

# Investigations into Maritime Access – Western Bay of Islands

## 1 Introduction

This report identifies sites investigated for possible development for the public to access the water in the western parts of the Bay of Islands.

## 2 Background

The Far North has experienced rapid growth in the last 30 years and until the recent Windsor landing/Rangitoto development of the south side of the Kerikeri inlet there had been no new public boat ramps built in the Far North District for over 30 years.

The Kerikeri area has seen the fastest growth of any part of the Far North District and with this has come a concurrent increase in the amount of people wanting to access the water. Land around the coastline is becoming increasingly inaccessible due to development and the cost to acquire land for development of maritime facilities is becoming prohibitively costly.

In recent years the demand at existing facilities has seen problems with parking vehicles and trailers and has created pressure on on-shore infrastructure. Around 15 years ago the Far North District Council recognised these issues and started to look to develop access on the southern side of the Kerikeri Inlet and Windsor Landing/Rangitoto. This project is only now being realised highlighting the difficulty in developing coastal sites. While this development will help in accessing the Bay it will in no way meet the needs of the wider community. In the 2018-2028 Long Term Plan the Far North District Council allocated \$1.1M to investigate solutions to maritime access issues.

Investigations of possible new sites for maritime access have been undertaken in recent years but a lack of sufficient funding for development has meant that these had been confined to 'desk-top' studies and limited discussion with local stakeholders. With the introduction of the Government Provincial Growth Fund following the 2017 elections a possible source of funding was identified leading to more robust identification of development options.

The following sections outline investigations into possible sites for improved maritime access.

