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: Te Araroa Barge Facility
Application number: PJ-0000816
Date received: 19/08/2022

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

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: Te Rimu Trust

Contact person: Richard Clarke

Job title: Trustee/ Chairman

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address:

Po box 2028, Gisborne 4040

Address for service (if different from above)

Organisation: Tonkin & Taylor Limited

Contact person: Hayley Jones

Job title: Environmental Consultant

Phone: s 9(2)(a)

Email: s 9(2)(a)

Email address for service s 9(2)(a)

Postal address:

PO Box 317, Tauranga

Part II: Project location

The application: relates partly 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.

Te Araroa Road, Te Araroa, Gisborne, New Zealand
See legal description below.

Legal description(s):

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

- Whetumatarau C11 Block ML 396856 (Record of Title GSPR5D/912)
- Whetumatarau C14 Block ML 396856 (Record of Title GSPR5D/915)
- Tokata C13 Block ML 397411 (Record of Title GSPR5D/911)

Registered legal land owner(s):

- Hohepa Akuhata Brown
- John Clarke
- Maaka Tauranga Tibble
- Richard Clarke
- Rowena Akuhata Brown

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:

The registered legal land owners form the Te Rimu Trust (TRT). The TRT is the applicant.

Part III: Project details

Description

Project name: Te Araroa Barge Facility

Project summary:

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

The application seeks approval for a barge facility in Te Araroa on the East Cape of the North Island. The barge port will enable logs, timber products, aggregate and other products sourced on the East Cape to be exported to other coastal ports, notably Tauranga, Gisborne or Auckland.

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.

Project purpose and activities Crown Infrastructure Partners (CIP) have provided funding to TRT to design and consent a barge port in Te Araroa on the East Cape of the North Island to support local industries and communities, offer much needed employment within the region, reduce carbon emissions, and stimulate economic growth. The barge port will initially enable logs, timber products (including wood chips and processed timber), aggregate and other products (including limes from Te Araroa) sourced on the East Cape to be exported to other coastal ports, notably Tauranga, Gisborne or Auckland. The barge port will also enable potential aquaculture opportunities similar to what has occurred in Opotiki. In the future, there is potential for the barge port to unlock untapped land potential within the region through enhanced access to markets, and the creation of economies of scale through transportation efficiencies. In the future there is also potential for the barges and trucks to be “backloaded” with materials, products and commodities required by the East Cape community, that are produced domestically and imported to New Zealand. The preliminary concept for the barge port involves an excavated mooring basin within the backdune connected to deeper water in the coastal marine area by a dredged access channel which provides safe navigation to vessels by twin breakwaters. As well as its use for commercial exports, the mooring basin will provide public recreational facilities such as water sports (waka ama), boat ramp and berthing for recreational vessels, as well as a rescue centre building (which has the potential to provide an important dedicated rescue and response facility for the region for maritime incidents), harbour control building, and potential tourism opportunities. A public toilet and car park will also be provided. This recreational area will be separated from the commercial operations. A walkway/cycleway is planned to connect the facility to the settlement of Te Araroa, which is located several hundred metres to the east of the proposed barge port. The proposal therefore offers recreational opportunities and public access to and along the coastline (via the walkways, breakwaters, and dredged access channel). A sense of physical and spiritual connectivity will be provided between the proposal and the Te Araroa Community through a new walkway/cycleway, Pou and interpretative panels. The mooring basin will be accessed by inbound trucks from SH 35 (Te Araroa Road) through TRT land. Logs and other export products will be loaded directly onto the barge from trucks within an operational hard stand area. Public access to the carpark and recreational facilities (i.e. the beach) will be from the walkway or accessible off Te Arawapia Road, and through a small section of existing 4WD coastal track, which will be formed as a permanent road.

Refer to the supporting document "Strategic Overview" for more details on project purpose, objectives and alignment with Government policy directives relating to the development of coastal shipping along the “Blue Highway”.

Scope of works The individual elements of the construction and operation of the proposed barge facility include:

- The construction and occupation of two breakwaters;
- Dredging of the access channel;
- Excavating a mooring basin within the backdune area;

- Construction and operation of permanent access roads, one road for commercial access and one road for public access (including the construction of a bridge across the stream within TRT land), and walkways on land to connect the site to Te Araroa and along the breakwaters;
- Construction and operation of carpark, public amenity and ancillary buildings (toilets, rescue centre building, harbour control building, aquaculture service centre);
- Construction and operation of boat ramp and berthing facilities;
- Placement of sand within mooring basin to create beach;
- Stockpiling of sediment on land; and/or
- Use of sediment excavated from the mooring basin and access channel, and civil works for the nourishment of beach and dune adjacent to the breakwaters.

The total volume of dredging is estimated to be approximately 1,250,000 m3, some of the sediment excavated will be reused on site for the nourishment of beach and dune and some will be retained within a stockpile area onsite for future use.

TRT also propose to undertake the following environmental enhancement works on their land:

- Native regeneration planting;
- Enhancement of wetlands; and
- Enhancement of stream.

These works are programmed to occur in parallel with the construction of the barge facility and have been funded through Government initiatives such as the “One Billion Trees” Programme. The construction of the barge facility will necessitate offsetting to be provided for effects on terrestrial and freshwater wetland ecological values. Therefore, there are synergies between the already programmed and funded enhancement works and the barge facility related offsetting works.

The construction and planting works are explained in more detail in the supporting document titled Construction and Planting and Enhancement Works.

