

KERIKERI INLET (BAY OF ISLANDS) RECREATIONAL BOAT LAUNCHING FACILITY OPTIONS ANALYSIS

Project Objective: To improve coastal access for communities within the Kerikeri Inlet to cater for growing recreational boating demand for access to the Bay of Islands

Criteria Analysed:

1. The extent to which adjacent public land is available or there is an opportunity to reclaim land.
2. The extent to which the facility maximises boat launching and carparking facilities accessible to the Kerikeri growth centre
3. The extent to which the facility is close to (within a 10km radius) the population growth centres of Kerikeri and Waipapa)
4. The extent to which the facility minimises environmental impact including marine ecology and local terrestrial vegetation and fauna habitat, particularly for Kiwi
5. The extent to which the existing road network can provide suitable access for additional traffic movements associated with cars and boat trailers
6. The extent to which the facility is located away from sensitive land use activities
7. The extent to which noise arising from construction and operational use of the facility can be minimised or avoided
8. The extent to which the facility supports the cultural environmental values and objectives of local mana whenua
9. The extent to which providing the facility is within the financial capability of Far North district Council
10. The extent to which the facility contributes to the economic well-being of the Far North District, including employment opportunities and downstream economic benefits
11. The extent to which the facility contributes to social well-being of the Far North District and the immediately adjacent recreational boating community of Kerikeri
12. The extent to which the facility eases demand on other existing boat ramp facilities

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| OPTION NAME | COMMENT |
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| KERIKERI CRUISING CLUB AND MARINA (DOVES BAY) | |
| Option Description | This privately owned site at Opito Bay Road is the location of the Kerikeri Cruising Club and Marina where there is an existing reclamation and marina facility. The marina accommodates 106 marina berthed boats and 35 pile moorings. The facility also includes dinghy storage and a double width public boat ramp facility at the eastern end. There is also a single width ramp at the western end of the car park suitable for dinghy launching. There are 19 car and trailer carparks on the site. The KKCC also use the boat ramp for launching small yachts for its youth-based sailing activities. The site is accessed via a two-lane private access road that has access from Opito Bay Road and is suitable only for single axle trailers due to its narrow width. The site is situated at the outer end of the Kerikeri Inlet and is within 15minutes motoring of central Bay of Islands recreational fishing and boating locations. |
| Location Factors (criteria) | |
| Land Availability and/or reclamation requirement | The existing land area is occupied by carparking and vehicle manoeuvring areas. Existing topography would limit the ability to extend the landward side of the marina to incorporate additional carparking. The seaward side is occupied by marina berths and pole and swing moorings for the entire length of Cruising Club facility. Without significant cost and agreement from the landowner, there is no ability to reclaim additional land for carparking and access to the boat ramp facility. |
| Public road access and potential parking availability | Private road access suitable for Single axle trailers only. Public access enabled by way of a condition of resource consent only. Other potential access points from Anchorage Heights Road down to the marina but not readily available as requires access down through steep private land. |
| Proximity to population centre(s) | Located near Opito Bay, approximately 20 minutes drive from Kerikeri. |
| Proximity to sensitive adjacent land uses | Appletree Bay nearby. Would result in loss of a small beach. Visual impact/change for those residential properties overlooking the Cruising Club |
| Proximity to existing marine activities (e.g. moorings, marine farms) | 106 berth private marina with 35 pile moorings. Marina land-based facilities built on an existing reclamation. |
| Potential Facility Capacity | No space for expansion. Development would displace moorings and marina berth areas. Possible expansion into adjacent Apple Tree Bay previously investigated and not viable due to topography and ecology constraints. |
| Ecological Impacts | Kiwi zone nearby. Extensive and vulnerable kiwi movement corridor along the entire length of Opito Bay road. Area listed as a proposed Significant Natural Landscape area by FNDC. |
| Cultural Impacts | Club have a good relationship with Ngati Rehia who have supported development in the past. The marina is a source of kaimoana |
| Economic Impacts | Cost to construct a new access road. Loss of existing moorings and relocation costs. Additional use demand on existing facility which could diminish operational functionality of existing activities |
| Marine Navigation Safety Impacts | Existing swing and pile moorings potentially displaced and needing to be relocated. |
| Tidal/Wind Influence | Boat ramp location within a sheltered in bay. All weather, all tide access. |
| Multi-user conflict potential | Swing and pile moorings in the way. Learn to sail activities. |
| Construction Feasibility Factors | Existing access road to marina is private. A new private road to service the development would be required. Cruising club have a limit on the amount of public facilities they will provide- club designed for members. Disruption to existing marine facilities during construction period. Costs to build new access road, reclamation and infrastructure suggest a cost at somewhere over \$3.7M |