### 3 Site Investigations

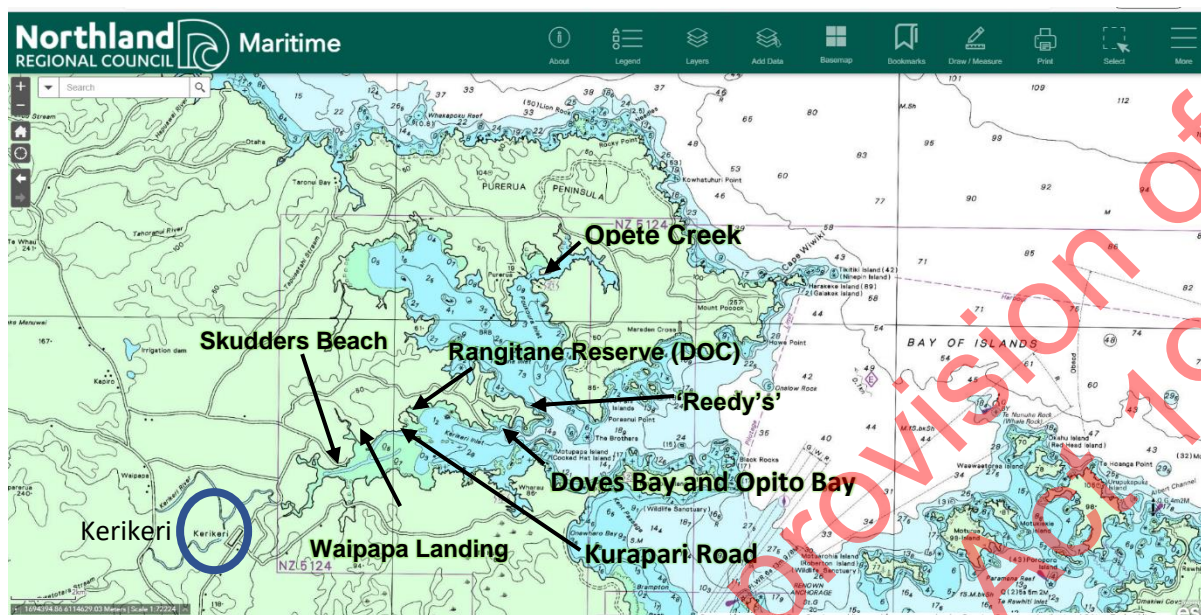


Figure 1 –Investigation Sites in the Western Bay of Islands

#### 3.1 Opito Bay

This site is preferred by the majority of recreational boaties as it is the closest to the main access points of the Bay of Islands. It is a longer drive by vehicle, but this is offset by time on the outboard engine and the launching environment is calm with virtually no wave environment. The ramp is old and narrow at 4m and has a shallow gradient. It has no launching pontoons. There is shared use of the Road Reserve and a Local Purpose (Recreation) Reserve for vehicles and trailer parking. The Reserve accommodates 8 and the road reserve another 10 although at peak times there are creative ways of parking another 8-10 trailers. As one of the most popular ramps in the Bay of Islands (behind Waitangi) the locals have lived with the boating traffic for decades and generally accept it as part of daily life. Community groups have made improvements through demarcation of areas and are vigilant on inappropriate use. There is no possibility of accessing additional land to create more car parking other than reclamation however, as the main swimming beach for Kerikeri this is not consider the appropriate place for reclamation or further development. The site has been subject to conflicting use between recreational users and commercial oyster farmer operators. This has improved lately with the farmers accessing a DOC site further up the inlet.

#### 3.2 Doves bay

There is a public access boat ramp at Doves Bay owned by the Kerikeri Cruising Club and Marina. There is an additional small launching ramp in the corner by the fuel dock which is limited in design and is generally used for dinghy launching. The ramp is consented for public use and has provision for 9 car and trailer parks at any one time. This number has been over subscribed significantly for many years by ramp users which has caused a range of conflicts with the Club's other activities and with parking. The Club has been forced to closely manage and police the volume of use of the facility. This has caused conflict with



several recreational maritime users who have been unsuccessful in gaining improved public access and use of the area. Other than serving a full-service marina the ramp is also used for vessel haulout and maintenance. It also services a large active youth sailing club and the Kerikeri High School sailing team and program. All these activities take place across the ramp creating a number of operational safety issues given the variety of users and uses. Discussions with the Club were held to look at improving public access through undertaking further development of the surrounds of the marina, however these were unsuccessful mainly due to the cost of any development - estimated at \$10-15M which would need to be re-couped commercially and would therefore conflict with the Cruising Clubs stated intent and would impact on the Cruising Clubs infrastructure necessitating further investment to compensate the Club.

