



# Application for a project to be referred to an expert consenting panel

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

*For office use only:*

Project name: Rangitane Reclamation and Boat Ramp Maritime Development  
Application number: PJ-0000741  
Date received: 08/04/2021

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

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

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

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

We recommend you discuss your application and the information requirements with the Ministry for the Environment (the Ministry) before the request is lodged. Please contact the Ministry via email: [fasttrackconsenting@mfe.govt.nz](mailto:fasttrackconsenting@mfe.govt.nz)

The Ministry has also prepared [Fast-track guidance](#) to help applicants prepare applications for projects to be referred.

## Part I: Applicant

### Applicant details

Person or entity making the request: Far North District Council & Far North Holdings Limited

Contact person: Chris Galbraith

Job title: General Manager

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address:

PO Box 7 Opua 0241

### Address for service (if different from above)

Organisation:

Contact person:

Job title:

Phone:

Email:

Email address for service:

Postal address:

## Part II: Project location

The application: relates wholly to the coastal marine area

If the application relates to the coastal marine area wholly or in part, references to the Minister in this form should be read as the Minister for the Environment and Minister of Conservation.

Site address / location:

A cadastral map and/or aerial imagery to clearly show the project location will help.

Rangitane Loop Road, Kerikeri, Northland, 0294, New Zealand

Coastal Marine Area adjacent to Rangitane Loop Road road reserve chainage 743-800, generally in front of Lot 2 DP 90505 and, Lot 2 DP 82637 and Lot 3 DP 52886. Coordinate: -35.19677097314971, 174.00256692498027

Legal description(s):

A current copy of the relevant Record(s) of Title will help.

The project site comprises future land (untitled) to be reclaimed from within the CMA adjacent to Rangitane Loop Road (road reserve) and an existing boat ramp. See attached PDF report for maps.

Registered legal land owner(s):

N/A

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur, including a statement of how that affects the applicant's ability to undertake the work that is required for the project:

Future land to be reclaimed within the CMA. Land ownership and title to be assigned with the expectation that this will be offered to and purchased by Far North District Council.

## Part III: Project details

### Description

Project name: Rangitane Reclamation and Boat Ramp Maritime Development

Project summary:

Please provide a brief summary (no more than 2-3 lines) of the proposed project.

The proposal is to utilise \$2.45 million of MBIE Covid 19 recovery funding to reclaim approximately 7,000m<sup>2</sup> of coastal marine area (CMA) that would accommodate an upgraded double width (8 metre wide) boat ramp and floating pontoon, sealed parking and manoeuvring areas for 16 trailer parks and 8 carparks, dinghy storage (located on the existing boat ramp), public picnic facilities and landscaping. The construction work includes some mangrove and other foreshore vegetation removal, undercut dredging and depositing fill to create a reclamation and the erection of structures activities within the CMA. A copy of the proposed concept plan is attached to this application.

Project details:

Please provide details of the proposed project, its purpose, objectives and the activities it involves, noting that Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail.

Far North Holdings Limited is the commercial trading and asset management arm of Far North District Council (FNDC) that operates as a Council Controlled Organisation under the Local Government Act 2002. FNHL manages a diverse range of property, maritime and transport assets throughout the district on behalf of the Far North ratepayers. FNHL works with local businesses and communities to help identify potential and make the most of local economic development opportunities, including employment.

The project involves redeveloping the existing public boat ramp launching facility at Rangitane, near the township of Kerikeri. This development will be part of a network of publicly accessible boat launching facilities that aims to improve public access to the coast, particularly near growing population centres in the Bay of Islands. The Bay of Islands encompasses coastal waters bounded in the south by the historic township of Russell and Tapeka Point, Waitangi in the west, Kerikeri Inlet and Purerua Peninsula (Te Puna Inlet) in the north and Cape Brett in the east. (refer attached image document)

The existing Rangitane Boat Ramp is close to the Kerikeri town centre and its surrounding rural catchment. It will complement other public boat launching facilities that service communities on the northern and southern sides of the Kerikeri Inlet. This will help to redistribute current and predicted future demand pressure on existing facilities that is reaching (seasonal) capacity and/or has other constraints on expansion. Expected growth in this part of the District and rising visitor numbers is expected to increase demand for these maritime facilities. (refer attached image document for the location of existing boat public boat ramps)

A network of publicly accessible boat ramps distributed throughout the Bay of Islands communities supports fair and equitable access to the coastal marine environment and is consistent with the principle intentions of Part II RMA Matters of National Importance Section 6(d) and (e). The project has strong support from local tangata whenua, Ngati Rehia who consider this proposal an opportunity to improve hapu and whanau member access to the coast and to regenerate traditional types of kaimoana.