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

Delivery of the project is broken into three phases. Currently, work is advancing in phase 1 which is to complete detailed design, consultation with the community and stakeholders, and submission of resource consent. The target resource consent submission date is late November 2022. To enable submission of the resource consent, the required technical specialists have been engaged and already undertaken their preliminary impact assessments. Following resource consent, phase 2 will commence - the construction phase. Initial work includes establishment of any management controls and preconstruction monitoring should it be required. In general, the construction will progress with establishing a local quarry such that the rock can be directly hauled, and the breakwaters constructed. Concurrent to this, local excavations will be undertaken to construct the land based facilities i.e. wharf facing boat ramp, etc. Dredging will commence as soon as practical, starting with the land excavations and retaining a bund between the land works and the sea. Lastly, the bund will be removed and dredging undertaken between the breakwaters i.e. within the access channel. Dredged material will be placed within the beach located in the mooring basin or used to nourish the foreshore adjacent to the breakwaters. Finally, civil infrastructure, accessways and community features would be installed.
Stage 3 will involve the restoration and enhancement works whilst the facility is operating. This involves replanting historic totora stands, planting high value coastal dunes areas, and wetland enhancement works.
More detailed timing of the programme is provided in the section below.

Consents / approvals required

Relevant local authorities: Gisborne District 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
Tokata C13 Block ML 397411, Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856.	Tairawhiti Resource Management Plan (TRMP)	General Rural Zone	Outstanding landscape (Unit 2 – Hicks Bay), Protection management area, Heritage alert overlay, Significant values coastal management area, Area sensitive to coastal hazard.	Scheduled Water Body – Te Whare Wetlands G17, Riparian Management Area, Coastal Environment.
Coastal Marine Area	Tairawhiti Resource Management Plan (TRMP)	N/A	Marine area of significant conservation value (05-15), Outstanding landscape (Unit 2 – Hicks Bay), Significant values coastal management area.	N/A

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
Tairawhiti Resource Management Plan	Rule D1.6.1(26) - The erection of any structure which is solid (or presents a significant barrier to water or sediment movement) in the Coastal Marine Area within a Significant Values Coastal Management Area that is: a) Oblique or perpendicular to mean high water springs; and b) Solid; and c) Is in the horizontal projection more than 100 meters in length; and	The breakwaters are located within the Significant Values Coastal Management Area and meet a-d.	Non complying	Coastal Marine Area

	d) Is not a submarine or sub-aqueous cable.			
Tairawhiti Resource Management Plan	Rule DC1.6.4(3) - Notwithstanding any other rule for the Significant Values Coastal Management Area any activity involving disturbance of foreshore and seabed for specific purposes including any removal of sand or shingle is a discretionary activity subject to the following standards and terms a) In any 12 month period volumes greater than 50,000 cubic metres are not removed; b) Extraction does not occur from an area greater than 4 hectares; c) Any single extraction does not occur over an area extending 1000 m or more over foreshore or seabed. If any of the standards a), b) and c) are not met the activity is a non-complying activity.	The capital dredging will require greater than 50,000 m3 of sediment to be removed, and may occur over an area greater than 4 ha. Therefore the standards cannot be met.	Non complying	Coastal Marine Area
Tairawhiti Resource Management Plan	Rule DC1.6.4 – Reclamation within a Significant Values Coastal Management Area. For the purposes of this Plan, reclamation includes both: a) the permanent infilling of the foreshore or seabed with sand, rock, concrete or similar material to form land above the level of Mean High Water Springs (including any embankment, causeway, or rubble	Construction of breakwaters within Significant Values Coastal Management Area	Non complying	Coastal Marine Area

	mound breakwater which has a vehicle access track); and b) the permanent drying out of any part of the foreshore or seabed below the level of Mean High Water Springs by means of the construction of a causeway, bund, seawall, other similar solid structure, or any combination thereof, which act to exclude coastal water from part of the coastal marine area.			
Tairawhiti Resource Management Plan	Rule C9.1.6(12) - land disturbance which exposes more than 10 m2 of earth or disturbs more than 10 m3 of earth in any 3 month period within outstanding landscape.	Land disturbance within outstanding landscape for construction works which exposes more than 10 m2 of earth and disturbs more than 10 m3 of earth.	Restricted Discretionary	Tokata C13 Block ML 39741, Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856, Land beside Coastal Marine Area.
Tairawhiti Resource Management Plan	Rule C9.1.6(13) - Erection of new structure where the structure cannot be contained within a volume of 25 m3 within outstanding landscape.	Construction of breakwaters, rock wall, public toilet, rescue centre building, aquaculture service centre, harbour control building boat launching ramp and bridge within outstanding landscape where the structure is greater than 25 m3. It is noted that the TRMP definition of structure includes 'any building, equipment, device or other facility made by people and which is fixed to land and includes any raft'.	Tokata C13 Block ML 39741, Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856, Land beside Coastal Marine Area, Coastal Marine Area.	
Tairawhiti Resource Management Plan	Rule C9.1.6(25) - Land disturbance that exposes more than 100 m2 of earth measured in a vertical plane view in any three month period, or disturbs more than 100 m3 of earth in any three month period within	Land disturbance within protection management area for construction works which exposes more than 100 m2 of earth and disturbs more than 100 m3 of earth.	Restricted Discretionary	Tokata C13 Block ML 39741, Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856.