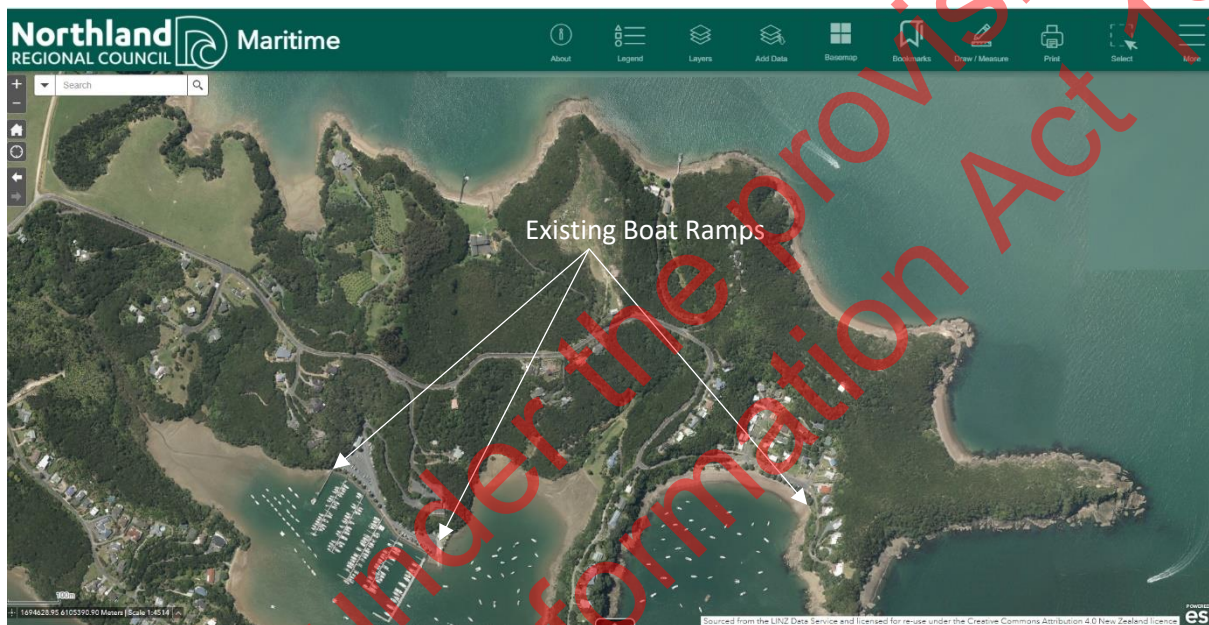


Figure 2 – Doves Bay (Kerikeri Cruising Club and Marina) and Opito Bay

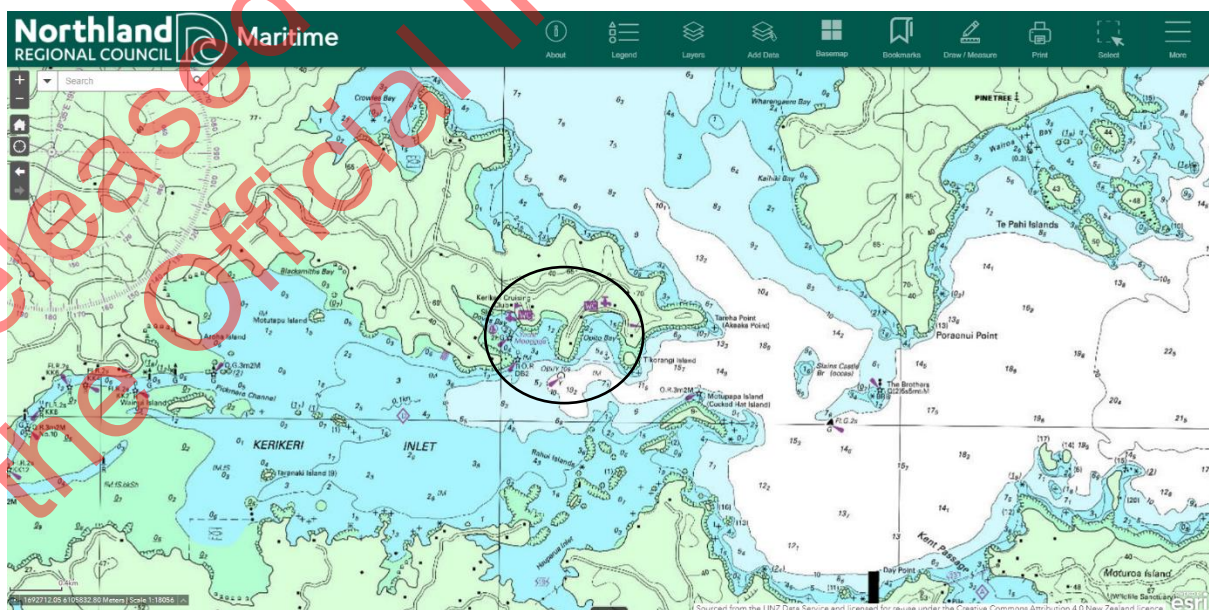


Figure 3 – Location of Doves and Opito bays

### 3.3 Opete Creek

This site was identified by a member of the public as worthy of investigation in 2020. The site was for sale and was suggested as a possible option for any new development.

The site is more than 24 km from Kerikeri on predominantly unsealed road. As well as a distance barrier the site would require significant improvement in terms of infrastructure which would be in addition to any purchase price. Any access would be limited by tide for most boats.

Initial discussions with iwi have suggested that local hapu are not supportive of intensive development on the Purerua Peninsula.

Due to the significant distance on unsealed roads and a lack of support this option was discounted at this time.