The Bay of Islands is a well-established maritime community that relies on convenient access to the coast for maritime business activities including aquaculture, tourism, boat construction and servicing activities. During peak seasonal periods, the Bay of Islands attracts a significant number of tourist visitors who support the local economy, and on which resident communities rely for business and employment income. Visitors with boats to the area are a significant contributor to this local economic activity and would be supported by the proposal.

The proposed activity includes an approximate 7,000m<sup>2</sup> coastal marine area reclamation. The material used to create the reclamation will likely be sourced from local quarries. The estimated volume of excavated and fill material is 6,000m<sup>3</sup> and 16,000m<sup>3</sup> respectively. Northland Regional Council's (NRC) Harbourmaster has indicated an interest in undertaking maintenance dredging in the Kerikeri Inlet to improve navigational safety. If that dredging proceeds, there is an opportunity to utilise the dredging spoil to form part of this reclamation. NRC maintenance dredging does not form part of this application.

A new double (8 metre) width concrete boat ramp and floating pontoon providing deep water access 1 hour either side of low tide for larger motorised trailer boats, and all tide access for smaller dinghy, kayaks and paddle boards,

that would be constructed at the southern end of the reclamation. The existing boat ramp would be retained as a dinghy storage area. 16 trailer and 8 car parks are proposed along with public picnic facilities at the eastern end. Well-designed landscaping and shaping of the reclamation would integrate it as an extension to the existing coastal margin. Vehicle access to the facility would be from the existing council roading network. The proposed development site adjoins Rangitane Loop Road road reserve. The new, larger manoeuvring area would improve traffic safety avoid vehicles and trailers using the road carriageway to reverse on and off the boat ramp. The existing transport network comprising primarily State Highway 10, Kapiro Road, Landing Road, Waipapa Road, Redcliffs Road and Rangitane Loop Road would be utilised, with traffic generation being mainly to and from the population centre of Kerikeri and its surrounds. The proposal would quadruple the number of available vehicle and trailer carparks at this location, which is a major determinant of the use of a boat ramp.(refer attached image document for location of existing road network)

Subject to the necessary resource consents being obtained, and to meet the agreed contractual funding agreement timeframes agreed with MBIE, construction activities are programmed to start in January 2022. It is estimated that in addition to those engaged to design, assess and consent the facility, the construction would employ up to 30 employees for the 9-month construction duration. Downstream employment opportunities are likely to arise with maritime services and associated retail goods, and tourism opportunities. Broader economic benefits referred to above are expected to arise.

Where applicable, describe the staging of the project, including the nature and timing of the staging:

- Stage 1 Resource consent granted by December 2021
- Stage 2 Procurement for reclamation construction- completed December 2021
- Stage 3 Construction of reclamation, boat ramp and pontoon - January 2022- September 2022

### Consents / approvals required

Relevant local authorities: Far North District Council, Northland Regional Council

Resource consent(s) / designation required:

Land-use consent, Coastal permit

Relevant zoning, overlays and other features:

Please provide details of the zoning, overlays and other features identified in the relevant plan(s) that relate to the project location.

Legal description(s)	Relevant plan	Zone	Overlays	Other features
CMA	Operative Regional Coastal Plan for Northland (June 2004)	Marine 2 (Conservation) Management Area	-	-
CMA	Proposed Regional Plan for Northland (Appeals Version June 2020)	General Marine Zone (Light Blue) Coastal Commerical Zone (Dark Blue) Moorings Zone (Green)	Coastal Environment High Natural Character (bay to the north-east) Moorings	-

Rule(s) consent is required under and activity status:

Please provide details of all rules consent is required under. Please note that Section 18(3)(a) of the Act details that the project **must not include** an activity that is described as a prohibited activity in the Resource Management Act 1991, regulations made under that Act (including a national environmental standard), or a plan or proposed plan.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Operative Regional Coastal Plan for Northland (June 2004)	31.4.4(w) The erection or placement of any new structure	The construction of a new boat ramp and associated floating pontoon	Discretionary	CMA
Operative Regional Coastal Plan for Northland (June 2004)	31.4.5 (b) Reclamation and Impoundment – any new reclamation	The construction of the approximate 7,000m2 reclamation (excluding the rock armoured wall)	Discretionary	CMA
Operative Regional Coastal Plan for Northland (June 2004)	31.4.6 (b) -the discharge of water onto the foreshore, seabed or into the waters of the coastal marine area on the condition that: (i) the discharge is free from any contaminant land; and (ii) does not result in permanent physical damaged to the foreshore or seabed	The discharge of stormwater from the impermeable surfaces constructed on the reclamation via a treatment collection into coastal water	Permitted	CMA
Operative Regional Coastal Plan for Northland (June 2004)	31.4.8(f) Any dredging spoil deposition	The deposition of capital dredging spoil to construct the foundation of the reclamation	Discretionary	CMA
Operative Regional Coastal Plan for Northland (June 2004)	31.4.8(g) Any capital dredging	The capital dredging of seabed material to construct the reclamation	Discretionary	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.1.2 Minor Structures in a Coastal Commercial Zone, Marsden Point Zone and Whangarei City Centre Marine Zone	Proposed structures within CMA (floating pontoon)	Permitted	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.5.12 Dredging, deposition and disturbance activities	Proposed capital dredging and deposition of material for the purpose of constructing a reclamation	Discretionary	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.1.18 Structures in a Coastal Commercial Zone	Proposed structures within the CMA (floating pontoon)	Discretionary	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.1.21 Structures in the General Marine Zone	Proposed structures (floating pontoon) within CMA	Discretionary	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.5.12 Dredging, deposition and disturbance activities	Proposed capital dredging and deposition of fill	Discretionary	CMA