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| OPETE CREEK | |
| Option Description | This site is located at Opete Creek which is approximately 24km from Kerikeri township via Puerura, Rangihoua and Hansen Roads. It is accessed via private land with no established public access. The boat ramp facilities at this site are <i>undeveloped</i> . The marine location is extremely tidal with limited access to deep water. It is located a similar distance to the entrance to the Bay of Islands marine area as the Rangitane option. |
| Location Factors | |
| Land Availability and/or reclamation requirement | Site was for sale in 2020 and was recommended by a member of the Rangitane Residents Association as a suitable alternative to Rangitane |
| Public road access and potential parking availability | Puerua Road beyond Bay of Islands Academy School is a gravel road as is Rangihoua Road through to Hansens Road, which is poorly maintained and narrow. There is no existing public access from the end of Hansens Road to the coast. Road easement / paper road may be available. |
| Proximity to population centre(s) | Significant distance from target population centres. Approximately 30 km or 40 minutes drive from the Kerikeri and Waipapa Urban centres and much of the access is over gravel road, and is therefore unlikely to be highly utilised. |
| Proximity to sensitive adjacent land uses | Large private residences and luxury tourist accommodation located in close proximity to Mataka Estate gated community |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Oyster farms and moorings nearby. |
| Potential Facility Capacity | Limited land area for parking |
| Ecological Impacts | Unknown |
| Cultural Impacts | Local Iwi are not supportive of development in this location. |
| Economic Impacts | Higher construction costs for transport of materials. Cost to purchase private land/ easements. Too far away from main population centres for some members of the community to access given fuel costs etc. |
| Marine Navigation Safety Impacts | Moorings nearby. Limited depth, may require dredging or be only half tide access. |
| Tidal/Wind Influence | Sheltered bay but not accessible at all tides |
| Multi-user conflict potential | Oyster farms, private residential land |
| Construction Feasibility Factors | Would need to upgrade and seal road. Costs to improve 14 km of unsealed road and establishing infrastructure and all tide access suggest costs in excess of \$3.8M |