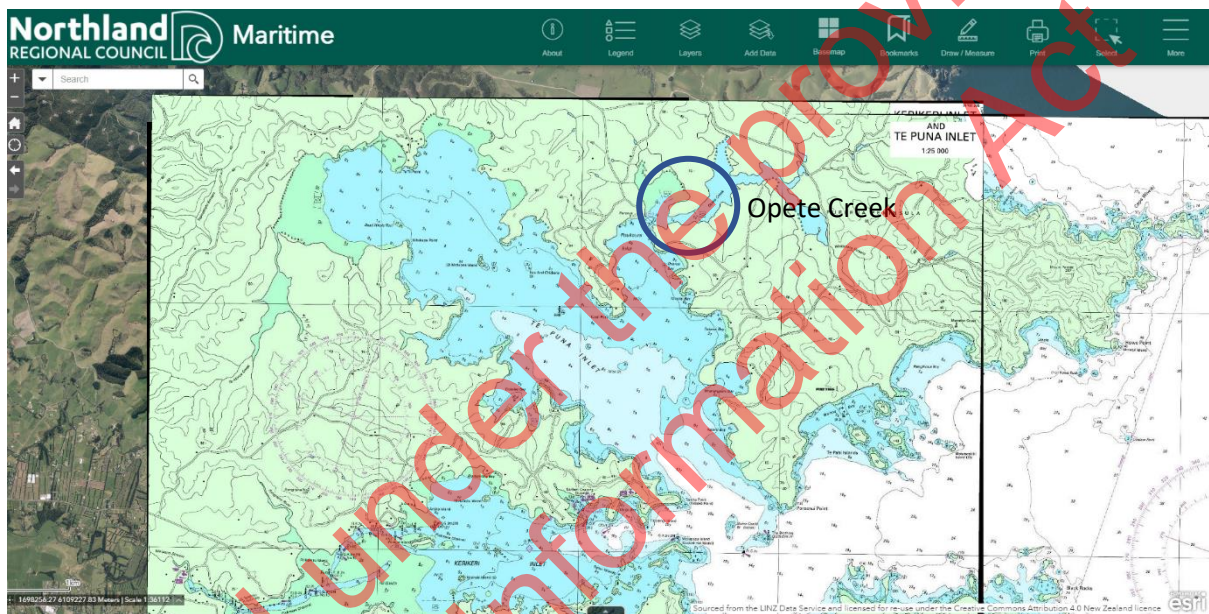


Figure 4 – location of Opete Creek



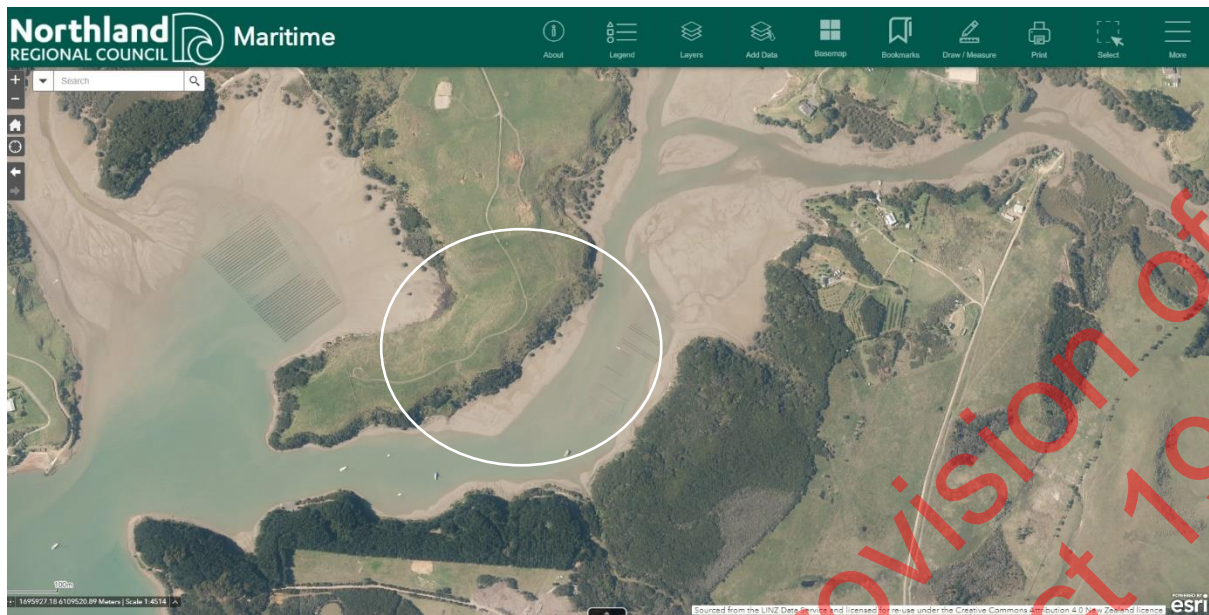


Figure 5 – Opete Creek

### 3.4 Skudders Beach

Skudders Beach is a small settlement approximately seven km from Kerikeri. The proximity to Kerikeri would make the site attractive but the distance for boats to travel to the open bay under the five knot restrictions make this site less attractive than sites further out. The tidal