		material onto the seabed to construct the reclamation		
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.6.5 Reclamations (non-significant area)	Reclamation of 7,000m <sup>2</sup> of seabed to construct a carpark and boat ramp facility	Discretionary	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.6.4.2 Other Stormwater Discharges	Discharge of stormwater into coastal water from a collection system designed to drain the impermeable surfaces constructed on the reclamation	Permitted	CMA
Proposed Regional Plan for Northland (Appeals Version 2020)	C.8.3.4 Earthworks	Proposed earthworks adjacent to landward side of CMA to construct reclamation.	Discretionary	Coastal riparian and foreshore management area (defined as: any land within a horizontal distance of 10 metres landward from the CMA; and the land between the CMA and the bottom of the landward side of the foredune, where the land adjacent to the CMA is vegetated or unvegetated sand dunes.)
Operative Far North District Plan (Sept 2009)	RMA s87B Innominate activities on future land forming the proposed reclamation	Proposed impermeable surfaces constructed on the reclamation breaching setback to the coastal marine area Proposed traffic generation associated with the boat ramp activities. The assigned traffic intensity factor (TIF) for boat ramps is 200. The TIF for activities in the adjacent Coastal Residential zone is 20 Proposed parking requirements for boat ramps is 15 (car and trailer) per 3 metre width of boat ramp – proposed ramps width is 6 metres Proposed noise generating activities Proposed earthworks (likely within the Rangitane Loop Road road	Discretionary	Within or adjacent to the Rangitane Loop Road road reserve

		reserve has a permitted threshold limit in the Coastal Residential Zone of 200m3 Construction Noise (FNDC and NRC standards to be complied with) or as consented with mitigation requirements		
Proposed Regional Plan for Northland (Appeals Version 2020)	C.1.4.4 Mangrove Removal in the Coastal Commercial Zone	Removal of a small area mangrove vegetation	Restricted Discretionary	CMA (reclamation location)

Resource consent applications already made, or notices of requirement already lodged, on the same or a similar project:

Please provide details of the applications and notices, and any decisions made on them. Schedule 6 clause 28(3) of the COVID-19 Recovery (Fast-track Consenting) Act 2020 details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Act for the same, or substantially the same, activity.

There are no existing resource consent applications.

Resource consent(s) / Designation required for the project by someone other than the applicant, including details on whether these have been obtained:

There are no other resource consents required by persons other than the applicant.

Other legal authorisations (other than contractual) required to begin the project (eg, authorities under the Heritage New Zealand Pouhere Taonga Act 2014 or concessions under the Conservation Act 1987), including details on whether these have been obtained:

There are no other authorisations required for this project.

### Construction readiness

If the resource consent(s) are granted, and/or notice of requirement is confirmed, detail when you anticipate construction activities will begin, and be completed:

Please provide a high-level timeline outlining key milestones, e.g. detailed design, procurement, funding, site works commencement and completion.

This project is 'construction ready' subject to resource consent and final detailed design authorisation. The Ministry of Business, Innovation and Enterprise (MBIE) has approved \$2.45M to fund this project. Far North District Council has allocated an additional \$1.2M in the LTP.

Construction works are programmed to commence in January 2022. It is estimated the facility would take 9 months to completion and generally staged as follows:

- Stage 1 – Resource consent granted- December 2021
- Stage 2 – Procurement- tender awarded by December 2021
- Stage 3 Construction of reclamation, boat ramp and pontoon- January 2022- September 2022.

## Part IV: Consultation

### Government ministries and departments



Detail all consultation undertaken with relevant government ministries and departments:

The following government agencies have been consulted about and/or are aware of this project:

- Ministry of Business, Innovation and Enterprise (MBIE) – Initial PGF funding application and final approval under the Covid Recovery Fund. Monthly reporting to MBIE on progress.
- Department of Conservation – Discussions with Bay of Islands district Operations Manager to identify any DoC concerns during concept development.
- Ministry for the Environment – in relation to making a referred project application under the Covid 19 Recovery (Fast Track Consenting) Act 2020.
- Heritage NZ – regarding presence of any known archaeological sites. Northland area manager advised verbally there is nothing on record at this location.