| OPITO BAY | |
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| Option Description | This site is located at 4 Tikorangi Road, Opito Bay. It is a 4m wide public boat ramp facility situated at the northern end of the Opito Bay beach. The beach itself is a crescent shaped bay that includes over 60 swing moorings. It is one bay north of the Doves Bay Marina facility. Recreation reserve and road-side public carparking for 18 cars and trailers is located on either side of the road. There is a small residential settlement of approximately 30 houses located on the hills above the bay and adjacent to the lower northern side of the road. Opito Bay is the terminus of Opito Bay Road that provides road access to the Opito Bay peninsula. The Opito Bay boat ramp is the closest boat ramp to the Bay of Islands maritime recreational area. |
| Location Factors | |
| Land Availability and/or reclamation requirement | There is very limited existing land availability for the expansion of carparking facilities at Opito Bay. Apart from the existing reserve land which is also a popular picnic and beach swimming destination, there is no public land available. Adjacent land to the north is privately owned residential land. Land reclamation opportunities are limited due to the location of existing swing moorings and the potential adverse impact on a popular beach swimming destination. |
| Public road access and potential parking availability | Corners on road. Parking would be limited without expensive reclamation. Opito Bay Road terminates at this settlement with no provision for through road traffic. Limited manoeuvring space |
| Proximity to population centre(s) | Approximately 13.5 km or 20 minutes from Kerikeri |
| Proximity to sensitive adjacent land uses | Popular swimming beach - one of only three publicly accessible beaches within a 20km radius of Kerikeri township. Part of this would be lost if reclaimed. Established residential area where the majority of houses would have views of the bay and reclamation area. |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Swing moorings nearby and in close proximity to the beach. Any reclamation would necessitate removal of moorings |
| Potential Facility Capacity | Limited without impact on existing moorings |
| Ecological Impacts | Some mature Pohutukawa trees would have to be removed to make this viable. |
| Cultural Impacts | Local Iwi are not supportive of reclamation on this site. |
| Economic Impacts | High construction costs for a reclamation, removal of existing swing moorings, and negative effect on nearby property values. |
| Marine Navigation Safety Impacts | Large number of swing moorings would need to be removed/ relocated. |
| Tidal/Wind Influence | All weather, all tide access |
| Multi-user conflict potential | Site popular with swimmers and beach users, as the closest swimming beach to Kerikeri. Displacement and disturbance to swing moorings. Aquaculture (oyster farming) use of the boat ramp for off-loading onto trucks. |
| Construction Feasibility Factors | Limited access along narrow roads to deliver construction materials. Barging may be necessary. Noise and visual disturbance adjacent neighbours Costs to improve the access road, create reclamation and ancillary infrastructure suggest costs of more than \$2M |

| KURAPARI ROAD | |
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| Option Description | This site is located within private property at 51A Kurapari Road, Kerikeri located off Rangitane Loop Road. The boat ramp location on this site could be approximately 100m downstream from an existing private jetty. |
| Location Factors | |
| Land Availability and/or reclamation requirement | Land access to a boat ramp location is via private land valued at over \$3M. Reclamation may or may not be required given proximity to Kerikeri River channel. Land requirements for access road, parking and manoeuvring areas. |
| Public road access and potential parking availability | Unsealed road, narrow and poor visibility. |
| Proximity to population centre(s) | Site has a similar proximity to Kerikeri as Rangitane. (approximately 13.5 km) |
| Proximity to sensitive adjacent land uses | Limited adjacent land use activities. Existing residences on large lot properties either side and Maori reserve to the north-west |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Existing pile mooring |
| Potential Facility Capacity | |
| Ecological Impacts | Intertidal marine ecology would need to be considered. Area supports kiwi population |
| Cultural Impacts | Adjacent to Maori reserve with little support from Ngati Rehia to locate in this part of the Kerikeri Inlet |
| Economic Impacts | Land acquisition would be expensive, as would provision of car parking and sealing road. |
| Marine Navigation Safety Impacts | Narrow channel and tidally restricted- could only practically be accessed near high tide. Significant dredging required to make this accessible. |
| Tidal/Wind Influence | Relatively exposed to the prevailing south-westerly wind |
| Multi-user conflict potential | Limited |
| Construction Feasibility Factors | Neighbours oppose project. Would have to take land under the PWA and do significant road upgrades. Water access limited as shallow with narrow channel. |