nature of the inlet at Skudders Beach would also mean that significant investment in structures would be required and the narrow nature of the channel at this point would pose a navigation safety issue from any structures installed to maintain all tidal access. The cost of infrastructure and limited access to the water make this option unfavourable at this time.

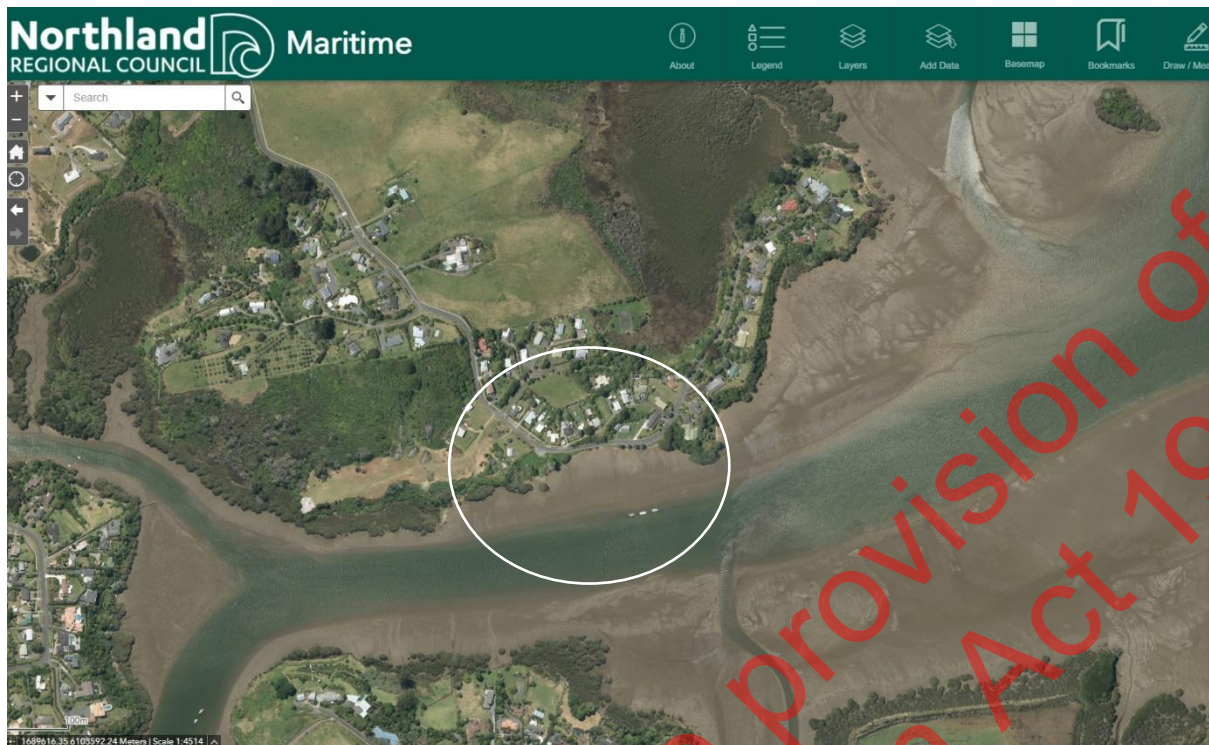
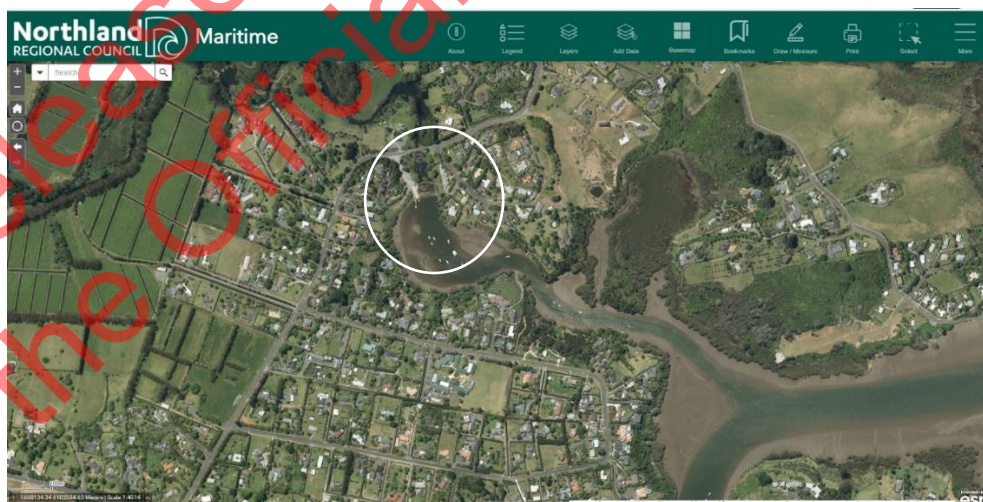