### Local authorities

Detail all consultation undertaken with relevant local authorities:

Consultation has been undertaken with officers at:

- Northland Regional Council (Consents Manager) – in relation to the proposal details, merits and consenting requirements
- Northland Regional Council (Harbourmaster) – regarding benefits of the site location including improved navigational safety, proximity to the channel and end of the 5 knot zone.
- Far North District Council (Regulatory, Asset Management and District Plan Policy) – in relation to the proposal details, merits and consenting requirements

### Other persons/parties

Detail all other persons or parties you consider are likely to be affected by the project:

- Ngati Rehia (mana whenua)
- Adjacent landowners
- Rangitane Recreation Association
- Rangitane Residents Association
- QE II Trust (owners of Aroha Island)
- Aroha Island Trust
- Kerikeri Marina Trust

Detail all consultation undertaken with the above persons or parties:

Please refer to the attached draft consultation report.

## Part V: Iwi authorities and Treaty settlements

For help with identifying relevant iwi authorities, you may wish to refer to Te Kāhui Māngai – Directory of Iwi and Māori Organisations.

### Iwi authorities and Treaty settlement entities

Detail all consultation undertaken with Iwi authorities whose area of interest includes the area in which the project will occur:

Iwi authority	Consultation undertaken
Ngati Rehia	Multiple meetings to discuss the project and identify if the project has hapu support. Ngati Rehia (mana whenua) are providing a cultural impact assessment (CIA), which will be available by May 2021. Ngati Rehia support the project and



	have issued public media statements to that effect. They have been involved since the project's inception. Refer attached support statement.
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Detail all consultation undertaken with Treaty settlement entities whose area of interest includes the area in which the project will occur:

Treaty settlement entity	Consultation undertaken
Ngapuhi (Ngati Rehia hapu)	Not applicable – no current Treaty Settlement

### Treaty settlements

Treaty settlements that apply to the geographical location of the project, and a summary of the relevant principles and provisions in those settlements, including any statutory acknowledgement areas:

Section 18(3)(b) of the Act details that the project **must not include** an activity that will occur on land returned under a Treaty settlement where that activity has not been agreed to in writing by the relevant land owner.

There are no completed Treaty Settlements in this area. Treaty claims Wai 494 and 1341 are applicable.

## Part VI: Marine and Coastal Area (Takutai Moana) Act 2011

### Customary marine title areas

Customary marine title areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(c) of the Act details that the project **must not include** an activity that will occur in a customary marine title area where that activity has not been agreed to in writing by the holder of the relevant customary marine title order.

There are no confirmed customary marine titles in this location.

Registered CMT applicants have an interest in this location (refer attached list)

### Protected customary rights areas

Protected customary rights areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(d) of the Act details that the project **must not include** an activity that will occur in a protected customary rights area and have a more than minor adverse effect on the exercise of the protected customary right, where that activity has not been agreed to in writing by the holder of the relevant protected customary rights recognition order.

There are no confirmed customary right areas that are affected by this proposal.

## Part VII: Adverse effects

Description of the anticipated and known adverse effects of the project on the environment, including greenhouse gas emissions:

In considering whether a project will help to achieve the purpose of the Act, the Minister may have regard to, under Section 19(e) of the Act, whether there is potential for the project to have significant adverse environmental effects. Please provide details on both the nature and scale of the anticipated and known adverse effects, noting that Section 20(2)(b) of the Act specifies that the application need only provide a general level of detail.

Potential adverse effect arising from the proposal are being assessed in the context of the existing environment in this location. The project site is located within the CMA and is adjacent to a designated public road reserve (Rangitane Loop Road). The proposed extension to the coastal margin in this location would extend the natural coastline that

bounds the northern side of the Kerikeri Inlet, which is a tidal inlet adjacent to the coastal marine area known as the Bay of Islands. The features of this coastline include the rocky foreshore, large coastal properties and houses that overlook the inlet, the coastal residential settlement of Rangitane and its existing jetty and boat ramp, pile moorings extensive areas of mangrove vegetation and marine farms. The topography of the foreshore rises in a westward direction and is a mix of open pasture and bush covered land. Recreational activities including tourist accommodation, kayaking, swimming and conservation activities that operate on Aroha and Wainui Island. Whanau connected with Ngati Rehia are permanent residents on Wainui Island. The marine environment is coastal tidal, intermixed with freshwater from the Kerikeri and Rangitane Rivers. The visual catchment of the site includes the southern side of the Kerikeri Inlet and land on the southern side of Opito Bay Road further to the north.