	protection management area.			
Tairawhiti Resource Management Plan	Rule C9.1.6(26) - Erection of new structure within protection management area where the structure Projects an area of more than 10m2 measured in a plan view and cannot be contained within a volume of 25 m3.	Construction of boat launching ramp, bridge, public toilet, aquaculture service centre, harbour control building and rescue centre building within protection management area where the structure is greater than 25 m3.	Restricted Discretionary	Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856.
Tairawhiti Resource Management Plan	Rule C6.4.5(20) - Land disturbance that exposes or disturbs more than 10 m² of earth per contiguous 100 m of Riparian Management Area and/or exposes or disturbs more than 10 m² of earth over any 24 month period within riparian management area.	Land disturbance within riparian management area for construction of access roads, bridge, access channel and breakwaters which exposes more than 10 m2 of earth.	Restricted Discretionary	Whetumatarau C11 Block ML 396856, Land beside Coastal Marine Area.
Tairawhiti Resource Management Plan	Rule C6.4.5(21) - Erection of new structures within riparian management area (within 20 m of CMA).	Erection of breakwaters within riparian management area.	Restricted Discretionary	Land beside Coastal Marine Area
Tairawhiti Resource Management Plan	Rule C3.14.3(13) - Land disturbance and structures within 200 m of Mean High Water Springs (MHWS) where the activity exposes more than 10 m² measured in a vertical plane view in any three month period, or disturbs more than 10 m³ of earth in any three month period.	The land disturbance and structures will be within 200 m of MHWS and more than 10 m2 of earth will be exposed and greater than 10 m3 of earth disturbed.	Discretionary	Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856, Land beside Coastal Marine Area.
Tairawhiti Resource Management Plan	Rule DD4.6.1A(23) - Industry within rural zone.	Barge facility.	Discretionary	Whetumatarau C11 Block ML 396856, Whetumatarau C14 Block ML 396856, Land beside Coastal Marine Area.
Tairawhiti Resource Management Plan	Rule 6.4.2(8) - Any activity that results in the modification of a Regionally Significant	Modification of wetland through construction of	Non complying	Land beside Coastal Marine Area

	Wetland identified in Schedule G17 not provided for in another Rule.	breakwaters and access channel.		
Tairawhiti Resource Management Plan	Rule 2.1.6(5) - Construction of new roads provided that the activity is not part of a proposed subdivision (all zones).	Construction of access roads.	Discretionary	Tokata C13 Block ML 397411, Whetumatarau C11 Block ML 396856, Land beside Coastal Marine Area.
Tairawhiti Resource Management Plan	Rule DD4.6.1A(19) - Activities not listed as Permitted activities but which comply with the General Standards.	Public carpark, rescue centre building, harbour control building, aquaculture service centre, boat ramp and toilet.	Discretionary	Whetumatarau C11 Block ML 396856
Tairawhiti Resource Management Plan	Rule DC1.6.4(3) - Notwithstanding any other rule for the Significant Values Coastal Management Area any activity involving disturbance of foreshore and seabed for specific purposes including any removal of sand or shingle is a discretionary activity subject to the following standards and terms a) In any 12 month period volumes greater than 50,000 cubic metres are not removed; b) Extraction does not occur from an area greater than 4 hectares; c) Any single extraction does not occur over an area extending 1000 m or more over foreshore or seabed.	The beach nourishment works and placement of sand for the mooring basin beach will involve the disturbance of foreshore and seabed for specific purposes within the Significant Values Coastal Management Area. The activity does not include the removal, or extraction of sand and therefore meets standards a-c. The activity is not covered by another rule in the plan.	Discretionary	Coastal Marine Area, Whetumatarau C11 Block ML 396856.
National Environmental Standard for Freshwater Management	45 - Discretionary activities (construction of specified infrastructure) (1) Vegetation clearance within, or within a 10 m setback from, a natural wetland is a discretionary activity if	The works for construction of specified infrastructure will result in earthworks within a natural wetland.	Discretionary	Coastal Marine Area, Whetumatarau C11 Block ML 396856.

	it is for the purpose of constructing specified infrastructure. (2) Earthworks or land disturbance within, or within a 10 m setback from, a natural wetland is a discretionary activity if it is for the purpose of constructing specified infrastructure.			
Tairawhiti Resource Management Plan	Rule 6.4.2(4)	N/A. The restoration of wetlands including; the removal of plants that are not indigenous to the region, activities for the control of pest species, and the planting of indigenous vegetation is a permitted activity. This is provided a wetland management plan is prepared and certified by the consent authority prior to the works commencing. A wetland management plan will be prepared and certified prior to the wetland restoration works commencing.	Permitted.	Land beside Coastal Marine Area, Whetumatarau C11 Block ML 396856, Tokata C13 Block ML 397411.

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.

N/A

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

N/A

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:

An exploratory archaeological authority is currently being applied for to undertake archaeological investigations to determine the presence or absence of archaeological features on the site. If archaeological features are present on the site, as determined by the investigations, an archaeological authority will be obtained.

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.

Current programme is:

1. July 2022 Submit fast track referral application.
2. Submit resource consent November 2022.
3. Finalise funding February 2023.
4. Commence construction August 2023.
5. Complete construction and commission Christmas 2025 ready for the first forestry harvest.

A key procurement item is an economic aggregate supply for the project. Work is well underway, and a source will be identified prior to submitting of the resource consent. The staging of the project is detailed more in the above section. Following granting of consent, HEB are dedicated to getting the facility constructed as soon as possible to ensure the facility is fully operational for the first forestry harvest in Christmas 2025. It is critical the facility is fully operational by the time the timber within the dedicated catchment is ready for harvesting. Therefore HEB has been ensuring that the programme is tightly monitored and managed, and that following granting of consent, construction and other important processes/contracts/investments are undertaken as soon as possible. HEB have being running parallel workstreams in the design and consenting process (which would not typically be done) so as to condense the programme to the extent practicable.
HEB are programming to complete Opotiki Harbour Development and then mobilise directly to Te Araroa immediately. The same specialist plant and labour resources used on the Opotiki Harbour Development will be utilised in Te Araroa.