Figure 6 – Skudders Beach

### 3.5 Waipapa Landing

Waipapa Landing is approximately 5 km from Kerikeri but similar to Skudders Beach the distance for boaties to travel under the five knot restrictions make this site less attractive than options further into the bay.

Waipapa landing is an existing boat ramp facility with an all tide ramp and launching pontoon. The limitation with this site is a lack of opportunity for expansion with no space to grow or to establish additional car parking. This coupled with the distance to travel make this site unsuitable for expansion.





### 3.6 Rangitane Reserve

Rangitane Reserve is Department of Conservation land accessible from Opito Bay Road just past the Rangitane turnoff. It is attractive as a development site in that it is close to the main access points in the Bay but is limited in that access to deep water is difficult and therefore expensive, it is immediately adjacent to an oyster lease and gaining approval to develop DOC land would be protracted and by no means assured.

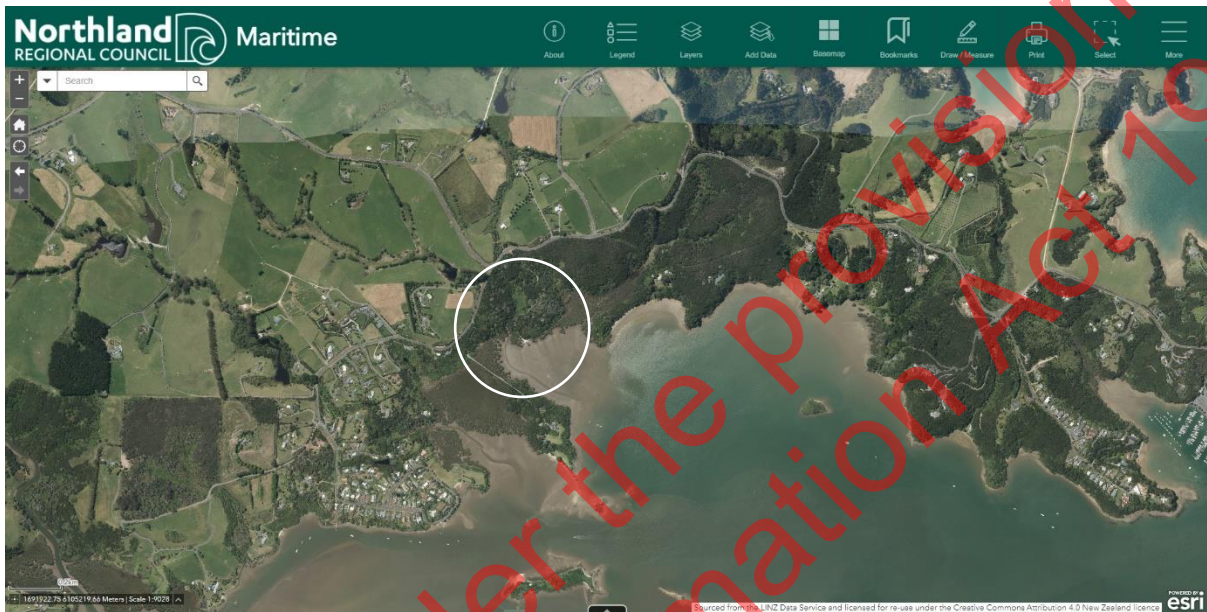


Figure 8- Rangitane Reserve