Potential adverse effects arising from this proposal include:

- **Traffic Movement (Construction)**

Construction traffic including contractor vehicles, machinery, and delivery of materials will be actively coming to and from the site during the 9-month construction period. This is a temporary effect that will conclude when construction is complete. Effects on the local transport environment will be managed in accordance with a construction management plan and traffic management plan that will include hours of operation, parking requirements and appropriate signage. Construction traffic effects are being assessed by Traffic Planning Consultants (Peter Kelly) (refer to the attached effects overview statement)

- **Traffic Movement (Operational)**

Traffic movement involving an increased number of vehicles and boat trailers is expected as a result of the boat ramp upgrade. The existing boat ramp provides for approximately 4 on-street trailer parks. The finished boat ramp will accommodate 16 trailer parks and 8 carparks, which will increase the facility capacity by 400% (excluding a future possible seasonal overflow parking area in the local reserve). The proposed access design is a single 'in and out' crossing to encourage vehicles to leave the site in a westward direction rather than utilising the eastern part of Rangitane Loop Road. As with the current facility, no access limits are to be placed on times when the boat ramp can be used so vehicles will be able to arrive early in the morning and leave late at night. Traffic Planning Consultants Limited (Peter Kelly) are assessing the potential adverse effects on the existing road network and the adjacent residential settlement of Rangitane. (refer to the attached effects overview statement)

- **Visual and Landscape Effects**

Potential visual and landscape effects include changes to the appearance and character of the coastal foreshore environment in this location and the potential adverse effect this could have on how it is viewed from the surrounding visual catchment and from the sea. Whilst the coastal environment is a dynamic landscape that is influenced by natural coastal processes, and subdivision and development activities, the basis for development change is dictated by s6(a) of the RMA and the objectives and policies of the NZCPS, particularly Policy 10. Potential adverse effects include visual character effects arising from an extension to the foreshore and the increasing activity associated with the boat launching activities. Littoralis Landscape Architecture have designed the landscape concept for the reclamation and the associated activities and are assessing the potential visual and landscape effects generated by the proposal. (refer to the attached effects overview statement)

- **Local Amenity Value Effects**

Potential local amenity effects include effects on features and characteristics that give this location its identity and contribute to a sense of community. The project site is in a coastal location that is adjacent to the existing residential community of Rangitane. There is an existing boat ramp and jetty that is regularly used by local users from the surrounding Kerikeri area. Noise, traffic movements and changes in character/levels of activity have the potential to impact local amenity. These effects will be assessed in the context of the AEE and other specialist reports.

- **Noise (Construction)**

As with traffic movement, these are temporary effects that will be managed in accordance with NRC Regional Plan construction noise controls within the CMA. Marshall Day is assessing these effects. (refer to the attached effects overview statement)

- Noise (Operational)

These are noise effects associated with the operation of the boat ramp and would be generated by traffic movement to and from the boat ramp, people activities in the carpark and boats leaving and arriving at the ramp. Marshall Day is assessing the potential for additional noise effects that would be generated by the upgraded boat ramp. (refer to the attached effects overview statement)

- Ecological (Marine and Terrestrial - Kiwi)

Ecological effects include marine coastal habitat and wider terrestrial ecological effects that include potential impacts on the resident Northland Brown Kiwi population, which is prevalent along the Opito Bay Peninsula. 4Sight Ecologists are assessing the ecological effects in conjunction with Ngati Rehia kaitiaki who have an interest in kaimoana (shellfish) regeneration in this locality. (refer to the attached effects overview statement)

- Archaeological/Heritage

Potential archaeological effects include effects on features located within or in proximity to the foreshore that may be disturbed, destroyed or compromised as a result of the development. Consultation with HNZ indicates that there are no known archaeological sites of significance in the location of the site or in close proximity, and that normal accidental discovery protocol would be appropriate. Ngati Rehia are preparing a cultural impact assessment that will identify sites of interest to Iwi. This will be available by May 2021. (refer attached statement of support)

- Cultural Values

Effects on cultural values have been considered in consultation with Ngati Rehia who strongly support the proposal as an opportunity to improve whanau access to traditional hapu coastal areas and to regenerate kaimoana (shellfish), some of which have been lost from this location. Ngati Rehia are preparing a cultural impact assessment that will document cultural values and potential effects on this location.

- Water Quality

Potential adverse effects on water quality arise from stormwater runoff from the impermeable surfaces constructed to form the carpark and boat ramp. Drainage from these surfaces would be designed to meet NRC treatment and discharge criteria to avoid contaminants entering the marine environment. Effects on water quality also arise from marine disturbance activities associated with capital dredging and deposition activities. 4Sight are assessing these potential effects. (refer to the attached effects overview statement)

- Maritime (Navigational Safety)

Maritime safety in this location is the responsibility of the Bay of Islands Harbour Master and NRC. The location for a boat ramp upgrade has had to consider maritime safety and the avoidance of locations where there are significant numbers of pile and swing moorings and/or other maritime activities (including recreational swimming) that might conflict with this activity. Discussions with the Harbour Master so far have indicated this site is suitable for development, as it is close to the navigation channel and at the end of the 5 knot zone and would not interfere with the safe use of the existing pile moorings.