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

TRT has received funding from CIP i.e. the Government, for the design and consenting of the project through the COVID Response and Recovery Fund shovel ready project initiative. The project meets the governments Blue Highway initiative as part of transportation efficiency and resilience, decarbonisation and traffic safety initiatives. Therefore the applicant has engaged with government ministries and departments in relation to the proposal. CIP commissioned high level effects assessments for two potential sites for port facilities within the East Cape; the TRT site within Te Araroa and Hicks Bay. CIP used that work to select the TRT site within Te Araroa over Hicks Bay due to cultural reasons. At Matakaoa Point at Hicks Bay there is a very important reef structure which is used for kaimoana gathering and which would have been destroyed through construction of the proposed wharf. Further, the Matakaoa plateau (where the landside loading facilities were proposed within Hicks Bay) is an area of historic occupation by Tangata Whenua.

Local authorities

Detail all consultation undertaken with relevant local authorities:

The applicant has met with Gisborne District Council (GDC) throughout the proposal implementation process. This includes;

- Engagement with the GDC mayor (Meng Foon). The Mayor provided his support for the project (letter attached) noting 'I can visualise the employment opportunities in the forestry sector, transport, tourism, and quarry including education and training. However, most of all giving people hope that they can do anything in the upper reaches of the East Coast as they will now be closer to the market with lower transport costs'.

- GDC consents (Dionne Hartley), GDC compliance (Rachel Ainsworth) and GDC science (Jo Noble) have been given an overview of the project, and attended hui or have had discussions with the applicant. This includes the issue discussed with GDC science of the extent of the Te Whare Wetland, as mapped in the TRMP, does not align with the extent of the wetland on site. The wetland mapped in the TRMP is much larger than what is present on site. GDC have commissioned Landcare to undertake detailed wetland assessment on the site.

Other persons/parties

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

It is considered the below parties may have an interest and/or be potentially affected by the project:

1. Tangata Whenua:

- Iwi;
    - Te Runanganui o Ngāti Porou
- Hapu

  The hapu for the wider Matakaoa area are included below. Through various forum it has been agreed that the wider tangata whenua groups shall be included throughout discussions. This is in the interest of being as inclusive as possible given many of the tangata whenua of the wider Matakaoa area have an interest in, or some sort of association with the TRT land, as descendants of the local hapu and/or owners/shareholders of neighbouring land blocks);
-
    - Te Whānau a Tapaeururangi
    - Te Whānau a Tūwhakairiora me Te Whānau a Te Aotaki
    - Te Whānau a Kahu
    - Te Whānau a Tamakoro me Te Aopare
    - Te Whānau a Hinerupe
    - Te Whānau a Hunaara
    - Te Whānau a Tarahauiti
- Te Potikirua ki Whangaokena Takutai Moana Trust

1. Fish and Game (F&G)
2. Department of Conservation (DOC)
3. Waka Kotahi

Detail all consultation undertaken with the above persons or parties:

F&G, DOC and Waka Kotahi

F&G, DOC, and Waka Kotahi attended a meeting with TRT and HEB on 27 May 2022 where an overview of the project was presented and points of contacts established for further distribution of information. A further meeting is to be held on 23 July 2022 to present the findings of the preliminary assessments undertaken with regards to landscape, archaeological and terrestrial ecology and wetland values.

Community consultation

Community consultation hui begun in 2016. The first of these was held on 22 May 2016 at Tutua Marae, Te Araroa. A second consultation hui was held again at Tutua Marae on 12 January 2019. The final consultation hui in this period was held on 19 January at Hinerupe Marae Te Araroa. TRT temporarily halted proceedings in 2019, after failing to gain the necessary research funding. However, in late 2020 with the prospect of research funding becoming available, TRT initiated community consultation again in 2021.

The first community consultation hui in 2021 took place on 12 June 2021 at Hinerupe Marae. The hui was attended by 80 people, and led to the formation of the Te Araroa Barge Facility Working Group (WG). A second community consultation hui, with local pakeke, was held on the 20 September 2021 at Tutua Marae, where questions were raised in regards to the perceived impacts on the natural environment from the construction and operation of the proposed barge facility. A further community feedback hui was held at the TRT Barn on the 14 November 2021, due to the closure of local marae in relation to the COVID 19 pandemic. At that hui, a majority vote supported the motion that the WG proceed with commissioning environmental, cultural, social and economic impact reports, along with continued community consultation and subsequently proceeding with resource consent applications.

A further community feedback hui was held at the TRT Barn on 20 March 2022, due to the Omicron outbreak in the district at the time. At this meeting HEB and TRT representatives explained their roles, and a new structure for the WG was discussed. Regular monthly pakeke hui have been established, the first of which took place on 3 May 2022. The outcomes of community consultation hui and engagement to date have shown both positive interest and concerns with the proposed barge facility. The concerns expressed to date largely relate to perceived impacts on the natural environment from the construction and operation of the proposed barge facility, which highlighted the need for prefeasibility assessments (the results of which are to be presented to the community at the end of July 2022), as well as detailed environmental assessments which are due to be initiated in July 2022.
Te Runanganui o Ngati Porou
Te Runanganui o Ngati Porou have given their support for the investigation phase (phase 1) of the proposed barge facility (see attached letter).

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
Te Runanganui o Ngāti Porou	See letter attached for phase 1 investigation of the barge facility proposal.

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
N/A	N/A

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.

N/A

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.

N/A – there are no customary marine title orders for the site.
The following parties have made customary marine title applications that apply to the location of the project:

- Te Whanau a Kahu (Sinclair).
- Ngai Tamahaua Hapu (Herewini).

- Te Potikirua ki Whangaokena Takutai Moana Trust applied for a recognition order on 28 May 2021 pursuant to the Nga Rohe Moana o Nga Hapu o Ngati Porou Act 2019 on behalf of Nga Hapu for customary marine title from Potikirua to Whangaokena.

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.

N/A

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.