### 3.7 'Reedy's'

'Reedy's' is a private property located at the northern end of the peninsula. It was suggested as an option when the property came up for sale in 2019. While the site has the desired attributes of closeness to the bay the cost of purchase (estimated at over \$5m) and the cost of providing access infrastructure, parking and launching facilities makes this site unaffordable.

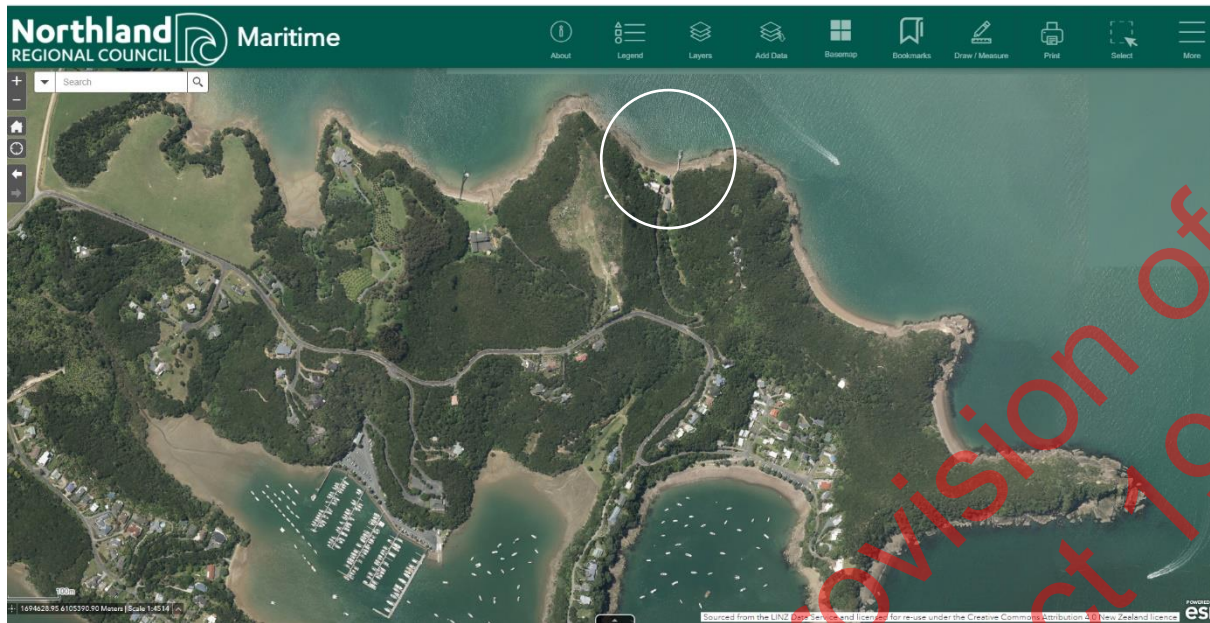


Figure 8 – 'Reedy's'



### 3.8 Indicative 'first order' costings

First order assessment of project costs						
3.1	Opito Bay					
3.1.1	Improvements to road access					\$20,000.00
3.1.2	Reclamation - guess	2000	m2	@	\$430.00	\$860,000.00
3.1.3	Boat ramps	2No	say	@	\$75,000.00	\$150,000.00
3.1.4	Water supply		say			\$50,000.00
3.1.5	Parking & Access	1500	m2	@	\$100.00	\$150,000.00
3.1.6	Public toilets, wastewater, signage etc					\$150,000.00
3.1.7	Jetty	65	m2	@	\$4,000.00	\$260,000.00
3.1.8	Professional costs	planing har	15%			\$246,000.00
						\$1,886,000.00
3.1.9	Contingencies		20%			\$377,200.00
	Total					\$2,263,200.00
Note:	Excludes recreation of swimming beach and access to it.					