- Seabed disturbance/modification (hydrology)

4Sight Ltd are assessing the potential effects of seabed disturbance and corresponding hydrological effects arising from the extension to the foreshore. The reclamation is being designed by Shorewise Engineering Consultants to avoid the tidal inlet flows and minimise changes to the hydrology in this location. (refer to the attached effects overview statement)

- Coastal Hazards (including climate change and sea level rise)

A full coast hazard report will be provided at detailed design. The preliminary report has not identified any significant issues.

## Part VIII: National policy statements and national environmental standards

General assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard:

National Policy Statements in Effect include:

- National Policy Statement on Urban Development
- National Policy Statement for Freshwater Management (and the associated National Environmental Standards)
- National Policy Statement for Renewable Electricity Generation
- National Policy Statement on Electricity Transmission
- New Zealand Coastal Policy Statement (NZCPS)

Of direct relevant to this application is the NZCPS 2010. The purpose of the NZCPS is to state policies to achieve the purpose of the Act (RMA) in relation to the coastal environment of New Zealand, in particular matters of national importance affecting the coast set out in s6 of the RMA. The objectives and policies that apply to this proposal include:

- Policy 2 – recognising the principles of the Treaty of Waitangi and kaitiakitanga, in relation to the coastal environment. The origin and design of this proposal provides for improved access to this part of the coastal environment in a manner that will benefit local tangata whenua. The local hapu and kaitiaki Ngati Rehia strongly support this project and view it as an opportunity for hapu and whanau members to better access the coast and regenerate traditional types of kaimoana species.
- Policy – 3 - Precautionary Approach – the adoption of a precautionary approach to enabling activities that are vulnerable to the effects of climate change and natural coastal processes and character changes. The proposed facility is being designed to accommodate expected sea level changes resulting from climate change and to integrate the reclamation with the existing coastline to enable the continuation of existing coastal processes associated with its location near the entrance to a tidal inlet and the existing coastal residential community of Rangitane.
- Policy 6 - Activities in the coastal environment – as an activity involving a modification to the existing character of the coastal environment, the design of the reclamation and the increase to the recreational use and capacity of the existing boat ramp has been designed to minimise the visual and ecological impact of change to the foreshore and the effects on the adjacent community of Rangitane.
- Policy 10 - Reclamation and declamation – As a recreational boat launching activity, there is a functional need for the location of the reclamation to improve the safety and capacity of the existing boat ramp facility in the absence of suitable adjacent land to accommodate permanent areas of carparking and vehicle manoeuvring areas. A broad review of alternative options for other new boat ramp or upgrades to existing ones has concluded that the proposed site at Rangitane is the most practically feasible and affordable to the local community with the support of MBIE. The facility will improve community public access to the Bay of Islands coastal marine area and support the well-being of local tangata whenua.
- Policy 11 - Indigenous biological diversity (biodiversity) - the proposed location avoids areas of known indigenous ecosystems and vegetation that might be adversely affected by dredging, spoil deposition, alterations to the existing coastal foreshore area and tidal flows.
- Policy 13 - Preservation of natural character – the proposal involves a modification to the existing natural character that will increase the area of coastal land in this location. The design and location of the reclamation has sought to

mimic the natural character of the foreshore to the extent possible and includes landscaping to avoid the appearance of a large, open, paved marine structure. Planting around the edges of the reclamation will soften the edges and provide continuity with existing coastal foreshore tree planting that is characteristic of this location. The natural tidal processes and flow will be maintained in a location that is away from the main Kerikeri Inlet channel.

- Policy 15 - Natural features and natural landscapes – the proposal would modify the existing foreshore in this location and has been designed to mimic the natural shoreline to the extent possible. Existing maritime activities associated with boat launching are a feature of this area. While the proposal would increase the intensity of this activity, it would not be inconsistent with the character of this area. Existing vegetation and trees along the foreshore would be retained and new ones added to the reclamation.
- Policy 17 Historic heritage identification and protection – the immediate foreshore location adjacent to the site is not within an area that has any identified archaeological or heritage features. The area of identified archaeological features are indicated on the ArchSite excerpt attached. Registered archaeological sites – source ArchSite
- Policy 18 - Public Open Space – the proposed reclamation and expansion of boat ramp facilities will improve public access to the foreshore area and to the coastal marine area within the Bay of Islands.
- Policy 19 - Walking Access – the proposal would provide greater public walking access to the foreshore
- Policy 21 - Enhancement of Water Quality – potential effects on existing water quality would be managed in accordance with treatment and disposal requirements for stormwater. It is not expected that the construction or use of the reclamation would permanently degrade water quality in this location. It is the view of Ngati Rehia kaitiaki that the reclamation will provide a new habitat for kaimoana (shellfish) species that are no longer present in other parts of the Kerikeri Inlet and wider Bay of Islands area.
- Policy 22 – Sedimentation – potential sedimentation arising from deposition activities would be managed in accordance with a construction management plan to contain material required for the reclamation. This also includes earthworks within the foreshore.
- Policy 23 Discharge of Contaminants – as stated above, potential contaminant sources from construction and operational discharge of stormwater from the reclamation surface will be managed in accordance with appropriate treatment and disposal requirements.