Terrestrial ecology and freshwater wetlands, landscape, archaeological and cultural values that could be impacted by the proposed barge facility have been preliminarily assessed, and these reports are appended to this application. There is the potential for the project to have more than minor adverse effects on landscape and terrestrial ecological and wetland values which will be required to be offset through enhancement of the existing natural landforms, waterways, wetlands and vegetation. There are suitable areas on the TRT Land for enhancement of these features. It will be ensured that other environmental effects are mitigated appropriately to the extent they are minor or less than minor. A summary of these preliminary assessments are provided below.

Archaeological

Insitu Heritage have undertaken archaeological assessment to determine whether the ground disturbance associated with the construction of the proposed barge facility has the potential to disturb archaeological sites.

No surface expression of archaeological features were identified during the field survey undertaken by Insitu Heritage on the 30 and 31 of May 2022, and the desk-based research undertaken by Insitu Heritage has shown no recorded archaeological sites in the project area. Insitu Heritage have, however, outlined that given the archaeological landscape context and presence of named places associated with past settlement, the possibility of buried features cannot be ruled out until the next phase of investigations is undertaken, which involves test pitting. This next phase of investigations will confirm the presence or absence of archaeological features on the site.

Landscape

Isthmus have concluded that the development of the proposed barge facility within a scheduled Outstanding Natural Feature or Landscape and in the coastal environment, will have some inevitable adverse effects which will require overall environmental enhancement in other areas to 'off set' effects on features such as the dune system and wetlands. The Isthmus landscape review outlines that the location and design of the harbour should take into consideration a range of recommendations relating to geometry, materiality, involvement of tangata whenua, public access, ecological enhancement, and rehabilitation. These recommendations and mitigation will be considered further within the design and detailed landscape assessment to ensure appropriate mitigation is undertaken.

Terrestrial ecology and freshwater wetlands

The preliminary terrestrial ecological assessment concludes that there will be both the requirement to remove some small segments of wetland and also small areas of remnant indigenous terrestrial vegetation associated with the construction of the proposed barge facility. The areas of wetland likely to be removed as a result of the construction

of the barge facility comprise three relatively small areas. The three areas occupy an area of approximately 2030 m2 (see the plan in Appendix A of the ecological report). The three wetland areas lie along the same dune depression and extend eastwards from the main wetland area at what appears to be the elevated end of the hydrological gradient. All three wetland areas are degraded remnant wetland areas that have been previously damaged by grazing livestock and are not supported by water lying on the wetland surface. Of these three wetland areas that will be removed, the eastern most wetland area (wetland 1) and middle wetland area (wetland 2) are described as having low ecological value (vegetation quality and habitat for fauna). The westward area of wetland that will be removed (wetland 3) is described as having moderate value because it is contiguous with the main body of wetland to the west and serves as a vegetated buffer at the eastern end of that wetland. The main body of wetland to the west that currently has sections of open water will not be directly affected by the proposed barge facility. The potential for the wetland to the west to be affected due to the excavation within the mooring basin and access channel creating a low point and resulting in draw down will be assessed through hydrological assessment within the resource consent application. Appropriate mitigation will be developed if necessary to protect the wetland to the west (i.e. a barrier to prevent drainage of wetland) following the hydrological assessment being undertaken and once the hydrological dynamics are understood.

There will be some indirect effects on wetland fauna as a result of the construction and operations of the barge facility. It is noted that the avifauna described in the appended ecological assessment are based on GDC information, which is assumed based on desk top mapping of the habitat at the site, site surveys have not yet been undertaken and will be undertaken for the preparation of the detailed ecological assessment. Noise and light spill generated by barge operations will make the eastern end of this wetland area less favoured habitat for wetland avifauna if appropriate mitigation is not undertaken. However, it will be ensured that this area is well buffered by wetland margin planting to shield the barge area from the wetland, and also that light is directed down and within the hardstand area of the facility. There may be some impact on shore skink and moko skink (assuming they are present in the detritus zone above high tide and in amongst the indigenous shrub and small tree areas – no records of lizards have been found for the site) due to habitat loss.

Furthermore, there are currently some degraded wetland areas (by grazing and other activities) on Te Rimu land that will not be directly affected by the project. These would be suitable for restoration as offset sites for the loss of wetland habitat and disturbance to wetland bird species. The exact quantum required to achieve a no-net-loss outcome will not be known until a more detailed assessment of the areas that will be affected and the proposed offset sites are undertaken, however based on the offset accepted by Environment Court decisions in recent years for other infrastructure projects where areas of wetlands were removed, the loss of 2030 m2 of wetland is likely to require an offset area of up to 1.2 ha. Considerably, more than 1.2 ha of remnant wetland areas exist on TRT land that would benefit from, and be suitable for offset restoration. Therefore there is certainty that the level of effect on wetlands can be offset.

There are also suitable terrestrial (non-wetland sites) to offset the potential impact of the project on terrestrial flora and fauna. The greatest ecological gain would be achieved if contiguous habitat could be restored from the upper tidal zone through the gravel dune system and extending back to the floodplain area within a segment of the TRT land. The value of restoration of this nature would be further enhanced if it could be linked to the riparian margins of a tributary to the east of the Karakatūwhero River.

Work to date has confirmed that any other secondary ecological effects associated with the operation of the barge (i.e. from noise, light, stormwater runoff etc) can and will be mitigated appropriately with specific mitigation measures detailed within the resource consent application.

Greenhouse gas emissions

The proposed barge facility will have significant positive effects on greenhouse gas emissions when compared to the current method of using trucks to transport timber out of the catchment, and aligns with Government policy to decarbonise New Zealand's supply chain and transport infrastructure use. Coastal shipping is a lower emissions transport mode compared to trucking and will help to reduce carbon emissions .This is detailed further in the section below.

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:

Refer to supporting document Part VIII: National policy statements and national environmental standards.