3.2	Doves Bay					
3.2.1	Improvements to road access					\$20,000.00
3.2.2	Improvements to access driveway from road to marina			say		\$250,000.00
3.2.3	Reclamation - guess	2200	m2	@	\$430.00	\$946,000.00
3.2.4	Replacement Boat ramps	2No	say	@	\$75,000.00	\$150,000.00
3.2.5	Dredging	5000		93		\$465,000.00
3.2.6	Water supply		say			\$20,000.00
3.2.7	Parking & Access	1800	m2	@	\$100.00	\$180,000.00
3.2.8	Public toilets, wastewater, signage etc					\$150,000.00
3.2.9	Jetty	65	m2	@	\$4,000.00	\$260,000.00
3.2.10	Moving existing moorings		say			\$200,000.00
3.2.11	Reconstruction of dingy lockers etc			say		\$100,000.00
3.2.12	Professional costs	planing har	15%			\$366,150.00
						\$3,107,150.00
3.2.13	Contingencies		20%			\$621,430.00
	Total					\$3,728,580.00
Note:	Would require major reconfiguration of western end of the existing development to accommodate new parking; shifting of moorings may require NRC approvals					

3.3	Opete Creek					
3.3.1	Improvements to road access					\$100,000.00
3.3.2	Improvements to access driveway from road to marina				say	\$250,000.00
3.3.3	Reclamation - guess	2200	m2	@	\$430.00	\$946,000.00
3.3.4	Replacement Boat ramps	2No	say	@	\$90,000.00	\$180,000.00
3.3.5	Water supply		say			\$100,000.00
3.3.6	Parking & Access	1800	m2	@	\$120.00	\$216,000.00
3.3.7	Public toilets, wastewater, signage etc					\$150,000.00
3.3.8	Jetty	65	m2	@	\$5,000.00	\$325,000.00
3.3.9	Dredging	5000	say		\$93.00	\$465,000.00
3.3.10	Professional costs	planing ver		20%		\$453,400.00
						\$3,185,400.00
3.3.11	Contingencies			20%		\$637,080.00
	Total					\$3,822,480.00

3.4	Skudders Beach					
3.4.1	Improvements to road access including replacement bridge					\$400,000.00
3.4.2	New access driveway from road to marina				say	\$50,000.00
3.4.3	Reclamation - guess	2200	m2	@	\$430.00	\$946,000.00
3.4.4	Replacement Boat ramps	2No	say	@	\$75,000.00	\$150,000.00
3.4.5	Water supply		say			\$10,000.00
3.4.6	Parking & Access	1500	m2	@	\$120.00	\$180,000.00
3.4.7	Public toilets, wastewater, signage etc					\$150,000.00
3.4.8	Jetty	65	m2	@	\$4,000.00	\$260,000.00
3.4.9	Dredging	3500	say		93	\$325,500.00
3.4.10	Professional costs	planing ha		15%		\$321,900.00
						\$2,793,400.00
3.4.11	Contingencies			20%		\$558,680.00
	Total					\$3,352,080.00

3.5	Waipapa Landing					
	Take as for item 3.4 - Skudders beach.					\$3,352,080.00
	Land acquisition costs - say	3000	m2	@????	\$200.00	\$600,000.00
						\$3,952,080.00



3.6	Rangitane Reserve					
3.4.1	Improvements to road access including replacement bridge					\$50,000.00
3.4.2	New access driveway from road to marina			say		\$100,000.00
3.4.3	Reclamation - guess	1500	m2	@	\$430.00	\$645,000.00
3.4.4	Dredging	5000			\$93.00	\$465,000.00
3.4.5	New Boat ramps	2No	say	@	\$75,000.00	\$150,000.00
3.4.6	Water supply		say		.	\$10,000.00
3.4.7	Parking & Access	1500	m2	@	\$120.00	\$180,000.00
3.4.8	Public toilets, wastewater, signage etc					\$150,000.00
3.4.9	Jetty	65	m2	@	\$4,000.00	\$260,000.00
3.4.10	Professional costs	planing har	15%			\$301,500.00
						\$2,311,500.00
3.4.11	Contingencies		20%			\$462,300.00
	Total					\$2,773,800.00

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