

17 March 2021

Hon David Parker  
Minister for the Environment

By e-mail: D.Parker@minimisters.govt.nz

Dear Hon David Parker

**RE: COVID –19 RECOVERY (FAST TRACK CONSENTING) ACT 2020 – KOPU MARINE  
PRECINCT – REQUEST FOR FURTHER INFORMATION**

I write in response to your request for additional information dated 5 March 2021. I will address your questions in turn.

1. *Confirmation of whether a Historic Places Trust authority is required for the Project.*

The site is highly modified and the activity does not involve significant excavation, therefore, while accidental discovery is possible it is not considered likely. Nonetheless, an Authority is being sought for the Project as a precautionary measure, in case of accidental discovery. The project archaeologist and the project manager have been in contact with HNZPT regarding the application. HNZPT have confirmed that a pre-application meeting is not required and are expecting the application for processing in early April 2021.

2. *Detail of the number of short-term and construction jobs intended to be created through the Project build.*

The forecasted number of short-term and construction jobs (actual and estimated) created through the project build is provided in the table below. This data is updated and reported to MBIE on a monthly basis in accordance with the funding agreement conditions. Social procurement outcomes have been adopted and form part of the tendering evaluation process for the selection of construction contractors to foster employment of Māori, Pacifica, women and young people. The details of this forecasting are broken down in Table 1, following.

Table 1 - Construction/Short Term Employment Forecasting

Kopu project job estimate during design and construction								
Project Element	Total People Working	No. Prev. Un-emplo yed	No. Local	No. aged 15-24	No. Maori	No. Pasifika	No. Women	Type of Employment
Project Management & Design	10	-	-	1	-	-	1	Consultant
Client – Project Delivery	14	-	14	-	1	-	4	Full time
Specialist Consultants	12	-	1	2	1		4	Consultant
Marine Construction Contract (Estimated)	30	-	15	7	8	2	3	Full Time
Earthworks and Roothing Contract	12	-	8	3	6	2	2	Full Time
<b>TOTAL</b>	<b>78</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>16</b>	<b>4</b>	<b>14</b>	

3. Clarify what is meant by '16 jobs for Māori' in the application. What type of jobs are they and what is the approach intended to be taken to fill these jobs?

In addition to the 78 construction jobs, demonstrated in the above table, the Kōpū Marine Precinct is estimated to create 108 new direct and indirect jobs to support the marine servicing demand leading to sustainable economic growth, including 16 jobs for Māori. The number of expected additional jobs for Māori is 16 as stated in the business case submitted with the MBIE funding application. This has been calculated using Thames-Coromandel District Council's economic profile compiled by Infometrics. The profile provides a breakdown of Māori employment in the district by ANZSIC-1 and GDP54 industries. To estimate the number of potential jobs for Māori created in the Kōpū Marine Precinct, the number of Māori employed in the Transport Equipment Industry, which includes shipbuilding and repair activities, was compared to the number of total jobs. This factor was applied to the number of expected additional FTEs to calculate the expected jobs for Māori.

4. Clarity regarding the required project funding and confirmation of how any balance not covered by the Provincial Growth Fund grant is being funded.

The Kōpū Marine Precinct Project received \$8.2 million from the Provincial Growth Fund to cover the complete project capital expenditure. The project is being prudently managed by a professional project team governed by a project control group of TCDC senior leadership to ensure delivery of the scope and benefits within the budget envelope. The March 2021 cost estimates based on detailed design place the project within the budget envelope with a 10% contingency. The cost estimates are based on recent tender rates for similar types of marine and civil works.

5. Identify whether there are any significant adverse environmental effects relating to the Visual and Landscape and Integrated Traffic Assessments currently being undertaken.

The Integrated Traffic Assessment (ITA) draft has been completed and concludes that effects on traffic safety and functionality will be 'insignificant'. More minor effects can be avoided or mitigated through design solutions, for example lighting at intersections. The design recommendations outlined in the ITA will form part of the application.

The landscape and visual assessment is underway and indications are that there are no anticipated significant effects. Further, the landscape architect, project manager and designer

are working together to identify opportunities to avoid or mitigate any minor effects through small design changes (such as adding oxide to concrete).

Both reports will be finalised and included with the application to the Panel.

6. *Clarify whether the potential operation of a water transport system to move people and bikes around the Hauraki Rail Trail will require further consenting or be provided for under the current Project.*

The potential future 'water taxi' operation does not form part of this consent, rather it is noted as a future opportunity. An assessment of such a proposal has not been carried out at this time, however I note that the use of a ferry/water taxi does not trigger consent. More likely consent would be required for the berthing of a ferry/taxi.

I trust that the above information satisfies your request, however, please do not hesitate to contact me in the event you require any additional clarification or information.

Kind Regards,



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