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 East Cape region depends on forestry jobs, and the lumber industry has been affected by COVID-19 through international shipping congestion. Demand for sea-freight outpaced capacity, leading to the congestion of ports. This led to the stockpiling of logs at various ports within New Zealand. COVID-19 also affected New Zealand's domestic supply chain.

The proposed barge facility will assist with cost effectively shipping lumber out of the East Cape region and provides a more resilient and efficient and emission friendly transport option for the supply chain. The proposed barge port aligns with opportunities presented within the 'New Zealand freight and supply chain issues paper' (https://consult.transport.govt.nz/policy/new-zealand-freight-and-supply-chain-issues/) which was prepared by the Ministry of Transport following the major disruptions in the freight and supply chain system during the COVID 19 pandemic and which is currently out for consultation. This paper seeks consultation input to develop a freight and supply chain strategy and includes building resiliency and diversification. Within the paper, opportunities for sea freight are identified to increase resiliency, diversification and productivity by:

- Reducing carbon emissions;
- Adapting to New Zealand's growing population and greater congestion on roads which put pressure on infrastructure and transport corridors (more prevalent within Auckland – Waikato – Bay of Plenty 'golden triangle');
- Adapting to climate change impacts and more frequent extreme weather events (resulting in landslips and flooding affecting highways). This is discussed further within the section below – shipping provides a lifeline type function);
- Adapting to possible consolidation in the international shipping sector. This could require New Zealand to reconfigure its container shipping pattern in a 'hub and spoke' model. In this model, smaller ships move cargo from regional 'spoke' ports to main 'hub' ports to connect with larger international ships. This highlights the importance of good connectivity between 'hub' ports and the production and consumption centres of New Zealand; and
- Improving traffic safety (i.e. taking as many trucks off roads as practicable).

Using barges as a mode of transport also offers much greater diversification in terms of the cargo that can be placed on them and transported to other ports when compared to logging trucks which can't be used for anything other than transporting logs (due to their stanchions). Almost any product can be shipped by barge e.g. logs, aggregate, fertiliser, cars, machinery, containers, building materials, fruit which allows for greater diversification of the supply products/goods.

As outlined within the appended Brent Wheeler report, although there have been disruptions due to COVID-19 in the freight and supply chain, there is a strong market forecast for the future for lumber due to a number of reasons including lumber demand, the emerging carbon sequestration market (including the increased price of carbon leading to rising fuel prices), and residential construction demand which is considered to further support the business case for the proposed barge facility.
The proposed barge facility will result in transport savings for logs harvested north of Ruatoria, and therefore bring an increased net return on export log prices (see Deloitte and Brent Wheeler reports appended). Further to this, the Deloitte cost benefit report was prepared in 2017 prior to the COVID 19 pandemic. Since then, the impact of COVID 19 and Russia's invasion of Ukraine on rising fuel costs is likely to have made road transportation of logs more uneconomical. Therefore, without the barge facility, if fuel costs continue to rise, harvesting the timber and transporting it out by roads may become uneconomic. Providing a transport option which produces better returns for logs will provide economic benefits to the community and encourage land owners to harvest and export timber. This gives the owners of undeveloped suitable land confidence to plant, and those in the process of harvesting trees, the confidence to replant. There are also a wide range of opportunities including aquaculture, and the export of metal aggregate and other products.
[1] https://consult.transport.govt.nz/policy/new-zealand-freight-and-supply-chain-issues/

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

This part of New Zealand is among the most economically and socially deprived, and most isolated in the country. Jobs would benefit the community from Potaka to Ruatoria and beyond. Increased employment would reduce benefit dependency, and improve health and community wellbeing. Data from Statistics NZ shows East Cape unemployment rates have increased by 28 percent between 2006 to 2018 (last recorded). Based on the proposed barge facility being an integral component of the Blue Highway, it is also likely to create jobs and economic opportunity in other regions across New Zealand. Several other key components of the Blue Highway are located in areas (Kawhia, Westport, Greymouth and Jackson Bay) similar to Te Araroa where they are isolated, unemployment and welfare dependency is prevalent and economic prosperity is low.
The operation of the barge and its ongoing revenue potential will create economic and social benefits through a substantial community and local Maōri land trust ownership, and aside from the jobs created through the operation of the barging facility (detailed further in the job/employment section below) will unlock the productivity potential of the land.
The project will also provide other social benefits including;

- Reducing the use of roads for exporting products and the associated road safety risks (accidents involving trucks are proportional to the amount of trucks on the road. Reducing the numbers of trucks on the roads is expected to result in safer roads and fewer road accidents);
- Reduction in wear and tear on local roads and the State Highway on the East Cape;
- Providing improved resilience of shipping of products (i.e. reduced potential for delays due to road closures, crashes, land subsidence); and
- Reducing traffic on roads due to logging trucks.

The upper cost savings from the proposed barge facility over 24 years as predicted by Opus with respect to savings in road wear and road accidents is as follows;

- Savings in road wear – $58,200,000; and
- Savings in road accidents – $98,800,000.