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| REEDY'S | |
| Option Description | Across the land from Opito Bay |
| Location Factors | |
| Land Availability and/or reclamation requirement | Site was for sale 2020. Estimated cost of land \$5M |
| Public road access and potential parking availability | Difficult access down a steep grade would be expensive to create, limited land area for parking. |
| Proximity to population centre(s) | Around 13 km or 20 minutes from Kerikeri |
| Proximity to sensitive adjacent land uses | Located in a bush area. Land surrounding existing house is classified as a Significant Natural Landscape area on council maps. Also zoned as a high natural character area. This may make formation of a suitable access road difficult. |
| Proximity to existing marine activities (e.g. moorings, marine farms) | No nearby marine activities present. |
| Potential Facility Capacity | Limited area to work with making for a limited amount of parking |
| Ecological Impacts | Kiwi population area |
| Cultural Impacts | Iwi have been opposed to development up the Manganui inlet. |
| Economic Impacts | Would need to purchase land and demolish the house. Likely to require public works act process. |
| Marine Navigation Safety Impacts | N/A |
| Tidal/Wind Influence | Exposed to northerly storms |
| Multi-user conflict potential | No |
| Construction Feasibility Factors | Access difficult given topography and bush area, limited space to use. Costs to build access road through difficult topography and create parking would indicate a significant cost. Add to this land acquisition of perhaps \$5M indicate a cost of over \$8M |

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| RANGITANE DOC RESERVE | |
| Option Description | Access off Opito Bay Road between Opito Bay and Rangitane |
| Location Factors | |
| Land Availability and/or reclamation requirement | Access is through Conservation land along a partly formed access used by Oyster farms. Access to deeper water is very limited due to large tidal flats. Reclamation and dredging would be required. |
| Public road access and potential parking availability | Access is down a steep incline with no flat land at the base. Topography not suitable for parking. |
| Proximity to population centre(s) | Approximately 13 km to Kerikeri |
| Proximity to sensitive adjacent land uses | Access is through Department of Conservation reserve |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Immediately adjacent to Oyster farm in the bay |
| Potential Facility Capacity | Very limited area available necessitating some form of reclamation |
| Ecological Impacts | Kiwi Population area. Mangrove clearance required. Located adjacent to Aroha Island. |
| Cultural Impacts | Possible support as is close to proposed Rangitane development |
| Economic Impacts | Access to DoC land would be potentially prostrated |
| Marine Navigation Safety Impacts | nil |
| Tidal/Wind Influence | Sheltered. |
| Multi-user conflict potential | Ramp occupied by Oyster Farmers during loading/ unloading. Conflict during peak summer period and may create H&S issues. |
| Construction Feasibility Factors | Access difficult through conservation area, limited areas. Costs to establish road access and reclaim land and dredge all tide access indicate costs in excess of \$2.7M |

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| RANGITANE LOOP ROAD (Preferred Option) | |
| Option Description | This site comprises the existing boat ramp facility at Rangitane Loop Road that is owned and operated by Far North Holdings Limited on behalf of Far North District Council. There is an existing boat ramp and derelict jetty facility at the site. The boat ramp entrance and minimal car and trailer parking is located within the road reserve. The ramp and jetty are within the CMA. The Rangitane Loop Road reserve continues east and west of the boat ramp and comprises the coastal margin. Crown owned reserve land is located further to the north. The site is adjacent to the Rangitane Coastal Residential community that overlooks the site. |
| Location Factors | |
| Land Availability and/or reclamation requirement | Existing single ramp and consented jetty (requiring significant work). Limited existing parking on the road shoulder and no safe manoeuvring space for trailers to use the ramp, indicating reclamation would be needed. |
| Public road access and potential parking availability | Two lane sealed road adjacent to site. |
| Proximity to population centre(s) | Within the village of Rangitane. Approximately 13 km from Kerikeri |
| Proximity to sensitive adjacent land uses | Immediately adjacent to three residential properties which would overlook the site. |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Adjacent to nine swing moorings of which three are directly adjacent to proposed development and could require relocation. End of 5 knot zone within 100m of the site, and within close proximity to the popular fishing areas. |
| Potential Facility Capacity | Reclamation parking space limited is limited, however the nearby reserve would be utilised during peak summer periods to support overflow parking. |
| Ecological Impacts | Rock armouring would provide a shellfish habitat and could lead to population increases of some species which would be a benefit. |
| Cultural Impacts | Ngati Rehia and local kaitiaki supportive of the project |
| Economic Impacts | Construction costs for reclamation |
| Marine Navigation Safety Impacts | Channel narrows at low tide directly upstream from site. |
| Tidal/Wind Influence | Exposed to easterly storms |
| Multi-user conflict potential | Existing launching facility, residential area nearby. |
| Construction Feasibility Factors | Transport of construction materials through residential area. |

