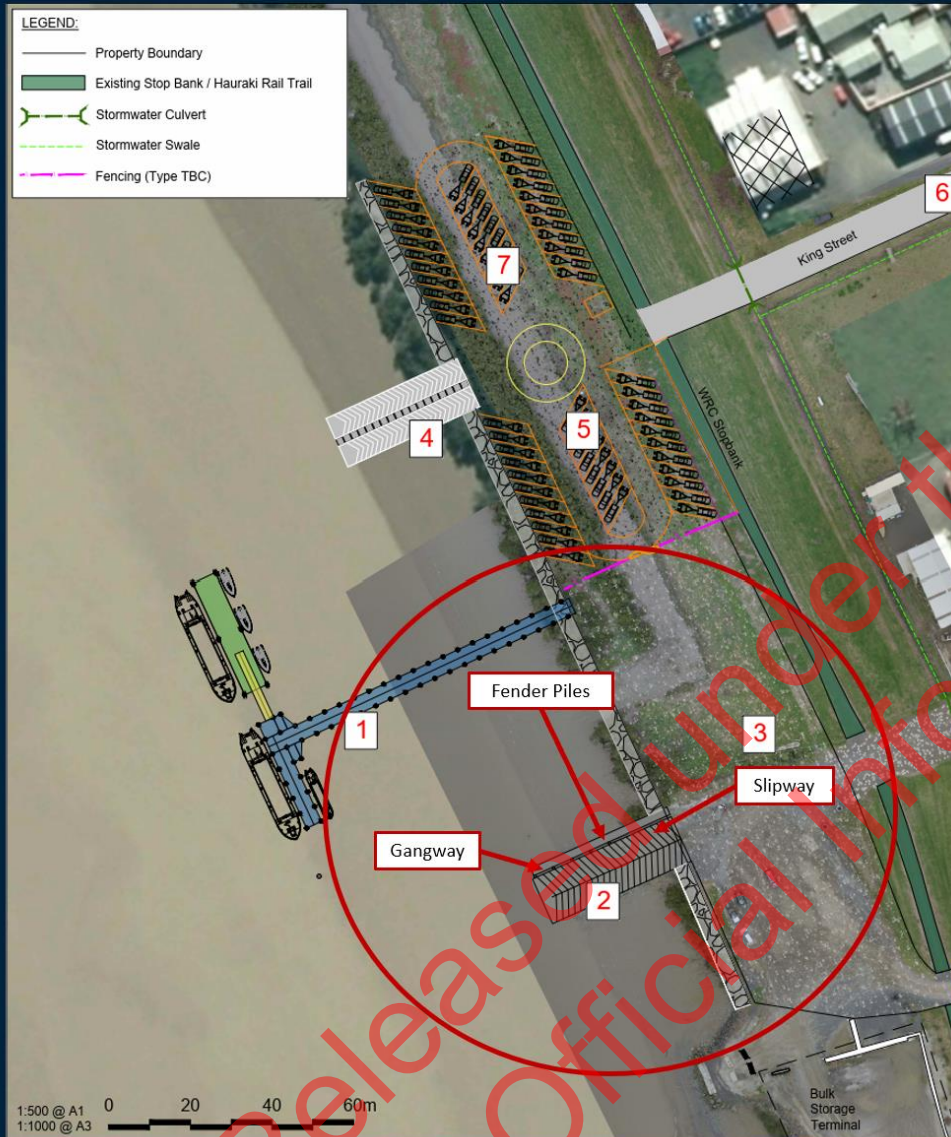
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1. Commercial Wharf / Pontoon

- Fixed Piled Wharf
 - 4m wide x 82m long
 - 20T small mobile crane
 - 3T HIAB trucks
- Concrete Floating Pontoon
 - 6m wide x 30m long
 - 2m wide x 15m long gangway
- Design Vessel (Max):
 - Mussel Barge with an overall length of 30m, max draft of 1.9m and gross tonnage of 170T





2. Commercial Slipway

- 12m wide
- Reinforced concrete designed for 150T vessel haul out
- Pedestrian gangway for boat handing
- Fender Piles





3. Commercial Area

- 10,000m²
- Unbound gravel pavement to accommodate ongoing settlement
- Retaining H.G Leaches' Bulk Freight Operation – no change
- Remediating silt trap suitable for vehicle manoeuvring and deliveries
- Quay Street widening to facilitate boat haulage





4. Recreational Boat Ramp

- Concrete Boat Ramp (2x 5m lanes with central 1.8m pontoon)
- Recreational car parking to accommodate up to 30 trailers
- Subject to funding – 30 more carparks can be provided
- Consenting will be undertaken of entire area
- Pay and display carparking for funding ongoing operations and maintenance