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

The funding received for the project from Crown Infrastructure Partners (CIP) is through the COVID Response and Recovery Fund shovel ready project initiative. The funding agreement states that the necessary resource consents must be submitted through the fast-tracking RMA consenting process. Therefore there is no alternative consenting pathway.
Funding agreements aside, the project is considered likely to progress faster under the COVID Fast Track process given the technical elements of the project (being referred directly to an expert consenting panel is likely to be more

efficient) and competing priorities of Councils technical staff meaning that processing resource consent applications under the standard process may not occur in a timely manner.
In that regard it is noted that processing of resource consents in a timely manner was becoming an issue in pre-Covid times. The advent of Covid and now Influenza AA has compounded existing processing issues and now there is a large back-log of applications and a general lack of staff to process them. This comment equally applies to Council staff and consultants contracted by Council to process consents. The volume of environmental regulatory review, reform, update etc in the freshwater space is consuming considerable resources within the industry and making it problematic to secure resources for consent processing. In addition to this, consenting under the standard RMA process through Gisborne District Council would be subject to a hearing (including appointment of commissioners etc) and appeal period, this could significantly delay the project meaning it is not constructed in time to receive logs from the dedicated catchment.
The more confined and streamlined nature of the Covid Fast Track consenting route is necessary to enable the progression of the project. The timber within the dedicated catchment of the barge facility will be ready for harvesting in 2026 and so it is critical the facility is fully operational by then. Time is therefore of the essence, as construction and other important processes/contracts/investments cannot be made until consent is granted. Purchasing floating plant and developing other related and co-dependent barge facilities which form part of the Blue Highway attracts significant costs and risks. No commitments will be made by any other party or investor until TRT secures resource consent and these sorts of delays and uncertainties are diametrically misaligned with the purpose and intent of the Act.

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 will be created from the barge facility, both during construction and once operational. As outlined within the appended report prepared by Brent Wheeler, the proposed barge facility is estimated to provide 120 FTE long term jobs (directly from the proposed activity i.e. barge operators, logging, log truck drivers, port – weighbridge, stevedore port captain etc), and a total of 490 FTE jobs (persons employed from activities supporting the direct activity i.e. fuel or repairs for trucks, and persons supporting the households of direct and indirect employees e.g. grocery and household suppliers). This recognises the flow on effect from direct employment in the barge operation through the suppliers of intermediate goods and services.
There are likely to be further jobs created through the unlocking of the land potential and potential to supply other products related to other sectors than just those assessed above. HEB construction are the Contractors engaged for the project and have extensive experience undertaking the construction work by utilising local labour and material inputs. On a very similar project currently under construction, the Opotiki Harbour Development, almost half of directly employed positions are filled by locals trained on site through a formal training process. HEB have also recruited a number of Opotiki College graduates who have entered into civil construction apprenticeship programmes with HEB.HEB will adopt a similar "locals first" approach to the Te Araroa barge port project. The construction work will encompass both skilled and unskilled labour inputs and training opportunities will arise from the construction of the proposed barge facility. A total of 60 FTE jobs are expected over the 2.5 year construction phase of the project.

Housing supply:

TRT are engaging with Te Puni Kokiri (TPK) with regards to papakainga planning for the barging facility. It is recognised new houses will be needed. TRT are looking to provide land available for 40-50 housing sites.

Contributing to well-functioning urban environments:

N/A

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

Economic, employment, environmental and productivity benefits are discussed in other sections of this referral application.

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

TRT is committed to enhancing wetlands and the stream and restoring sequences of coastal forest within TRT land, and also the Karakatūwhero River. This existing commitment will align with and create synergies with the work required to offset wetland loss as a result of the construction of the proposed barge facility. TRT is about to enter into a wetland restoration project with DOC, and have been approved in-principle for funding over 3 years to employ people into roles for 12 FTE. TRT have also received approximately $500,000 in funding from the one billion trees project which will provide 3 FTE.
As well as the enhancement of wetland which will involve fencing, supplementary planting, weed removal and the establishment of a protective native shrub and small tree margin, it is proposed to provide contiguous terrestrial flora and fauna habitat from the upper tidal zone through the gravel dune system and extending back to the floodplain area. The riparian margins of a tributary to the east of the Karakatūwhero River will also be enhanced by undertaking riparian planting which provide general habitat and spawning space for indigenous fish and removal of willow. Native species will be planted on both sides of the Karakatūwhero River for about 4km from its mouth. Work is under way to clear gorse. Te Rimu is also working with other landowners upstream of its land in a Karakatūwhero River collective to plant natives on both sides of the river for its full 10 to 12 km length.

Minimising waste:

In terms of minimising waste, exporting logs by barge will bring an increased net return on export log prices. The reduced barge transport cost will facilitate lower grade logs to be exported rather than left as ‘slash’ with its associated environmental problems such as experienced in Tolaga Bay during the 2020 flood event. All sediment and aggregate disturbed through construction will be reused.

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 Government’s coastal shipping, ‘Blue Highway’, initiative is underpinned by several factors, one of those being reducing carbon emissions. Currently, heavy vehicles comprise 3% of New Zealand’s vehicle fleet, but deliver 93% of freight volume and contribute around 25% of total transport related emissions. As outlined within the New Zealand freight & supply chain issues paper consultation paper[1] prepared by the Ministry of Transport, meeting reduction in net emission goals will require a drastic transformation of how New Zealand’s supply chain operates. This transformation will include the decarbonisation of all freight modes. The independent He Pou a Rangi Climate Change Commission[2] has recommended that New Zealand will need to move significantly more freight by rail and coastal shipping to achieve decarbonisation objectives.
The Opus report appended estimates upper cost savings in CO2 emissions as a result of the proposed barge facility when compared to the road transport alternative to be $8.4 million over 24 years. PWC have also prepared a report on the estimated carbon reduction emissions (in tonnes) which could be achieved from the Aotearoa Shipping Alliance project.
Further to this, TRT are looking into the use of hydrogen powered barges, and renewable energy options to further contribute to New Zealand’s efforts in mitigating climate change, and a lower emissions economy. If a suitable option is identified, this will reduce carbon emissions to lower levels than that predicted within the Opus report.
[1] https://consult.transport.govt.nz/policy/new-zealand-freight-and-supply-chain-issues/supporting_documents/Freight%20and%20supply%20chain%20issues%20paper%20%20full%20version.pdf
[2] Climate Change Commission. (2021).Ināia tonu nei: a low emissions future for Aotearoa. https://www.climatecommission.govt.nz/our-work advice-to-government-topic/inaia-tonu-nei-a-low-emissions-future-for-aotearoa/

Promoting the protection of historic heritage:

The barge facility footprint has been located within TRT land so that it is not within wāhi tapu such as urūpā (burial sites) or old battle sites (eg, Māniaroa) and other significant historic sites (eg, Tokatā). In funding the TRT proposal, CIP

preferred the TRT land over the Matakaoa plateau land due to impacts on cultural heritage associated with the latter proposal. Further, matauranga Maōri will be included in the design, monitoring, and the cultural story telling associated with the barge port development.