## Part IX: Purpose of the Act

Your application must be supported by an explanation how the project will help achieve the purpose of the Act, that is to “urgently promote employment to support New Zealand’s recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment across New Zealand, while continuing to promote the sustainable management of natural and physical resources”.

In considering whether the project will help to achieve the purpose of the Act, the Minister may have regard to the specific matters referred to below, and any other matter that the Minister considers relevant.

Project’s economic benefits and costs for people or industries affected by COVID-19:

The economic benefit of the project will broadly include a contribution to employment opportunities in the Far North, improving recreational boating facilities that support existing resident communities and commercial business operators, including tourism, aquaculture and boat building and servicing activities. Northland, in particular tourist destinations such as Paihia have experienced a significant downturn in economic activity due to Covid 19. Concurrently, the district is experiencing significant growth, particularly from Aucklanders seeking to relocate out of the city and increased visitor numbers due to international borders being closed. Established and reliable telecommunication infrastructure has made, particularly Kerikeri and its surrounds, an attractive place to live and

work remotely from the major city centres. Continued improvements to recreational facilities will help to support population growth making the district a desirable place to live, work and play.

The proposed boat ramp upgrade will also help to address the oversubscription of public boat launching facilities and ease pressure on other locations at Opito Bay and the Kerikeri Cruising Club and Marina. Employment opportunities associated with the consenting and construction aspect of the proposal are expected to include up to 30 people with post-development economic downstream benefits to retail, commercial boat servicing and marine supplies, tourism and aquaculture activities.

Project's effects on the social and cultural wellbeing of current and future generations:

Potential effects on social and cultural wellbeing include tangata whenua, local Rangitane residents, the wider recreational boating community and visitors to the district. The improvement to boat launching facilities in this location will support the provision of a network of facilities around the Bay of Islands that enables equitable public access to the coast, in a district where private land ownership of coastal land is rapidly increasing. The facility will secure not only access for boats but for greater pedestrian access to the foreshore and connections to existing reserve areas and recreational swimming opportunities.

Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case:

The nature of the activity being a reclamation in the coastal marine area and the associated land use activities would be considered as a Discretionary activity under the applicable Regional and District Plans prepared under the RMA. Public notification is a likely outcome with potentially lengthy timeframes to a hearing and could significantly limit the ability of FNHL to meet its contractual timeframes with MBIE for the delivery of this project. While this should not be the sole determining factor for opting for Fast Track processing, government funding approval from the Covid Recovery fund has already demonstrated that the merits of this project are recognised to meet the broader Covid 19 Recovery (Fast Track Consenting) Act objectives.

Whether the project may result in a 'public benefit':

Examples of a public benefit as included in Section 19(d) of the Act are included below as prompts only.

Employment/job creation:

Employment generation - FTE contractor opportunities are expected to be 30 staff employed with further downstream economic benefits that will support local business employment. Staff employed include engineers, planners, marine contractors, quarries, roadworkers and landscapers.

Housing supply:

The proposal will not contribute to housing supply.

Contributing to well-functioning urban environments:

A well-functioning urban environment includes convenient and unrestricted access to recreational facilities, which includes boat ramps. Public boat ramps and jetties attract a variety of users including motorised boats, kayakers, paddle boarders, jet ski users and wind surfers. Fishing, swimming and shellfish collection are also popular activities. The closest urban community is Kerikeri township which is approximately 14km from Rangitane.

Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity:

The project will improve the existing maritime facility infrastructure in the Bay of Islands. As a primarily recreational facility, the boat ramp will not have a direct impact on commercial activities unless utilised by aquaculture marine activities. This is unlikely as nearby oyster farms have their own private ramp access. Upgrading the boat ramp will help to redistribute the existing demand and ease pressure on other coastal communities such as at Opito Bay.



Improving environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity:

The project would be located away from the main Kerikeri tidal inlet and is in a location with no significant marine ecology or indigenous biodiversity that could be adversely affected. Ngati Rehia support this project as an opportunity to improve the estuarine area as a habitat for traditionally sourced shellfish habitat and a place where whanau can harvest local kaimoana.

Minimising waste:

No waste would be generated by this activity. If NRC undertake dredging of the nearby channel, there exists an opportunity to utilise the dredging spoil in construction of the reclamation, rather than disposing of this to land.