| Skudders Beach | |
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| Option Description | This site located at Skudders Beach and would be accessed from the end of Skudders Beach Road. It is not far from Waipapa Landing and located well up the Kerikeri Inlet within the maritime 5 knot speed limit zone. |
| Location Factors | |
| Land Availability and/or reclamation requirement | No land available so would require reclamation |
| Public road access and potential parking availability | FNDC owned 2 lane sealed roads service the site, limited turning space. |
| Proximity to population centre(s) | Located very close to town. Approximately 6 km from Kerikeri |
| Proximity to sensitive adjacent land uses | Established residential area with neighbouring houses at the same elevation as the site. Noise and visual impact. |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Pile moorings located nearby. Any reclamation would require removal of existing moorings |
| Potential Facility Capacity | Limited to size of reclamation, as no opportunity for overflow parking nearby. |
| Ecological Impacts | Existing mooring area |
| Cultural Impacts | Maori land block located nearby. Ngati Rehia very opposed to project. |
| Economic Impacts | Construction costs of reclamation, possible decrease in property values for neighbours. |
| Marine Navigation Safety Impacts | Very narrow channel, effect on hydrology and current flow if reclamation built. |
| Tidal/Wind Influence | Relatively sheltered |
| Multi-user conflict potential | Residential area |
| Construction Feasibility Factors | Reclamation would need to be twice the size as Rangitane. Poor Geotech conditions. Silty. Long distance to the channel. Costs to reclaim land and create infrastructure and potential land acquisition suggest costs of \$3.3M |

| Waipapa Landing | |
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| Option Description | This site is located at the upper end of the Kerikeri Inlet within the arm that is accessed from Landing Road. It is over 5km from the boat ramp to the Inlet entrance to the Bay of Islands. A large proportion of this route is within the maritime 5 knot speed limit. A large number of residential homes have CMA frontage to this route. There is an existing concrete boat ramp and jetty/floating pontoon at this location with limited use 2 hours either side of high tide. There is carparking for 12 cars and trailers. The carparking and boat ramp facility is within the existing Landing Rd road reserve. |
| Location Factors | |
| Land Availability and/or reclamation requirement | No land area available – would require reclamation |
| Public road access and potential parking availability | Direct access to Landing Road, a sealed 2 lane FNDC road, with good site lines. |
| Proximity to population centre(s) | 4.5 km from Kerikeri |
| Proximity to sensitive adjacent land uses | Popular swimming spot located adjacent to boat ramp. Neighbouring properties are located at a higher elevation than the site so not as impacted by visual and noise. |
| Proximity to existing marine activities (e.g. moorings, marine farms) | Existing moorings would need to be removed for reclamation- Waipapa Landing is a popular area for boat owners to live aboard their vessels due to the sheltered environment and close proximity to infrastructure. |
| Potential Facility Capacity | Limited to size of reclamation |
| Ecological Impacts | Waipapa River discharges here, with large volumes of water entering the basin during storm events. Reclamation likely to create a choke point, increase turbidity in the area and increase flood risk. Detailed hydrology assessment required. |
| Cultural Impacts | Unknown. |
| Economic Impacts | Costs for people who live aboard their boats to find new moorings in alternative locations. Cost of constructing the reclamation and associated flood mitigation works that would be required. |
| Marine Navigation Safety Impacts | Significant distance from 5 knot zone to open water- current lack of compliance is an issue. Very tidally restricted due to sedimentation in the navigation channel. |
| Tidal/Wind Influence | Very sheltered |
| Multi-user conflict potential | Popular swimming area adjacent to ramp. |
| Construction Feasibility Factors | Limited manoeuvring space onsite. Costs to acquire land and reclaim indicate costs of perhaps \$3.9M |