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

The proposed barge port aligns with opportunities presented within the *'New Zealand freight and supply chain issues paper'* ***[1]*** which was prepared by the Ministry of Transport following the major disruptions in the freight and supply chain system during the COVID 19 pandemic to improve resilience of the supply chain.
Slips and flooding are common within the East Cape, resulting in road closures. The geology of the SH35 coastal route is unstable and highly erodible, and the road is vulnerable to failure, particularly during high rainfall and storm weather events. As outlined in the Te Tairawhiti Regional Land Transport Plan up to 26% of the land is considered to be susceptible to severe soil erosion, compared with only 8% of land in New Zealand as a whole[2]. This means that the risk of slippage affecting roads is higher than in other areas, resulting in regular road closures, impacts on the structural integrity of pavements, and increased maintenance costs. This was evidenced with the recent road closure along SH35 (Highway collapse: Damages to SH35 could take between weeks and months to repair - NZ Herald). Natural hazards continue to cause detrimental effects on this road resulting in prolonged road closures. Given there are no alternative local roads to use if SH 35 is closed, this contributes to high closure impact costs across the region. As outlined within the Te Tairawhiti Regional Land Transport Plan, in 2013 analysis of road closure costs amounted to $93,000 per day on SH35[3]. The frequency and duration of these closure events may increase a in the future as a consequence of extreme weather events resulting of climate change. The recent and prolonged road closure due to SH35 collapsing, and frequency of these events demonstrates the need for a more resilient transport option for cargo in this area.
[1] https://consult.transport.govt.nz/policy/new-zealand-freight-and-supply-chain-issues/
[2] Connecting Tairāwhiti Programme Business Case (2018)
[3] Opus. (2013). Gisborne and Hawke's Bay – Route Security Study

Other public benefit:

Recreational facilities are also proposed as part of the barge port including a water sports (waka ama), boat ramp and berthing for recreational vessels, as well as a rescue centre building for the Coastguard. This will provide recreational opportunities for the public, and will improve the health and safety of recreational boat users through providing a base for maritime rescue services in the wider area.

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

There will not be significant adverse environmental effects – refer to preliminary assessments from T+T and Isthmus. In summary, granting consent to allow the use and development of the land and the CMA for the project will achieve sustainable management.
Sustainable management is defined in section 5(2) of the RMA to mean:
"managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while:
(a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
(b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
(c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment
The social and economic wellbeing of the local and regional community, which is one of the most economically and socially deprived in the country and has been for several decades, will be significantly improved through the employment and recreational opportunities the facility will generate for current and future generations.
The cultural wellbeing of tangata whenua will be enhanced through allowing currently under-utilised maori land and resources to be developed by tangata whenua in way that will allow a wider community and regional benefit, thus

allowing rangatiratanga and kaitiakitanga to be upheld. The project is therefore consistent with, and allows the principles of the Treaty of Waitangi to be recognised.
It will allow for people's health and safety to be provided for through creation of an appropriate facility in a sheltered embayment protected by breakwaters at which a maritime rescue and response facility such as the Coastguard and Maritime New Zealand could be established – in that regard the nearest existing facility is some distance away at the more exposed Waihau Bay. Health and safety of road users will also be provided for through the significant reduction in logging truck movements on the existing local road and state highway network should the barge port facility be established.
It also creates the potential for off-shore industry such as marine farming to become more feasible in the wider region through providing a base where necessary land based infrastructure to support marine farming can locate (eg loading and unloading facilities, all tide berths for tender vessels).
The life supporting capacity of the ecosystems at the site will be safeguarded through the location and design of the facility, and careful management of effects to ensure the adjacent wetland complex, stream and river is not hydraulically impacted.
Mitigation of the landscape effects of the activity will be achieved through the design of the facility and measures taken to integrate it with the cultural landscape. With regards to landscape effects it should be noted that the relative scale and significance of those effects is greatly reduced when the amount of the East Cape landscape that is classed as ONFL is taken into account. When the locational and functional requirements of the facility are recognised it is apparent that there is very little, if any, potential for such a facility to be established in the region without being located in a ONFL.
Where the adverse effects of the activity cannot be avoided, remedied or mitigated they are managed on the site by way of the comprehensive effects offset package of works to be undertaken by the Te Rimu Trust including wetland creation and enhancement and extensive planting of native species.

Part X: Climate change and natural hazards

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

The design of the breakwaters, mooring basin and dredge channel will make appropriate allowances for future climate change and natural hazard effects. In particular, future sea level rise will be factored into the wave climate and related armour stability assessments, so that the breakwaters remain stable in the design storm throughout their design life, and that acceptable overtopping limits are observed during the design storm. The breakwaters will be designed to provide the appropriate level of seismic performance under the design earthquake. Coastal erosion will not affect the breakwaters or mooring basin, as they are comprised of engineered structures. All related landside facilities, such as the log loading area, are located on land sufficiently elevated above coastal water so as not to be affected by coastal inundation during the design storm.

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
Gisborne District Council	TRT levelled gravel ridges for the construction of an aerodrome near Te Araroa without consent in late 2018. TRT applied for retrospective consent, for the works and those needed to finish the runway. The consent was granted and no enforcement action taken.

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.

Richard Clarke	19/08/2022
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.

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.