Contributing to New Zealand's efforts to mitigate climate change and transition more quickly to a low-emissions economy (in terms of reducing New Zealand's net emissions of greenhouse gases):

The project location was selected due to its proximity to population centres and the navigation channel. By providing a suitable facility near Kerikeri, this will reduce the travel time and distances for the public to access boat ramp facilities. Rangitane boat ramp is closer to Kerikeri than other existing facilities at Doves Bay, Opito Bay, and Waitangi, or other alternative sites that have been investigated. A location close to population centres will reduce fuel consumption and greenhouse gas emissions.

Promoting the protection of historic heritage:

Cultural heritage would be preserved by means of design features incorporated into the development, which may include pou, storyboards and stylised concrete designs.

Strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change:

The existing boat ramp at Rangitane is very steep and difficult to use, making it unsafe. The proposed reclamation includes a double width boat ramp at a gentler gradient, which makes it more suitable for use during unfavourable weather. The reclamation will be protected by rock armouring. The rock will also disperse the wave energy. This also has the benefit of providing protection for the nearby public road during storm events.

Other public benefit:

Improved boat launching facilities at Rangitane will make it easier for elderly and less mobile ramp users to launch and retrieve their boats. This will be the only public boat ramp in the district with a central launching pontoon. Thus, ramp users can launch their boat from the pontoons, instead of the ramp surface which is inherently slippery. A safer facility with suitable parking may encourage more locals to undertake recreational maritime activities more often, which has a public health benefit. Insufficient parking at existing boat ramp facilities is a common occurrence during summer, with many trailers being parked on road shoulders or on private property. Reports of 'ramp rage' or confrontational behaviour due to the queue to launch and lack of parking are becoming more frequent.

Whether there is potential for the project to have significant adverse environmental effects:

The range of potential for adverse effects on the existing environment is discussed above. It is considered that these would not be significant and can be mitigated where necessary. A full coastal hazard and ecology report will be provided at detailed design. (refer to attached environmental effects overview statements)

## Part X: Climate change and natural hazards

Description of whether and how the project would be affected by climate change and natural hazards:

It is recognised that climate change and sea level rise will affect coastal locations. The site is not in any coastal hazard zones according to NRC's current maps. The elevation of the carpark structure is shown to be at 4.85m chart datum.



Under present day conditions, the proposed design should be sufficient to prevent overtopping under the 1% AEP storm surge event in consideration of the predicted significant wave heights calculated for the site (~0.7m). When incorporating a future sea level rise of 1m, the design will still allow for 0.75m of freeboard above the 2115 1% AEP static water level (4.1m CD), which means at worst the carpark may be subject to wave splash at high tide during extreme storm events, but only once the effects of future sea level rise are realised (i.e. towards the end of the 100-year timeframe considered). During such weather events it is extremely unlikely that recreational trailer boats will be launched at this facility.

## Part XI: Track record

A summary of all compliance and/or enforcement actions taken against the applicant by a local authority under the Resource Management Act 1991, and the outcome of those actions:

Local authority	Compliance/Enforcement Action and Outcome
Northland Regional Council	See attached list of FNDC compliance track record.

## Part XII: Declaration

I acknowledge that a summary of this application will be made publicly available on the Ministry for the Environment website and that the full application will be released if requested.

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

Chris Galbraith

08/04/2021

**Signature of person or entity making the request**

**Date**

## Important notes:

- Please note that this application form, including your name and contact details and all supporting documents, submitted to the Minister for the Environment and/or Minister of Conservation and the Ministry for the Environment, will be publicly released. Please clearly highlight any content on this application form and in supporting documents that is commercially or otherwise sensitive in nature, and to which you specifically object to the release.
- Please ensure all sections, where relevant, of the application form are completed as failure to provide the required details may result in your application being declined.
- Further information may be requested at any time before a decision is made on the application.
- Please note that if the Minister for the Environment and/or Minister of Conservation accepts your application for referral to an expert consenting panel, you will then need to lodge a consent application and/or notice of requirement for a designation (or to alter a designation) in the approved form with the Environmental Protection Authority. The application will need to contain the information set out in Schedule 6, clauses 9-13 of the Act.
- Information presented to the Minister for the Environment and/or Minister of Conservation and shared with other Ministers, local authorities and the Environmental Protection Authority under the Act (including officials at government departments and agencies) is subject to disclosure under the Official Information Act 1982 (OIA) or the Local Government Official Information and Meetings Act 1987 (LGOIMA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA and LGOIMA although the grounds for withholding must always be

balanced against considerations of public interest that may justify release. Although the Ministry for the Environment does not give any guarantees as to whether information can be withheld under the OIA, it may be helpful to discuss OIA issues with the Ministry for the Environment in advance if information provided with an application is commercially sensitive or release would, for instance, disclose a trade secret or other confidential information. Further information on the OIA and LGOIMA is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

## Checklist

Where relevant to your application, please provide a copy of the following information.

No	Correspondence from the registered legal land owner(s)
Yes	Correspondence from persons or parties you consider are likely to be affected by the project
No	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
No	Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
No	Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.